



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

* * * * *

Investigation of: *

*

WMATA INCIDENT AT L'ENFANT PLAZA *

STATION, WASHINGTON, D.C. * Docket No.: DCA-15-FR-004

JANUARY 12, 2015 *

*

* * * * *

Interview of: BRIDGET ZAMPERINI

Wednesday,
May 6, 2015

Federal Transit Administration
Washington, D.C.

The above-captioned matter convened, pursuant to notice.

BEFORE: MARK JONES
Deputy Chief, Railroad Division

APPEARANCES:

MARK JONES, Deputy Chief, Railroad Division
National Transportation Safety Board

MICHAEL HILLER, Railroad Accident Investigator
National Transportation Safety Board

SCOTT BIEHL, Senior Counsel
Federal Transit Administration (FTA)

I N D E X

<u>ITEM</u>	<u>PAGE</u>
Interview of Bridget Zamperini:	
By Mr. Jones	5
By Mr. Hiller	8
By Mr. Jones	22
By Mr. Hiller	25

I N T E R V I E W

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

MR. JONES: All right. Good morning.

MS. ZAMPERINI: Good morning.

MR. JONES: It is May 6, 2015. My name is Mark Jones, J-o-n-e-s. We are interviewing Bridget Zamperini, a safety and security specialist at the FTA. This is in regard to the January 12, 2015, arcing and smoke incident at the WMATA L'Enfant Plaza station that the NTSB is investigating.

I'd like to thank you for agreeing to participate in the interview. The interview will be recorded and transcribed. You will have the opportunity to review the transcript and offer errata as desired.

One of the areas the investigative hearing we'll explore is safety oversight of rail transit as mandated by Title 49 Code of Federal Regulations Part 659, Rail Fixed Guideway Systems, State Safety Oversight; and the Moving Ahead for Progress in the 21st Century Act, or MAP-21, signed into law on July 6, 2012.

Now I'll ask each person to identify themselves and spell their last name. Bridget, would you start, please?

MS. ZAMPERINI: Yes. Bridget Zamperini. Last name is spelled Z, as in Zebra, A as in Apple, M as in Mary, P as in Peter, e-r-i-n-i.

MR. JONES: Okay.

MR. BIEHL: Scott Biehl, B-i-e-h-l. I'm Senior Counsel with Federal Transit.

1 MR. HILLER: Michael Hiller. That's H-i-l-l-e-r.
2 Investigator with NTSB.

3 MR. JONES: Okay. Thank you.

4 MS. ZAMPERINI: Uh-huh.

5 INTERVIEW OF BRIDGET ZAMPERINI:

6 BY MR. JONES:

7 Q. And Bridget, how long have you been in your current
8 position?

9 A. I have been with FTA since 2006.

10 Q. Okay. And could you provide some background before you
11 came to FTA?

12 A. Before I came to FTA, I worked with TSA. I helped
13 establish their surface security transportation office. So I
14 worked with TSA from 2002 to 2006, at which time I came to FTA.
15 And prior to that, I started my federal career in -- it was in
16 1998, with the Department of Transportation, Office of Inspector
17 General. And there, I worked on various surface transportation
18 programs.

19 Q. Okay. Thank you. And what is your office responsible
20 for where you work now?

21 A. We are the Office of Transit Safety and Oversight, so a
22 new office, as you know. We are responsible for developing
23 programs that assist and promulgate safety in the public
24 transportation industry.

25 Q. Okay. As part of your responsibilities, do you work

1 with the state safety oversight agencies?

2 A. I do not work directly with the state safety oversight
3 agencies, no, but I am familiar with what they do. But it is not
4 my role to interact with them.

5 Q. Okay. About how many FTA employees work in your office?

6 A. Where are we in terms of numbers? That's a changing
7 number. We've added so many people that I can't tell you exactly
8 how many people work there. But we are growing.

9 Q. Okay. You've added some recently, in the past year or
10 two?

11 A. Yes, we have. Yes, we have.

12 Q. Okay.

13 A. We have, yes.

14 Q. Okay.

15 A. If you need an exact number, I'll have to get back to
16 you on that. I'm not sure where they are, in terms of numbers.

