



# Massachusetts Bay Transportation Authority

**FTA Safety Management Inspection Update**

**MBTA Board of Directors Meeting**

**November 16, 2023**

**Meredith Sandberg, Chief of Quality, Compliance & Oversight**



# The MBTA announced our plan to address all speed restrictions during 2024 – updates available online

[mbta.com/ftareponse](https://mbta.com/ftareponse)

[mbta.com/trackprogram](https://mbta.com/trackprogram)

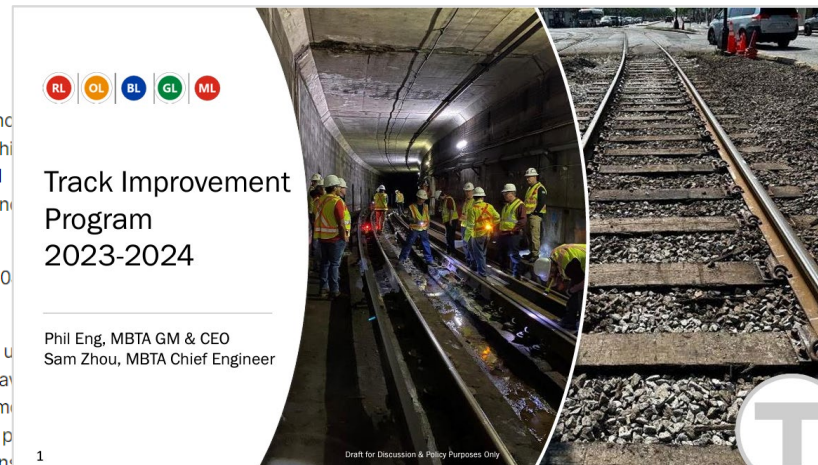
[mbta.com/speedrestrictions](https://mbta.com/speedrestrictions)

## Track Improvement Program

The Track Improvement Program is a major track repair and replacement initiative to eliminate all 191 speed restrictions as of November 6, 2023 and bring all tracks into a five-year state of good repair by the end of 2024. This program will affect track infrastructure across the Red, Orange, Blue, and Green lines to improve train speeds, reduce delays and disruptions, enhance safety, and deliver timely, reliable, and consistent service for riders.

We created the Track Improvement Program in direct response to SD 22-0 CAP 8.

Speed restrictions are used to maintain a safe and reliable transit system until corrective actions can be taken. However, they also result in additional travel time for riders. The MBTA is committed to eliminating speed restrictions as expeditiously, but it is important to note that some speed restrictions are in place for safety reasons. The MBTA is constantly conducting inspections of its tracks to identify and address any potential areas of concern that may be identified.



[Learn more about the program](#)

Hear more details about the Track Improvement Program



# 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.

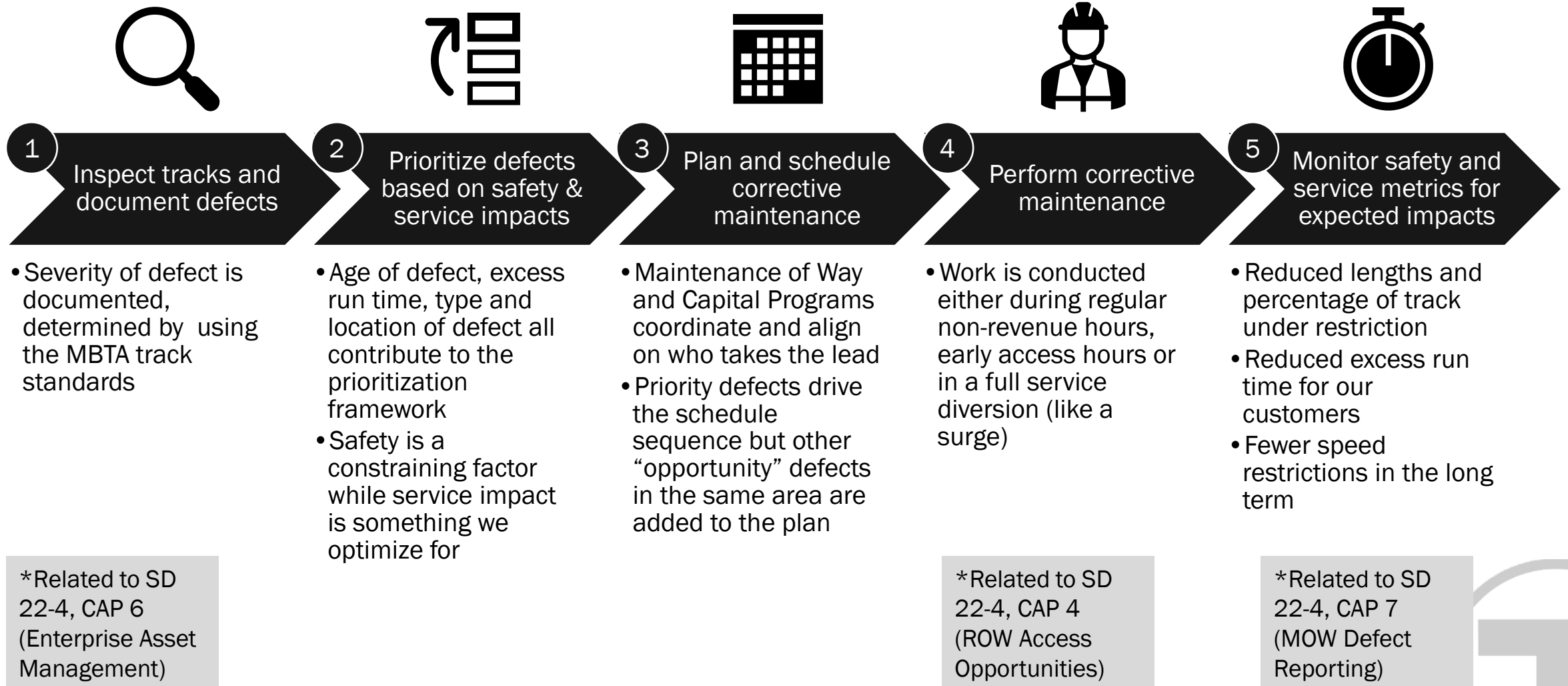
**FTA Required Action:** MBTA must develop and implement a special maintenance repair plan to reduce the percentage of system track that is under a speed restriction.

