



U.S. Department
of Transportation

**Federal Transit
Administration**

Headquarters

1200 New Jersey Avenue, SE
Washington, DC 20590

September 11, 2026

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

Dear Mr. Eng:

On September 11, 2026, the Federal Transit Administration (FTA) closed Special Directive (SD) 22-13 applicable to the Massachusetts Department of Public Utilities (DPU) and, by this notice, amends SDs 22-4, 22-5, 22-6, 22-9, 22-10, 22-11, and 22-12 to require the Massachusetts Bay Transportation Authority (MBTA) to report to DPU on MBTA's actions to comply with the requirements of the amended SDs. FTA will continue to monitor both the MDPU and MBTA's safety metrics and compliance.

I take this opportunity to remind MBTA of the importance of fully implementing the requirements of the Public Transportation Agency Safety Plan (PTASP) program (*see* 49 U.S.C. 5329(d) and 49 CFR Part 673) and maximizing implementation of the policies and procedures contained in MBTA's required PTASP to address ongoing safety risks, including the risk of assaults on transit workers and the personal security of riders. I strongly recommend that MBTA reviews its most recent PTASP to determine if it fully meets the requirements of the PTASP rule.

It is imperative that the MBTA ensure it is fully and effectively implementing these requirements and focusing on reducing assaults on transit workers and riders. In addition to assessing MBTA's response and actions in accordance with Secretary Duffy's letter dated September 18, 2025,⁸ FTA will continue to actively monitor MBTA's actions going forward in this area and will continue to assess MBTA's compliance with PTASP requirements.

If MBTA requires technical assistance or has questions regarding PTASP requirements, please contact FTA's PTASP Technical Assistance Center at PTASP-TAC@dot.gov. FTA's online PTASP Technical Assistance Center and Resource Library⁹ also contains helpful resources.

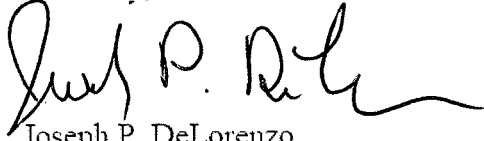
⁸ <https://www.transit.dot.gov/about/news/fta-letter-general-manager-massachusetts-bay-transportation-authority>.

⁹ <https://www.transit.dot.gov/PTASP-TAC>.

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Mr. Phillip Eng

If MBTA staff has questions about SDs or other safety and compliance issues, you may contact Jeremy Furrer, Division Chief for Safety Policy and Promotion, at jeremy.furrer@dot.gov or me at (202) 366-5080 or joseph.delorenzo@dot.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Joseph P. DeLorenzo", with a stylized flourish at the end.

Joseph P. DeLorenzo
Associate Administrator for Transit Safety Oversight and
Chief Safety Officer

UNITED STATES DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

[Amendment - Applicable to
Special Directives 22-4, 22-5, 22-6, 22-9, 22-10, 22-11, and 22-12]

Under 49 U.S.C. § 5329 and 49 CFR Part 670

Required Actions to Address Findings from the Federal Transit Administration Safety Management Inspection Conducted at the Massachusetts Bay Transportation Authority

AGENCY: Federal Transit Administration (FTA), U.S. Department of Transportation (DOT).

SUMMARY: FTA issues this Amendment to require the Massachusetts Bay Transportation Authority (MBTA) to report to the Massachusetts Department of Public Utilities (DPU) on its actions to comply with Special Directives (SDs) 22-4, 22-5, 22-6, 22-9, 22-10, 22-11, and 22-12 (together, the Open SDs) and to address ongoing safety concerns at MBTA uncovered during FTA's Safety Management Inspection (SMI) in 2022. FTA is issuing the Amendment to clarify DPU's oversight responsibility for reviewing, approving, and monitoring MBTA's progress in resolving each of the Open SDs. The Amendment does not otherwise alter the required actions contained in the Open SDs.

FOR FURTHER INFORMATION CONTACT: For program matters, Mr. Joseph DeLorenzo, Associate Administrator for Transit Safety and Oversight and Chief Safety Officer, joseph.delorenzo@dot.gov; for legal matters, Mr. Mark Montgomery, Assistant Chief Counsel, FTA, mark.montgomery@dot.gov.

SUPPLEMENTARY INFORMATION:

FTA conducted an SMI of the MBTA rail transit system management, operations, and maintenance programs between April 14, 2022 and June 30, 2022. The purpose of the SMI was to evaluate the causes of an escalating pattern of safety incidents and concerns on MBTA's rail transit system, including rates and numbers of derailments, collisions, and passenger and employee injury events significantly exceeding industry averages and peer-based assessments.

As a result of the SMI, FTA issued a series of SDs to MBTA and DPU, the State Safety Oversight (SSO) agency designated by the Commonwealth of Massachusetts, requiring action to address the findings of the SMI.

Over the past four years, MBTA and DPU developed and implemented corrective action plans to address the SDs. FTA is concurrently closing SD 22-13, which applied to DPU, because DPU has demonstrated that it now meets the requirements of that SD. As MBTA continues to work to satisfy its requirements under the Open SDs, DPU will assume direct responsibility for overseeing MBTA's progress.

DIRECTIVE:

In accordance with 49 U.S.C. § 5329 and 49 CFR Part 670, effective immediately, FTA directs MBTA to submit all information related to compliance with required actions remaining in the Open SDs to DPU. Consistent with its authorities and responsibilities as the SSO agency designated for Massachusetts, DPU will assume oversight responsibility for reviewing, approving, and monitoring MBTA's progress in resolving each open required action pursuant to the Open SDs. This Amendment does not otherwise alter the required actions contained in the Open SDs.

PETITIONS FOR RELIEF OR RECONSIDERATION:

As set forth in 49 CFR § 670.27(d), MBTA has 30 calendar days from the date of this Amendment to petition the FTA Administrator for reconsideration. The petition must be in writing and signed by the MBTA General Manager or equivalent official. The petition must include a brief explanation of why MBTA believes the Amendment should not apply to it or why compliance with the Amendment is not possible, is not practicable, is unreasonable, or is not in the public interest. In addition, the petition may include relevant information regarding the factual basis upon which the Amendment was issued, information in response to any alleged violation or in mitigation thereof, recommend alternative means of compliance for consideration, and any other information deemed appropriate. Unless explicitly stayed or modified by the FTA Administrator, this Amendment will remain in effect and must be observed pending review of a petition for reconsideration.

Within 90 days of receipt of the petition, the Administrator will provide a written response. In reviewing the petition, the Administrator shall grant relief only where MBTA has clearly articulated an alternative action that will provide, in the Administrator's judgment, a level of safety equivalent to that provided by compliance with this Amendment. In reviewing any petition for reconsideration, the Administrator shall grant petitions only where MBTA has clearly articulated legal or material facts not in evidence at the time of this Amendment.

Issued on: September 11, 2026

JAMIE DURHAM
PFISTER

Digitally signed by JAMIE
DURHAM PFISTER
Date: 2026.09.11 10:38:21
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Jamie D. Pfister
Acting Executive Director
Federal Transit Administration
U.S. Department of Transportation