17 Q. Oh, that's -- that would be fine. If you could just
18 send us something --

19 A. Sure. Sure.

20 Q. -- later, that's --

21 A. Are you looking at -- do you want a number for all of
22 the Transit Safety and Oversight office?

23 Q. I think the office you work in, whatever that is.
24 Whatever --

25 A. Okay.

1 Q. Does your office use safety data to support any of the
2 programs?

3 A. We use the National Transit Database at this time. The
4 National Transit Database collects information from transit
5 agencies. And we understand, we realize that there are some flaws
6 associated with the system so we are currently working on a new
7 framework, if you will, to incorporate data into the way we do
8 business in the future, so -- but the National Transit Database is
9 the system by which we collect data and use it.

10 Q. Okay. And has your office been directly involved with
11 transit safety oversight?

12 A. The state safety oversight program, yes. So, yes. We
13 do -- so, state safety oversight, a program -- I mean, that is a
14 program that's run out of the states and then, I think you're
15 aware, we are issuing an NPRM that is revising the state safety
16 oversight program. So that really goes into the detail about
17 where we hope to go in terms of the state safety oversight
18 program.

19 Q. Okay. Could you provide an example of some agency
20 you've worked with, or that the office has worked with? Agency --
21 a transit agency or the state safety oversight, either one.

22 A. Well, my familiarity really comes from my experience
23 with TRACS, and I think we're going to go into detail about TRACS
24 in just a bit. But the TRACS members are made up of a diverse
25 group of individuals, including state safety oversight

1 representatives, transit agency representatives, and academia and
2 union members as well. So my current responsibilities in my
3 interaction with the transit agencies really has to do with my
4 interaction and my oversight of the TRACS program.

5 Q. Okay. Thank you. That's a perfect segue into -- hand
6 it over to Mike Hiller, and ask some more questions.

7 A. Uh-huh.

8 MR. HILLER: Thank you.

9 BY MR. HILLER:

10 Q. Bridget, explain the TRACS committee.

11 A. The TRACS committee. I'll tell you about --

12 Q. And for the transcriptionist --

13 A. Uh-huh. Yes.

14 Q. -- let me just sort of decode TRACS. It's an acronym,
15 T-R-A-C-S. And that stands for --

16 A. Uh-huh. Thank you. That stands for TRACS. TRACS was
17 initiated in 2009, December of 2009, and it was a recommendation
18 based on an internal DOT committee after several incidents in the
19 public transportation industry, several accidents: WMATA, the
20 Fort Totten incident; there was an incident in Chicago. And there
21 were several of them that were used to pull together this internal
22 committee of representatives from various modal administrations.
23 And the recommendation to the Secretary was that the Department of
24 Transportation initiate an advisory committee of industry experts
25 to advise the department and FTA on recommendations that could be

1 used to help safeguard the industry. So, in December of 2009,
2 TRACS -- you know, we got on board the TRACS.

3 Initially, the focus was on rail. So initially
4 TRACS stood for the Transit Rail Advisory Committee for Safety,
5 and the focus was on rail up until January of 2014. In 2014, we
6 revised the charter to better coordinate with MAP-21, if you will.
7 MAP-21 encompasses all modes of transportation. So we brought
8 into the scope of TRACS to include all modes of transportation.
9 So, the charter -- we renewed the charter in January of 2014 --
10 that was the official date -- to broaden the membership and the
11 scope. So, now, we didn't change the acronym. It's still TRACS,
12 but now the TR stands for Transit Advisory Committee for Safety.

13 Initially, the group was composed of up to 25 members.
14 The new charter that went into play in January of 2014 increased
15 the membership to up to 29 members. We currently have 28 members
16 on the committee. And it's a diverse group, made up of
17 representatives from the transit agencies, from academia, from the
18 state safety oversight agencies, from the labor unions. I think
19 that pretty much gives you an idea as to who is -- how it's
20 represented. It's very diverse across the United States so we
21 have representation that represents the geographic areas across
22 the United States as well. We have representatives from big,
23 little, and middle-size agencies. So we really run the gamut in
24 terms of diversity.

25 Q. Okay.

1 A. Now, they are tasked by the Department of
2 Transportation, namely, the Federal Transit Administration. So
3 the Department of Transportation -- the Office of the Secretary
4 has designated FTA to issue tasks to TRACS. And currently, TRACS
5 is working on two different tasks for us. And what they do is
6 they'll research the issues and then develop recommendations and
7 they'll return those back to FTA for consideration.

