



BACKGROUND

Overview: The FTA issued Special Directive 22-4 that required the Massachusetts Bay Transportation Authority (MBTA) to address ongoing safety concerns at MBTA and interim findings uncovered during FTA's Safety Management Inspection (SMI) that was initiated in April 2022.

This Special Directive mandated that MBTA take nine required actions in three distinct categories 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.

PURPOSE

This Corrective Action Plan has been developed to address **Special Directive 22-4 Category 2: Required Track Maintenance** and its Required Action **FTA-TRA-22-003**.

FTA Finding

Management Practices

The curved track section on the Orange Line between the Tufts Medical Center and Back Bay Stations (both north- and south-bound) has been under speed restriction for an extended period dating back to 2019 due to excessive wear and defects.

FTA Required Action

- **FTA-TRA-22-003:** MBTA must correct the track defects between Tufts Medical Center and Back Bay Stations on both north- and south-bound tracks.

ANALYSIS AND RECOMMENDATIONS

Analysis

- MBTA has reviewed work scope and has determined that MOW will need four (4) out of service days to correct the defects on the track between Tufts Medical Center and Back Bay Stations on both north- and south-bound tracks.

Recommendations

- MBTA will prioritize with the other scheduled work that requires service diversions throughout the network to complete the correction of the track defects between Tufts Medical Center and Back Bay Stations on both north- and south-bound tracks. The MBTA has diversions scheduled for 7/10, 9/18, 9/25 and 10/2 which will allow ROW access to complete this work and correct the track defects.



The Massachusetts Bay Transportation Authority

FTA-TRA-22-003

Corrective Action Plan (CAP)

ACTION PLAN

Description: The MBTA Track Department is ready to install the material to correct the subject defects and remove the speed restrictions. The MBTA has diversions scheduled for 7/10, 9/18, 9/25 and 10/2 which will allow ROW access to complete this work and correct the track defects.

PLAN STRUCTURE

#	Actionable Items	Description	Responsible Party ¹	Est Start ²	Est End ³
1	Schedule first diversion access to repair tracks	Schedule access and conduct preparations for the replacement of the 132#/115# low-side guardrail and for any follow-on work to be conducted. Dates: 7/10, 9/18, 9/25, 10/2/2022.	MOW: R. Martin	6/8/22	10/1/22
2	Install south-bound track at Back Bay.	An outage is scheduled for 7/10/22 to replace low-side southbound 115#/132# curve at the Back Bay. The high-side 115# rail to follow in sequence along with final re-gauging. The MBTA will apply any lessons learned from this work to subsequent work.	MOW: R. Martin	7/9/2022	7/15/22
3	Finalize all work plans and execute the rail replacement	MBTA Track Department will continue to prepare the welded stringers and drilled holes and assemblies for installation and utilize the planned access to execute the major guardrail installations and additional non-revenue days to install high-side 115# rail and final re-gauging as necessary.	MOW: R. Martin	6/29/22	10/15/22
4	Remove speed restriction	Speed restriction removed or reduced between Tufts Medical Center to Mass Ave Stations on both northbound and southbound tracks.	MOW: R. Martin	7/10/22	10/31/22
5	CAP Verification	MBTA departments will evaluate actionable items/deliverables before submission to FTA to confirm there is evidence that the findings and this required action have been resolved, taking into account the scope and performance measures.	OCE: P. Hadley	ongoing	

COMPLETION DOCUMENTATION

Performance Metrics

Expected Completion: Speed restrictions are anticipated to be removed as applicable following the four (4) one-day diversions to replace the four low-side rails and follow-on work to replace the high-side rail through the curves on the northbound and southbound tracks by the end of October, 2022.

Verification

Overview: The Track Department will report to the ROW Access Committee and Operations Leadership on the percentage of completion achieved following each one-day diversion.

¹ In the event of personnel or departmental changes, responsibilities for actionable items shall transfer to the new leadership.

² Est Start – Estimated Start Date

³ Est End Estimated Completion Date



The Massachusetts Bay Transportation Authority

FTA-TRA-22-003

Corrective Action Plan (CAP)

BUDGET/COST ESTIMATE

Overview: The material and labor costs to complete the four curves rail replacements is carried within the existing MOW Capital and Operating budgets for FY23. The budget for alternative service/bussing costs will require additional funding. The budget values below are estimates that will require further refinement as the work associated with this CAP is developed and implemented. Estimates include 30% contingency.

Segment Code	Cost Estimate
Alternative/Bussing costs	\$1,300,000
Total	\$1,300,000

CORRECTIVE ACTION PLAN COMMITMENT

Responsible Parties

Department ⁴	Name	email	DocuSignature
E&M	Joseph Cheever	[REDACTED]	
Capital Programs	James Neider	[REDACTED]	
Rail Transportation	Andrea Gordon	[REDACTED]	
Bus Transportation	Karen Burns	[REDACTED]	
OCC & Training	Aisheea Isidor	[REDACTED]	
Office of Chief Engineer	Erik Stoothoff	[REDACTED]	
Human Resources	Thomas Waye	[REDACTED]	
Budget	Mary Anne O'Hara	[REDACTED]	
Labor Relations	Ahmad Barnes	[REDACTED]	
Procurement	Jeffrey Cook	[REDACTED]	
Safety	Ronald Ester	[REDACTED]	

Executive Leadership of Responsible Parties

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7/15/2022

Jeffrey D. Gonneville
 MBTA Deputy General Manager

Date

⁴ Offices designated as supporting roles provide subject matter expertise to responsible parties during action development and are not directly responsible for delivery of actionable items listed above.



The Massachusetts Bay Transportation Authority

FTA-TRA-22-003

Corrective Action Plan (CAP)

Executive Leadership of Responsible Parties

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<p>David Panagore <i>MBTA Chief Administrative Officer</i></p>	<p>Date</p>
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<p>Ronald Ester <i>MBTA Chief Safety Officer</i></p>	<p>Date</p>
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<p>Steve Poftak <i>MBTA General Manager</i></p>	<p>Date</p>
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