

FTA Safety Management Inspection Update

MBTA Safety, Health & Environment Committee Meeting

November 9, 2023

Meredith Sandberg, Chief of Quality, Compliance & Oversight

Special Maintenance Repair Plan (SMRP)



SD 22-4, FTA Finding 8: Management Practices: MBTA reports 9.6% of heavy rail track is under a speed restriction due to track defects and over two miles of Green Line track also are speed restricted. MBTA's management accepts an unsustainable level of speed restrictions due to deferred maintenance.

FTA Required Action: MBTA must develop and implement a <u>special maintenance repair plan</u> to reduce the percentage of system track that is under a speed restriction.

The SMRP is the synthesis of several pre-existing MBTA work planning processes into a single plan focused on <u>reducing the percentage of heavy</u> <u>rail lines under speed restriction</u>. The SMRP allows the MBTA to address speed restrictions through a unified strategy.

- Guides organizational priorities
- Establishes timelines to address critical maintenance issues
- Tracks progress against the plan using agreed upon metrics



The SMRP process was the basis for building the Track Improvement Plan











- Inspect tracks and document defects
- Prioritize defects based on safety & service impacts
- Plan and schedule corrective maintenance
- Perform corrective maintenance
- Monitor safety and service metrics for expected impacts

- Severity of defect is documented, determined by using the MBTA track standards
- location of defect all contribute to the prioritization framework
 Safety is a constraining factor

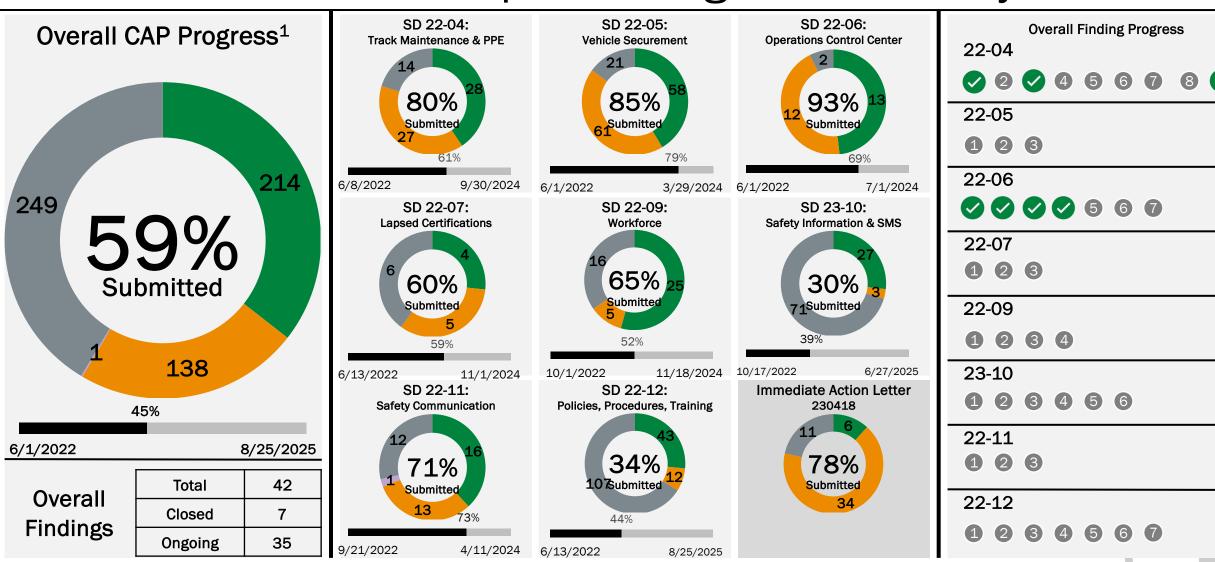
Age of defect, excess

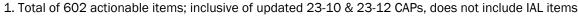
run time, type and

- Safety is a constraining factor while service impact is something we optimize for
- Maintenance of Way and Capital Programs coordinate and align on who takes the lead
- Priority defects drive the schedule sequence but other "opportunity" defects in the same area are added to the plan
- Work is conducted either during regular non-revenue hours, early access hours or in a full service diversion (like a surge)
- Reduced lengths and percentage of track under restriction
- Reduced excess run time for our customers
- Fewer speed restrictions in the long term

*Related to SD 22-4, CAP 6 (Enterprise Asset Management) *Related to SD 22-4, CAP 4 (ROW Access Opportunities) *Related to SD 22-4, CAP 7 (MOW Defect Reporting)

