



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

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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WMATA INCIDENT AT L'ENFANT PLAZA
STATION, WASHINGTON, D.C.
JANUARY 12, 2015

Docket No.: DCA-15-FR-004

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Telephonic Interview of: GREER GILLIS

Washington, D.C.

Monday,
May 11, 2015

The above-captioned matter convened, pursuant to notice.

BEFORE: MARK JONES
Deputy Chief, Railroad Division

APPEARANCES:

GEORGETTA GREGORY, Chief, Railroad Division
Office of Railroad, Pipeline and Hazardous
Materials Investigations
National Transportation Safety Board

MARK JONES, Deputy Chief, Railroad Division
Office of Railroad, Pipeline and Hazardous
Materials Investigations
National Transportation Safety Board

CARL SCHULTHEISZ, Ph.D., Chief, Vehicle Performance
Division
Office of Research and Engineering
National Transportation Safety Board

REGINALD BAZILE, Special Assistant
District Department of Transportation (DDOT)

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I N T E R V I E W

1
2 MR. JONES: Good morning. It is May 11th, 2015. My
3 name is Mark Jones, the deputy chief of the Railroad Division,
4 NTSB. Last name is spelled J-o-n-e-s. We are interviewing
5 Ms. Greer Gillis, the deputy director of transportation for the
6 District of Columbia and TOC Executive Committee member, and this
7 is in regard to the January 12th, 2015 arcing and smoke incident
8 at the WMATA L'Enfant Plaza Station that the NTSB is
9 investigating.

10 Ms. Gillis, I'd like to thank you for agreeing to
11 participate in this interview. The interview will be recorded and
12 transcribed, and you'll have the opportunity to review the
13 transcript and offer errata as desired.

14 The NTSB plans to hold an investigative hearing on June
15 23rd and 24th, 2015, in connection with the L'Enfant incident.
16 During an investigative hearing, the NTSB does not determine legal
17 liability or fault for accidents; rather, the NTSB holds public
18 investigative hearings to assist us in reporting the facts and
19 conditions of the accident. The fact hearing is then used to
20 assist the NTSB in ultimately determining the probable cause of
21 the accident and make appropriate recommendations to improve
22 safety and prevent future accidents.

23 One of the areas the investigative hearing works for is
24 safety oversight of rail transit as mandated by Title 49, Code of
25 Federal Regulations, Part 659, Rail Fixed Guideway Systems, State

1 Safety Oversight; and the Moving Ahead for Progress in the 21st
2 Century Act, better known as MAP-21, signed into law on July 6,
3 2012.

4 Now, I'll ask my colleagues here with me to identify
5 themselves and spell their last name, beginning with Georgetta,
6 please.

7 MS. GREGORY: Georgetta Gregory, G-r-e-g-o-r-y. I'm
8 chief of the Railroad Division at the NTSB.

9 DR. SCHULTHEISZ: And my name is Carl Schultheisz, S-c-
10 h-u-l-t-h-e-i-s-z, and I'm the chief of the Vehicle Performance
11 Division in the Office of Research and Engineering at the NTSB.

12 MR. JONES: Okay, thank you.

13 INTERVIEW OF GREER GILLIS

14 BY MR. JONES:

15 Q. And, Ms. Gillis, if you'd please state your name and
16 title for the record and spell your last name, please?

17 A. Sure. My name is Greer Johnson Gillis, last name is
18 spelled G-i-l-l-i-s, and I am the deputy director for the District
19 Department of Transportation.

20 Q. Okay, thank you. And could you briefly describe your
21 role in that organization?

22 A. Sure. As deputy director, I'm responsible for the day-
23 to-day operations of the organization, direct oversight of all of
24 our administrations, from planning to design, engineering,
25 construction, and even administrative services, again, to ensure

1 the efficient operations of the agency in performing its day-to-
2 day functions.

3 Q. All right, thank you. How much of your time would you
4 estimate you spend on TOC activities?

5 A. At the moment, I am relatively new to the agency and
6 have just been appointed to the TOC as the Executive Committee,
7 and I have been receiving briefings from my team here with regards
8 to TOC activities. So at the moment I'm spending, I would say,
9 about 10 percent of my time on becoming familiar with the TOC and
10 getting up to speed on the recent activities of the TOC,
11 particularly with our staff person and our policy person, and also
12 getting up to speed and learning more about the actions that
13 occurred during the January 12th event and the previous Fort
14 Totten event.

15 Q. Okay. And what month did you become a member of the
16 Executive Committee?

17 A. I became a member of the Executive Committee in April of
18 2015.

19 Q. Okay, thank you. All right, some of these, you know, if
20 you're not sure of the answer, that's fine, especially since
21 you're new to the committee. But can you explain how the TOC is
22 organized and how many TOC staff work for D.C. DOT?

23 A. Sure, sure. The TOC is organized -- basically, it's a
24 jurisdictional membership between the District of Columbia,
25 Maryland, and Virginia. So, each jurisdiction does provide a

1 person with regard to serving on the TOC, where they actually
2 rotate the chair for that particular period of time, and then each
3 jurisdiction also provides policy members and staff members. At
4 the moment, for the District of Columbia, we have one person
5 serving on the TOC, Klara Baryshev -- and I apologize if I messed
6 up her last name -- and Klara, right now, serves as the chair of
7 the TOC. We also have one policy staff person on the District of
8 Columbia who has been active in the TOC, supporting Klara as well
9 as serving or attending meetings and supporting us on the policy
10 side, and that's Reginald Bazile.

