

Washington Metropolitan Area Transit Authority
Board Action/Information Summary

Action Information

MEAD Number:
201665

Resolution:
 Yes No

TITLE:

Tri-State Oversight Committee Briefing

PRESENTATION SUMMARY:

The Tri-State Oversight Committee (TOC) Quarterly Briefing publicly communicates to the Board Safety & Security Committee matters relative to oversight of the Metrorail system in accordance with Federal Transit Administration (FTA) State Safety Oversight Final Rule (49 CFR Part 659), issued April 29, 2005.

PURPOSE:

The Tri-State Oversight Committee (TOC) Quarterly Briefing publicly communicates to the Board Safety & Security Committee matters relative to oversight of the Metrorail system in accordance with Federal Transit Administration (FTA) State Safety Oversight Final Rule (49 CFR Part 659), issued April 29, 2005.

DESCRIPTION:

The overall responsibility of TOC is to perform rail safety oversight and its primary objectives are to reduce the potential for safety and security incidents as well as to increase awareness of (rail) safety and security.

Key Highlights:

The Tri-State Oversight Committee Quarterly Briefing is designed to provide a forum for the TOC to discuss directly with the Board the safety culture within Metro.

Background and History:

The Tri-State Oversight Committee Quarterly Briefing is designed to provide a forum for the TOC to discuss directly with the Board the safety culture within Metro.

Discussion:

The Tri-State Oversight Committee Quarterly Briefing publicly communicates to the Board Safety & Security Committee matters relative to oversight of the MetroRail system in

accordance with Federal Transit Administration State Safety Oversight Final Rule (49 CFR Part 659), issued April 29, 2005.

FUNDING IMPACT:

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

TIMELINE:

Previous Actions	Last TOC Briefing on Safety and Security Committee was July 23, 2015.
Anticipated actions after presentation	Next TOC Briefing tentatively scheduled for October 22, 2015.

RECOMMENDATION:

Information item - no recommendation for action.



Tri-State Oversight Committee

Presentation to WMATA Board Safety & Security Committee



September 25, 2015



Agenda

- Accident/Incident Investigation
- WMATA Corrective Action Plans
- TOC Three-Year Safety and Security Reviews
- Other TOC activities
- The Future of TOC
- Questions



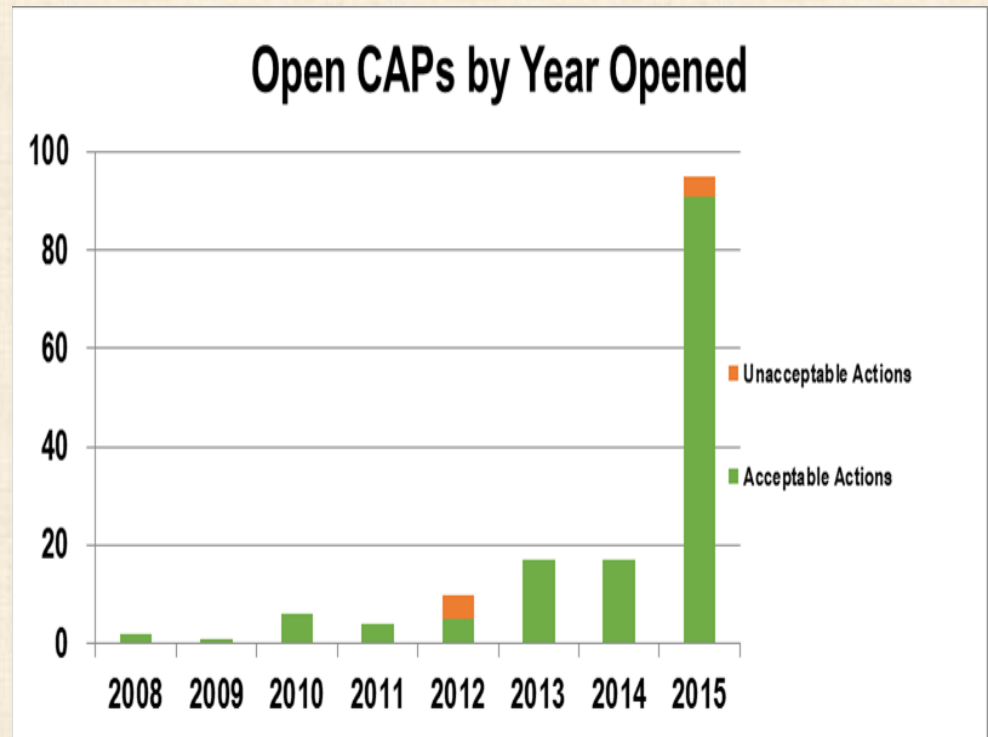
Accident/Incident Investigation

- Aug. 6 Smithsonian Derailment:
 - TOC is conducting a joint investigation with WMATA
 - TOC has participated in every joint investigative committee meeting to date, including a field inspection of the derailment site on August 21st
 - TOC is working closely with WMATA in order to ensure that this investigation uncovers not just triggering events or employee errors, but all organizational issues which may have contributed to this incident.
- WMATA A/I recovery plan: As a result of the large backlog of incident investigations, TOC is working with WMATA to review reports submitted and close out open incidents, while ensuring that all incidents receive a thorough review.