The SMRP is the synthesis of several pre-existing MBTA work planning processes into a single plan focused on reducing the percentage of heavy rail lines under speed restriction. 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

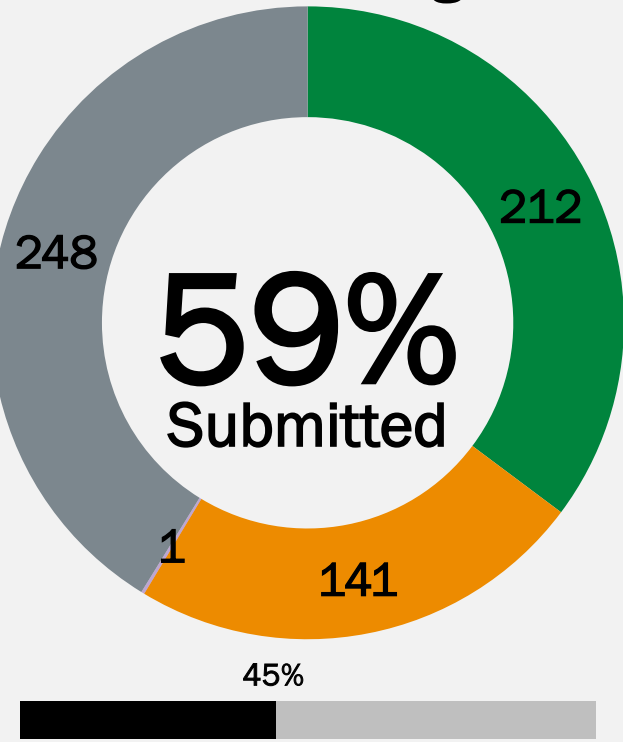


# The SMRP process was the basis for building the Track Improvement Plan

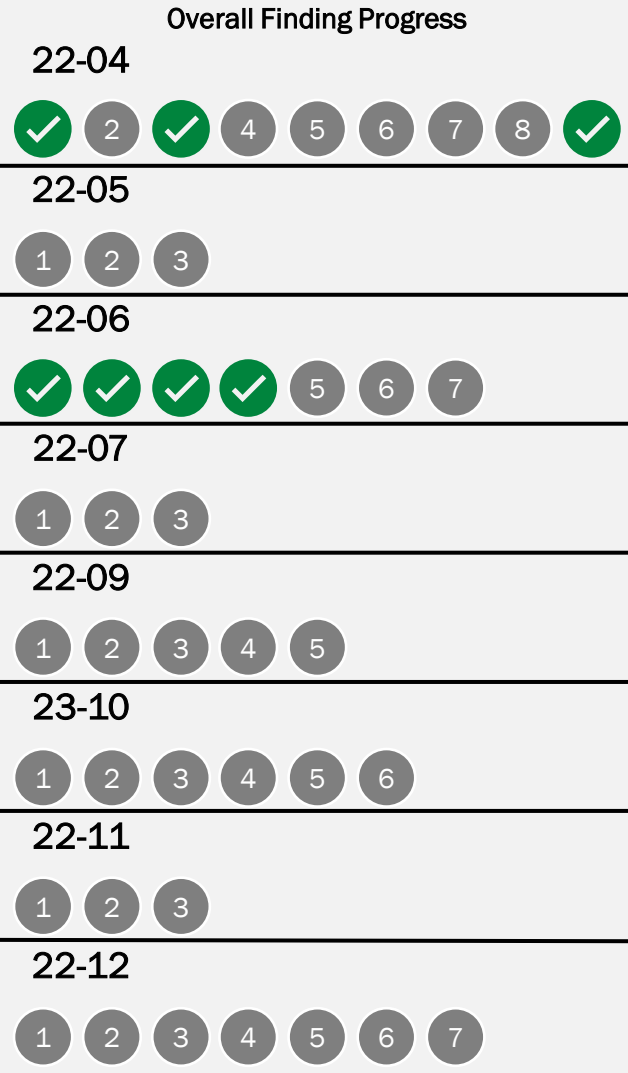
