



**Massachusetts Bay
Transportation Authority**

June 15th Special Directive Update

December 15, 2022

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Chief Safety Officer

DRAFT – For Discussion and Policy Purposes Only

FTA SMI Draft On-Site Verification Plan Dates



FEDERAL TRANSIT ADMINISTRATION

- ✓ Confirmed September 19 – 23
- ✓ Confirmed October 17– 21 (Validate Track Work)
- ✓ Confirmed November 14– 18
- ✓ Confirmed December 5– 9
- Pending January 23- 27
- Pending February 21- 24
- Pending March 20- 24



No.22-4: Delayed Track Maintenance

- **Description of Directive to address nine (9) findings in three (3) areas**
 - Address deficiencies in personal protective equipment (PPE) and right of way (ROW) safety
 - Correct defective track conditions
 - Address management practices that negatively impact track repair
- **Summary of CAP**
 - Prioritize work to address the (red) track conditions
 - Investigate ways to accelerate maintenance of existing rail-borne infrastructure work equipment and opportunities to rent/lease. Re-evaluating facility to store, maintain, and protect rail-borne infrastructure equipment
 - Evaluating access procedures to develop a method for safely increasing on-track time during non-revenue hours
- **Updates**
 - Minimum PPE plan Special Order distributed
 - Green Line Work Car #4361 is operational



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

- **Description of Directive**
 - Address operating procedures for disabled trains and yard moves and to address unintended and uncontrolled train movements by disabled trains in maintenance facilities and rail yards
- **Summary of CAP**
 - Issue a series of safety directives, policies, memos
 - Develop heavy/light rail special orders, update rulebooks, and develop audit plans; pin hitching procedures
 - Develop heavy/light rail training syllabus, hands-on training, recertification processes, embed into new hire training
 - Develop pilot program for Blue Flag procedures
 - Develop audit plans for heavy and light rail updated procedures
- **Updates**
 - Employees are being trained on new Special-Order for Yard/Carhouse moves Red/Orange Line completed Blue Line training continues
 - Distributed staff checklist procedure.
 - Immediate action closeout letter was received from the FTA



No. 22-6: OCC Staffing

- **Description of Directive**
 - Address 7 actions
 - Perform reporting of planned and actual shift assignments for all OCC staff
- **Summary of CAP**
 - Rule change to maximum work hours allowed for dispatchers. Reduce schedule to allow for minimum staffing levels on Heavy Rail
 - Develop sustainable, auditable processes to ensure new hours of service requirements
 - Develop plan and workforce model to ensure OCC is appropriately staffed
 - Create plan to address recruiting, training, and certification challenges of new employees
 - Build process to ensure all required OCC staff are current with their certifications before they start a shift
- **Updates**
 - **Staffing Level:** 26 total Dispatchers with supplemental manpower
 - Six (6) Dispatchers in Training



No.22-7: Recertification of Employees

- **Description of Directive**

- Address 3 required actions about safety incidents patterns and interim safety findings about lapsed safety training certifications of safety-sensitive rail personnel. *As of June 20, all staff that needed recertifying have been recertified.*

- **Summary of CAP**

- Create special order to define/clarify recertification expectations, consequences, timelines
- Issue recertification cards and improve certification/recertification tracking system
- Develop recertifications tracker onto SharePoint. Deliver monthly certifications reports
- Develop processes to ensure personnel with lapsed certifications are NOT performing safety sensitive work
- Develop plans for creating, reviewing, and updating training materials

- **Updates**

- Recertification Cards continue to be distributed
- Training RFP Committee reviewing proposals.

