



Massachusetts Bay Transportation Authority

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.

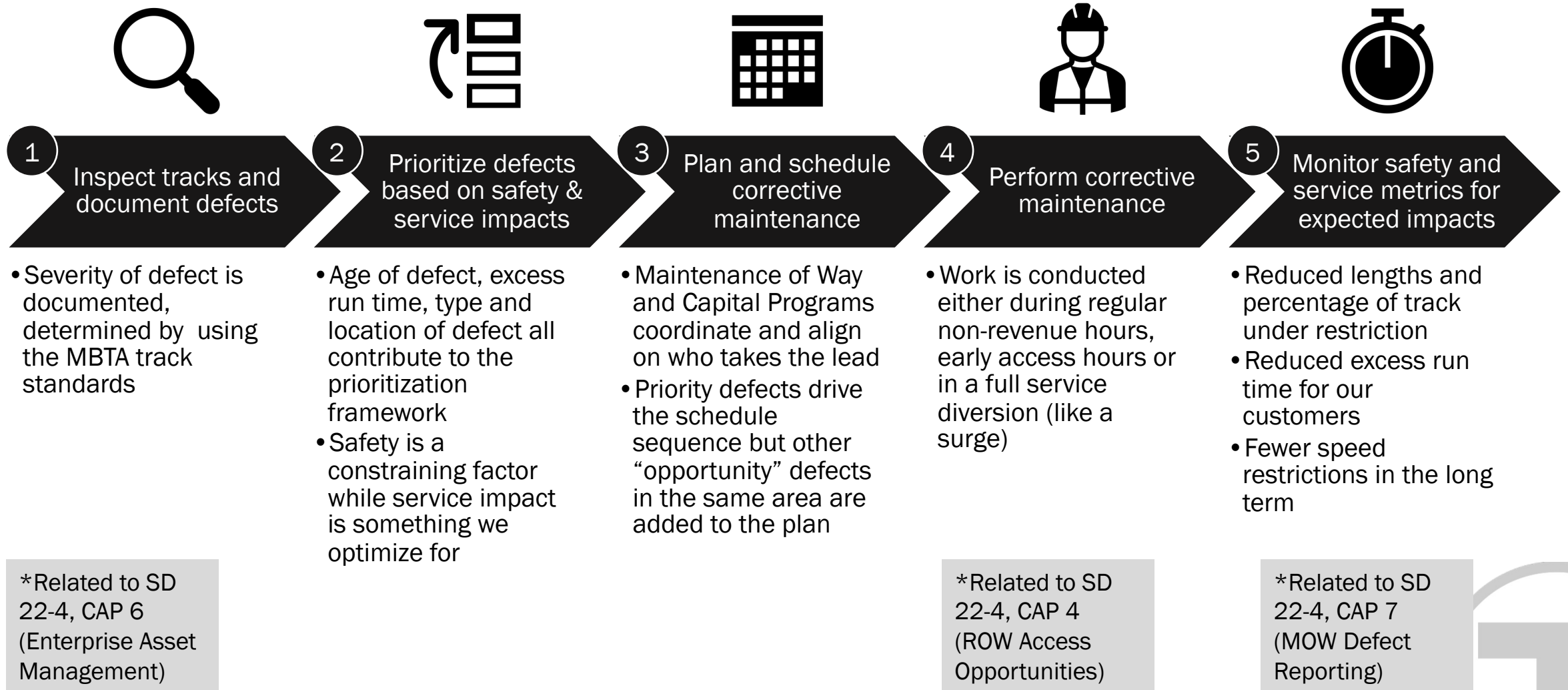
FTA Required Action: MBTA must develop and implement a special maintenance repair plan to reduce the percentage of system track that is under a speed restriction.