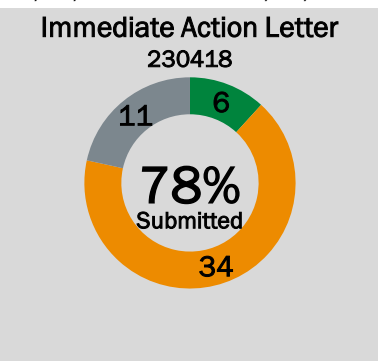
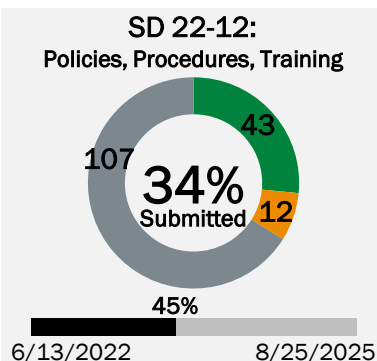
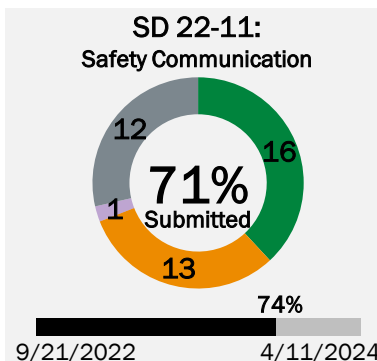
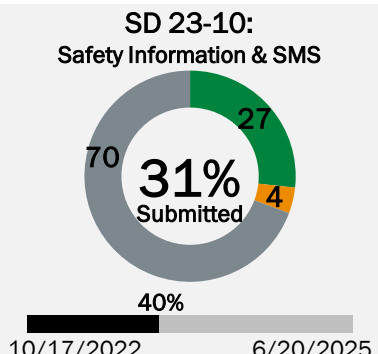
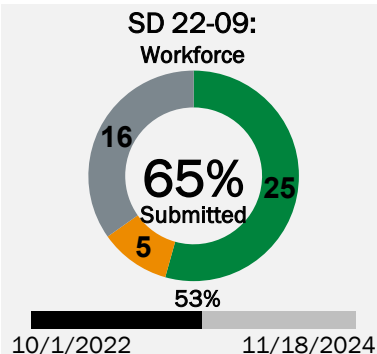
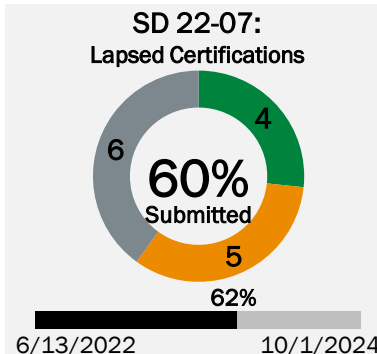
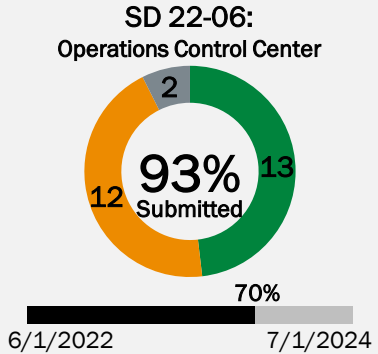
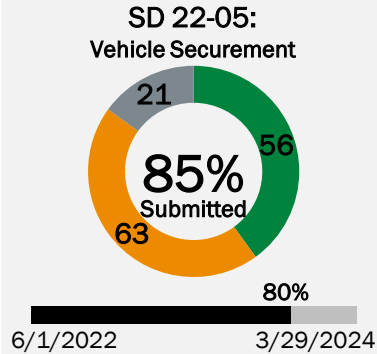
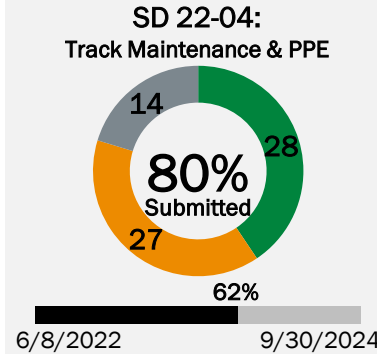


