



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Stephanie Pollack, MassDOT Secretary & CEO
Steve Poftak, General Manager



COVID-19 WORK DIRECTIVE

March 22, 2020

Via Email

To: All Contractors on MBTA Capital Programs Projects

From: James G. Neider, PE
Chief of Capital Programs

Re: **Notice of Limitation of MBTA Operational Support for Capital Projects**

In response to COVID-19, the MBTA has developed business continuity plans including business continuity of operations that demonstrated the need to prioritize the maintenance of transportation services in the region. In order to effectively prioritize, the MBTA needs to modify its ability to provide operational support to Capital Projects for a limited period of time while it appropriately adjusts its staffing requirements. Therefore, effective, Monday, March 23, 2020, there will be no MBTA operational support services for MBTA Capital Projects, with the exception of the activities and projects noted below:

Exempted Activities

- Life safety activities such as repair or installation of sprinklers, stand pipes, fire alarms, etc.
- Safety critical work such as repairs to structures under way that are known to be a hazard to MBTA/Keolis operations, MBTA workforce, or public
- MBTA environmental stewardship work such as repairs to drainage systems, sewerage systems, electrical/power systems, heating and ventilation systems, roofing repairs

Exempted Projects

- Alewife Garage structural repairs and drainage repairs
- Alewife Station elevator 315; only work necessary to restore elevator to service
- Ruggles Station elevator replacement; only work necessary to restore elevators to service eliminating the needed accessibility shuttle and to address fire alarm and suppression systems
- Tufts and Andrew station elevator projects to address standpipe deficiencies
- Oak Grove fire alarm and suppression systems
- Harvard busway emergency lighting, fire alarm and suppression systems

- Station emergency lighting
- Central Station elevator replacement; only work necessary to restore elevators to service and eliminate the needed accessibility shuttle
- Blue Line Tunnel standpipe
- Wellington Car House and Yard: tracks 11-15 (south yard), construction activities necessary to restore power to Car House tracks 18 and 19
- Work to support the acceleration of closure of the Green Line to the west (north) of North Station to allow for the early start of the Lechmere Viaduct construction work
- MBTA/Keolis initiated Commuter Rail capital project construction activity, including, but not limited to the following:
 - Gloucester Drawbridge structural inspection to ensure safe operational service and associated repair work
 - PTC construction activity
 - Worcester Branch Bridge Bundle (six bridges)
 - Iron Horse Park Dispatching Center construction activity
 - Green Line Extension construction activity

As indicated above, effective Monday, March 23, 2020, the MBTA is limiting the availability of operational support to Capital Programs activities and projects which are not identified as exempt (see above) for the following functions:

- Engineering and Maintenance divisions consisting of:
 - Maintenance of Way
 - Power Systems Maintenance
 - Signal and Communication Maintenance
 - Transit Facilities Maintenance
- Rapid Transit or Bus Operations flagging activities
- Right of Way Access
- Right of Way Training

For scheduling purposes, Contractors whose projects or activities are not on the exempt lists above, should assume that such operational support services will not be available until Monday, April 13, 2020. At that time, the MBTA will determine if operational support services can resume for all projects.

The MBTA appreciates that this limitation of operational support may require that certain construction activities requiring MBTA operational support be rescheduled until such time as operational support is available. Therefore, it is critical that Contractors work with their MBTA Project Managers, Resident Engineers and Construction Inspectors to continue with all construction activities that do not require MBTA operational support. All contractors are

instructed to contact their respective MBTA project office team with questions specific to their projects. All Contractors should provide an updated schedule by Thursday, March 26, 2020, demonstrating how construction activities will continue and summarize any potential impacts to the schedule related to an inability to receive operational support during this limited time period.

The MBTA acknowledges that this is a difficult time but we are working diligently to keep projects moving forward and we appreciate all of your efforts to work with us to mitigate any potential impacts to projects.

For projects that impact both MassDOT/Highway and the MBTA rapid transit system, contact MassDOT for direction regarding MassDOT facilities/infrastructure.

cc Katie Choe – Chief of Capital Delivery
 Angel Pena – Chief of Green Line Transformation
 Steve Moore CCM. – Deputy Chief of Red Line/Orange Line Transformation
 John Dalton – Chief of Green Line Extension
 Erik Stoothoff, PE – Chief Engineer
 Todd Johnson – Chief Operating Officer
 Robert DiAdimo – Executive Director of Commuter Rail
 Ryan Coholan – Chief Railroad Officer
 Jody Ray – Assistant General Manager of Commuter Rail and Ferry
 Christopher Brennan, PE – Chief of Capital Support