11 Q. All righty. And is Klara, is 100 percent of her
12 activity or her time spent on TOC activities?

13 A. That is correct.

14 Q. Okay. All right. Do you know what authority has been
15 granted to the TOC by the District of Columbia?

16 A. Are you referring to the legislation authority with
17 regards to the TOC?

18 Q. Yes.

19 A. I'm not familiar with the actual legislative authority.
20 I believe that a lot of the authority that has been given to the
21 District of Columbia, as well as the other supporting
22 jurisdictions, comes from the Metropolitan Washington Council of
23 Governments through a memorandum of understanding, but I'm not
24 sure if there is actual specific legislative authority from the
25 city with regards to our work on the TOC; that, I would have to

1 find out more information for you on.

2 Q. Okay. I'd appreciate it if you could maybe follow up on
3 that and send us something.

4 A. Um-hum.

5 Q. Just in your -- or, can I go back for a second? As far
6 as your past experience, could you please give us a sense of your
7 past experience before you became the recent -- your recent
8 appointment to the Executive Committee?

9 A. Sure, sure. I became deputy director here at the
10 District Department of Transportation in February of this year,
11 2015. Prior to that, I served in the private sector. I was area
12 manager for the Washington, D.C. office of Parsons Brinckerhoff, a
13 global engineering infrastructure company. Prior to that -- I
14 served in that role for approximately for 4 years. Prior to that,
15 I served here at the District Department of Transportation as the
16 deputy chief engineer for the Anacostia Waterfront Initiative.
17 And prior to that, I was -- I was in that role for approximately
18 5 years, and prior to that, I served as a supervising engineer at
19 various engineering companies on the private side.

20 So, most of my career has been on the private sector
21 side with a short stint in local government, and then I've
22 returned back to local government. So my familiarity with the
23 NTSB in my previous roles has been more of following the
24 activities of the NTSB as they've worked and investigated previous
25 transportation accidents such as the Fort Totten accident and

1 other accidents across the country.

2 Q. All right. Thank you for that. Just given your
3 background of what you know about the TOC and their interaction
4 with WMATA, do you think the TOC has adequate authority to carry
5 out its mission of oversight?

6 A. From what I've learned about the TOC and the work that
7 it's doing with WMATA, I think it's a valuable program to have in
8 place. I would like to see more authority given to the TOC when
9 it comes to oversight of WMATA activities. From what I've
10 discerned, there are some things that have just been able to work
11 itself out, if you will, due to just having the TOC on site, the
12 TOC staff on site and working collaboratively with the WMATA
13 staff. It's been effective in some means by doing that. Of
14 course, there's always room for improvement and I think, from what
15 I've gathered and discerned, the direction that the TOC is going
16 in the future can kind of help provide a bit more authority to the
17 TOC in being able to enact a lot of the recommendations,
18 especially on a faster timeline.

19 Q. Okay. Have you -- during your short tenure in your
20 position now, have you had the opportunity to review any safety or
21 security issues regarding WMATA?

22 A. Yes, I have. The staff has briefed me on some of the
23 outstanding issues, safety issues regarding WMATA, and they have
24 provided me with the last corrective action plan report, summary
25 of that report, with regards to some of the outstanding issues.

1 Q. Okay. And do you recall when that report -- was that a
2 recent report, or --

3 A. Yes. It was the April report, the April 2015 monthly
4 report, yes.

5 Q. Okay. Okay, so it's a monthly report?

6 A. Yes.

7 Q. All right, thank you. Have you had the opportunity yet
8 to attend a WMATA board of -- safety committee meetings?

9 A. No, I have not had that opportunity as of yet.

10 Q. Okay.

11 A. May I also add at this time that our TOC policy staff
12 person, Reginald Bazile, has joined me?

13 MR. BAZILE: Good morning.

14 MR. JONES: Hi. Good morning, Reginald. Could you
15 please state your name and title? We're transcribing this
16 interview, so we'll get that for the record, please, and if you
17 could spell your last name.

18 MR. BAZILE: Okay. It's Reginald Bazile. The last name
19 is spelled B as boy, A, Z as in zebra, I-L-E, special assistant at
20 DDOT and TOC policy member.

21 MR. JONES: All righty. Thank you.

22 DR. SCHULTHEISZ: Who are you?

23 MR. JONES: Oh, I'm sorry. I'm -- yeah. Carl makes a
24 good point. We -- there are three of us here at NTSB conducting
25 the interview. I'm Mark Jones. I'm the deputy chief of the

1 Railroad Division. And --

2 MS. GREGORY: And I'm Georgetta Gregory, chief of the
3 Railroad Division.

4 DR. SCHULTHEISZ: And I'm Carl Schultheisz.

5 MR. BAZILE: Great.

6 DR. SCHULTHEISZ: I'm the chief of the Vehicle
7 Performance Division in the Office of Research and Engineering.

8 MR. JONES: Yes.

9 MR. BAZILE: Terrific. My pleasure.

10 MR. JONES: Thank you, Carl, for pointing that out.

11 MS. GREGORY: Mr. Bazile, thank you for joining us. And
12 the interview is with Deputy Director Gillis, so if you provide
13 input, if you could just identify yourself for the record, since
14 we are recording it, to make it easier for transcription?