# FTA SMI Response Progress Summary

## Overall CAP Progress<sup>1</sup>



Overall Findings	Total	42
	Closed	7
	Ongoing	35



✓ Finding Closed

1. Total of 602 actionable items; inclusive of updated 23-10 & 23-12 CAPs, does not include IAL items

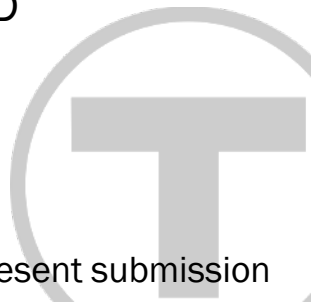
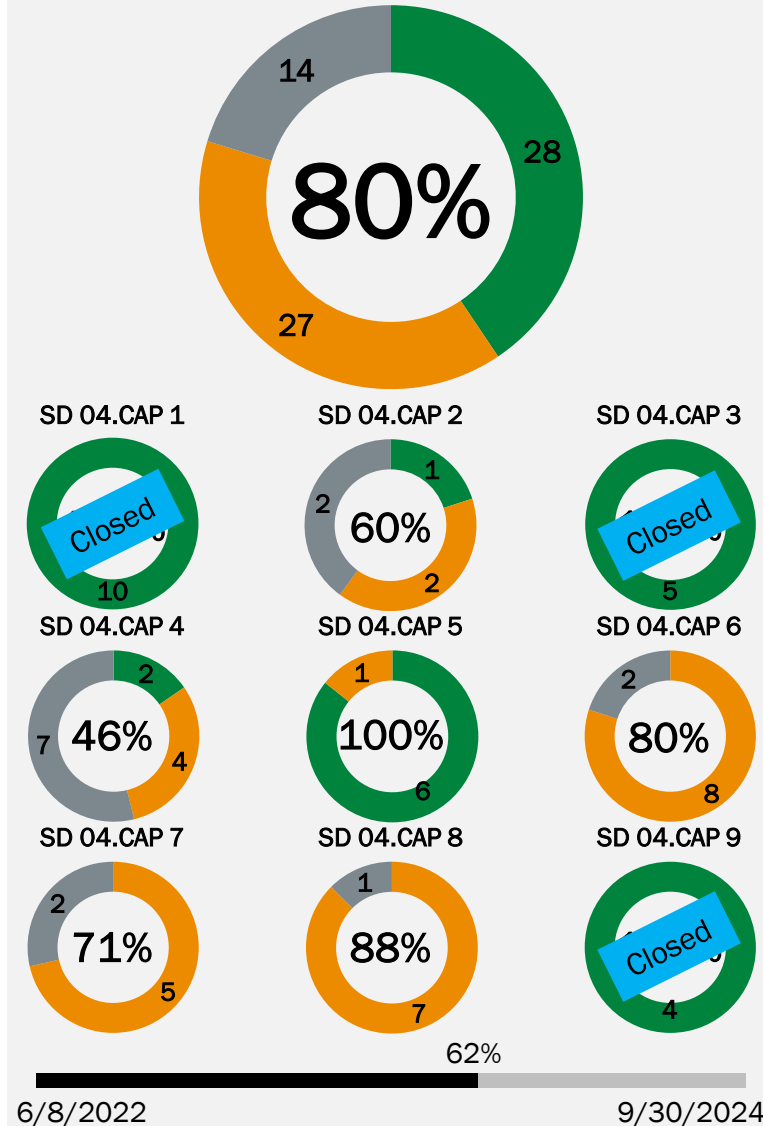




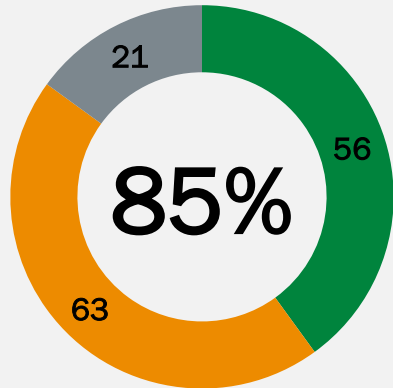
Questions?

# 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

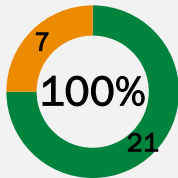


# SD 22-5: Vehicle Securement

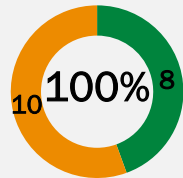


- F1: Submitted Supplemental CAP for EV Inspections
- F2: Completed Training of All Heavy and Light Rail Personnel
- F3: Implemented Compliance Program for Safe Movement
- Supplemental: Red Line pilot at Cabot postponed due to staffing and site conditions, pilot at Cadigan scheduled to begin this month.