Finding Closed

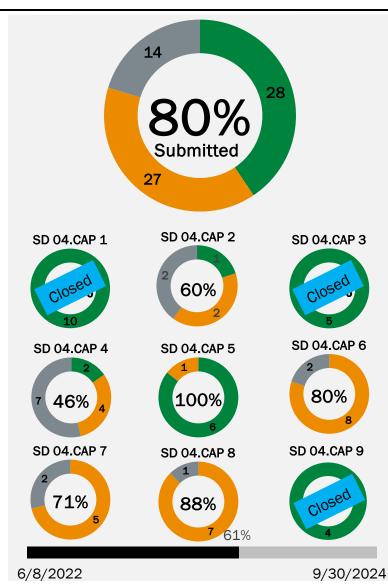




Data as of: October 29, 2023

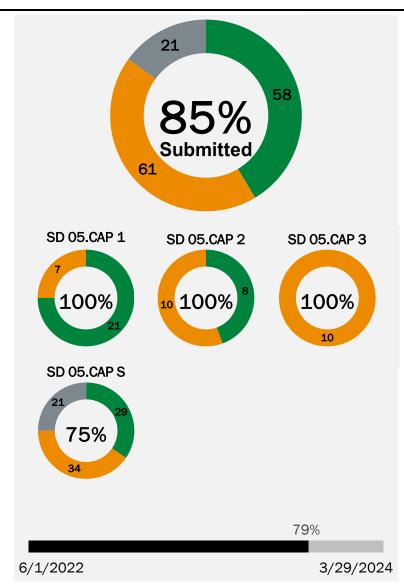


SD 22-4: Track Maintenance & PPE



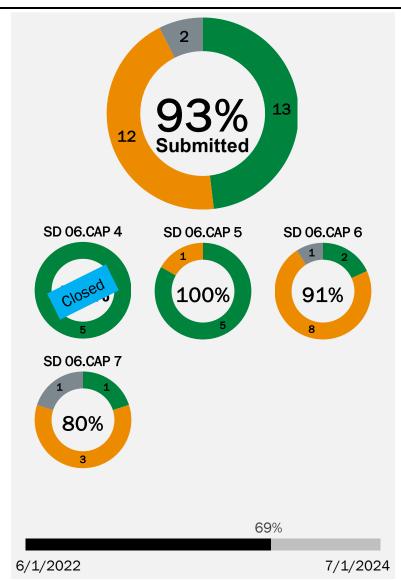
- ✓ F1: Published updated Rulebook for Operations Employees incorporating PPE requirements – CAP CLOSED
- F2: Reporting against our PPE compliance program on a monthly basis
- √ F3: Raised Tufts Curve Speed Restriction after completing Cologne Egg replacement – CAP CLOSED
- F4: Implemented trials for ROW access planning
- F5: Submitted budget requests for MOW equipment and resource needs CAP Closure request submitted 8/28
- F6: Developed Capital Funding Request & Plan for Accelerated Implementation of EAM
- F7: Developed and Implemented New Weekly Track Conditions Report for Executives
- F8: Worked with MOW and CT to update SMRP to account for new speed restrictions, submitted our new format to FTA for our quarterly update
- ✓ F9: Restored Green Line Work Train to Working Order CAP CLOSED

SD 22-5: Vehicle Securement



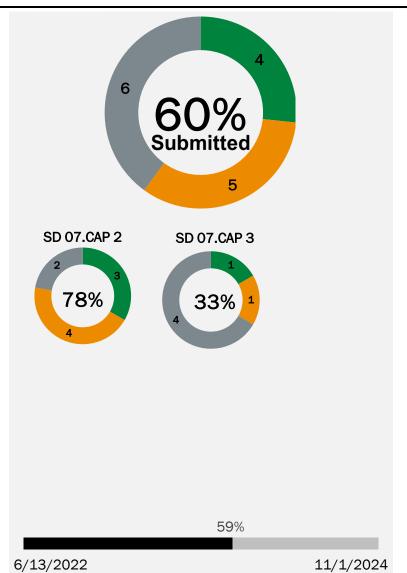
- F1: Submitted Supplemental CAP for EV Inspections
- F2: Completed Training of All Heavy and Light Rail Personnel
- F3: Implemented Compliance Program for Safe Movement
- Supplemental: Red Line pilot at Cabot postponed due to staffing and site conditions, pilot at Cadigan scheduled to begin this month.

