



**FINAL MEETING SUMMARY**

**HANFORD ADVISORY BOARD  
HEALTH, SAFETY & ENVIRONMENTAL PROTECTION COMMITTEE**

*August 18, 2017*

*Richland, WA*

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*This is only a summary of issues and actions discussed at this meeting. It may not represent the fullness of represented ideas or opinions, and it should not be used as a substitute for actual public involvement or public comment on any particular topic unless specifically identified as such.*

## **Opening**

Rebecca Holland, Health, Safety, & Environmental Protection (HSEP) Chair, welcomed committee members and introductions were made.

### *Announcements*

There were no announcements.

## **EM SSAB Request/Budget Advice Review**

Rebecca Holland, HSEP Chair introduced the topic of the EM SSAB Request and draft budget advice Review.

At the June Board meeting, Susan Leckband, HAB Chair tasked each committee with discussing the charge from the EM SSAB. Shelley Cimon, HAB Vice Chair opened the discussion of the EM SSAB request providing members further background into the request.

"Recommend methods for how our sites can more effectively reach out to the local communities to educate them about our work and ultimately expand our base of informed stakeholders. We need creative and cost-effective ways to reach out to stakeholders who are not already involved in our program (for example, greater social media presence, field managers speaking at schools, etc). Beyond our advisory boards, what are other methods for the site to communicate with the community?"

During an open discussion, the following suggestions from the HSEP & RAP committee members were made:

- Half page ad in newspaper
- Facebook advertising (boosting and/or targeting specific age groups)
- Leveraging social media and/or Hanford website
- Promoting in Hood River
- Social media on a Hanford/Agency site. Encourage folk to distribute similar information to their friends
- Senior projects at universities that would help cleanup studies
- Individuals under 20/30 on the Hanford Advisory Board
- Market to High Schools, community minded kids at the high school level
- Teacher provided curriculum to students
- Science experiments open for participation
- Simplify topics to understand better
- Topics to get younger people engaged
- Manhattan project national park/bus tour in parallel with HAB distributions
- Increase DOE outreach to school districts
- STEM outreach with teachers and what can be changed in class
- Information to Hood River College

### *Budget Advice*

Jerry Peltier, BCC Chair introduced the Budget and Contracts Committee draft budget advice. He asked committee members to review the draft budget advice and provide feedback.

Suggestions from the HSEP committee members:

- “Min-Safe” Costs should be stated more specific, such as a percentage, etc.

Tom Galioto offered to review the budget advice and send his suggestions to Jerry Peltier and the BCC committee.

### *Agency Perspective*

Dawn MacDonald, DDFO-ORP gave her perspective of the Budget Advice. There is a contingency plan in the event that something was to happen, like a catastrophic event. There are hold-back of the contingency funds, where the contractors would not receive the full amount of funds. With the tighter budgets now, Headquarters would eventually take back the unused funds. So, now the funds are being given to the contractors in full so more work can get done. In the situation of an event, the funds can be readjusted.

### ***Committee Member Questions (Q), Responses (R), and Comments (C):***

*Note: This section reflects individual questions, comments, and agency responses.*

C: “If I were sitting at the table with congress, I would think you were asking for an increase of four times what you are getting now. You are increasing funds for everything. You are asking for emergency funds, contingency funds, additional funds, etc. What are you asking for? Are you asking for double the budget, triple the budget, quadruple the budget? It sounds like you only have half what you need.”

R: “I do not know what that number will be. This is a common-sense issue that DOE should have money set aside to get done what needs to be done. If there is an emergency situation, the money should not have to come from other projects. There should be a pot of money set aside for these specific types of events.”

C: “There is a certain pot of money that they use for clean-up. Hanford gets the biggest piece of that pot. So not only are you asking for the biggest piece of that pot, you are asking for the whole pot. So, as I read this advice, you are asking for all of the clean-up money.”

R: “Yes. I am going to ask, but probably not receive it.”

