

Washington Metropolitan Area Transit Authority
Board Action/Information Summary

Action Information

MEAD Number:
201709

Resolution:
 Yes No

TITLE:

FTA SMI Update

PRESENTATION SUMMARY:

The Federal Transit Agency (FTA) Safety Management Inspection (SMI) Directive included re-examination and categorization of findings into four groups. WMATA's 30-day response to the Directive and ongoing actions are included within this presentation.

PURPOSE:

The purpose is to provide the Board's Safety and Security Committee and the public with an update on the ongoing actions to the FTA SMI Directive and WMATA's 30-day response.

DESCRIPTION:

The recent FTA SMI and subsequent change to direct safety oversight has brought a series of recommendations and actions required to address safety concerns. The FTA Safety Directive 16-2 received December 15, 2015, re-examines the 217 previous TOC findings and regroups/consolidates these findings into 153 FTA findings into four categories. WMATA has provided the required 30-day response regarding Safety Directive 16-2. WMATA is aggressively and systematically moving towards closing these recommendations through documenting the appropriate corrective action plans, communicating these plans to external agencies and stakeholders, and providing progress updates.

Key Highlights:

- The FTA's Safety Directive 16-2 examines 217 Tri-State Oversight Committee's findings and regroups/consolidates those findings into 153 FTA findings
- The directive requires WMATA to redevelop corrective action plans for 29 out of the 153 findings into the FTA standard
- WMATA has provided 30-day response to the FTA on the directive including requesting clarification of two findings
- WMATA will also be developing a monthly status/progress report on all CAPs
- WMATA and FTA staff are working collaboratively to address all actions and processes

Background and History:

Following the January 2015 smoke and arcing insulator incident, the NTSB launched an investigation, and the Federal Transit Administration initiated a Safety Management

Inspection. Both led to recommendations and required follow up actions by WMATA.

In March, the FTA conducted a Safety Management Inspection which resulted in an issuance of Safety Directive 15-1 (June 2015) identifying 54 safety findings and 91 required actions to improve safety. The SMI evaluated operations and maintenance of both bus and rail, safety management capabilities and organizational structure, adopting an all-encompassing, safety management system (SMS) approach. WMATA systematically worked to develop corrective action plans (CAPs) for all actions and in September of this year received FTA's approval of the CAPs as "open and acceptable". WMATA is working to close each of the CAPs and submits weekly deliverables to the FTA on the status of the action items. The master schedule shows all CAPs will be completed by September of 2019.

Additionally, on October 9, FTA assumed direct oversight of WMATA, exercising its new authority to do so, as established by the Moving Ahead for Progress in the 21st Century Act (MAP-21) in 2012. The same act (and subsequent rulemakings) also codifies a Safety Management System (SMS) framework for safety oversight of all public transit properties, to be managed by each transit property's State Safety Oversight Agency.

On December 15, 2015, FTA issued Safety Directive 16-2 which consolidates and categorizes the original 217 TOC findings into 153 FTA findings placed into one of four groups. Category 1 contains 102 TOC approved CAPs that are accepted by the FTA. WMATA will proceed to closing each of these CAPs. Category 2 and 3 hold a combined 29 findings which WMATA will redevelop CAPs in the FTA standard and submit. Category 4 totals 22 findings which have been absorbed into one of the 91 approved corrective actions from the FTA SMI.

FTA and WMATA continue working on not only transitioning from the TOC to FTA Oversight but on ensuring safety of the employees and riding public are the highest priority.

Discussion:

The presentation is an update to provide information to the Board and public on the status of the FTA's SMI, corrective actions and ongoing actions to improve the safety culture.

