



Massachusetts Bay Transportation Authority

Update on Safety Management Inspection

June 23, 2022



FTA Special Directives Overview

- June 14, 2022, The FTA issued five (5) special directives: four (4) are for the MBTA and one (1) is for the Department of Public Utilities (DPU).
- MBTA Special Directives:
 - #22-4: Delayed Critical Maintenance
 - #22-5: Operating Procedure Related to Train Movements
 - #22-6: OCC Staffing and the Number of Hours People are Working
 - #22-7: Safety Recertification Process for Employees
- 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:

1. 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.
2. 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-born infrastructure equip.
3. 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 operating procedures for disabled trains and yard moves – to address unintended and uncontrolled train movements by disabled trains in maintenance facilities and rail yards. *CAP = 15 Days.*

Plans Underway:

1. Initial series of Special Orders, Memos, and Directives on yard moves
2. 3 stage plan with initial pilot on Blue Flag procedures



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 all staff has been recertified within the last 12 months.

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:

- Recommendation on recert timeline due to differing historical standards (12, 18, 24 mo.)
- Develop processes to pull staff with lapsed certification from performing safety sensitive work (**Finding 2**)
- Developing plans for creating, reviewing, and updating training materials (**Finding 3**)