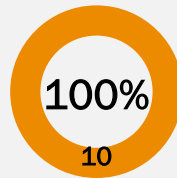
SD 05.CAP 1



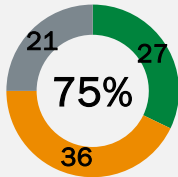
SD 05.CAP 2



SD 05.CAP 3



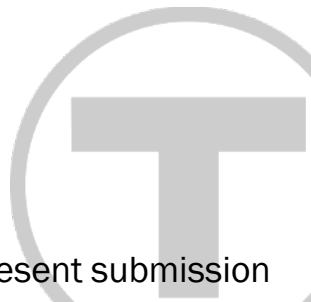
SD 05.CAP 4



80%

6/1/2022

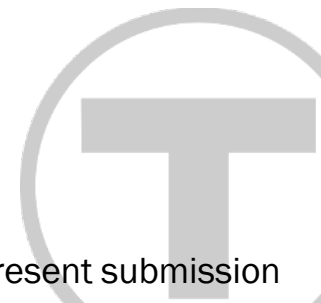
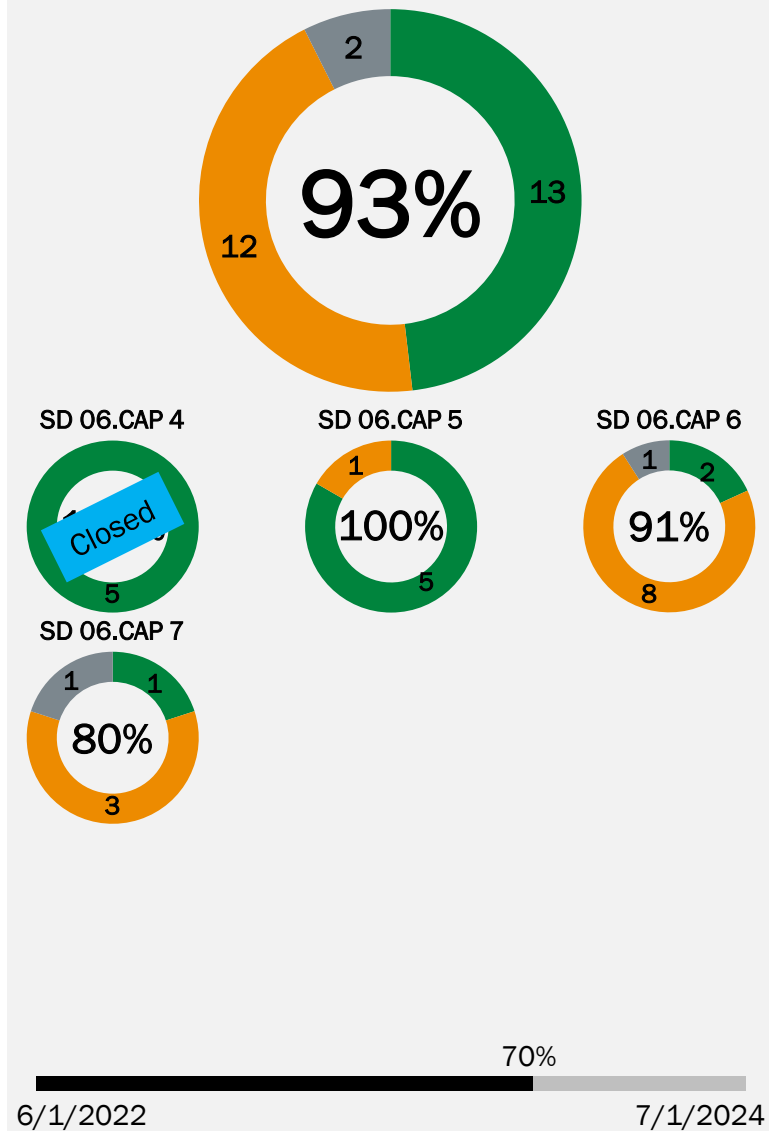
3/29/2024



