



NATIONAL TRANSPORTATION SAFETY BOARD
Investigative Hearing

Washington Metropolitan Area Transit Authority Metrorail train 302 that encountered heavy smoke in the tunnel between the L'Enfant Plaza Station and the Potomac River Bridge on January 12, 2015

GROUP	
EXHIBIT	

Agency / Organization

Title

TRI-STATE OVERSIGHT COMMITTEE QUARTERLY MEETING
at the Washington Metropolitan Area Transit Authority
Jackson Graham Building, 600 5th Street NW, Washington, DC 20001
Wednesday, September 17, 2014
Meeting Minutes

Name	Agency	Phone	Email
Klara Baryshev	TOC/DDOT		
Sharmila Samarasinghe	TOC/DRPT		
Joshu Shih	TRA/TOC		
Robert Kogan (via teleconference)	TRA/TOC		
Richard Sarles	GM		
Lou Brown	SAFE		
Manael Kennerly	SAFE		
Darren McCoy	SAFE		
Dorsey Adams	SAFE		
Steve Misczuk	SAFE		
Jason Sergent	SAFE Consultant		
Monic Morgan	PPLE		
Hercules Ballard	RTRA		
Byron England	RTRA		
Mark Olson	MTPD		
Daryl Sensenig	MTPD/OEM		
Ron Pavlik	MTPD		
Steve Baldassano	QAAW		
Nick Croce	TIES/ATC		
Tony Talley	TRST		
Corey Walker	FTA		
Charles Briscoe	SAFE/CQAL		
Lonnie Murray	ELES		
Joseph Reynolds	CENV		
Debo Ogunrinde	CENV		
Robin Richards	TRST		
Andy Off	CENI		

Quarterly Meeting - 14:00-15:30

The group reviewed action items from the August monthly meeting. **Remaining action items: MTPD to send after-action reports (AARs) from 6/29 drill at Spring Hill Station to TOC.**

K. Baryshev, S. Samarasinghe to submit executed VPN authorization forms to D. McCoy.

SAFE reported that QAAW has agreed to audit train public address (PA) systems, in addition to auditing train intercoms.

The group approved the August monthly meeting minutes.

The group discussed Silver Line Phase 1 post-ROD items. L. Brown stated that there are no remaining safety items on Attachment 3 to the WMATA-MWAA MOU. SAFE will send a response to TOC's request to meet on 9/22 to discuss the WMATA Hazard

Analyses to the TOC Phase 1 Pre-Revenue Service Review (PRSR) Findings. (WMATA written response received 9/19)

K. Baryshev discussed Silver Line Phase 1 Safety Certification Lessons Learned. TOC requested a copy of the WMATA Dulles Project Office lessons learned document. SAFE has submitted comments to the Project Office, and the document is still under development. SAFE will check with the Project Office on status. **Action item: SAFE to advise TOC of status of Project Office Phase 1 Lessons Learned document.**

K. Baryshev stated that TOC intends to meet with SAFE to discuss lessons learned from Phase 1, and then separately schedule a meeting between TOC, SAFE, and MWAA to discuss Phase 1 lessons learned. **Action item: TOC to schedule lessons learned meeting with SAFE.** TOC plans to meet with the Virginia Department of General Services (DGS) following the 9/22 meeting with SAFE to discuss code issues in Phase 1 stations.

K. Baryshev then inquired about the status of the Silver Line Phase 1 Safety and Security Certification Verification Report (SSCVR). SAFE advised that the report is in process and will provide TOC an estimated date of completion by the end of the following week. **Action item: SAFE to provide TOC date of estimated completion of SSCVR by end of week of 9/22.**

K. Baryshev then raised the issue of ETS box placement along the Silver Line Phase 2 alignment. SAFE personnel stated that Phase 2 will be designed to the 2014 Revision of NFPA 130, which calls for a continuous, unobstructed walking path along the safety walk. WMATA awaits the power design package submission from MWAA and Capital Rail Constructors (CRC) for review to determine whether ETS boxes being placed behind the third rail will be an issue. S. Mischuk has reminded the Project Office to have Appendix A of the TOC Phase 1 PRSR Report readily available for reference to preclude similar design issues from recurring in Phase 2.

