

Testimony of Mr. Jack Requa
Interim General Manager/CEO
Washington Metropolitan Area Transit Authority
Before a joint hearing of the Subcommittee on
Transportation and Public Assets and the Subcommittee
on Government Operations under the Committee on
Oversight and Government Reform
U.S. House of Representatives
Tuesday, July 21, 2015

Opening

- Chairman Mica, Chairman Meadows, Ranking Member Duckworth, Ranking Member Connolly, and Members of the Subcommittees, thank you for the opportunity to testify today.
- My name is Jack Requa, and I am the Interim General Manager and Chief Executive Officer of the Washington Metropolitan Area Transit Authority, known as Metro.
- My testimony will focus on several topics, including:

- Safety actions that Metro has taken immediately to address both the January 12th incident and the recently concluded Safety Management Inspection by the Federal Transit Administration.
- The Board's search for a permanent General Manager and Chief Executive Officer.

Safety Progress

- Last month, the National Transportation Safety Board held its hearing on the January 12th incident near L'Enfant Plaza Station.
- For the family of Ms. Glover, and all of us at Metro, reliving the events of that day was difficult; however, the process is important to fully understand what happened in order to prevent it from happening again.
- I want to assure you that we are not waiting for the NTSB's final report to work on making the system safer. Work is already underway on 14 early actions to

improve safety, emergency response and the system's state of good repair.

- These actions were identified as part of Metro's own collaborative review with the NTSB and it is important to note that these are not formal recommendations from the NTSB. Metro's early safety actions include a multi-year program to replace or rehabilitate all 88,044 lights in the tunnels, completed inspection of all third rail jumper cables in our tunnels, and the creation of an enhanced schedule for full-scale emergency drills with the local jurisdictions.
- Additionally, we have embraced and have already taken steps to address the four recommendations issued by the NTSB since the January 12th incident.
- We have already started work to address the most recent NTSB recommendation, dealing with power cable assemblies. I believe that the addition of the installation

of a “sealing sleeve” on the power cable junction points is an important safety initiative and improvement to our construction methodology.

- I want to assure you that we will take whatever actions are needed to comply with any further recommendations of the NTSB when the final investigation report is released next year.
- Additionally, we have responded early to the Federal Transit Administration’s 30-day deadline of its Safety Management Inspection.
- To summarize, the FTA identified 44 findings for Metrorail and 10 for Metrobus, with a total of 91 recommended corrective actions.
- The FTA’s findings mirror Metro’s own inventory of concerns and provide important recommendations for improving Metro rail and bus safety, many of which were already underway prior to the SMI.

- While we recognize that we have more work ahead of us, it was reassuring that the FTA acknowledged numerous safety improvements completed at Metro over the last several years, including:
 - Initiating a first-of-its-kind, scientifically-based fatigue management program for transit employees
 - Establishing an enhanced Roadway Worker Protection program
 - Developing and carrying out a multi-year capital investment program to improve safety and reliability of equipment, infrastructure and facilities
 - Completing work to close out past NTSB safety recommendations
 - Developing an industry-leading program for confidential Close Call reporting

- The report also recognizes “clear and substantial progress” since 2009 and that the “system is safe.”

- Addressing the issues identified in the FTA's Safety Management Inspection is a top priority for Metro.
- As I mentioned, we provided FTA with our initial response on July 13th. The next step is that we will meet with FTA to review our initial comments, which will be followed by submission of a detailed plan with identified funding requirements within 90 days, in full compliance with FTA.
- We will be transparent in our tracking and reporting of these corrective actions, with monthly reports made to our Board of Directors at public meetings.

FMO Progress

- Mr. Anosike will provide information on the progress we have made addressing the FTA Financial Management Oversight Audit. We have publicly reported on a monthly basis on our actions following FTA's Financial Management Oversight report.

- First, we submitted our final response to the FTA as we committed to do on June 30th, providing documentation for all 65 FMO Corrective Action Plan items. While work is ongoing, these completed action items address all 45 recommendations made in the FMO report.
- With respect to one of the major recommendations, all 35 grants referenced in the FMO Report have been reconciled and necessary budget revisions have been submitted to the Federal Transit Administration.
- 18 of the 35 grants are now completely drawn and formally closed.
- And finally, I want to update the Committee on the Board of Directors' search for a permanent general manager.

The Managerial Transition

- The WMATA Board of Directors gathered extensive feedback from the public, including riders, community

advocates, business leaders, funders, and other stakeholders, and has restarted the search.

- The scope of the search will include candidates with extensive financial management experience and will not require that the candidates have government or transit industry experience.
- The process is expected to be completed with a final selection this fall.

Conclusion

- In conclusion, Metro's attention to safety has been and continues to be unwavering. While we have made progress, recent events remind us that we have more work ahead and must remain laser-focused on not only continually improving our systems and processes, but on investments in equipment, infrastructure, people, training and tools that are necessary to deliver an even safer service daily.

- Thank you for allowing me to testify today, and I look forward to answering your questions.

HOUSE OF REPRESENTATIVES
COMMITTEE ON OVERSIGHT AND GOVERNMENT REFORM

JACK REQUA
BIOGRAPHICAL SUMMARY

Since January 16, 2015, Mr. Requa has been the Washington Metropolitan Area Transit Authority's (WMATA) Interim General Manager and Chief Executive Officer. Mr. Requa has been with WMATA since 1998 and has been the senior manager of the MetroBus system most of those years and his permanent position is the Assistant General Manager of Bus Service. This interim assignment is the second time that he has held the GM/CEO position while a selection process was underway to fill the position.

Mr. Requa has over 38 years of transit experience and has held senior positions in large transit systems in Houston, TX, St. Louis, MO, Boston, MA and Saudi Arabia.