15 MR. BAZILE: Fair enough.

16 MS. GREGORY: Thank you.

17 BY MR. JONES:

18 Q. All right. Ms. Gillis, can you explain how policy
19 decisions for the TOC are made? Or Reginald, either one?

20 A. Okay. I'm actually going to turn this one over to
21 Mr. Bazile.

22 MR. BAZILE: Yes. Reg Bazile here on policy decisions.
23 The TOC, of course, is a multi-jurisdictional body, Virginia,
24 Maryland, and the District of Columbia, so we reach decisions by
25 consensus. I'd say that in my tenure with the TOC, the way we've

1 done things are that the TOC members take care of the day-to-day
2 responsibilities of the TOC. They conduct the primary interface
3 with WMATA. They all work closely, of course, with our
4 consultant, but decisions that are contentious, perhaps, where
5 there are issues where there is pushback from WMATA, so those
6 types of decisions, and also decisions about the overall direction
7 of the TOC as an organization, those decisions are made by the TOC
8 policy members in consultation with our executives.

9 MR. JONES: Okay, and thank you for that. Could you
10 give an example of a recent policy decision?

11 MR. BAZILE: Okay. We have begun a long process of
12 transitioning to a MAP-21-compliant SSO. So I'd say that the MOUs
13 that are shaping that journey, that are shaping the relationship
14 that we have with the Metropolitan Washington Council of
15 Governments, that's an example of a decision that would be made by
16 the TOC policy members in consultation with the executives.

17 MS. GREGORY: Mr. Bazile, this is Georgetta Gregory.
18 You mentioned MAP-21. Would you mind --

19 MR. BAZILE: Yeah.

20 MS. GREGORY: -- because there are no rules published
21 yet to establish how MAP-21 will be enacted through the state
22 safety oversight agency, so could you elaborate a little bit on
23 what you mean by transitioning to MAP-21 compliant?

24 MR. BAZILE: Well, I'll say one thing. We do have draft
25 rules that were released in February, so that gives us a sense of

1 direction. And, certainly, we have MAP-21 as a foundational
2 document that we're all familiar with. In terms of the
3 transition, do you want me to describe how we're transitioning or
4 what will be when we transition?

5 MS. GREGORY: I think both.

6 MR. BAZILE: Oh, okay. Right. So our understanding is
7 that MAP-21 calls each state that's operating a fixed rail
8 guideway system to establish a compliant SSO, a compliant state
9 safety organization. Compliant will mean that it's a fully
10 independent organization; it will mean that it's making use of
11 federally funded dollars that will become available or have become
12 available to one extent or another, and that way we'll have
13 enforcement authority. There are some other things that MAP-21
14 talks about, like conflicts of interest, et cetera. All of those
15 things we plan to live up to. And in order to make the transition
16 -- in the interim, we've been declared as noncompliant. Thirty-
17 one out of 33 SSOs were declared noncompliant back in 2013.

18 In order for us to be -- to make use of federal funding
19 available through the FTA, we had to enter into a relationship
20 with an eligible recipient of those funds. The TOC itself isn't
21 eligible, so we have formed an alliance with the Metropolitan
22 Washington Council of Governments. We did this in consultation
23 with the FTA. It just so happens that COG had been our partner
24 since 1999, so it's a group that we're used to working with and
25 look forward to working with more. They are going to be the

1 interim designated recipient of our SSO grant funds from the FTA.
2 So, over the course of the next two fiscal years, we'll receive,
3 hopefully, up to \$4 million, and that \$4 million will fund our
4 ongoing TOC activities and specific activities that are related to
5 the transition to this new entity.

6 There are a lot of things that have to happen for us to
7 become this new MAP-21-compliant entity. Probably the heaviest
8 list is passing enabling legislation in all three states. So,
9 more or less, identical legislation has to be passed in the
10 District, Maryland, and Virginia that establishes this entity as a
11 legal entity as a compact of the three states that's going to
12 execute this SSO mission. The enforcement authority will be part
13 of that. The conflicts-of-interest clauses we've already started
14 to work on will also be part of that.

15 And, yeah, I think that that lays out the overall
16 framework. So we're going to make this transition to a compliant
17 entity. To fund that transition and our ongoing activities, we
18 enter into a relationship with the COG as the interim designated
19 recipient of funds and they're going to help us along the way.

20 MS. GREGORY: Excellent. One more question, kind of off
21 track here, though. Did the FTA provide the TOC with a document
22 with the reasons they determined they were noncompliant with
23 MAP-21?

24 MR. BAZILE: Reg Bazile here again. I'm going to pause
25 for a moment. I wasn't here when -- I wasn't engaged with the TOC

1 at the time, but my understanding is that they did not provide an
2 explanation. When the FTA engaged the SSOs around the country, my
3 understanding is that the SSOs presented credentials and the FTA
4 sent back with a list of reasons why you weren't compliant and
5 here's a roadmap for how you will become compliant. My
6 understanding is that the TOC did not receive that courtesy, but
7 we took the initiative to develop our own plan and we did a
8 certification white paper, which we presented subsequently to the
9 FTA, and they approved. So the roadmap that we have in mind is
10 the roadmap that's been approved by the FTA.

11 MS. GREGORY: Interesting. Mr. Bazile, would it be
12 possible to get a copy of that certification white paper?

13 MR. BAZILE: Sure.

14 MS. GREGORY: Okay, thank you.

15 And I'm sorry for the interruption there, Mark.

16 MR. JONES: No, no, that's good stuff.

17 BY MR. JONES:

18 Q. Well, just thinking down the road a little bit, I think
19 you have one -- D.C. has one full-time TOC staff person now. Do
20 you foresee adding additional staff to support, you know, the new
21 approach?