SD 22-6: Operations Control Center



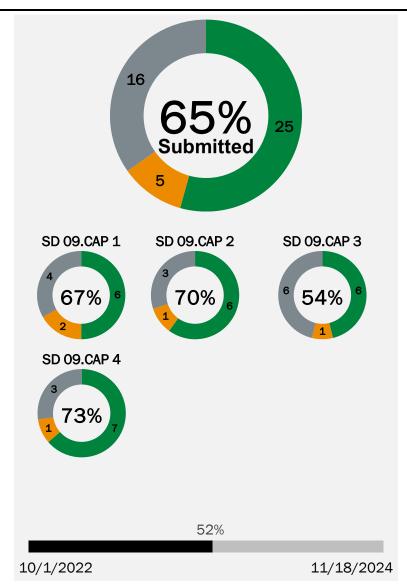
- ✓ F1: Ensured that staff working in OCC are certified FINDING CLOSED
- ✓ F2: Established policies to ensure OCC staff have sufficient time off between shifts FINDING CLOSED
- ✓ F3: Established Operating Procedures to Ensure No Staff Performing Dual Roles –
 FINDING CLOSED
- ✓ F4: Ensured 100% Compliance with Work Hour Restrictions CAP CLOSED
- F5: Staffed to 26 Dispatchers Including Supplemental Resources
- F6: Implementing plan to make OCC role more attractive
- F7: Submitted Formal tracking and notification system

SD 22-7: Lapsed Certification Process



- F1: Ensured 100% of Operating Personnel Are Current in Certifications Finding Closure Requested
- F2: Ensured 100% of Operating Personnel Are Current in Certifications -Submitted Special Order revision
- F3: Ensured 100% of Operating Personnel Are Current in Certifications; Designing and Implementing Certification Management Procedures

SD 22-9: Workforce



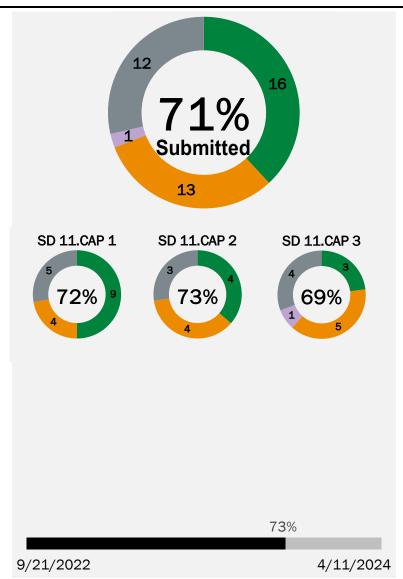
- F1: Reviewed safety risk assessment approach with FTA
- F2: Conducted an industry scan of transit agency recruitment, hiring, and retention practices which will inform potential practices that a transportation agency may choose to implement in efforts to mitigate workforce challenges
- F3: Updating Safety Certification policy for identified gaps
- F4: Developing Gap Analysis for Contractor Oversight

SD 23-10: Safety Information & SMS



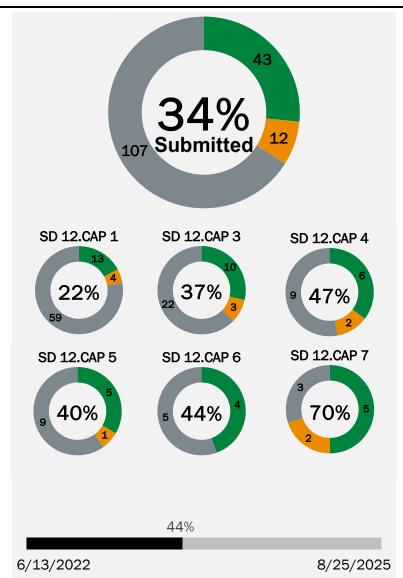
- F1: Established an SMS Steering Committee and Identifying SMS Lead
- F2/F3: Developing safety data flows
- F4: Submitted backlog of reports, developed a quality control checklist for investigation
- F5: Developing Risk Assessment Schedule
- F6: Developing Data verification guidelines
- Completed Safety Department Staffing Analysis and submitting weekly hiring updates to FTA, completed Strategic Hiring Plan

SD 22-11: Safety Communication



- F1: Submitted safety meeting charters to FTA
- F2: Scheduled & Published Local Safety Committee Meeting Series
- F3: Published Employee-Focused Safety Helpline SOP, Submitted Plan for ESRP SRM Integration

SD 22-12: Policies, Procedures & Training



- F1/F2: Developing data flows for PPE Compliance pilot
- F3: Approved request for CAP 3 rewrite, due to FTA 11/9/23
- F4: Assessed Current State Of Training And Developed Recommendations for **Training Governance**
- F5: Assessed Workforce Technology usage and competency via workshops
- F6: Selected Technical Support for Expanded Mentorship Program
- F7: Completed Repairs on 17 of 18 Radio Weak Spots, Developing SOPs for Systemwide Radio