



U.S. Department
of Transportation

**Federal Transit
Administration**

Headquarters

1200 New Jersey Avenue, SE
Washington, DC 20590

SENT VIA EMAIL

December 23, 2024

Mr. Phillip Eng
General Manager
Massachusetts Bay Transportation Authority
10 Park Plaza
Boston, MA 02116

Subject: Response to Closeout Request for FTA-TRA-22-008 (Special Maintenance Repair Plan)

Dear Mr. Eng:

On August 28, 2024 (initial request on April 5, 2024), the Massachusetts Bay Transportation Authority (MBTA) submitted a Corrective Action Plan (CAP) closeout request for **FTA-TRA-22-008 (Special Maintenance Repair Plan (SMRP))**. The MBTA developed this CAP as part of its response to interim findings issued in Special Directive (SD) 22-4: Track Access and Maintenance of Way (MOW), from the Safety Management Inspection (SMI) initiated by the Federal Transit Administration (FTA) in April 2022.

Closeout Approval for FTA-TRA-22-008 (SMRP)

MBTA's CAP for **FTA-TRA-22-008** includes eight action items, approved by FTA on August 10, 2022, to address the following SD 22-4 finding and required action:

- **Finding:** 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.
- **Required Action (FTA-TRA-22-008):** MBTA must develop and implement a special maintenance repair plan to reduce the percentage of system track that is under a speed restriction.

To implement this CAP, between August 1, 2022, and September 27, 2024, MBTA undertook the following CAP action items and submitted documentation regarding their completion:

- Created an SMRP working group;
- Developed an SMRP;

- Formalized the SMRP;
- Implemented the SMRP;
- Monitored, maintained, and controlled the SMRP, including 90-day look-back reports and snapshots of what work needs to be done and what will be in the 90-day plan; and
- Developed a budget plan to sustain the track conditions.

FTA carefully evaluated the submitted documentation and reviewed submissions with MBTA during biweekly and monthly meetings on SD 22-4 between August 2022 and November 2024. FTA's verification focused on:

- Assessment of the development and implementation of the SMRP;
- Review of the quarterly SMRP report, with focus on MBTA's processes to track the progress of the SMRP (such as the 90-day look-back report that tracks both work that was completed and work that was not completed);
- Review of MBTA's weekly Track Condition Report to assess progress in completing deferred track work and current speed restrictions; and
- Review of MBTA's updated budget to sustain track conditions.

MBTA has reduced track restrictions to less than two percent and, as of December 20, 2024, is sustaining this level.

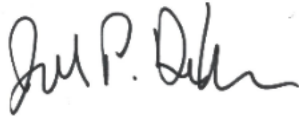
Based on review of these submissions and the results of verification activity, FTA finds that these completed action items satisfy the requirements of CAP FTA-TRA-22-008 and this CAP may now be closed.

Prior to closing SD 22-4, FTA will conduct final verification regarding MBTA's continued implementation of the SMRP.

Conclusion

This CAP closure represents a tremendous amount of work and FTA greatly appreciates your efforts. Please contact our SMI Coordinator, Christian Hernandez, by phone at (213) 552-3494 or by email at Christian.Hernandez@dot.gov with any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Joe P. DeLorenzo".

Joe DeLorenzo
Associate Administrator and
Chief Safety Officer
Office of Transit Safety and Oversight

cc: Peter Butler, Regional Administrator, FTA Region 1
Ryan Coholan, Chief Operating Officer, MBTA
Tim Lesniak, Chief Safety Officer, MBTA
Meredith Sandberg, Chief of Quality, Compliance, and Oversight, MBTA
Pat Lavin, Chief Safety Officer, Massachusetts Department of Transportation
Jamie Van Nostrand, Chair, Massachusetts Department of Public Utilities (DPU)
Robert Hanson, Rail Safety Director, DPU