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

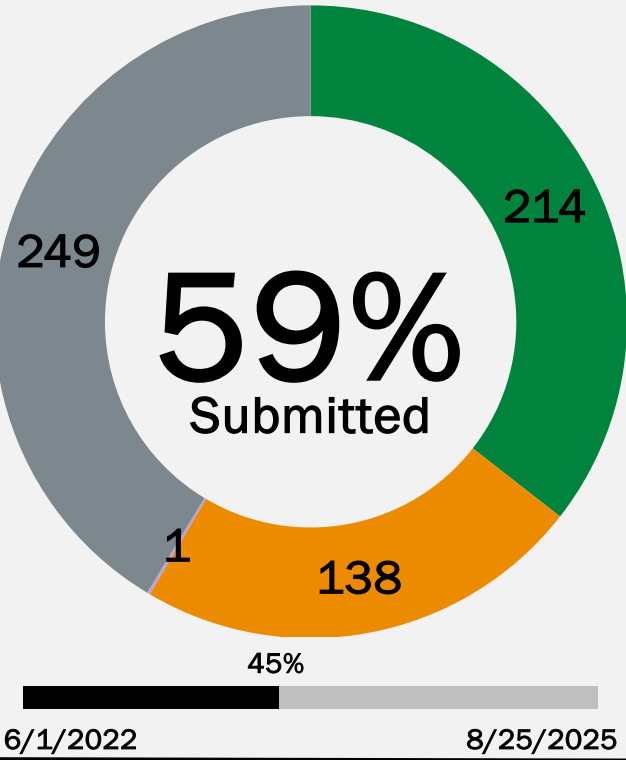


The SMRP process was the basis for building the Track Improvement Plan



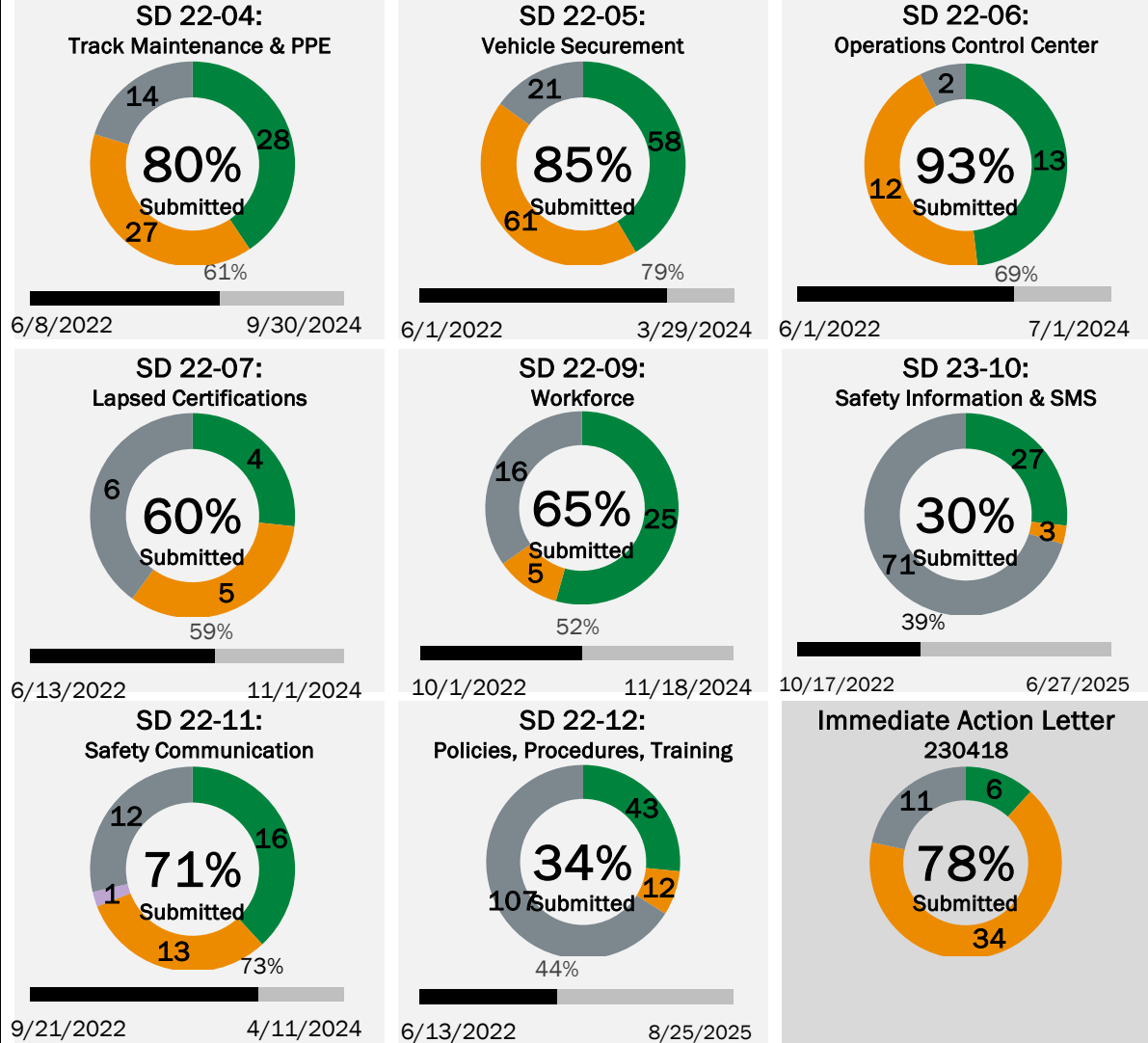
FTA SMI Response Progress Summary

Overall CAP Progress¹



Overall Findings

Total	42
Closed	7
Ongoing	35



Overall Finding Progress



✓ Finding Closed

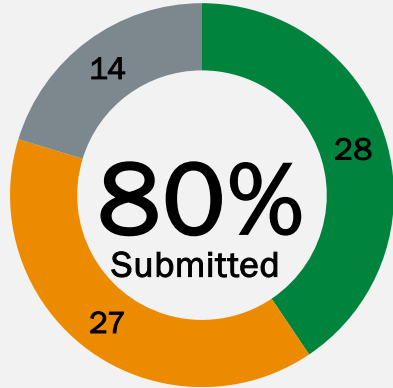
1. Total of 602 actionable items; inclusive of updated 23-10 & 23-12 CAPs, does not include IAL items



Questions?



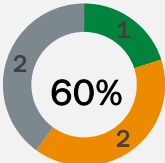
SD 22-4: Track Maintenance & PPE



SD 04.CAP 1



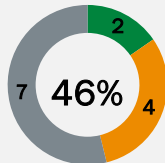
SD 04.CAP 2



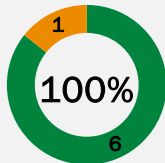
SD 04.CAP 3



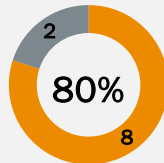
