ANNUAL SUMMARY REPORT
FY 2005 PERFORMANCE REPORT SUMMARY
COMPARATIVE ANALYSIS

RAIL OPERATIONS:
Rail Passenger injuries increased from 34 in FY04 to 41 in FY05. The Woodley Park collision accounted for 20 rail passenger injuries in FY05. Rail Transit Facility Occupant Injuries continued to decline from 182 (48%) in FY04 to 130 in FY05. The decline in injuries can partially be attributed to Customer Awareness Campaigns.

Escalator injuries, that resulted in the customer being immediately transported to a medical facility, increased from 103 in FY04 to 141 in FY05. The increase in injuries from slips and falls due to the severe weather in January and February 2005 accounted for 71% of all escalator accidents during the last six (6) months of FY05. Escalator accident prevention efforts this year continued to focus on 10 high-volume stations. Continuing activities include escalator safety awareness campaigns, community outreach, new car cards, station posters, and brochures designed by and for children. Future canopy installations should help reduce slips and falls on escalators, particularly during inclement weather.

There were no revenue train derailments in FY05. There was one (1) revenue train collision in FY05 at Woodley Park Station.

In FY04, there were 14 reported rail system fire and smoke incidents that required a fire department response, and that resulted in a rail system delay. In FY05, there were 17 minor, reported rail system fire and smoke incidents that required a fire department response and resulted in a minor delay in the rail system. These incidents were railroad tie fires, trash fires and train brake smoke incidents that resulted in delays in the system.

Annual FY05 Summary - Safety Performance Indicators for Rail Operations

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>CHARTS</th>
<th>YTD TOTAL</th>
<th>VARIATION</th>
<th>Preliminary INCIDENT RATE</th>
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<td>FY04</td>
<td>FY05</td>
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<td>FY05</td>
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<td>Escalator Injuries</td>
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<td>14</td>
<td>17</td>
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* Per Million Passengers
** Per Million Passenger Miles
OPERATIONS PERFORMANCE INDICATORS:

Station over-runs increased from 583 in FY04 to 675 in FY05. A significant percentage of the over-runs were by 5000 Series rail cars which required a change in software for programmed station stops. We expect the software improvements associated with Precision Station Stopping will begin to reduce over-runs by the Fall 2005. This software modification will also be installed in Breda 2000 and 3000 Series Cars as they are rehabilitated.

Red Signal Violations increased from six (6) in FY04 to 11 in FY05. However, the Red Signal Violations decreased 43% from the first six months of FY05 to the last six months of FY05. Operations is reviewing the training received by operators for inconsistencies.

Door Opening Incidents increased from nine (9) in FY04 to 31 in FY05. Alstom has begun installing new software to prevent door openings while in automatic control. Completion of this project was July 8, 2005. Door opening incidents decreased 39% from the first six months of FY05 to the last six months of FY05.

Automatic Train Protection (ATP) cut-outs increased from 106 in FY04 to 225 in FY05. However, after a software change, ATP cut-out decreased 92% during the last quarter of FY05.

Annual FY05 Summary - Other Operations Performance Indicators

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>CHARTS</th>
<th>YTD TOTAL</th>
<th>VARIATION</th>
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<td>Door Openings</td>
<td>5</td>
<td>10</td>
<td>31</td>
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<tr>
<td>ATP Cut-Outs</td>
<td>6</td>
<td>203</td>
<td>225</td>
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BUS OPERATIONS:

Bus Passenger Injuries increased from 233 in FY04 to 350 in FY05. However, Bus Passenger Injuries decreased 18% from the first six months of FY05 to the last six months of FY05. Bus driver collision avoidance accounted for 17% of all bus passenger injuries. Bus Collisions have decreased from 1,308 in FY04 to 1283 in FY05. Bus Collisions have decreased 12% in the last six months of FY05 compared to the first six months in FY05 with 61% of all collisions being non-preventable. The Bus Accident Reduction Task Force continues to thoroughly review all accidents, develop trend analysis and corrective action plans. Additionally, the Task Force’s recommendation of more “seat-time” resulted in a seventh week being added to the Bus Operator Training Course, thus increasing more hands-on driving time. Recommendations for night driving time and rush hour driving time were made but have not yet been implemented.