22 A. Actually, yes. This is Greer Gillis. Yes, we -- in our
23 discussions here, we realize that we need to expand our staff. So
24 we are looking at one FTE, if you will, to support the TOC.

25 Q. Okay.

1 MS. GREGORY: So, Ms. Gillis, there's one full-time and
2 that would be Reginald Bazile. Now, is Klara also --

3 MR. BAZILE: Klara is the full-time -- this is Reg.
4 Klara is the full-time TOC member.

5 MS. GILLIS: Yes, correct.

6 MR. BAZILE: I'm the TOC policy member. I have a day
7 job, as they say. And we envision adding another FTE to be a
8 full-time member to support Klara.

9 MS. GILLIS: Correct.

10 MS. GREGORY: Okay. Mr. Bazile, how much time would you
11 say you spend on TOC activities?

12 MR. BAZILE: Lately, 110 percent.

13 MS. GREGORY: What --

14 MR. BAZILE: It varies. It does vary. We have to be
15 realistic. This is an important mission, but everything that we
16 do at DDOT is important. But, I'd say, from 20 to 80 percent a
17 week; a day a week to 4 days a week.

18 MS. GREGORY: Okay. Thank you, Mr. Bazile.

19 MR. JONES: For the TOC employees, are there written job
20 descriptions? And, you know, and what are the qualifications to
21 become a TOC staff person?

22 MR. BAZILE: It's Reginald Bazile again. After the 2009
23 Fort Totten crash, the issue of TOC member credentials and
24 training, that was an issue that came to us, I think, from the
25 NTSB and the FTA, and it was addressed. So there are job

1 descriptions and there are training requirements for TOC members.

2 MR. JONES: Okay, can we get a -- ask for that
3 documentation as well?

4 MR. BAZILE: Sure.

5 MS. GILLIS: Sure.

6 BY MR. JONES:

7 Q. Okay, thank you. And this sort of goes along with, I
8 think, what you just spoke to a little bit. So is the TOC
9 Executive Committee, though, have they been involved in developing
10 the required training for the staff members of the TOC that
11 conduct the oversight?

12 A. This is Greer Gillis. I would assume that they were
13 involved in -- the previous Executive Committee, prior to this
14 current Executive Committee, was involved at some point in
15 developing the training and criteria once the recommendations came
16 from FTA and NTSB.

17 Q. Okay, thank you. Does TOC maintain their office in the
18 District of Columbia?

19 MR. BAZILE: The TOC, we have as our primary home base
20 is here at DDOT, is where best positioned to address the entity,
21 right, WMATA's headquarters and their primary engineering and
22 operational facilities.

23 MR. JONES: Okay. And --

24 MR. BAZILE: Of course, we've got members who are from
25 Maryland and Virginia who maintain desks in those locations.

1 MR. JONES: Okay, but as far as -- like, if somebody
2 from the general area wants to contact the TOC to register a
3 complaint or get information, is there is central number they
4 would call? Is that number in D.C., or --

5 MR. BAZILE: Yes, there is a central number. Another
6 step we've taken is to establish a 24/7 line to field both emails
7 and telephone messages. We tend to get more telephone messages
8 for one reason or another. And, yes, we field those here at DDOT.

9 MR. JONES: All righty.

10 MR. BAZILE: And we have, on occasion, received messages
11 from, for example, WMATA employees who have safety issues that are
12 a concern and they don't feel comfortable going to their immediate
13 supervisor or even their boss's boss, so they come to the TOC.
14 And on those occasions, we would arrange a confidential meeting
15 here at DDOT.

16 MR. JONES: Okay, thank you.

17 BY MR. JONES:

18 Q. Does the TOC engage contractors or consultants to assist
19 with safety oversight?

20 A. Actually, yes, we do. Right now, with regards to the
21 TOC, we do have a consultant on board to assist our staff.

22 MR. BAZILE: Reg Bazile here. TRA is the consultant.
23 They -- among the premier firms in this space of SSO, a
24 Philadelphia-based consulting firm.

25 MR. JONES: Okay. Could you describe their function and

1 maybe an example of what their involved in?

2 MR. BAZILE: They're the team from TRA and they're
3 great, and you'll see them as part of this process. They're
4 intimately involved in the day-to-day operation of the TOC and,
5 frankly, what we do would not be possible without them. I'd say
6 among the most important functions that they provide is producing
7 the report that our -- they're an important part of what we do
8 when we go out and do our triennial reviews. So that'll include
9 review of documents beforehand and then 2 or 3 days on site of a
10 practical inspection. The note-taking and preparation of our
11 report subsequent to that review, the heaviest lift there is done
12 by TRA. And they work, of course, at the direction of the TOC
13 chair. That's Klara Baryshev at the moment, and she'll work with
14 her colleagues in Maryland and Virginia to review reports, approve
15 drafts, et cetera.

16 MR. JONES: Okay. Does the consultant, do they have
17 discipline specialties? For instance, do they have a, you know,
18 track specialty, signal and train control, operations, mechanical?

19 MR. BAZILE: Yes. Reg Bazile here again. I'd say that
20 like any good consultant, and I'm a man who's been a consultant by
21 training myself, they're generalists, right? They do a little bit
22 of everything. That's been my experience with their staff. When
23 they feel that they're out of their comfort area, they bring in an
24 external consultant as an advisor. And we've had a recent example
25 of that where we did the triennial review for WMATA communications

1 and they brought in an external consultant to advise and kind of
2 direct the team on radio communications issues, and I think the
3 reasons there are obvious. It's such an important issue and such
4 a technical issue.

