

**Washington Metropolitan Area Transit Authority
Board Action/Information Summary**

Action <input checked="" type="radio"/> Information	MEAD Number:	Resolution: Yes <input checked="" type="radio"/> No
---	--------------	--

TITLE

Department of System Safety & Environmental Management Report

PRESENTATION SUMMARY

The Department of System Safety & Environmental Management (SAFE) Report publicly communicates safety-related information and statistics.

PURPOSE

The Metro SAFE Report informs the Safety and Security Committee regarding ongoing safety culture in the Metro system and indicates performance measurement in accordance with Authority goals. Further, the public report increases communication to enhance safety of our employees, customers and surrounding Washington metropolitan area community. The January Safety Report highlights the Federal Transit Administration's (FTA) final report of the Safety and Maintenance Audit dated November 28, 2012.

DESCRIPTION

Key Highlights:

- The FTA Safety and Maintenance Audit as directed by Transportation Secretary Ray LaHood in response to United States Senator Barbara Mikulski was conducted in August 2012 with the final report issued on November 28, 2012.
- The final audit report finds that WMATA has made considerable progress in strengthening its safety organization, safety analysis capabilities, and information sharing and communication processes regarding safety issues.
- The FTA's Final Audit report lists six recommendations with various due dates that do not exceed a February 26, 2013 response. Currently WMATA has four of the recommendations with draft corrective actions plans completed; from submission of accident and door opening analysis reports to hazard assessment and protections of employees in rail yards under TOC review/approval and is working with appropriate agency on the other two.

- Corrective Action Plans (CAPs) / Accident Investigations – January through November 2012, 124 CAPs have been closed. Additionally, 311 Accidents/Incidents have been adopted and closed by TOC since 2010.

Background and History:

On March 4, 2010, the FTA distributed the results of a comprehensive review conducted to gauge the safety program implemented by WMATA and overseen by the Tri- State Oversight Committee (TOC). The March 2010 report identified many deficiencies, and placed significant pressure on WMATA to fundamentally change its organization and safety culture. This report also created a blueprint for key actions that FTA believed WMATA must complete to strengthen its safety capabilities and performance.

Since the 2010 report was released, many positive steps to make improvements and address FTA's findings have taken place. Based on this activity, the FTA was able to close the last open items from the 2010 audit on January 11, 2012. On July 19, 2012, the National Transportation Safety Board (NTSB) also closed Safety Recommendation R-10-15 related to WMATA's implementation of FTA's audit findings.

On July 24, 2012, in response to a series of accidents and incidents that occurred at WMATA between the end of May and July 15, 2012, United States Senator Barbara Mikulski requested that FTA update its 2010 safety audit at WMATA "to determine the progress made fulfilling the initial recommendations and identify what gaps remain." Senator Mikulski also directed FTA to review:

- Information on WMATA's system and equipment maintenance.
- WMATA's procedures for inspecting equipment and software.
- WMATA's frequency of inspections and maintenance.
- The process used by WMATA to report this information to the public.

FTA notified WMATA regarding this audit on August 2, 2012. FTA also invited TOC to participate in the audit. Through August 17, FTA worked with WMATA to finalize the audit schedule and to collect audit materials for review. FTA conducted the on-site audit between August 20 and 24, 2012. FTA held an Exit Briefing with WMATA on August 24, 2012.

WMATA overall responded to FTA's request regarding this audit in a highly professional and competent manner. In contrast to FTA's last audit in late 2009/early 2010, WMATA employees, supervisors, managers, Executive Leadership Team, Chief Safety Officer, and the General Manager and Chief Executive Officer (GM/CEO) fully engaged FTA's audit team regarding safety issues, processes, tools, and outcomes:

- In less than three weeks, WMATA assembled and uploaded over 800 documents requested by FTA, including manuals, procedures, policy instructions, rulebooks, training programs, and inspection records, many of which had been developed, revised or updated since early 2010 to address safety issues or concerns.
- At FTA's request, WMATA provided the audit team with training to ensure safe track access and also to demonstrate its new Roadway Worker Protection (RWP) program. WMATA supervisors and managers escorted FTA's audit team on assessments and inspections of key infrastructure, including track, signals, vehicles, and escalators.
- FTA's audit team observed WMATA's monthly Executive Safety Committee meeting for August, and reviewed meeting minutes, reports, tracking matrices, and interviewed WMATA personnel regarding the functioning of the agency's full safety committee structure, including Local Safety Committees established at each major Metrorail facility and the Metrorail Departmental Safety Committee.
- WMATA opened its records and maintenance information system to FTA's audit team, and FTA independently reviewed inspection records and work orders, and assessed the quality of action taken to resolve identified defects. FTA also reviewed training programs and the results of efficiency and proficiency check programs developed to monitor WMATA employee compliance with operating and maintenance rules.
- FTA's audit team also conducted interviews with WMATA's front-line employees, supervisors, managers in operations and maintenance, as well as WMATA's Chief Safety Officer and Safety Department staff, WMATA's Executive Leadership Team, WMATA's Deputy General Manager Operations, and WMATA's General Manager and Chief Executive Officer.
- Finally, FTA's audit team reviewed the status and supporting materials for WMATA's investigations into the nine (9) accidents and incidents cited in Senator Mikulski's letter. FTA assessed investigation status,

the progress of technical and laboratory testing, the current understanding of probable and contributing causes and the initial and long-term corrective actions being proposed. During these discussions, WMATA Safety Department staff and engineering and maintenance managers were well-informed and readily shared information. FTA's follow-on requests for documents, site visits to accident locations, and further interviews with WMATA's personnel were all granted.