FUNDING IMPACT:

Define current or potential funding impact, including source of reimbursable funds.	
Project Manager:	Lou Brown
Project Department/Office:	SAFE

TIMELINE:

	<ul style="list-style-type: none">February 26, 2015 - Safety & Security Committee discussion of early safety actions and NTSB Investigation into January 12, 2015 incident and FTA upcoming SMI
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<p>Previous Actions</p>	<ul style="list-style-type: none"> • June 25, 2015 - Safety & Security Committee update on external reviews • July 23, 2015 - Safety & Security Committee discussion on FTA SMI Final Report and recommendations • September 25, 2015 - Safety & Security Committee update on external reviews and August 6th derailment investigation • November 19, 2015 - Safety & Security Committee update on FTA oversight and August 6th derailment investigation report • December 17, 2015 - Safety & Security Committee update on FTA oversight, NTSB investigation and Accident Investigation
<p>Anticipated actions after presentation</p>	<ul style="list-style-type: none"> • WMATA will continue to implement necessary actions to improve the safety culture • Continue moving forward with status updates to the stakeholders on safety actions and corrective action plans completion

RECOMMENDATION:

To inform the Board's Safety & Security Committee of the status of previous investigations, corrective actions and reviews.

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Washington Metropolitan Area Transit Authority

FTA Safety Management Inspection Response Update

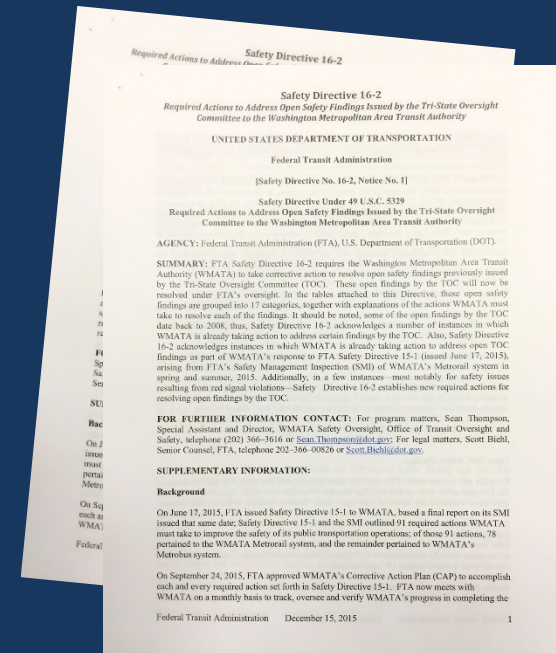
Moving Metro Forward **Safely**

Safety and Security Committee
January 28, 2016



FTA Safety Directive 16-2

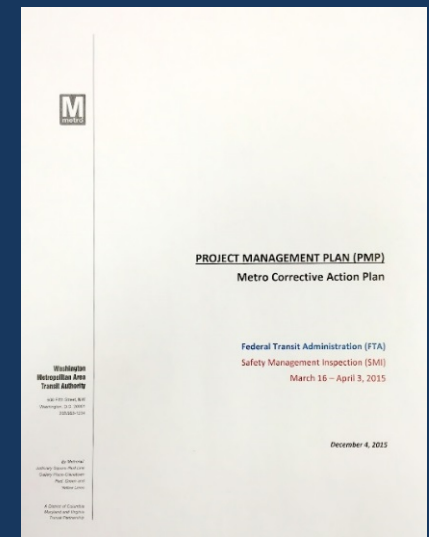
- Re-examines, categorizes 217 TOC findings into four groups and 153 FTA findings
- Findings will now be resolved under FTA oversight
- Submitted 30-day response on January 14, 2016





FTA Safety Directive 16-2

- Category 1: Duplicate of TOC approved CAPs (102); resubmission to FTA required
- Category 2 (8) and Category 3 (21): Redevelopment of CAPs in accordance with FTA standards underway
- Requested clarification on two of the Category 3 recommendations
- Category 4: Incorporated into approved 91 FTA SMI CAPs (22)





FTA Oversight / Reporting

- In absence of TOC/WMATA updates to Committee
- Developing monthly status report, at a minimum:
 - Update on each CAP
 - New findings/recommendations
 - Budget implications
 - Hazard Analysis Rating
 - FTA Oversight administrative/protocol issues
- As directed by GM, progress will be posted online
- Submit to Board Members prior to Committee Meetings

http://www.fta.dot.gov/tso_16628.html