5 MR. JONES: Okay, thank you.

6 BY MR. JONES:

7 Q. Understanding WMATA is an agency consisting of more than
8 1100 railcars, thousands of buses, paratransit, more than 10,000
9 employees, and more than a million passengers every day, do you
10 feel that the TOC staff levels are enough to ensure effective
11 safety oversight?

12 A. I -- excuse me -- this is Greer Gillis. Yes, I do. I
13 think at the current standpoint that we are, that the TOC resource
14 levels are adequate to meet the needs of overseeing and reviewing
15 all of the safety issues at WMATA. I think a big plus to that is
16 because we are supported by consultants that help us by doing the
17 heavy lift. But the members that we have, the policy members that
18 we have, I feel that it's definitely enough resources, sufficient
19 resources to do all the activities that are needed.

20 MR. BAZILE: Right. And -- Reg Bazile here -- I'll add
21 to that. I agree. When I'm describing the TOC to people, I'm
22 always sure -- careful to remind that the TOC isn't responsible
23 for safety at WMATA; the TOC is responsible for providing safety
24 oversight. We're interested in promoting a virtuous cycle wherein
25 WMATA publishes or creates safety standards, they implement those

1 safety standards within the organization, and where issues arise,
2 that is, where the safety plan confronts reality and there are
3 deficiencies, that those deficiencies are addressed. And we
4 address them in the form of CAPs, corrective action plans. So
5 that's, again, another important role of the TOC, making sure that
6 that CAP is created and that WMATA follows through on it. So the
7 CAP is created, it's implemented, and it informs a new and better
8 version of the safety plan. So that's the virtuous cycle that
9 we're there to ensure.

10 MR. JONES: Okay. All right, thank you for that.

11 Are you aware of the TOC leading its own investigation
12 on any safety issue at WMATA?

13 MR. BAZILE: Reg Bazile here. I know that it is an
14 option that's available to the TOC. Whenever there's an incident,
15 the TOC may conduct its own investigation, they may allow WMATA to
16 conduct an investigation and then adopt the findings of those
17 investigations, or an investigation may be conducted by a third
18 party such as the NTSB. Certainly, there have been occasions
19 where the TOC has conducted its own investigation. I cannot give
20 you an example offhand.

21 MR. JONES: Okay. And how are you notified of
22 accidents, incidents, or other events that occur on the WMATA
23 system?

24 MR. BAZILE: Reg Bazile here. We have in our program
25 standard a long list of incidents that we consider to be

1 reportable and those are reported within the time frames that are
2 listed in the program standard and negotiated and agreed by WMATA.
3 Those are reported to us either by phone or by email, and I can
4 tell you that they come in daily, sometimes hourly. It depends on
5 what's going on, because I'm typically copied on those, as are all
6 of our policy members. So if a train blows a red light signal, if
7 a door is opened on the wrong side, if a train is in the yard and
8 it hits a gate as it's going in for the carwash, we hear about
9 that. So it's from the ridiculous to the mundane.

10 MR. JONES: Okay.

11 MS. GREGORY: If I might inject a quick question on that
12 subject, Mr. Bazile.

13 MR. BAZILE: Yes.

14 MS. GREGORY: Does the TOC staff members ever respond to
15 any of these incidents, just to go to and observe the WMATA
16 investigation of those incidents?

17 MR. BAZILE: We do. Reg Bazile here. Yes, we do. Most
18 recently, an incident that we responded to was the incident near
19 the Greenbelt Station. There was bike/pedestrian bridge that
20 collapsed onto the tracks below and our Maryland member responded
21 to that incident.

22 MS. GREGORY: Thank you.

23 MR. JONES: And as part of your notification, I would
24 assume -- does that include the number of fires and smoke events
25 that WMATA -- whenever they have one?

1 MR. BAZILE: Absolutely, yes. Those major events, we
2 certainly hear about those, yes.

3 MR. JONES: Okay, thank you.

4 MS. GREGORY: Do you have any estimate of the number of
5 fires and smoke events they've had, say, in the past year?

6 MR. BAZILE: I don't have an estimate for you. I would
7 never guess on something like that because I can just get you an
8 exact answer and, if you like, I will get that for you.

9 MS. GREGORY: Okay, thank you.

10 MR. JONES: We received some documentation that I'll
11 share. In 2014, the WMATA documentation shows there were 69
12 reported fires and 35 reported smoke incidents. Based on your
13 experience, how -- would you characterize this as a risk?

14 MR. BAZILE: Reg Bazile here. Would I characterize it
15 as a risk? Perhaps. But I would say that the reporting of an
16 incident, that's just the beginning of a long process, and if
17 something is reported as a fire or smoke incident, it could
18 literally be a hamburger wrapper that's hit the third rail at
19 Metro Center. So, there's a broad range of incidents that would
20 be captured under a smoke incident or a fire incident at a
21 station. Some of them are investigated, reported, and dismissed
22 very quickly; others are more serious. But I think that we know,
23 even based on what's been reported in the media, that we do have a
24 serious issue regarding the covers on the third rail and
25 deterioration and arcing causing fire and smoke incidents. That's

1 a serious issue and we know what the implications were back in
2 January.

3 MR. JONES: Okay. In your opinion, what are the TOC
4 priorities in conducting safety oversight? For example, how much
5 time is spent on new projects, such as a new line or new rail
6 transit vehicles, in comparison to the state of good repair and
7 operations?

