Tri-State Oversight Briefing / Update

PURPOSE:
To provide a status report to the Safety & Security Committee from the Chairperson of the Tri-State Oversight Committee.

DESCRIPTION:
Continuation of open communication and reporting to the Safety & Security Committee to ensure safety issues, concerns, corrective actions and recommendations are transmitted at the highest level to Metro from the Tri-State Oversight Committee.

FUNDING IMPACT:
No impact on funding

RECOMMENDATION:
Accept Tri-State Oversight Committee updated briefing report.
Tri-State Oversight Committee Report
Tri-State Oversight Committee (TOC)

District of Columbia Department of Transportation
Eric Madison
Emile Smith

Maryland Department of Transportation
James Benton (Vice Chair)
George Good

Virginia Department of Rail and Public Transportation
Matt Bassett (Chair)
Dave Harlan
Tom Freeman (Alternate)
Kevin Page (Alternate)

TOC Rail Safety & Security Oversight Quarterly Update

June 23rd, 2011
General TOC Assessment of Progress
Since March 24th, 2010

• RWP implementation is positive
• Accident investigation resolution remains strong
• Many FTA audit concerns have been resolved
• Outdated/overdue CAPs require significant effort
• Concerns over minor incident trends
CAP Process Needs Continued Attention

- OEM, MTPD & TRST have made significant strides in the last few months in addressing open CAPs

- Progress during June CAPTURE meetings positive; 12 closed, 8 currently under TOC review as of 6/17/2011

- 257 CAPs are presently open; 54 need to be given a targeted completion date; 103 are currently overdue; 47 are scheduled for completion 7/1/2011.

- WMATA staff have prioritized effort on “high value” CAPs such as major capital projects and NTSB recommendations, based on a hazard analysis approach

- WMATA can save significant effort on the “front end” by better defining CAPs
Internal Audits

• Internal safety and security audits have become a strong point within the agency
• Development of findings and CAPs has been robust, demonstrating interdepartmental buy-in
• TOC met with SAFE audit staff in April to gather additional information on this process
• TOC approved WMATA’s Internal Safety & Security Audit Report for 2010 in April
• Required notifications and 30-day submittals to TOC are being made consistently
RWP Program Implementation

- Roadway worker protection training appears to be reaching a maturity point
- WMATA’s next significant challenge is coordinating and documenting RWP compliance checks
- Practices such as ROCC controller/track personnel “exchange program” help to foster communications and understanding
- Proper documentation through SMS will assist this
- WMATA has provided additional information on the WAWS/“Amber Light” system, which TOC is reviewing
- Ongoing analysis of staffing levels and job responsibilities will be necessary to support RWP
Rail Yard Compliance Concerns

• TOC has completed its Special Study of rail yard rule compliance efforts, transmitted report to WMATA
• Effective practices and strong compliance support and enforcement exist at some sites
• WMATA needs to formalize and coordinate effective practices, better define roles and responsibilities
• TOC will look forward to WMATA’s written response
• TOC appreciates cooperation from operating departments (RTRA, QA) as well as Safety
Rail Yard Compliance (cont)

- Recent incidents (e.g. 6/17/2011 10-car train) highlight ongoing need for management of rail yard hazards
- Immediate WMATA response has been positive
  - Deployment of more supervision into yards
  - Analysis of current training programs
  - Development of Quality Control Plan for rule compliance checks
  - Evaluation of physical characteristics, signage
  - Additional “stick time” for operators
- Analysis of “minor” incidents like these emphasizes a move towards strong safety culture
Accident Investigation
Recovery Efforts

• WMATA’s accident investigation recovery efforts continue-
WMATA recently submitted a revised Recovery Plan

• Revised plan estimates full recovery/completion no later than 8/17/2011

• WMATA has submitted necessary materials in keeping with the revised Plan and is currently on schedule

• Currently, nine investigations cited by the FTA remain open (three of which are awaiting NTSB, not WMATA action)

• The Safety Measurement System (SMS) should help better manage future investigation reports
Hours of Service/Fitness For Duty

- No federal regulations exist governing rail transit hours of service
- TOC notes that WMATA has adopted the APTA Standard on Hours of Service (for train operators) for implementation by 2014
- A long-term WMATA plan is necessary to address employee fatigue among non-rail operators (maintenance technicians, ROCC controllers, etc)
- TOC and WMATA have agreed to evaluate this matter jointly; TOC will report out on progress in September
WMATA Capital Projects & Access

- TOC wishes to note recent progress in gaining access to working-level 7000-series meetings
- TOC continues to attend Safety Certification Review Committee meetings (and will work with WMATA to ensure CAPTURE meetings don’t conflict)
- Executive Safety Committee process is mature and demonstrates consistent engagement and buy-in from senior leadership
- TOC appreciates access to local, area and departmental safety committees (e.g. 6/16/2011 ASC for railcar maintenance)
FTA SSO Audit Progress

• As of 6/15/2011, FTA had closed eight of 10 WMATA recommendations and six of 11 TOC findings

• Remaining activities to address findings include updates of relevant program documents, analysis of hazard management program compliance

• Accident investigation recovery through March of 2010 will close out additional findings
WMATA Plan Updates & Reviews

• TOC held a June work session with MTPD to continue evaluation of the Security & Emergency Preparedness Plan
• TOC has received draft Accident Investigation Procedures and will transmit comments to WMATA no later than 7/1/2011
• WMATA Safety Rules & Procedures Manual (separate from the Metrorail Safety Rules & Procedures Handbook, or “Rulebook”) still needs updating
Governance Issues

• At the direction of the TOC Execs, TOC provided input and comment on the proposed WMATA Board Bylaws

• TOC Executives and staff continue to analyze legislative and regulatory mechanisms for enhancing TOC’s authorities and resources
Safety Measurement System

- WMATA has provided all necessary accommodations for TOC to access SMS
- TOC is presently using to SMS to monitor ongoing safety investigations
- WMATA still making progress in use of SMS to track non-reportable rail hazards like door incidents, station overruns and red signal violations
- At FTA’s request, TOC will conduct an overall hazard management program compliance evaluation in the next 3-6 months (upgraded timeframe)
Additional Notes

- WMATA has continued to support and host Transportation Safety Institute training courses
- TOC understands WMATA is updating its agreements with jurisdictional fire/EMS response agencies
- TOC appreciates WMATA’s willingness to provide space in these classes to TOC members and staff
Questions and Comments

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