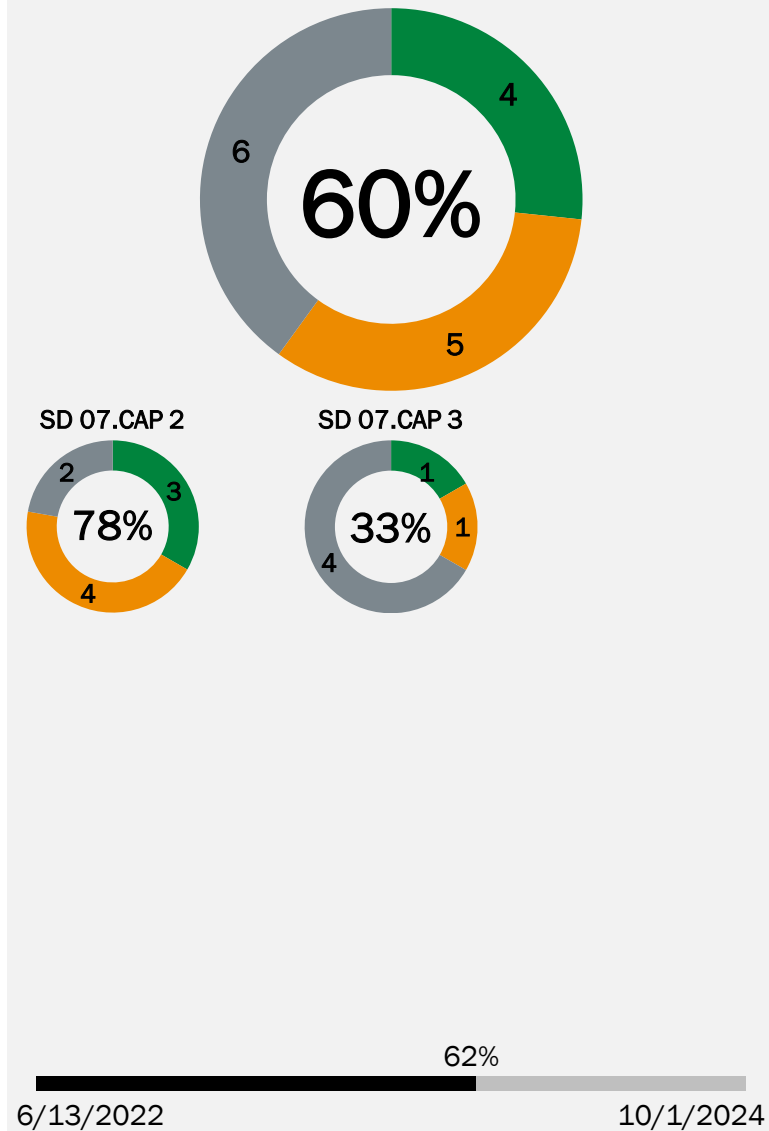


# SD 22-6: Operations Control Center

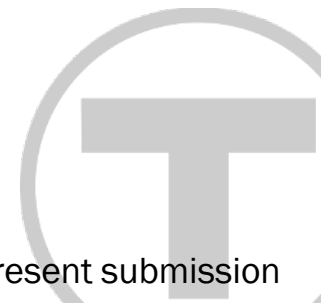
- ✓ F1: Ensured that staff working in OCC are certified – FINDING CLOSED
- ✓ F2: Established policies to ensure OCC staff have sufficient time off between shifts – FINDING CLOSED
- ✓ F3: Established Operating Procedures to Ensure No Staff Performing Dual Roles – FINDING CLOSED
- ✓ F4: Ensured 100% Compliance 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



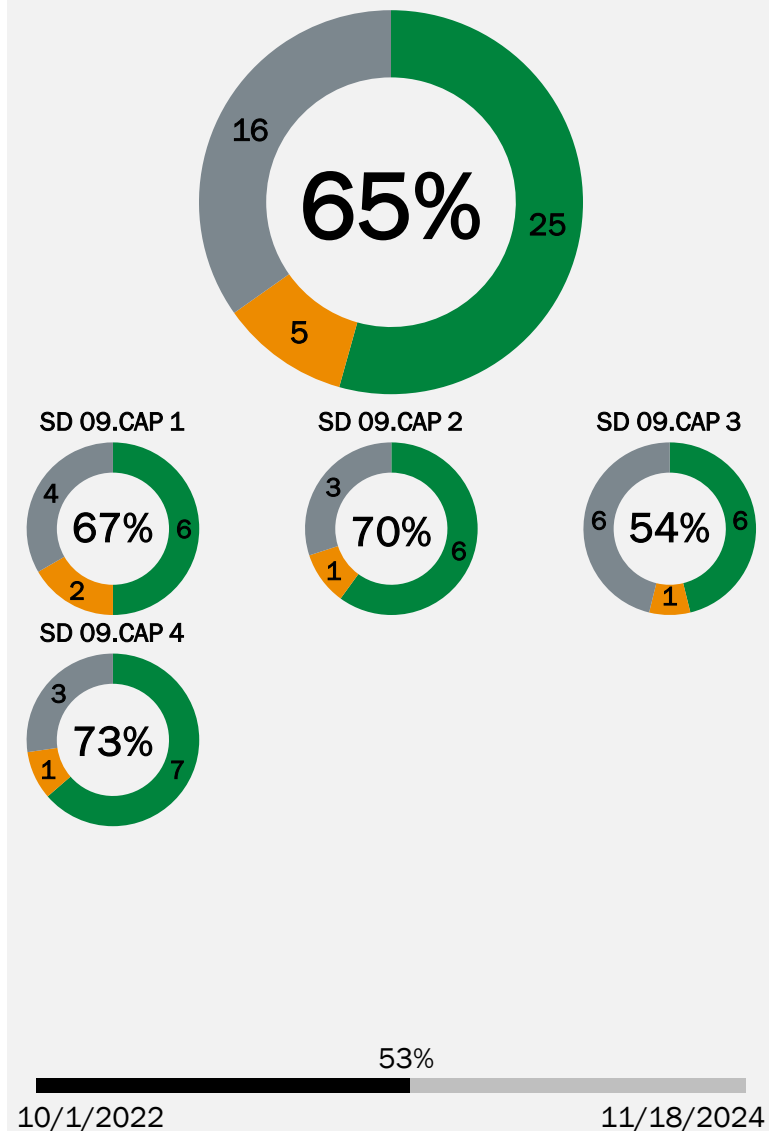
# SD 22-7: Lapsed Certification Process



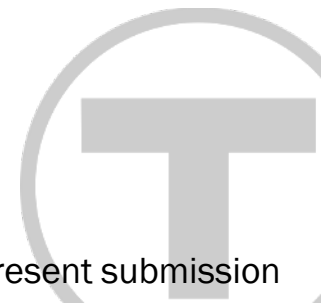
- F1: Ensured 100% of Operating Personnel Are Current in Certifications – Finding Closure Requested
- F2: Ensured 100% of Operating Personnel Are Current in Certifications - Submitted Special Order revision
- F3: Ensured 100% of Operating Personnel Are Current in Certifications; Designing and Implementing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