8 MR. BAZILE: Reginald Bazile here. The TOC, after 2011,
9 adopted the FTA recommended or the best practice of conducting
10 triennial reviews on an ongoing basis. That is, the TOC used to
11 go in and conduct a triennial review of all 33, I believe it is,
12 elements all at once, and they did that every 3 years. Now what
13 the TOC does is, there's a list of 33 elements and those elements
14 are evaluated one by one over the course of 3 years. So over the
15 course of 3 years, you will have visited all 33 of those program
16 areas at WMATA.

17 So I would say that that forms the base of the pyramid
18 for the TOC. It's this state of good repair, as you've described
19 it's. It's the triennial review where we're going in and taking a
20 look at what we all agreed were the most important elements of the
21 organization from a safety and security standpoint and evaluating
22 those versus the published plan. That's the base of the pyramid.

23 Things like the 7000 series cars and the Silver Line
24 opening, phase 1 at least -- phase 2 which is yet to come in
25 2019/2020 -- those things are important, but we spend less time on

1 those than we do at the base of the pyramid. So, the base of the
2 pyramid is ongoing triennial review. Above that, I would say are
3 incidents as they arise and corrective action plans, which is
4 another area of focus that we visit at least on a monthly basis
5 face to face with WMATA.

6 BY MR. JONES:

7 Q. Okay. And do you know, does the Executive Committee
8 review the TOC reports and corrective action plans?

9 A. Yes, yes. This is Greer Gillis. Yes, we do. In fact,
10 since being on the TOC as an executive member, I have received the
11 corrective action plan summary. I just received it for April. So
12 we definitely get a statement from the TOC and are able to review
13 it.

14 Q. Okay. And, Ms. Gillis, I know you're new to the
15 position, but do you know, are there are any scheduled meetings or
16 how often the Executive Committee members normally would meet?

17 A. Yes. We are supposed to meet quarterly, making sure
18 that we are up to date and aware of all the activities of the TOC.

19 Q. Okay. Do you know if the Executive Committee is engaged
20 in determining findings, conclusions, or recommendations from the
21 TOC triennial review?

22 A. The TOC actually develops the recommendations, the
23 findings, from their reviews and what have you. They inform us
24 and brief us on their recommendations, giving us an opportunity to
25 respond to their recommendations and at least have follow-up

1 discussion with them. But the findings and recommendations come
2 directly from our TOC.

3 Q. Okay. Does the Executive Committee host any type of
4 public meetings?

5 A. No, we just -- no, we do not.

6 Q. Okay. Does the Executive Committee interact with WMATA
7 directly?

8 A. By means of the TOC, I do -- no, we do not.

9 Q. Okay. And just in your experience, do you consider the
10 relationship between the TOC and WMATA to be a collaborative one
11 or one that seems to be somewhat adversarial?

12 MR. BAZILE: Reg Bazile here. It depends on the issue.
13 It depends on the issue. I'd say that, overall, the relationship
14 is more a collaborative relationship. There have been occasions
15 and issues where we've encountered pushback, but I imagine it's
16 the same for the NTSB. Sometimes the issues that you're bringing
17 to the transit agency aren't popular. Sometimes the issues you're
18 bringing to them are issues that would tend to delay their
19 operational activities and, yeah, people aren't happy when those
20 things come up, but we push through it.

21 MR. JONES: Okay. The TOC website indicates that the
22 TOC must rely on legislation from the state and D.C. governments
23 to impose penalties. Are you aware, has there been any attempt to
24 have legislation enacted to impose any penalties?

25 MR. BAZILE: Reg Bazile here. Not that I know of. One

1 of the fundamental weaknesses, if you'll call it, of the TOC and
2 other SSOs is that we do not have enforcement powers, and that's
3 something that will come with the new entity that we're going to
4 form along the lines of MAP-21. But as far as a I know, no
5 legislative move has been made to create penalties.

6 MR. JONES: Okay. So would it be an accurate statement
7 to say that the TOC has never recommended a penalty aimed at
8 WMATA?

9 MR. BAZILE: Yes, I think it would. I don't see how the
10 -- where the TOC would have that authority, where they'd get it
11 from, to say, yes, here it comes; here comes the penalty we're
12 picking from the list as item number 3. It doesn't exist, not
13 yet.

14 MR. JONES: Okay. And just thinking about the future
15 and MAP-21, just in your opinion, do you think it would be better
16 to interpret MAP-21 as giving the FTA the authority to regulate
17 WMATA directly?

18 MR. BAZILE: Reg Bazile here. I think that right --
19 where we sit here in Washington, D.C. we have an usual situation,
20 right, where Department of Transportation -- the U.S. Department
21 of Transportation is literally a block away from where I'm sitting
22 today, right? And the folks who work in that building, probably
23 80 percent of them, get to work on the Metro. They know the
24 system intimately. So if people in that building wanted to give
25 me their opinion or advice about WMATA, I would listen because I'd

1 say these people are customers of the service and they're experts
2 in what they do. Clearly, not every SSO around the country has
3 that advantage. There are regional offices, but nothing like the
4 setup that we've got here where we have a regional office and also
5 the U.S. DOT a block away.

6 So I'd say that just from a practical standpoint, I
7 wouldn't advise or dream about that direct oversight happening,
8 and also, I don't think that it would be the best approach.
9 There's no substitute, I think, for being able to interact with
10 the rail transit agency every day, to be able to get on the subway
11 and go to the WMATA offices and sit down with Lou Brown and talk
12 about the safety program three times a week, if that's what it
13 takes; to be able to go out and visit the rail yards that week, if
14 that's what it takes, and I think that only a local SSO can
15 perform that type of oversight and have that type of interaction
16 with the rail transit agency.