SD 04.CAP 4



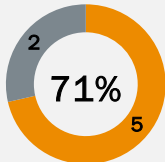
SD 04.CAP 5



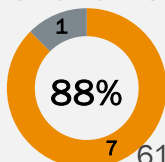
SD 04.CAP 6



SD 04.CAP 7



SD 04.CAP 8



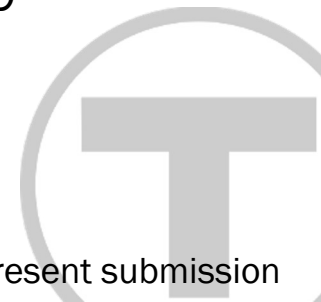
SD 04.CAP 9



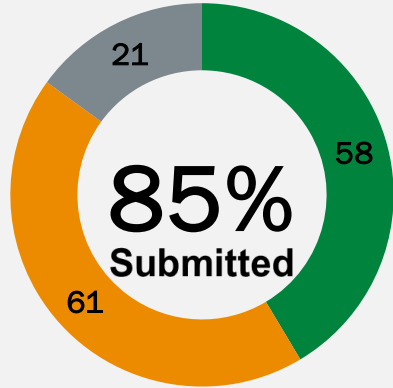
6/8/2022

9/30/2024

- ✓ 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

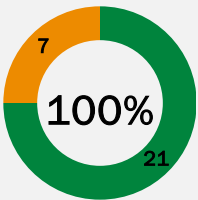


SD 22-5: Vehicle Securement

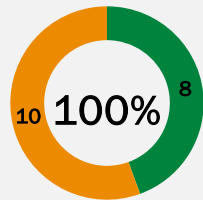


- F1: Submitted Supplemental CAP for EV Inspections
- F2: Completed Training of All Heavy and Light Rail Personnel
- F3: Implemented Compliance Program for Safe Movement
- Supplemental: Red Line pilot at Cabot postponed due to staffing and site conditions, pilot at Cadigan scheduled to begin this month.