Annual FY05 - Bus Performance Indicators

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>CHARTS</th>
<th>YTD TOTAL</th>
<th>VARIATION</th>
<th>Preliminary INCIDENT RATE</th>
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<td>FY04</td>
<td>FY05</td>
<td></td>
<td>FY04</td>
<td>FY05</td>
</tr>
<tr>
<td>Bus Passenger Injuries</td>
<td>18,19,20</td>
<td>233</td>
<td>350</td>
<td>117</td>
<td>6.0*</td>
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<tr>
<td>Bus Collisions</td>
<td>22,23,24</td>
<td>1308</td>
<td>1283</td>
<td>-25</td>
<td>27.0**</td>
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</tbody>
</table>

* Injuries per million passenger miles using budgeted passenger miles for FY2005
** Injuries per million vehicle miles
METROACCESS:

The number of injuries decreased from 29 in the first three quarters of FY04 to 27 in the first three quarters of FY05. Collisions decreased from 67 in the first three quarters of FY04, to 56 collisions in the first three quarters FY05. Ten (10) of the collisions were deemed to be non-preventable. The number of completed trips increased 17% during the first three quarters of FY05. Operators cited for more than one moving violation and operators involved in more than one preventable accident, during any 12-month period, are no longer eligible to operate a Metroaccess vehicle.

Annual FY05 - Metroaccess Indicators
(YTD and Incident Rates reflect totals in the First Three Quarters of FY04 & FY05)

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>CHARTS</th>
<th>YTD TOTAL</th>
<th>VARIATION</th>
<th>Preliminary Incident Rate</th>
<th>VARIATION</th>
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<td>FY04</td>
<td>FY05</td>
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<tr>
<td>Metroaccess Passenger Injuries</td>
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<td>27</td>
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<td>Preliminary Incident Rate</td>
<td>VARIATION</td>
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<tr>
<td></td>
<td>8,9, 10</td>
<td>67</td>
<td>56</td>
<td>-11</td>
<td>8.2**</td>
</tr>
</tbody>
</table>

* = Injuries per 100K Trips
** = Collisions per 100K Service Miles
INDUSTRIAL ACCIDENTS:

In FY05, there was a slight increase in the number of OSHA recordable injuries (all injuries which required medical attention beyond first aid) from 960 in FY04 to 978 in FY05. Although there is an increase in the number of workplace injuries, WMATA has seen significant savings in the amount of incurred costs. WMATA's OSHA recordable injury and illness rate is currently 8.61, which is lower than the national average of 10.4 for all Urban Transit Systems. These accomplishments were attributed to the increased level of safety awareness by those Supervisors that have successfully completed the 5-Day Safety Management Course offered at the Safety Training Academy. SARP also implemented a Detailed Facility Inspection Process that probes the facility for safety hazards. Recommendations are made to the front line managers to abate identified hazards. A Safety Poster Program was implemented in FY05 focusing on the top three types of workplace injuries at WMATA.

During FY05, SARP has implemented several programs to reduce workplace injuries such as: Safety Poster Campaign (highlighting back injury prevention), Pilot Employee Recognition Programs (Bladensburg Bus Facilities, Southeastern Bus Division, Brentwood Car Maintenance and Greenbelt Rail Transportation), and increased modified duty assignments with PLNT and ELES. SARP identified a trend where Bus Operators had incurred injuries to their knees, shins, and ankles due to the configuration of the fare box and surrounding poles. SARP and BMNT worked jointly to design specialized pads for the fare box and poles to minimize injuries. (To be installed on the entire bus fleet in early FY06). WMATA should be able to recognize significant savings with the implementation of the fare box pads. SARP coordinated with ELES to have 128 staff employees trained in Back Injury Prevention.

The average incurred cost per Workers’ Compensation Claim has reduced from $10,112 in FY04 to $8,921 in FY05, due to effective claims management by the WC Branch and the Schaffer Companies. During FY05, the Workers’ Compensation Branch successfully recovered over $728K in subrogation cases by assigning a Schaffer Companies (TPA) adjuster to handle all subrogation and Second Injury Fund (SIF) recoveries. The WC Branch also successfully settled $2.8M in older claims.