8 To date, TRACS has compiled six reports for us. We are,
9 again, expecting two more at the end of September. The two on
10 which they're working -- the two issues on which they're working
11 are fatigue management and the prevention and mitigation of
12 transit employee assaults. So those are issues that the work --
13 so the members are divided into two work groups and the work
14 groups are currently researching the issues and coming up with
15 recommendations that we expect to receive in September of this
16 year.

17 Q. Thank you. That's a very, very big answer.

18 I want to talk a little bit about some of the earlier
19 TRACS committee, and this may be before your tenure. One of the
20 TRACS committees -- and I believe it might have been 1201 or 1202,
21 I'm not certain --

22 A. Uh-huh.

23 Q. -- was tasked with providing recommendations to the FTA
24 in support of promulgating rules for MAP-21. Is that committee
25 still, you know, doing that?

1 A. So when FTA issues a task to TRACS, a work group is
2 formed to address that particular issue. And we had two work
3 groups who were addressing MAP-21 issues. We had one addressing
4 the national plan, if you will, the national transit --

5 Q. Yeah.

6 A. And then we had another group that was addressing the
7 agency safety plan.

8 Q. Uh-huh.

9 A. So those two groups worked separately to develop their
10 recommendations and then they came together as a group. So we had
11 a meeting with the full TRACS committee and both reports were
12 vetted through the entire committee and voted on. And both groups
13 agreed that the reports should go to FTA, the recommendations
14 should be offered to FTA, and they were. And at that point, their
15 work on that task was completed.

16 Q. Okay.

17 A. But TRACS, they do have an opportunity to make
18 recommendations to FTA if -- in other cases, for example, if they
19 see an opportunity for additional work, they can come back to us
20 and say, you know, while we were researching this issue -- you
21 know, we're offering these recommendations; however, you may want
22 to -- could we possibly consider this in the future, you know? We
23 could consider that as a future task. But once the reports are
24 received by FTA, that essentially closes that task.

25 Q. Okay. And I tried to research some of this and I wasn't

1 sure if I had the latest revision. But I was interested in the
2 TRACS reports for the recommendations from the TRACS committee
3 regarding promulgation of rules for MAP-21.

4 A. Okay.

5 Q. And the safety -- or the safety oversights of the -- so
6 the two reports. And I couldn't find those.

7 A. Okay. They are online.

8 Q. They are online?

9 A. If I -- if you want, I can send you the links.

10 Q. Okay.

11 A. If that's appropriate. I can send you the web links.

12 Q. I have something here we can look at after the
13 interview. And I want to make sure it is what I --

14 A. It's timely?

15 Q. Yeah, it's the --

16 A. It's the most recent version?

17 Q. It's the most recent version.

18 A. Okay. Okay.

19 Q. November of 2013, sound about right?

20 A. Yes. That is it, yes.

21 Q. Okay.

22 A. I mean, that's the date of the final report. I mean, I
23 assume, then, that's what you're looking at.

24 Q. Yes.

25 A. But the final is online. If you want to, I will send

1 you the link just to ensure that you've got the current version.

2 Q. Okay. So -- and I tried to look through the meeting
3 minutes. I saw some from 2011.

4 A. Yes.

5 Q. I saw some from 2013. And I was curious about some of
6 the working group's recommendations, specifically, in 2011.

7 A. Okay.

8 Q. One of the comments made was FTA should be given the
9 authority to set minimum national standards, like, for vehicles,
10 tracks, signals, operations and safety oversight, and things like
11 that. What happens to recommendations made by the TRACS
12 committee? Is the FTA bound to follow those?

13 A. No, we are not. In fact, our charter explicitly says
14 that we are not bound to follow them. But we do consider every
15 recommendation that is submitted to us via TRACS. And, you know,
16 we feel an obligation to respond back to the industry whether or
17 not at some point we plan to respond to the recommendation. So we
18 do have a list, an internal list of all the TRACS recommendations
19 and where we are in terms of our progress in implementation.
20 Again, it's an internal list.