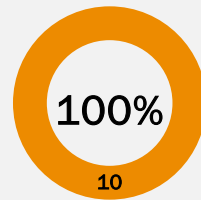
SD 05.CAP 1



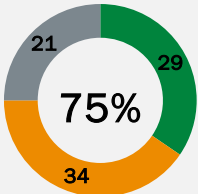
SD 05.CAP 2



SD 05.CAP 3



SD 05.CAP S



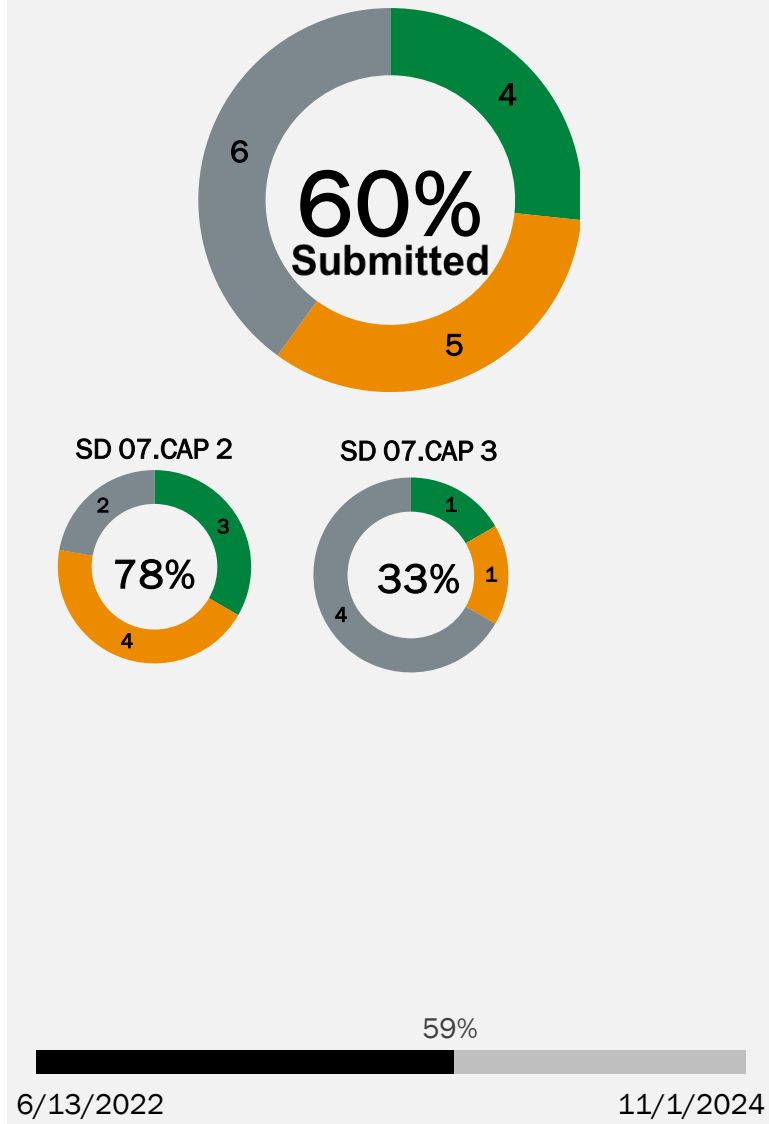
79%

6/1/2022

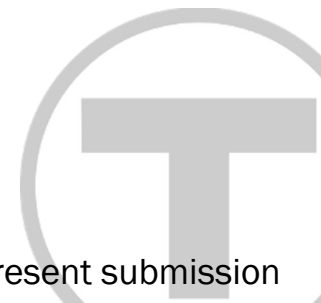
3/29/2024



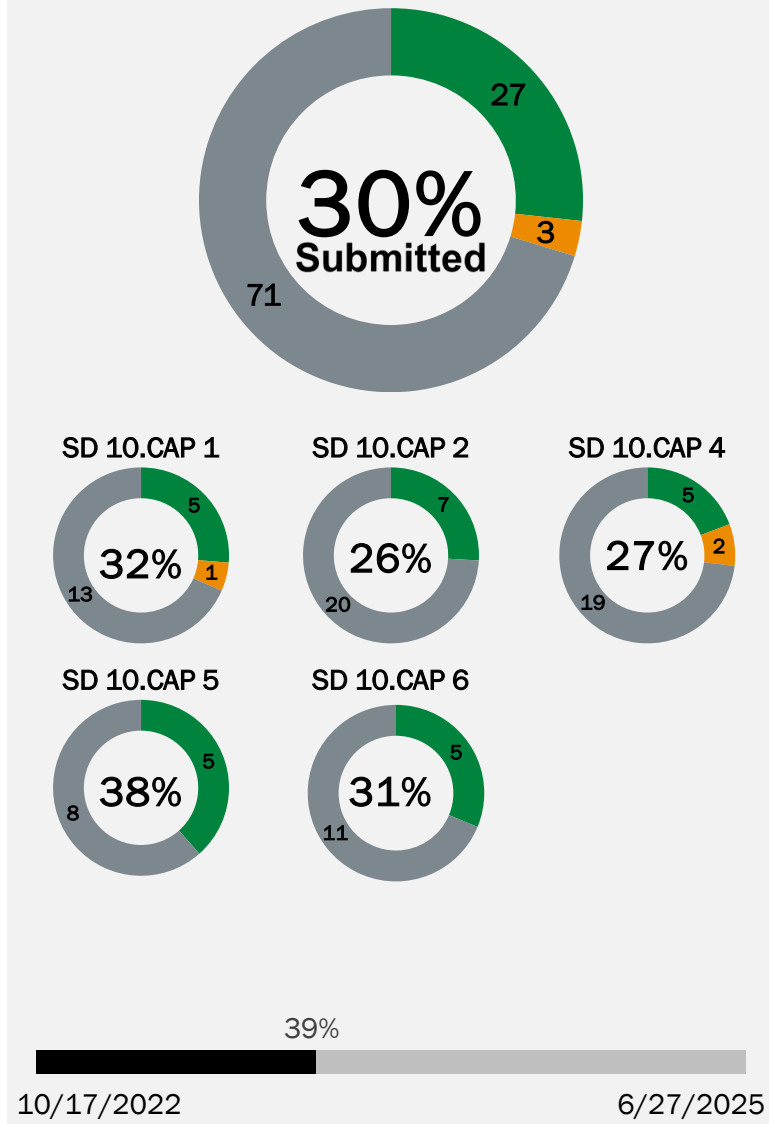
SD 22-7: Lapsed Certification Process



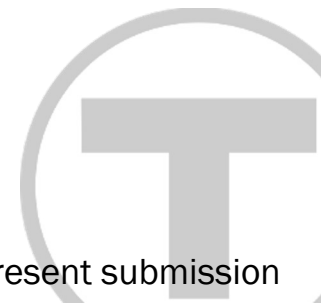
- F1: Ensured 100% of Operating Personnel Are Current in Certifications – Finding Closure Requested