CONSTRUCTION INCIDENTS:

The year-to-date lost time injury rate for Construction is 0.7 injuries per 100 full-time employees. In the Fourth Quarter CY04, contractor employees worked 456,110 hours and incurred four (4) lost-time injuries. The total number of construction injuries decreased from 17 in CY03 to nine (9) in CY04. The current national incident rate is 2.4 for heavy construction.
Washington Metropolitan Area Transit Authority

FY 2004 and FY 2005

Annual Summary Report FY05

Safety Performance Indicators
Board Operations and Safety Committee
Overview

1. Rail Passenger Injuries
2. Rail Transit Facility Occupant Injuries
3. Escalator Injuries
4. Rail Collisions
5. Derailments
6. Bus Passenger Injuries
7. Bus Collisions
8. Employee Injuries
Rail Passenger Injuries
FY 2004 and FY 2005

FY 04 Monthly Average = 2.83
FY 05 Monthly Average = 3.41
Rail Passenger Injury Rate
FY 2004 and FY 2005

FY 04 Monthly Average = 0.02
FY 05 Monthly Average = 0.02
Rail Passenger Injuries
FY 2005

- Alighting: 13%
- Slip and Fall on Board: 25%
- Boarding: 21%
- Collision: 21%
- Other: 8%
- Fell off Seat: 4%
- Sudden Stop: 8%
Rail Transit Facility Occupant Injuries

FY 2004 and FY 2005

FY 04 Monthly Average = 15
FY 05 Monthly Average = 11
Rail Transit Facility Occupant Injury Rate

FY 2004 and FY 2005

FY 04 Monthly Average = 0.99
FY 05 Monthly Average = 0.76
Rail Transit Facility Occupant Injuries
FY 2005

- Escalators: 54%
- Stairs: 7%
- Mezzanine: 25%
- Platform: 2%
- Parking: 1%
- Struck by train while on platform: 0%
- Outside Sta.: 10%
- Other: 1%

Legend:
- Escalators
- Stairs
- Mezzanine
- Platform
- Parking
- Outside Sta.
- Struck by train while on platform
- Other
Escalator Injuries

Escalator Injuries Include:

• Entrapment of passengers in comb plates or sides of escalator steps
• Injuries caused by defective equipment
• Injuries from trips/falls on escalators
Escalator Injuries
FY 2004 and FY 2005

FY 04 Monthly Average = 9
FY 05 Monthly Average = 12
Escalator Injury Rate
FY 2004 and FY 2005

FY 04 Monthly Average = 0.56
FY 05 Monthly Average = 0.76
Escalator Injuries
FY 2005

- Slips and falls: 75%
  - Ice/Snow/Water: 14%
  - Caught in Comb Plate: 4%
  - Equipment malfunction: 1%
  - By Others: 3%
  - Sudden Stop: 3%

- Slips/Falls: 3%

- Equipment malfunction: 1%
Rail Revenue Collisions

Rail revenue collisions include:

Collisions of trains in revenue service with other trains, equipment or objects on tracks resulting in damage to equipment or property.
Rail Revenue Collisions

There was one rail revenue collision during FY 05.
Rail Revenue Derailments

Rail revenue derailments include derailments of trains that are transporting passengers in revenue service.
Rail Revenue Derailments
FY 2004 and FY 2005
Bus Passenger Injuries

Bus passenger injuries, requiring immediate medical attention away from the incident scene include:

- Injuries occurring from collisions with other vehicles, objects or with persons
- Personal casualties inside vehicle
- Injuries while boarding / alighting vehicle
- Injuries associated with wheelchair lifts
Bus Passenger Injuries
FY 2004 and FY 2005

FY 04 Monthly Average = 19
FY 05 Monthly Average = 29
Bus Passenger Injury Rate
FY 2004 and FY 2005

FY 04 Monthly Average = 0.52
FY 05 Monthly Average = 0.86
Bus Passenger Injuries
FY 2005

**Collisions** 55%

- **Alighting** 10%
- **Stopping** 12%
- **Starting** 2%
- **Moving** 8%
- **Boarding** 9%
- **Person** 1%
- **Assault** 1%

*Other* 2%
Bus Collisions

Bus collisions include:

Collisions with other vehicles, persons, or objects resulting in injury or property damage.
Bus Collisions
FY 2004 and FY 2005

FY 04 Monthly Average = 105
FY 05 Monthly Average = 107
Bus Collision Rates
FY 2004 and FY 2005

FY 04 Monthly Average = 27
FY 05 Monthly Average = 36
Bus Collisions
FY 2005

Collisions That Resulted in NTD Reportable Injuries

- Vehicle on Left: 26%
- Following: 16%
- Passing on Right: 9%
- Angle: 10%
- Passing Vehicle: 5%
- Fixed Object: 7%
- Person: 2%
- Met/Passed: 5%
- Other WMATA Veh.: 2%
- Ahead: 18%
Employee Injuries

Employee injuries include:

Those on-the-job injuries that result in time away from work or medical attention beyond first aid.
Employee Injuries
FY 2004 and FY2005

FY 04 Monthly Average = 84.5
FY 05 Monthly Average = 98.3
Employee Injuries
FY 2005