17 MS. GREGORY: Great, Mr. Bazile.

18 I just have a couple of -- I think Mark is done with the
19 list of questions. I just have a couple of follow-up questions.

20 BY MS. GREGORY:

21 Q. Deputy Director Gillis, could you kind of give us an
22 overview of -- I think Mr. Bazile called it DDOT. I guess that
23 stands for District of Columbia Department of Transportation?

24 A. Yes.

25 Q. Okay. Could you just kind of give us an overview of the

1 activities that DDOT does and that you are responsible for, as
2 well as the --

3 A. Sure.

4 Q. -- your participation on the Executive Committee?

5 A. Sure, sure. You are correct; DDOT stands for the
6 District of Columbia Department of Transportation.

7 We're responsible for all transportation infrastructure
8 in Washington, D.C. That's not only our roadways, our bridges,
9 our tunnels, we're also responsible, being a local entity, for
10 sidewalks and for alleys. We have a multimodal program, so we
11 also look at not only vehicular travel, but we have a transit
12 group that's responsible for our D.C. Circulator bus. We do run a
13 small transit operation and we are also doing the street car,
14 trying to bring the street car back to the District of Columbia.

15 We have a strong bicycle and pedestrian program. We are
16 very active in bicycle sharing, sponsoring the Capital Bikeshare
17 program, and we are the host of our urban forester for Washington,
18 D.C., which means we're responsible for trees in the public space.

19 So we have administrations that respond to all of those
20 activities from planning, design, engineering, construction, to
21 maintenance and operation.

22 Q. Wow. You have a lot of responsibility there. I think
23 that's the first Department of Transportation that I've heard of
24 that actually manages the forestry. That's great.

25 A. Yes.

1 Q. Let's see. And, Deputy Director, you mentioned that
2 you'd like to see more authority for the TOC. Could you kind of
3 give us an example of what you mean by authority? Are you talking
4 about the ability to stop service or assess penalties? Or what
5 would you like to see in respect to more authority for the TOC?

6 A. Sure. You heard previously from Mr. Bazile that the TOC
7 currently doesn't have that -- the authority for enforcement. For
8 example, we could -- our TOC makes recommendations on activities,
9 our TOC implements corrective action plans and collaboratively
10 works with WMATA to kind of improve those corrective actions and
11 make sure there's improvements in their safety program, but that's
12 as far as we can go. With MAP-21, we're looking to bring on this
13 new entity that will allow that enforcement, and I think that's
14 where I mentioned earlier I would like to see us get to that
15 point, where they actually can have an enforcement body where they
16 could recommend those penalties. At this moment in time they are
17 not able to do that.

18 Q. Excellent. Thank you.

19 MS. GREGORY: And, Mr. Bazile, could you tell us what
20 your position with DDOT is? I understand you're a policy member
21 of the TOC, staff member --

22 MR. BAZILE: Right.

23 MS. GREGORY: -- but what do you do for DDOT?

24 MR. BAZILE: I am a special assistant and I'm housed
25 within the policy and planning organization within DDOT. So we're

1 the front end of what will become infrastructure projects. I've
2 been with DDOT for 7 or 8 years now and have done -- performed a
3 variety of roles at the DDOT, including as chief of staff and a
4 tenure as special assistant directly to the director of the
5 agency. So I've got a pretty broad understanding of the
6 organization and how it works, and people around here know me so
7 it makes me very, very effective when I hit the door.

8 MS. GREGORY: Perfect.

9 MR. BAZILE: And that works for the TOC, frankly.

10 MS. GREGORY: That's great. And how long have you been
11 a staff member on the TOC, Mr. Bazile?

12 MR. BAZILE: I took over at the end of 2014, so the
13 start of fourth quarter 2014.

14 MS. GREGORY: Well, you've certainly done your homework
15 on it, I think. I think that was -- oh, you talked a lot about
16 corrective action plans.

17 MR. BAZILE: Yes, um-hum.

18 MS. GREGORY: How do you -- do you do any kind of follow
19 up on those corrective action plans at WMATA, any kind of quality
20 assurance, to make sure they were actually done?

21 MR. BAZILE: Absolutely. It's Reg Bazile here. I
22 really think that corrective action plan is -- it may be the most
23 important thing that the TOC does. I talked about that virtuous
24 cycle or circle. All right, you've got the plan and you want to
25 make sure it's implemented. You want to go for improvement. If

1 you want WMATA to get better at what it does, it happens through
2 corrective action plans, and we take that very seriously within
3 the TOC.

4 There are many meetings that take place between the TOC
5 and WMATA. One of them, a cornerstone meeting that we have every
6 month, is what we call a CAPture meeting, the first three letters
7 being capitalized, CAP, corrective action plan, meeting. And we
8 meet to talk about all of the open corrective action plans within
9 the transit agency. And I think what's unique and important about
10 that meeting is that we aren't just meeting with WMATA safe
11 personnel, that is, the safety staff. We're meeting with the
12 operational team members who are responsible for implementing
13 those plans, right?

14 A CAP is useless if it's something that's visited upon
15 the operating organization from above or below, whatever your
16 perspective is, from the safety people. It has to bubble up from
17 within the operating organization so that it's real and
18 implementable and that they own it. So we bring them to the table
19 as well to talk about the plan, is it a good plan, where are you
20 on implementing the plan, do we need to talk about time tables,
21 and if you are changing the deadline, what's your justification
22 for doing so? So it is an area that we've emphasized quite a bit.