The discussion next moved to the 7000-Series railcar procurement. SAFE is on schedule to respond to TOC's document request by 9/22. **(TOC received 9/22)** Design safety certification is complete. Construction and integrated testing safety certification is not yet complete. Conditional acceptance is projected to be at the end of October, and final acceptance will take place after the warranty period on the cars expires. When the cars are ready for revenue service, they will be under conditional acceptance, as open warranty issues may remain. During the warranty period, Kawasaki will be on-site at WMATA. WMATA personnel will maintain the cars under Kawasaki oversight. Revenue service will commence once the burn-in period has completed and no failures have arisen from burn-in. Burn-in testing will take place with 8-car consists. The burn-in period will be as long as CENV warrants is necessary to discover and resolve any vehicle issues, but will be two months minimum and six months maximum. Burn-in is not necessarily a prerequisite to carrying passengers. WMATA will take into consideration that tests are performed in ideal conditions. When CENV reaches a level of confidence, it will deem the cars ready for revenue service. Testing and installation safety certification documentation is not yet complete, nor are the maintenance manuals. Complete safety certification will be performed on the first four pilot cars. Each pilot car gets its own certificate. The second quad of cars will have certificates only for installation and testing.

Regarding accidents, incidents, and hazards, K. Baryshev requested that SAFE update the TOC once it receives the status of the final scope of work, procurement, and committee from DGMO Rob Troup. M. Kennerly will be SAFE's representative to the red signal committee. Action item: SAFE to update TOC on status of final scope of work procurement, and committee for red signal study. K. Baryshev inquired about the status of the October 6, 2013 Union Station accident. **Action item: SAFE to submit final report for October 6, 2013 Union Station accident to TOC.**

L. Brown provided an update on the MTPD Internal Safety and Security Audit (ISSA) of SAFE; the audit has been postponed to January 2015. QAAW will assist MTPD in performing the audit.

K. Baryshev inquired about the status of WMATA's CAPs for the 2013 Triennial Review of System Safety Elements. SAFE asked for an extension to October 15 and will send a letter to formalize the request. **Action item: SAFE to submit extension request for System Safety Elements CAPs.** K. Baryshev inquired whether WMATA's input to the schedule for the Triennial Review of Maintenance Facility Safety and Equipment Inspections was ready. **(TOC Received 9/18)** K. Baryshev asked MTPD about the status of its responses to the Findings of Compliance with Recommendation for the Triennial Review of SEPP Element 1; R. Pavlik stated that MTPD will submit its responses within two weeks. **Action item: MTPD to submit responses to Findings of Compliance with Recommendation for the Triennial Review of SEPP Element 1 by 10/2.** MTPD is also slated to submit its document response for the Triennial Review of Emergency Preparedness and SEPP Implementation. **Action item: MTPD to respond to TOC document request for Triennial Review of Emergency Preparedness and SEPP Implementation by 9/22.**

K. Baryshev then requested an update from WMATA on FTA Safety Advisory 14-2: Ensuring Safe Speeds at Terminal Stations. N. Croce stated that Rule 3.128 is in effect and requires that gap trains be stored on the track opposite the track used for normal revenue service. **Action item: RTRA to send copy of Rule 3.128 to TOC.**

The discussion then moved to the WMATA ATC Upgrade. TOC requested a copy of the CH2M Hill "WMATA Return to ATO" report. **(TOC Received 9/18)** L. Brown stated that safety certification for ATO reactivation is in process. The CIL should be complete in approximately two weeks. Safety certification for ATO reactivation is more of a verification of an existing system that was previously in service than a traditional safety certification. N. Croce stated that no new equipment or design changes are being introduced for ATO reactivation. Verification will be performed on Gen 2 ATP equipment to ensure that it is compatible with ATO. From a design perspective, the ATP change was a design change, but not ATO. The ATP vendor has its own safety certification process, and WMATA verifies the vendor's safety certification. This verification will be included with the documentation with the CIL. **Action item: WMATA to transmit ATO reactivation CIL to TOC.**

A. Off brought demonstration fiberglass composite third-rail insulators and bolts to the meeting for display. The fiberglass composite insulator has a 2 mm Sherwin Williams sheen to discourage grime, dust, and other contaminants from collecting. CENI has let a contract to procure these new insulators. CENI's intent is to replace insulators in the system the present the greatest risk of failure. CENI tracks insulator incidents, and the data do not indicate an increased incidence of insulator fires.

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Meeting Minutes

The meeting adjourned.

Next TOC External Meeting: Wednesday, October 15 at 14:00, at JGB