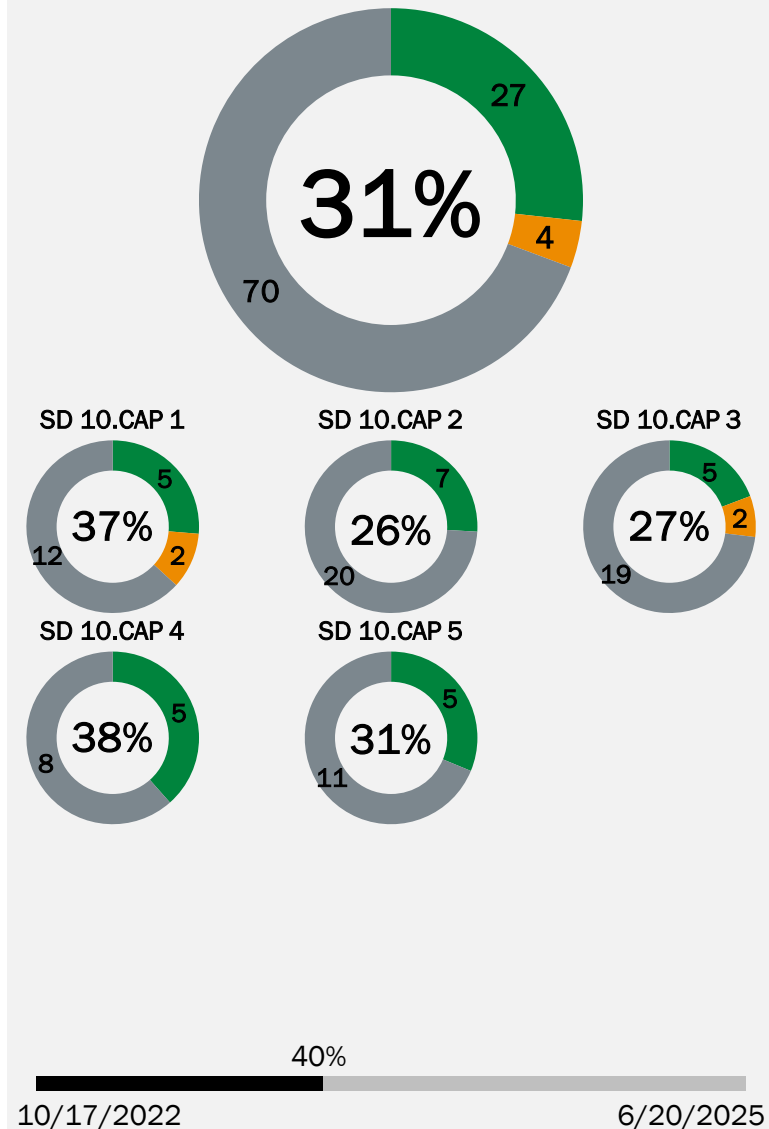
# SD 22-9: Workforce



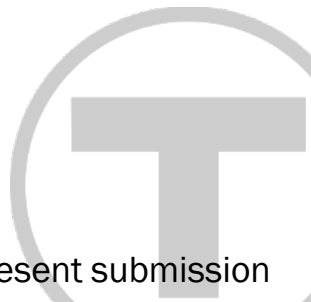
- F1: Reviewed safety risk assessment approach with FTA
- F2: Conducted an industry scan of transit agency recruitment, hiring, and retention practices which will inform potential practices that a transportation agency may choose to implement in efforts to mitigate workforce challenges
- F3: Updating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



