



Department of Public Utilities  
Rail Transit Safety Division

# DIVERSION REPORT

2023 RL Ashmont & Mattapan Surge



FTA-DPU-23-004, Action Item 3

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## Background

### DEPARTMENT OF PUBLIC UTILITIES (“DPU”) STATE SAFETY OVERSIGHT (“SSO”)

As part of the DPU enhanced oversight activities, the DPU monitors and tracks the work scheduled to be completed for any diversion through field observations and monitoring of meetings associated with the diversion. Ultimately, the DPU provides oversight of the safe execution of work, safety rules and procedures, as well as the safe return to service.

DPU’s FTA Special Directive 22-8, FTA-DPU-23-004 (Finding 4), Corrective Action Plan (“CAP”) states the DPU will develop and submit a report of field observations associated with diversions. The purpose of this report is to not only fulfill the requirements for the CAP, but to demonstrate DPU’s improved abilities and enhanced oversight activities of MBTA’s rules compliance procedures for track maintenance safety rules and procedures.

### MASSACHUSETTS BAY TRANSPORTATION AUTHORITY (“MBTA”)

The MBTA planned a full closure of the Red Line (“RL”) Ashmont Branch and Mattapan Line for 16 days from Saturday, October 14, through Sunday, October 29, for critical track work. This Surge will provide the required time and access for crews to replace rail, ties, and ballast between JFK/UMass and Ashmont, and on the Mattapan Line, to address speed restrictions and bring these areas closer to a State of Good Repair.

## Overview of Scope of Work

### DPU SCOPE OF WORK SUMMARY

The DPU develops an inspection and verification plan to oversee each diversion comprised of the following steps:

1. Information request for all related project documents;
2. Various document reviews;
3. Establish internal schedules for work zone observations and safety briefings observations;
4. Field observations of MBTA safety briefings;
5. Field observations at high priority locations and work zones;
6. Tracking of MBTA’s progress of work to be completed;
7. Attend any relative meetings (i.e., Capital Transformation construction and senior management meetings); and
8. Issue directives as needed.

### MBTA SCOPE OF WORK SUMMARY



The RL Surge was comprised of 2 priority projects focused on trackwork and crossings intended to remove 28 speed restrictions (14 on the Red Line Ashmont Branch and 14 on the Mattapan Line). Accompanying this priority work on both lines were a series of additional opportunity projects on the Right-of-Way (“ROW”) and in stations. The Ashmont Branch and Mattapan Line were divided into Work Sections established by Construction Logistics as follows:

- **Ashmont Branch**
  - Work Section 1 | Von Hillern St Truckpad to Fields Corner Station
  - Work Section 2 | Fields Corner Station to Codman Yard access point
  - Work Section 3 | Codman Yard
- **Mattapan Line**
  - Work Section 4 | Ashmont Loop to Central Ave Truckpad
  - Work Section 5 | Central Ave Station to Mattapan Station

The tables below outline the surge project names and descriptions per Ashmont Branch and Mattapan Line (priority projects only):

Ashmont Branch		
No.	Project Name	Description
1.	JFK/UMass to Savin Hill	Track Replacement
2.	Savin Hill to Freeport St Bridge	Track Replacement
3.	Freeport St Bridge to Fields Corner	Track Replacement
4.	Fields Corner to Shawmut	Track Replacement
5.	Shawmut Southbound	Track Replacement
6.	Shawmut to Ashmont	Track Replacement

1	15	31	14
Priority Project	Opportunity Projects*	Approximate Age of Track (years)	Speed Restrictions Targeted

\*Opportunity projects include roof replacements, station assessments and improvements, and installation of new signal equipment.

Mattapan Line		
No.	Project Name	Description
1.	Butler Station	Track Replacement/Pedestrian Crossing
2.	Milton Station	Track Replacement/Pedestrian Crossing
3.	Valley Rd Station	Track Replacement/Pedestrian Crossing
4.	Capen St Station	Track Replacement/Intersection
5.	Line Tamping	Track Replacement

1	7	31	14
Priority Project	Opportunity Projects*	Approximate Age of Track (years)	Speed Restrictions Targeted

\*Opportunity projects include station improvements and deep clean, restraining rail bolt installation, staging rail for future work, and lighting replacement at all station platforms.

