



NTSB National Transportation Safety Board

*Office of Railroad, Pipeline and
Hazardous Materials Safety*

Safety Oversight

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Safety Oversight of WMATA

- WMATA's Chief Safety Officer
- WMATA Board of Directors
- Tri-State Oversight Committee
- Federal Transit Administration

WMATA Safety Management

- Ineffective organizational structure
 - Chief Safety Officer (CSO) is responsible for WMATA's safety program
 - CSO reporting relationship changed 4 times in the 5 years before the accident
 - NTSB and TOC previously recommended the CSO reports to the General Manager



WMATA Safety Management

- Internal Safety Management Program was ineffective
 - Enhanced track circuit shunt procedure not widely distributed
 - Loss of shunt software tool not in regular use
- Following Rosslyn Incident
 - Lessons learned not processed adequately

WMATA Safety Management

- Operations Control Center
 - 8,000 OCC alarms
 - Ineffective hazard identification and resolution process

WMATA Safety Management

- Open Corrective Action Plans (CAPs) and recommendations:
 - 48 open CAPs as of February 2010
 - 15 CAPs related to:
 - Woodley Park
 - Eisenhower Avenue
 - Dupont Circle
 - Mount Vernon Square
 - FTA and TOC audit deficiencies open

WMATA Board of Directors

- Provided ineffective oversight
- Board establishes policy and sets goals
- SSPP requires quarterly reviews of safety issues with Board of Directors and Safety Committee
- Board of Directors would not:
 - Review safety issues
 - Monitor WMATA's actions to address safety recommendations



Tri-State Oversight Committee (TOC)

- TOC safety oversight was ineffective
 - Members serve part-time
 - Members not qualified to conduct on-site inspections
- TOC's review of WMATA's internal safety programs
- TOC generates Corrective Action Plans (CAPs)



Tri-State Oversight Committee (TOC)

- TOC lacks authority to:
 - Resolve open CAPs
 - Require WMATA to comply with System Safety Program Plan

Federal Transit Administration

- Ineffective oversight of State Safety Oversight Agencies (SSO)
- Lacks statutory authority to:
 - Compel SSOs or rail transit agencies to address their findings and open CAPs
 - Promulgate and enforce regulations in safety critical areas
- Limited authority with Drug & Alcohol and SSO regulations



Federal Transit Administration

- No minimum standards for safety-critical areas:
 - Operating Practices
 - Track
 - Equipment
 - Signal and Train Control



NTSB