21 But we are -- because our program, the safety office is
22 growing and we are developing policies and the NPRMs are -- we're
23 pushing those out, we are going to hopefully be able to address a
24 lot of those recommendations through the NPRMs. So a lot of them
25 are -- we have not yet -- we can't say we've addressed them at

1 this point. And until the rules are final, many of those -- we
2 can't check that box and say, yes, we did address that
3 recommendation --

4 Q. Sure.

5 A. -- until those rules are final. So you'll see some
6 recommendations in there that we, you know, we haven't addressed,
7 and we will tell you we have not addressed them. But that doesn't
8 mean we are not going to address them. But there are
9 recommendations at the same time that we can choose not to
10 address.

11 Q. It's certainly within, you know --

12 A. Yes.

13 Q. -- your authority to take a recommendation and dispose
14 of it, as necessary.

15 A. Yes.

16 Q. And this internal list that you speak of, that sort of
17 provides disposition of the recommendations that the TRACS
18 committee has made and, you know, this considered, taken under
19 advisement, or some sort of a classification?

20 A. So we're still working on that. So what we have is a
21 list of all the recommendations and where in terms of -- there are
22 some future activities that we in the Office of Safety hope to
23 promulgate. A review board, for example, and some other things
24 that are, that we are -- have on the docket, if you will, for
25 future -- once we assume the resources that we need to promulgate

1 the safety program, that we're going to go forward with. And that
2 board is going to be an essential part of our decision making in
3 terms of whether or not we go forward with the recommendations.
4 And if we agree to, then how we do that.

5 Q. Uh-huh. And that's good. And I appreciate you
6 answering that question because that's kind of an open-ended
7 question for us.

8 A. Uh-huh. Sure.

9 Q. We don't know what happens. We know what happens to the
10 recommendations we, at the NTSB --

11 A. Yes.

12 Q. -- put out there. And there's some means of, you know,
13 follow up and disposition on the part -- the recipient of the
14 recommendation.

15 A. Yes. Yes.

16 Q. So, thank you for that.

17 A. Uh-huh.

18 Q. Another question. Let's see. Well, I'll pass on that
19 one right now.

20 In 2013, the TRACS committee met to discuss the
21 implementation of MAP-21, and some members -- and was this the
22 time frame that you were present?

23 A. So I was just jumping on board at that time.

24 Q. Okay.

25 A. The reports themselves were already in progress, if you

1 will.

2 Q. Okay. And there's -- there seem to be some members that
3 felt the FTA should develop standards consistent with FRA
4 requirements. What's the consensus from your perspective, sitting
5 on as -- in the chair?

6 A. In terms of standards?

7 Q. Yeah. And, you know, the -- you know, so what was the
8 consensus of the committee regarding this approach? It seemed
9 like, you know, they made these recommendations and, you know --

10 A. Uh-huh. Well, there was no consensus on the direction
11 of TRACS as it pertains to standards. You know, we at FTA have
12 not given TRACS the authority to develop standards. But you'll
13 see some of the recommendations will recommend that FTA develop
14 standards in certain areas. So we are -- so at this point TRACS
15 is not a standards-making body and we are not using them in that
16 capacity. I'm not sure if that's really answering your question.

17 Q. Well, I'm just curious as to the, you know, the internal
18 momentum of the discussions that took place. It's hard to derive
19 that from the meeting minutes. And, you know, as the chairman --

20 A. Sure.

21 Q. -- you might have a little more, you know, was this just
22 mainly, you know, folks that were representative -- representing
23 organizations that were indeed regulated territories versus
24 unregulated territories? And, you know --

25 A. Well, you know, TRACS is very diverse.

1 Q. Yes.

2 A. And standards mean different things to different transit
3 agencies. So there are various opinions among the TRACS members
4 about the effectiveness of standards and how detailed they should
5 be. So there really is no consensus in regards to standards.

6 I think -- when you talk standards and you have such a
7 diverse body like TRACS -- I mean, when they recommend standards
8 back to us, they're, I want to say, watered down, if you will.
9 Because, I mean, there are some transit agencies that want FTA to
10 provide more detailed standards and there are others that do not.

11 Q. Yeah.

12 A. So the group has to come to a consensus about their --
13 you know, when they're forming the recommendations and
14 communicating to us. So, again, I -- you know, it's very diverse
15 and you have various opinions on TRACS as it pertains to
16 standards. But what you are receiving is the consensus that the
17 group has agreed to support in the recommendation to FTA.