ALTERNATIVES

None

FUNDING IMPACT

None

TIMELINE:

Previous actions	<ul style="list-style-type: none"> • Previous FTA Final Audit of March 2010 with 10 recommendations to Metro; • Several Committee briefings with most current in January 2012 addressing status of recommendations; • Last of the recommendations from March 2010 Final Audit closed on January 11, 2012.
Anticipated actions after presentation	<ul style="list-style-type: none"> • Continue to successfully close all current recommendations before end of February 2013; • Provide Committee update in March 2013; • Continue to build premier safety culture and system.

ELECTRONIC ATTACHMENTS

None

OTHER SUPPORT MATERIALS

None



Washington Metropolitan Area Transit Authority

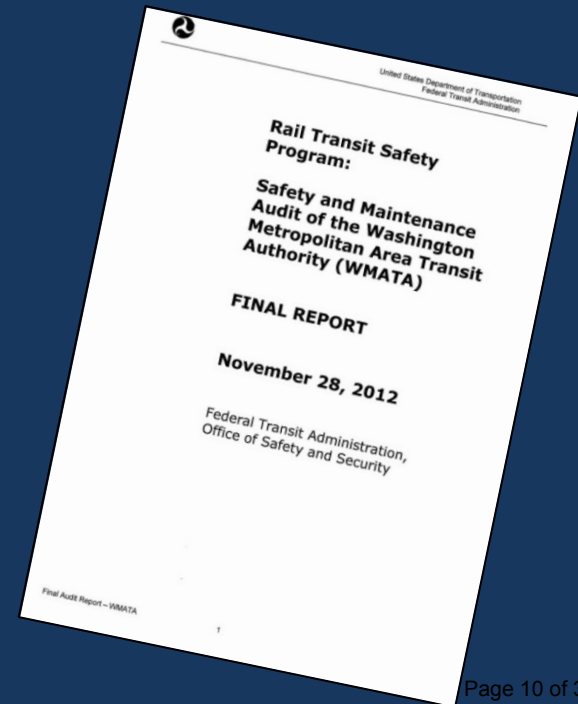
Safety Report

Moving Metro Forward **Safely**

Safety and Security Committee
January 10, 2013

Purpose

- Update the Committee on Metro's safety progress relative to the 2012 FTA Final Audit findings and recommendations





Background

- Audit conducted in August 2012 with release of November 28, 2012 report:
 - Considerable progress since 2010 (strengthening safety)
 - Closed all 2010 FTA Audit findings
 - Six new recommendations



FTA Recommendations

#	RECOMMENDATION	DUE DATE	STATUS
1	Complete final investigations reports	1/31/2013	WMATA draft reports submitted to TOC
2	Conduct (hazard management) assessment regarding “heat kink” incident	2/15/2013	Draft assessment completed
3	(Conduct) formal hazard assessment to protect workers in vehicle maintenance facilities and rail yards	2/15/2013	Draft assessment completed
4	Submit safety analysis regarding railcar doors that open off-platform	TBD	Draft analysis completed
5	Schedule demonstration of Safety Measurement System (SMS)	2/26/2013	Working with FTA to schedule demonstration
6	Revise WMATA-TOC tracking matrix to include action plan & accountability	2/15/2013	Working with TOC to prepare a template



FTA Recognition

- FTA recognizes WMATA's progress since 2009
 - “ ...has made considerable progress in strengthening its safety organization, safety analysis capabilities, and information sharing and communication processes regarding safety issues.”
 - “strengthen safety ... critical but fragile foundation for the future. Any major changes in personnel, relaxation in attention to safety, reduction in resources devoted to safety ... could easily reverse WMATA's recent gains.”