## Summary of Observations

The table summarizes the total number of observations/tasks the DPU conducted during the 10-day surge period:

Task	Total	Notable Observations
On Call Duty	1	10/25/23: Split Switch - Hi Rail Truck split a switch at the crossover but did not derail. No damage to vehicle. No injuries.
Field Observations (Work zone and Safety briefings)	105	All positive observations.
Coordination Meetings	22	All positive observations.
Requests for Information	0	N/A - MBTA send over all relevant documents without the need for a RFI.
<b>GRAND TOTAL</b>		<b>128</b>

### WORK ZONE OBSERVATIONS

Every week during regular internal meetings with DPU staff, DPU updated schedules for its staff for the current and following week to ensure oversight of all areas of the surge. The DPU planned to observe the track work being conducted at least once a week.

Observations included, but were not limited to:

- Coordination of moving work vehicles between work zones
- Use of required PPE
- ROW License on person
- Construction areas are clear, no tripping hazards or tools left behind
- Third rail energized within work zone and status properly communicated to employees and contractors
- Document relevant checklists or special orders used by MBTA or contractors

### SAFETY BRIEFING OBSERVATIONS

Toolbox Safety Briefings were available at the following locations and times throughout the surge:

- 12 AM Von Hillern Truck Pad and Beale Street
- 6 AM and 6 PM at Von Hillern Street and Codman Yard Gallivan Blvd side
- 12 PM Von Hillern Truck Pad and Beale Street
- 6 AM and 6PM Mattapan line Milton Station

The DPU's goal was to observation four safety briefings a week throughout the Surge. DPU achieved this goal.



## COORDINATION MEETINGS

MBTA and its contractors worked closely throughout the surge to track progress and by meeting daily. During the surge, the following meetings were held daily, starting October 14, 2023:

- Contractor Check-ins at 7:00 AM and 5:00 PM with Contractors, Resident Engineers, and crews.

The DPU's goal was to attend at least four per week. DPU achieved this goal.

## DOCUMENT REVIEWS

Documents reviews included any work plans, the Project Management Plan ("PMP") and any relevant special orders.

## Immediate Actions

On October 25, 2023, a Split Switch safety event occurred. A Hi-Rail Truck split a switch at the crossover but did not derail. There was no damage to the vehicle and there were no injuries. The DPU was notified within 2 hours.

## Longer Term Actions

The Red Line Ashmont Branch and Mattapan Line Surge was completed as scheduled and there were no corrective action plans or longer-term actions required by DPU during the surge.

## Conclusion

The MBTA successfully completed all critical track work on the Red Line's Ashmont Branch between JFK/UMass and Ashmont Stations and the Mattapan Line during the 16-day surge. The MBTA was able to replace nearly 5,000 feet of rail and 1,174 ties on the Ashmont Branch and nearly 4,700 feet of rail and 1,380 ties on the Mattapan Line alleviating all speed restrictions.

As part of DPU's role during the surge, several safety oversight tasks were conducted including attending coordination meetings and monitoring the progression of work, conducting field observations of safety briefings and track work, and requested and reviewed any relevant surge documents, including the Surge Management Plans and Safety Operating Procedures. At the conclusion of the surge, the DPU conducted 130 total oversight activities.

All positive observations were noted during the coordination meetings and MBTA provided all the requested documents. One safety event occurred along the diversion area:

- On October 25, 2023, a Hi-Rail Truck split a switch at the crossover but did not derail. There was no damage to the vehicle and no injuries reported as a result of the event.

The DPU, as standard practice, will follow and review the investigation of this safety event.

As a result of this surge, the Red Line and Mattapan Line riders will now experience safer, faster, and more reliable service.