- F2: Ensured 100% of Operating Personnel Are Current in Certifications - Submitted Special Order revision
- F3: Ensured 100% of Operating Personnel Are Current in Certifications; Designing and Implementing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



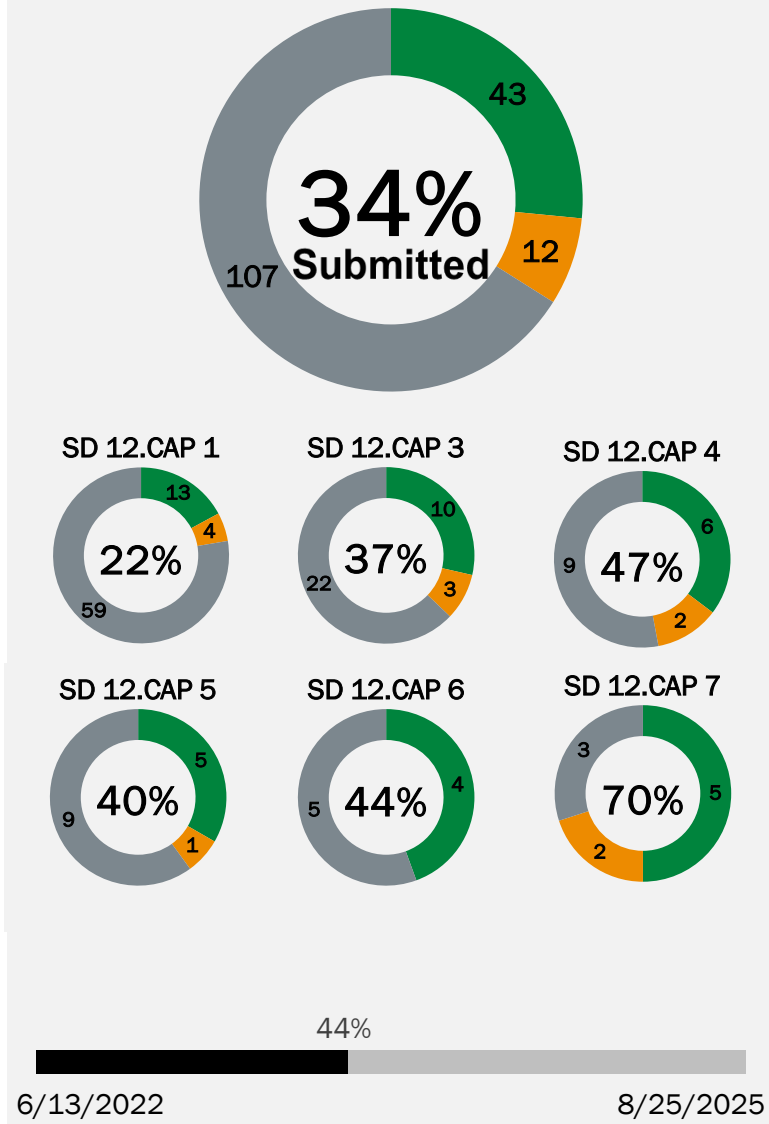
SD 23-10: Safety Information & SMS



- 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 22-12: 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