C: “Shutting down Plutonium Finishing Plant (PFP) gave the site \$100 million dollars, which was the “min-safe” part of it. The benefit over the long run is not having to staff and manage the safety part of it.”

R: “I agree with the point made regarding PFP, but those funds are going to the 324 building and K-Basin sludge. So basically, they are going to catch up with the current progress.”

## **Safety Culture Round Table**

Richard Bloom, HSEP Vice Chair introduced the topic of Safety Culture and opened the discussion with a yellow sticky exercise. During this exercise, members reviewed responses to the 2016 sounding board questions and sorted recommendations into categories.

“What does safety culture mean to you?”

- Safety should come naturally members:
  - Engrained
  - Safety culture is a religion
  - Shared belief in safety
  - Not Safety Program
- Safety First:
  - Caring about others
  - All aspects of safety
  - Personal vs organizational safety culture
  - Being able to talk openly about safety and disagree
- Well Implemented ISMS process:
  - Process x 2
  - ISMS/Root Cause
  - Avoiding undesirable outcomes
  - Understanding safety envelope
  - Practical safety training
  - Shared partnership worker & management
  - ISMS x2
  - Improve safety performance
  - Risk informed
  - Action based
  - Think vs Act
- Shared practices for shared activities
  - Shared practices for shared activities
- Safety by example:
  - Top down management program
  - How well safety program flows to employees

“Are there any situations that DOE can improve upon by better emphasizing and developing its safety culture?”

- Monitor & Foster ISMS:
  - Push ISMS
  - Focus on long term
  - Stakeholder participation in VPP reviews
  - Test their safety culture
  - Focus on long term

- ISMS Failure
- Justification optimization accept risk
  - Justification optimization accept risk?
- Emphasis on Management Buy-in of the safety program at all levels:
  - Address safety issues; listen to the worker
  - Own the concerns
  - Implement safety program
  - Allocation of resources
  - Budgeting for safety
  - Safety culture vs schedule
  - Listen to the worker
  - Stop work authority
- Management Accountability for Safety Issues:
  - Monetary penalties for safety issues
  - Focus on deescalating friction between management and whistleblowers
  - Contractor performance reviews

**Next steps:** Richard Bloom volunteered to take the recommendations and draft a letter for the September Board meeting. This letter would include findings from this exercise and provide recommendations on areas that DOE should focus on to enhance safety culture within the organization.

### **Transportation Infrastructure Updates**

Rebecca Holland, HSEP Chair introduced the topic of the Transportation Infrastructure and the DOE response to advice #286. Richard Bloom opened the discussion with a review of advice #286. Members took the opportunity to review each advice point and DOE response.

#### **Advice point #1**

The Board advised DOE to implement safety and environmental improvements through commuter traffic reduction for DOE and its contractors that does not place all burden on the work force.

#### **Response**

DOE's recommendations included implementing a RideShare Website and a 4x10 work schedule.

Mission Support Alliance (MSA) with support of Ben Franklin Transit (BFT) developed and launched the RideShare website. The RideShare Website is being managed by MSA. The RideShare website allows Hanford employees the ability to look for van/carpools that are open to new riders and look for available rider who want to become part of a RideShare. BFT provides the vehicles for seven, twelve, and fifteen riders. BFT estimates that there are 187 RideShare vehicles being used, to date.

The 4x10 schedule has been implemented by most Hanford site contractors. Not all employees work the 4x10 schedule, but it was originally estimated that this would represent an 11% reduction in days per year.

## **Member Discussion**

The RideShare website is very outdated and not user friendly. It is recommended that DOE and Ben-Franklin Transit partner up, but that has not happened. A windshield survey was conducted to determine if commuters share rides. The results show that 10% were multi-person and 90% were single occupancy. The 4x10 schedule has reduced the number trips to the site.

## **Advice point #2**

The Board advised DOE to pursue improvements to infrastructure updates that facilitate a safer, and a timelier commute and improvement of response to emergency situations and consider the Board's suggestions.