Status of NTSB Recommendations

- 27 total recommendations since 2006
 - Seven are closed
 - 13 have been submitted for closure
 - NTSB has requested additional information on three of the 13 submitted
 - Seven are in-progress

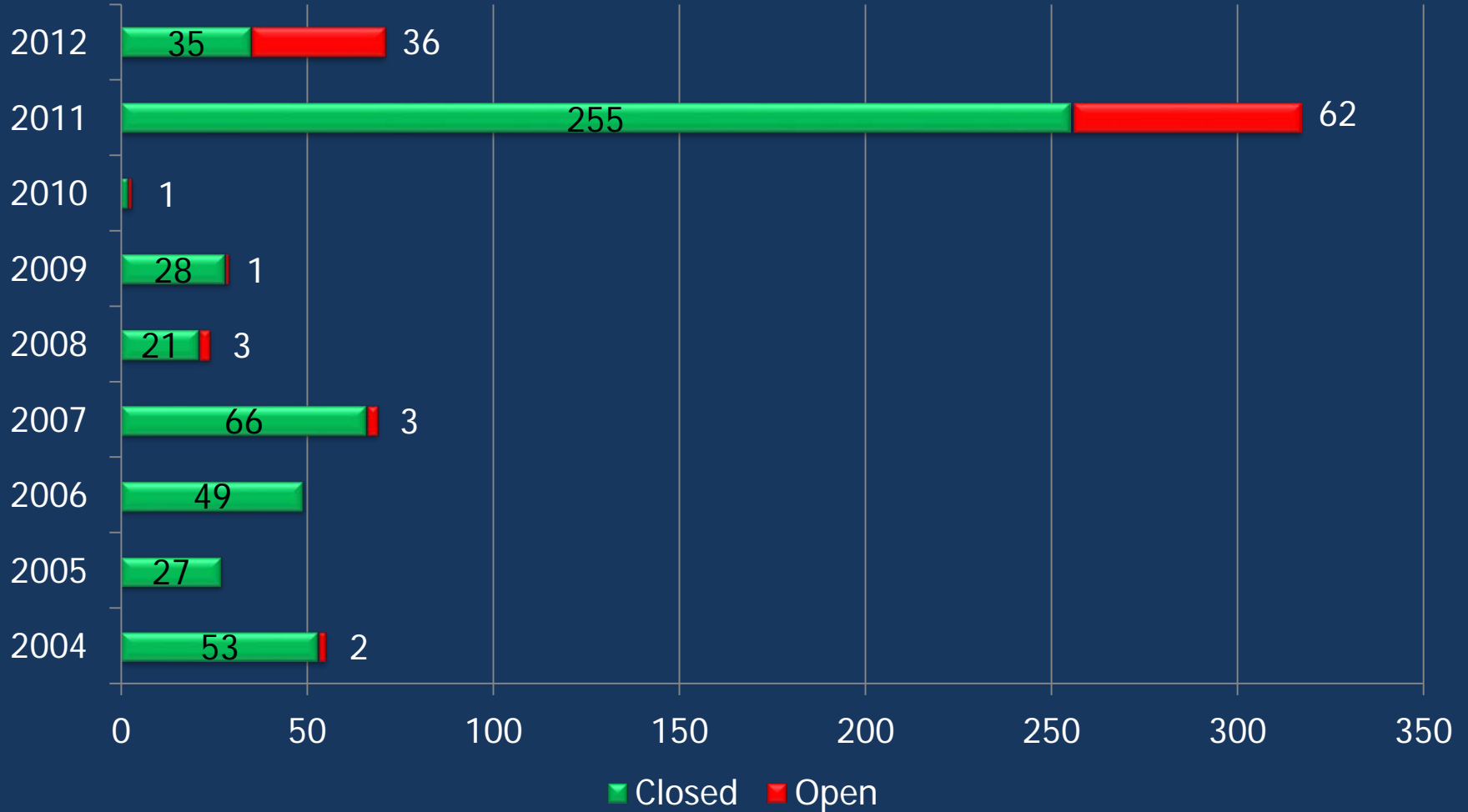


TOC Accident/Incident Investigations

- Since 2010, 311 Accident/Incidents Investigations have been closed and adopted by TOC
 - 102 in 2012
 - 92 in 2011
 - 117 in 2010



Corrective Action Plans





Hazard Resolution Matrix of Open Corrective Action Plans

Frequency of Occurrence	Hazard Categories			
	Catastrophic 1	Critical 2	Marginal 3	Negligible 4
A = Frequent	0 1A	0 2A	0 3A	0 4A
B = Probable	1 1B	0 2B	1 3B	1 4B
C = Occasional	1 1C	14 2C	18 3C	5 4C
D = Remote	20 1D	8 2D	31 3D	7 4D
E = Improbable	0 1E	0 2E	1 3E	0 4E

1A, 1B, 1C, 2A, 2B, 3A	2	Unacceptable – Executive Leadership with Chief Safety Officer
1D, 2C, 2D, 3B, 3C	61	Undesirable - Executive Safety Committee decision required
1E, 2E, 3D, 3E, 4A, 4B	33	Acceptable with review by Executive Safety Committee
4C, 4D, 4E	12	Acceptable without review



Next Steps

- Continue to build premier safety culture and system
 - Fully implement all National Transportation Safety Board Recommendations
 - Systematic replacement of aging components and equipment
 - Mitigate human factors as potential safety risks
- Turn a “fragile” safety foundation into solid, impervious foundation that will be second to none