WMATA Corrective Action Plans

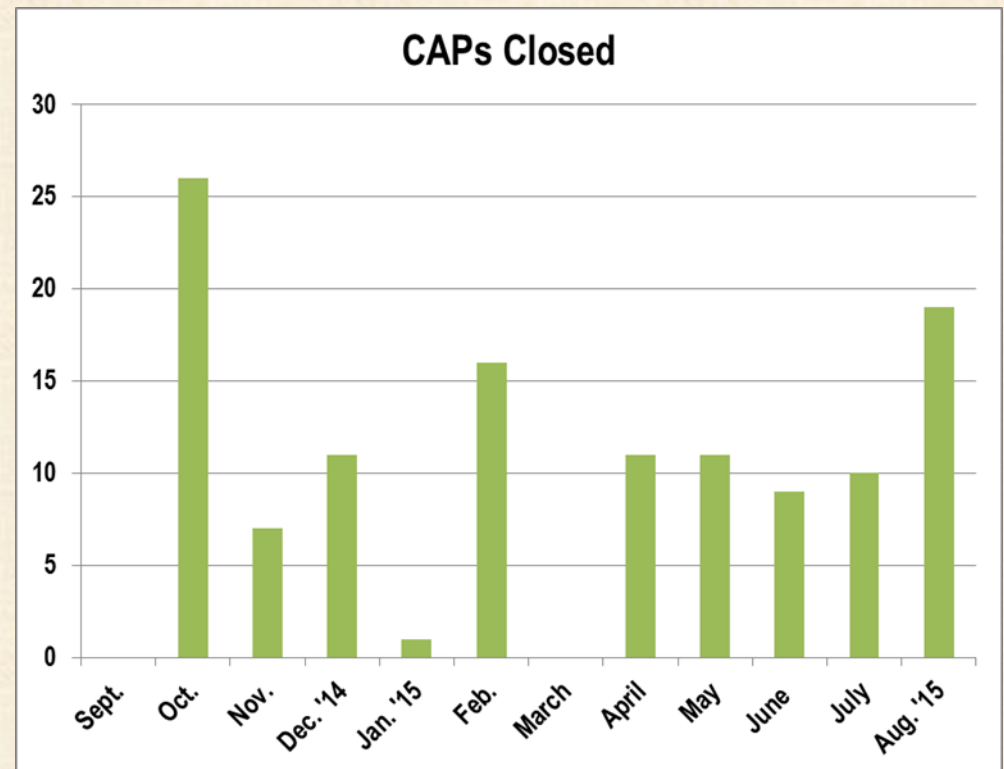
- TOC and WMATA SAFE regularly share data on the status of CAPs
- TOC and WMATA held a joint CAP reconciliation meeting on 8/7 per the Board's request
- TOC and WMATA SAFE examined the entire CAP database and verified the status of each open CAP on record





WMATA Corrective Action Plans

- Each CAP arises as a result of either an accident investigation or audit.
- Open CAP count tells an incomplete story, as each CAP represents the system safety approach working and identifying process and practice improvements





TOC Three-Year Safety and Security Reviews

- As required by FTA regulation, the TOC audits WMATA's compliance with its own safety (SSPP), security and emergency preparedness (SEPP)s practices through interviews of key personnel, records review and field observations.
 - Recently, TOC reviewed three SSPP elements:
 - Power – August 27, 2015
 - Vehicles – September 3, 2015
 - Track – September 10, 2015
 - TOC noted the following safety critical items:
 - Backlog of maintenance work orders
 - Inconsistent procedures in place for maintenance practices
 - Inconsistent recordkeeping
 - TOC noted the following process improvement item:
 - Insufficient time to complete maintenance work – this was also a finding from the FTA Safety Management Inspection



TOC Three-Year Safety and Security Reviews

Review	Findings of Non-Compliance	Findings of Compliance with Recommendation
Security and Emergency Preparedness Program	-	4
System Safety Program Elements	13	9
Shop Safety and Equipment Inspections	12	4
Stations Maintenance	7	2
Roadway Worker Protection	5	14
Procurement	4	3
Subway Emergency Egress and Equipment	5	5



TOC Three-Year Safety and Security Reviews

- TOC has performed 7 triennial audits since 2013
- In order to avoid duplication, TOC has worked around FTA's Safety Management Inspection
- Recent TOC review topics: Power, Rail Vehicle Maintenance, Track, Rail Transportation
- SEPP Management and Drug & Alcohol Testing Program are upcoming and scheduled before the end of the year.



Other TOC Activities

- TOC continues to work with WMATA to ensure that any findings, recommendations, and corrective actions from the Silver Line Phase 1 Pre-Revenue Service Review and the 7000-Series Railcar Safety Readiness Review are addressed
- TOC is also working with WMATA and MWAA to address in Silver Line Phase 2 design safety-critical issues that arose in Silver Line Phase 1; TOC is monitoring overall safety certification of Silver Line Phase 2



The Future of TOC

- The three jurisdictions are in the process of creating the MSC, which will gradually replace the TOC
- Creation of the MSC is contingent upon each jurisdiction passing the appropriate enabling legislation
- The jurisdictions have up to three years following issuance of the pending SSO Final Rule (49 CFR Part 674) to set up the MSC.
 - Final rule estimated for 2016, therefore MSC must be in place by 2019.
- TOC must continue to operate in current form until MSC is in place.
- The jurisdictions will work closely with WMATA to ensure a smooth transition to the MSC and to make WMATA aware of any new or changed oversight requirements.



Questions and Comments

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202-355-9467