- Vehicle: 16%
- Struck By: 13%
- Strike Against: 7%
- Radiation: 0%
- Occ. Disease: 9%
- Miscellaneous: 2%
- Eye: 1%
- Slips/Falls: 21%
- Burn/Scald: 0%
- Assault: 4%
- Stress: 5%
- Caught: 2%
- Cut: 5%
- Strain: 15%
- Insect: 0%
Washington Metropolitan Area Transit Authority

FY04 and FY05
Annual Summary Report FY05
Operations Performance Indicators
Board Operations and Safety Committee
<table>
<thead>
<tr>
<th></th>
<th>Table of Contents</th>
</tr>
</thead>
</table>
| 1. | **Station Over-Run Incidents**  
Incidents in which a train goes beyond the normal stopping limits of a station. If more than a car and a half are off the platform, the train does not service the station, but proceeds to the next station. |
| 2. | **Red Signal Incidents**  
Occur when a train passes a red signal without permission of the Rail Operations Control Center. |
| 3. | **Door Opening Incidents**  
Occurences of rail car doors opening opposite the platform side or doors opening outside the limits of the platform. |
| 4. | **ATP Cut-Out Incidents**  
Automatic Train Protection is cut-out as a last resort, due to maintenance problems with rail cars in revenue service. When ATP cut-out is used, trains are off-loaded, removed from revenue service and moved under an “Absolute Block”. |
Door Opening Incidents
FY04 and FY05

FY04 Monthly Average = 1
FY05 Monthly Average = 3
Station Over-Run Incidents
FY04 and FY05

FY04 Monthly Average = 49
FY05 Monthly Average = 56
Red Signal Incidents
FY04 and FY05

FY04 Monthly Average = 0.8
FY05 Monthly Average = 0.9
ATP Cut-Out Incidents
FY04 and FY05

FY04 Monthly Average = 17
FY05 Monthly Average = 19
FY 2004 and FY 2005
Annual Summary Report FY05
Metroaccess
Safety Performance Indicators
Board Operations and Safety Committee
Table of Contents

1. Metroaccess Passenger Injuries
2. Metroaccess Collisions
Metroaccess Passenger Injuries

Metroaccess Passenger Injuries Include:

- Injuries occurring to passengers from collisions with other vehicles, objects, or with persons
- Personal casualties inside vehicle
- Injuries while boarding/alighting vehicle
- Injuries associated with wheelchair lifts
Metroaccess Passenger Injuries

FY 2004 and FY 2005

FY 04 Monthly Average = 3.2
FY 05 Monthly Average = 3.0
Metroaccess Passenger Injury Rates

FY 2004 and FY 2005

FY 04 Monthly Average = 3.6
FY 05 Monthly Average = 2.9
Metroaccess Passenger Injuries
FY 2004 and FY 2005

- Moving: 55%
- Collision: 9%
- Alighting: 2%
- Defective Equipment: 7%
- Wheelchair Lift: 4%
- On-Board: 2%
- Improperly Secured Wheelchair: 13%
- Starting: 2%
- Other: 4%
- Stopping: 2%
- On-Board: 2%
- Improperly Secured Wheelchair: 13%
- Alighting: 2%
- Defective Equipment: 7%
- Wheelchair Lift: 4%
- Moving: 55%
- Stopping: 2%
Metroaccess Collisions

Metroaccess collisions include:

Collisions with other vehicles, persons, or objects, resulting in injury or property damage.
Metroaccess Collisions

FY 2004 and FY 2005

FY 04 Monthly Average = 7.4
FY 05 Monthly Average = 6.2
Metroaccess Collisions
FY 2005

Collisions With Vehicles: 92%
Collisions with Objects: 6%
Collisions with Persons: 2%

Legend:
- Green: Collisions With Vehicles
- Light Blue: Collisions with Objects
- Dark Blue: Collisions with Persons
Metroaccess Collision Rates

FY 2004 and FY 2005

FY 04 Monthly Average = 8.23
FY 05 Monthly Average = 6.07
This table compares crime and enforcement efforts during June of 2004 and 2005 in the ‘Month’ column. Year-to-date statistics are displayed in the ‘YTD’ column.

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<thead>
<tr>
<th></th>
<th>2004</th>
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<td>Aggravated Assault</td>
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<td><strong>Part I Crime by Location</strong></td>
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<td>Written Warnings</td>
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**Part I Crime per Million Passengers**

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<td>YTD, 2005</td>
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<td>YTD, 2004</td>
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