23 When our new director started in January and I met with
24 him, or Klara and I met with him for the first time to talk about
25 the TOC, we spent several days just talking about corrective

1 action plans. We let him know how important it was to us and it
2 became important for him. When Greer took over as the executive
3 for the TOC, I did the same thing. I sat down with Greer, I let
4 her know that CAPs were important to us, and I think they've
5 become important for her as well. So it's something that we talk
6 about, from the TOC membership all the way up to the executive
7 level, this emphasis on corrective action plans.

8 MS. GREGORY: Okay, very good. Thank you. That was all
9 the follow-up I had.

10 Carl, do you have any additional questions?

11 DR. SCHULTHEISZ: Yes.

12 This is Carl Schultheisz. I'd like to follow up on what
13 you were just talking about a little bit, is -- so in the
14 corrective action plan, is that developed only by the TOC or do
15 you develop that in conjunction with WMATA?

16 MR. BAZILE: Yeah. Yeah, but -- I appreciate your
17 question and the opportunity to amend the record. CAPs are
18 developed by WMATA. CAPS are developed by WMATA, and it goes back
19 to what I just said, that they aren't effective if they're visited
20 upon the organization. They have to bubble up from within the
21 organization. Our responsibility is to say, hey, this is a
22 problem, right, because this one incident happened or because
23 there have been these 10 incidents that comprise a trend and we
24 want you to develop a plan; here are our recommendations for what
25 that plan should accomplish.

1 And I'll pick something mundane. Cars are tending to hit
2 the gate as they're going into the carwash in Greenbelt. That
3 gates needs to be controlled and tied down and we recommend that
4 you develop a plan to implement that. So that will go directly to
5 the maintenance organization and they need to come up with a plan
6 and they'll bring that plan forward. It will be vetted by the
7 TOC, approved, or we'll give our consent, and then it'll be taken
8 on as an official item for WMATA to follow up on. And we'll track
9 it in an Access database that our consultant manages on our behalf
10 and, again, that will become a topic of discussion at these
11 monthly meetings until it's implemented and closed out.

12 So they're developed by WMATA.

13 DR. SCHULTHEISZ: Okay, thank you. Does the TOC use any
14 kind of formal risk assessment or trend analysis to help them
15 develop safety plans?

16 MR. BAZILE: Not that I've seen. Reg Bazile here. Not
17 that I've seen. I guess I can't speak to exactly what's happening
18 maybe in the TRA offices, but, no, I don't think that I've seen a
19 formal risk assessment that goes into that.

20 DR. SCHULTHEISZ: Okay. And I guess I have one last
21 question for Ms. Gillis.

22 BY DR. SCHULTHEISZ:

23 Q. Do you meet with Klara Baryshev on a regular basis?

24 A. At this moment, I do not. I've been meeting regularly
25 with Mr. Bazile from a policy standpoint. Going forward, I think

1 that's something we need to make sure occurs in -- at least having
2 a regular meeting with Ms. Baryshev.

3 DR. SCHULTHEISZ: Okay, that's all the questions I have.

4 MR. JONES: Okay, do you have anything additional you'd
5 like to state for the record?

6 MS. GILLIS: This is Greer Gillis. No, I don't not.

7 MR. BAZILE: No. I guess -- I think we've covered it,
8 but I guess I would open it up and say if you've got any follow-up
9 questions, feel free to contact me, certainly, by phone or email.
10 I'm happy to help and get you anything that you need.

11 And I think from this call, the certification white
12 paper job description and training criteria for TOC members and
13 statistics on smoke incidents reported -- or did you have that? I
14 think you had that information.

15 MS. GREGORY: Right, we have that.

16 MR. BAZILE: So, the -- right.

17 MS. GREGORY: Yes, those --

18 MR. BAZILE: So those two items I'll get back to you on.

19 MS. GREGORY: Excellent.

20 MS. GREGORY: So, Deputy Director Gillis, did you have
21 anything you wanted to add?

22 MS. GREER: I think the other thing is that one of the
23 questions you asked, just to follow up with you, was the
24 legislative authority for D.C. for the TOC, making sure we
25 provided that information to you. And again, I will just follow

1 up with what Mr. Bazile said, if there's any additional
2 information you need from us, please feel free to reach out to us
3 if we can be of more assistance.

4 MS. GREGORY: Thank you so very much. I really, really
5 appreciate that. And I do appreciate both of you spending the
6 time with us this morning so that we could conduct this interview.
7 It's very much appreciated and I think it will contribute to how
8 we focus Panel 4 in the investigative hearing.

9 So, with that, we'll conclude the interview, and I'm
10 going to turn the recording off now. It is 9:10 a.m. Thank you.

11 (Whereupon, at 9:10 a.m., the interview was concluded.)

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CERTIFICATE

This is to certify that the attached proceeding before the

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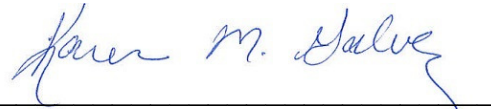
IN THE MATTER OF: WMATA INCIDENT AT L'ENFANT PLAZA
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JANUARY 12, 2015
Telephonic Interview of Greer Gillis

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was held according to the record, and that this is the original,
complete, true and accurate transcript which has been transcribed
to the best of my skill and ability.



Karen M. Galvez
Transcriber