## **Response**

DOE examined 12 years of traffic data and determined that construction for an additional traffic lane would not appear to be necessary, based on the existing level of traffic congestion and an anticipated future traffic.

A congestion evaluation was completed in Route 4s between the WYE Barricade and the 200 East area in June of 2015. The evaluation showed the peak volume occurred in 2010 and the peak congestion occurred in 2014. The current peak hour traffic volumes are resulting in short duration traffic slowdowns.

DOE used the Washington State Department of Transportation (WSDOT) congestion thresholds as identified in the WSDOT Handbook for Corridor Capacity Evaluation for determined whether or not to construct new traffic lanes.

## **Member Discussion**

We recommended that DOE "uber-ize" the traffic. Another recommendation was to widen Route 4s between WYE Barricade and the 200 area, as it is currently one lane. If an accident were to occur, the traffic would halt and there would be no way for employees to go around. It was determined that it would cost 130 million to install an additional lane between the WYE barricade and the 200 area. It is believed that a 15-minute stagger would enhance the traffic.

## **Advice point #3**

The Board advised DOE to ensure that roads are physically inspected early in the morning to ensure accurate weather alerts.

## **Response**

DOE agreed and ensured the Hanford site road are physically inspected throughout the day. The process to determine when alert, work delays, or cancellations may be necessary, including the gathering of information on the near-term weather forecast and road conditions.

Essential personnel who have traveled on site roads are queried on road conditions they encountered during early morning commutes or work-required travel. Determinations are assessed and made with a

target time of 4:00 a.m. Information is then posted for employees. If conditions change, even after the 4:00 a.m. target time, decisions can change and new messages are issued.

DOE implemented this new process and has made improvements to the employee notification system, which includes the Hanford Hotline and the 530 AM radio station.

### **Member Discussion**

The committee agreed that DOE did a good job on implementing the new processes. They did state that there are issues with Hanford Hotline and the radio station not syncing. This caused issue for people who are not notified while driving and are not able to check phones.

Hanford does not have the best snow plows for plowing the roads, as the cities do. The Teamsters plow the Hanford site roads and are only allowed a certain number of hours, as per CDL requirements. There are not enough Teamsters to plow the Hanford site roads.

### **Advice point #4**

The Board advised DOE to encourage its contractors to allow employees sufficient administrative leave time in the event of changing hazardous road conditions.

### **Response**

DOE conferred with the Hanford prime contractors and it was determined that Hanford site employees code work time for work delays and site release as Road Time. The code is provided to ensure employees have sufficient amount of time to get to work and to drive home safely.

### **Member Discussion**

Rebecca Holland, HSEP Chair requested a copy of the congestion evaluation from DOE and has not received it. The impact on the cities would be affected with staggering shifts out at Hanford until you get to the 300 area. Rebecca Holland communicated that it's a concern, as employees are reprimanded for not arriving to work on time during road closures and delays. In some instances, employees are instructed by supervisors, to take their time coming to work to ensure the safety of employees, but the employees are still being reprimanded.

**Next Steps:** Rebecca Holland, Chair and Richard Bloom, Vice Chair, will determine if the committee will send a response to DOE's response to Advice #286 or if the committee will write a new piece of advice.

### **Committee Business**

Committee members reviewed the HSEP 3-month work plan.

Committee member discussed upcoming placeholders for committee calls and meetings.

**Attendees**

**Board Members and Alternates:**

Rebecca Holland	Margery Swint	Jerry Peltier
Sam Dechter	Richard Bloom	Tom Galiaoto
Tony Brooks	Jan Catrell	Pam Larsen

**Others:**

Kyle Rankin, DOE-RL	Dawn McDonald, DOE-ORP	Ginger Wireman, Ecology
Daina McFadden, Ecology	Lindsay Strasser, ProSidian	Melissa Orona, ProSidian