



Department of Public Utilities
Rail Transit Safety Division

DIVERSION REPORT

Green Line B Branch 2023



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”)

Due to a derailment that occurred at Packard’s Corner along the Green Line B Branch on June 12, 2023, the MBTA accelerated construction originally planned for August 2023. The MBTA planned a 12-day full access closure from July 17 to July 28, 2023. The limits of the closure will be the full length of the B Branch from Kenmore Station to Boston College Station.

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:

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

MBTA SCOPE OF WORK SUMMARY

The priority work to be completed during the full closure included:

- Full depth track replacement between Naples Road Crossover and Fields Corner Platform, improvement to the pedestrian crossing and vehicular intersection at Packard's Corner;
- Track replacement between Harvard Ave Station and Griggs St Station and improve the pedestrian crossings at Spofford Rd;
- Intersection upgrades and trackwork at the Blandford Mall/Silber Way, including repaving.

The work addressed track conditions and involved upgrading the intersections within these areas.

Additional opportunity projects include the track maintenance, the Lake Street Carhouse Roofing, and duct bank work between Warren Street and Washington Street Stations. The table below outlines the three priority projects listed above and the additional opportunity projects:

No.	Location	Description
1.	Blandford St	Full depth track replacement and intersection
2.	Packard's Corner	Full depth track replacement and intersection upgrade
3.	Harvard Ave to Griggs St	Full depth track replacement
4.	Blandford	Tie replacement
5.	Chestnut Hill Ave	Crossing maintenance
6.	Washington St to Warren St	Duct Bank Replacement
7.	Lake St Yard	Switch maintenance
8.	Lake St Carhouse	Roof replacement

Table 1 List of Priority and Opportunity Projects

■ Priority Project

□ Project

Summary of Observations

The table summarizes the total number of observations/tasks the DPU conducted during the 12-day surge period:

Task	Total	Notable Observations
On Call Duty	0	No safety events occurred during this timeframe.
Field Observations (Work zone and Safety briefings)	18	1. On July 18, 2023, DPU observed several Barletta contractor employees wearing non-compliant footwear and other workers not wearing safety glasses. 2. On July 20, 2023, DPU observed multiple workers non-compliant with footwear and safety glasses requirement.
Coordination Meetings	24	All positive observations.
Requests for Information	0	N/A - MBTA sent over surge management plan without the need for an information request.
GRAND TOTAL		42

WORK ZONE OBSERVATIONS

Every week during the DPU's Rail Staff Meetings, DPU created schedules for its staff for the current and following week, to ensure oversight of all areas of the surge. DPU prioritized any projects labeled as "Priority Project" and conducted additional observations on "Opportunity Projects" as time and resources allowed. The DPU planned to observe a work zone at least two times a week. DPU achieved this goal.

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

The MBTA Construction Logistics Supervisor was responsible for holding Toolbox Safety Briefings with all parties involved, to include a safety briefing, to review the Special Order, power procedure, contact information, and any other items relative to the diversion. Toolbox Safety Briefings were available and conducted at Packard's Corner and Grigg's Street every day at 6 AM and 6 PM. The DPU aimed to observe a minimum of four safety briefings per week. 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 Monday July 17, 2023:

- Contractor Check-ins at 7:30 AM and 5:00 PM with Contractors, Resident Engineers, and crews.
- Work Readiness & Reporting Overview on Monday, Wednesday, Thursday at 3:00 PM.

The DPU aimed to observe a minimum of 4 of these meetings per week. DPU achieved this goal.

DOCUMENT REVIEWS

Documents reviews included any work plans, the Surge Management Plan ("SMP") and any relevant special orders. An information request is sent initially prior to the surge and may be developed as needed.

Immediate Actions

- **Improper PPE:** On July 18, 2023, DPU observed several Barletta contractor employees wearing non-compliant footwear and other workers not wearing safety glasses.
- **Improper PPE:** On July 20, 2023, DPU observed multiple workers non-compliant with footwear and safety glasses requirement.

DPU leadership met with MBTA Safety on site to address PPE issues; the issues were immediately resolved.

CAPs

The Green Line B Branch Surge was completed as scheduled and there were no CAPs or longer-term actions required by DPU during the surge.

Conclusion

As planned, the MBTA completed the full-depth track replacements and upgrades during the 12-day full access closure from July 17 to July 28 of 2023 from Kenmore Station to Boston College Station on the B Branch. Over 2,800 feet of track between Griggs Street and Packard's Corner, and near Blandford Street Station were fully replaced and addressed 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 SMP and Safety Operating Procedures. At the conclusion of the surge, the DPU conducted 42 total oversight activities.

All positive observations were noted during the coordination meetings and MBTA provided all the requested documents. Additionally, there were no safety events, employee injuries, or accidents along the diversion that occurred. Out of 18 field observations (safety briefings and work zones) the DPU noted two issues:

1. On July 18, 2023, DPU observed several Barletta contractor employees wearing non-compliant footwear and other workers not wearing safety glasses.
2. On July 20, 2023, DPU observed multiple workers non-compliant with footwear and safety glasses requirement.

DPU leadership met with MBTA Safety to address PPE issues and these issues were immediately resolved. Additionally, there were no CAPs or longer-term actions required by DPU during the surge.

The successful completion of the work improves the overall safety and reliability of service along the Green Line B Branch.