# SD 23-10: Safety Information & SMS



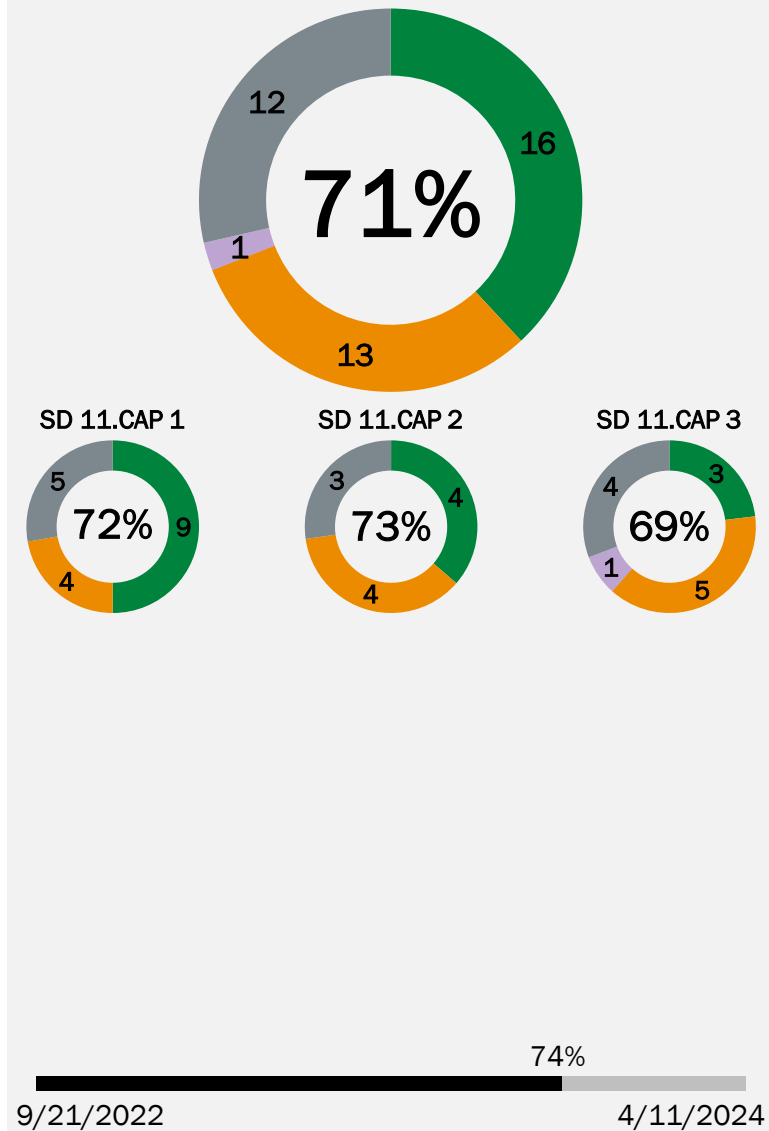
- F1: Established an SMS Steering Committee and Identifying SMS Lead
- F2/F3: Developing safety data flows
- F4: Submitted backlog of reports, developed a quality control checklist for investigation
- F5: Developing Risk Assessment Schedule
- F6: Developing Data verification guidelines
- Completed Safety 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



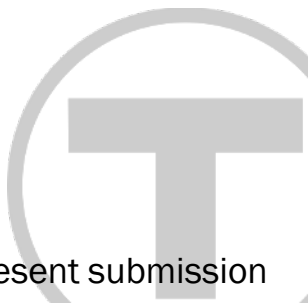
9/21/2022

4/11/2024

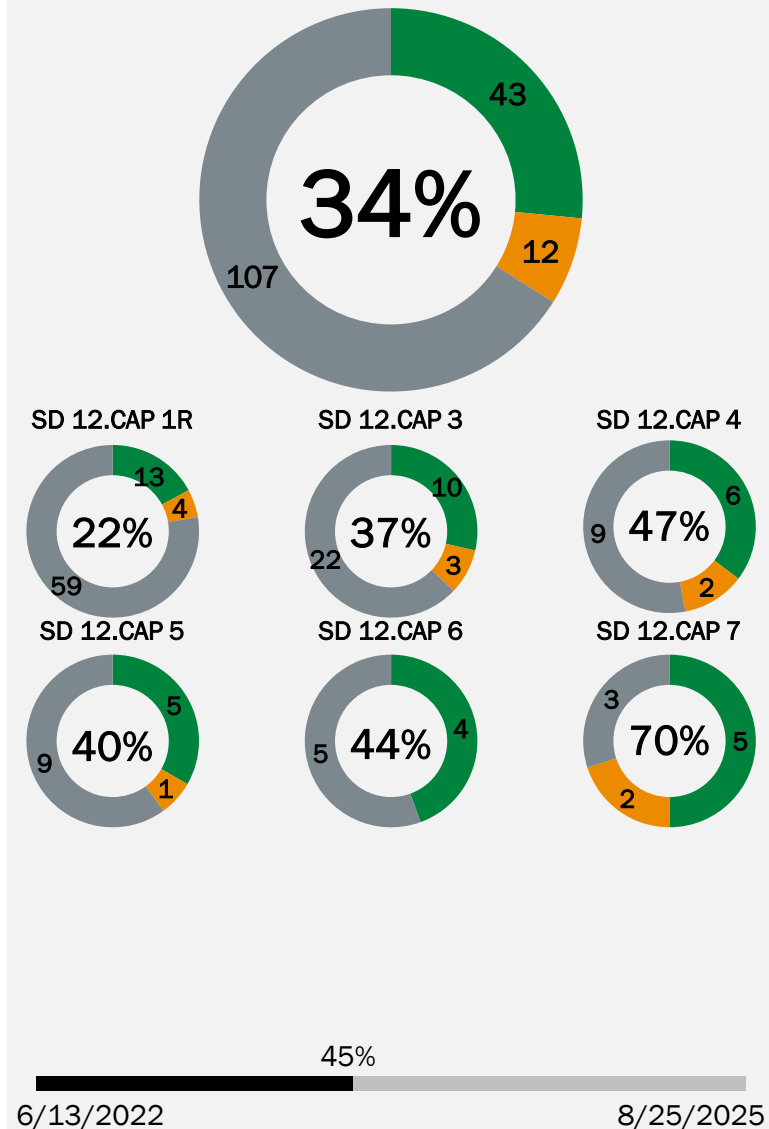
Data as of: November 5, 2023

Draft for Discussion & Policy Purposes Only

Note: Percentages in charts represent submission



# 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