18 Q. What happens when the group can't reach consensus on a
19 particular issue?

20 A. So the TRACS members have the option to draft a minority
21 report if they choose, or they can also disagree with the report.
22 And either option would be included in the final report. If
23 there's a minority report, it would be included and attached to
24 the final report. If there is dissension, that would also be
25 noted in the final report that comes back to FTA.

1 Q. Okay.

2 A. And the members are aware of that option, too. So
3 they're fully aware that they don't have to agree and they have
4 that opportunity.

5 Q. So I want to loop back to a comment you made in one of
6 your responses about resources and gaining more resources. How is
7 FTA -- do they have the resources to implement MAP-21?

8 A. I would argue that we don't.

9 Q. Okay.

10 A. Uh-huh. Implementing MAP-21 requires a lot of
11 oversight, and we are now responsible for regulations that were
12 never part of how we operated in the past. And that's new to FTA.

13 So we are all learning, if you will, about how to do
14 this. And we want to do it right. So we have brought several
15 people on board who can help us as we go through this process. As
16 you know, we are going forward with the SMS framework, encouraging
17 the transit agencies to adopt the safety management system
18 framework. And we have several experts on staff who are helping
19 us to push that forward, if you will.

20 But there are also -- this type of oversight requires
21 that we -- to do it properly, to travel to the transit agencies
22 and conduct reviews and that type of thing. And so we do not have
23 the travel -- we don't have a travel budget to allow us to do
24 that. So from a monetary perspective, we do not have the
25 resources, I don't think, to allow for that face time and allow us

1 to sit at the table with the transit agencies to help them and
2 walk them through what needs to be done to improve their safety.

3 Now, of course, we have training programs.

4 Q. Yes.

5 A. And we are developing training to help agencies adopt
6 SMS. But, yes -- so but we would like to be able to fill the gaps
7 -- identify the gaps and fill them where they exist.

8 Q. Do any of the members of the team that you manage
9 support directly WMATA?

10 A. So I essentially oversee TRACS. And -- so, do you mean
11 internally with FTA?

12 Q. No. The TRACS committee. Does --

13 A. Oh, the TRACS committee? Uh-huh.

14 Q. -- does -- you know, we talked a little bit earlier
15 about the TRACS committee supporting transits and state oversight
16 agencies. So --

17 A. Yes.

18 Q. -- perhaps I'll rephrase the question. Can you
19 characterize a little bit any direct involvement with WMATA or the
20 Tri-state Oversight Committee?

21 A. I view things from a more holistic perspective. So as
22 -- Jim Dougherty is a part of TRACS and he participates on the
23 committees. And that's my involvement with WMATA --

24 Q. I see.

25 A. -- from his perspective as a TRACS participant.

1 Q. How about the TOC? Does the TOC, the current chairman
2 of the TOC participate on the TRACS committee?

3 A. Not recently, no. Now, TRACS -- when we have a full
4 meeting we do post it in the *Federal Register* and it is open to
5 the public. So public participation is welcome, and that would be
6 an opportunity obviously for --

7 Q. Yeah.

8 A. -- a representative from the TOC to participate. But
9 the recent meetings, I don't believe that there was a TOC
10 representative present.

11 Q. Yeah. And I noticed in some of the past minutes that --
12 I just scanned through them -- that Matt Bassett, who was the
13 prior chairman of the Tri-state Oversight Committee, would
14 participate. And, in fact, I looked at some of the minutes and it
15 was active participation. And I was curious to know if the
16 current chairman of the Tri-state is participating in the TRACS
17 committee, understanding that their involvement could really help
18 to, you know --

19 A. Absolutely. Sure.

20 Q. Yeah.

21 A. Yeah, to my knowledge no. Now, I will say I was on
22 maternity leave last year. So I actually returned the day of the
23 October full TRACS meeting. So, you know, coming back the day
24 after --

25 Q. Wow.

1 A. -- I was thrown into that. No, it was all good. But
2 there's a gap of time there within -- over the past year, you
3 know, that -- so I can't really speak to recent interaction with
4 TOC because of my absence at that time. However, I will check
5 with -- I'll check the attendee list from the October meeting just
6 to see --

7 Q. That would be helpful.

8 A. -- if someone from TOC was present. Because I -- you
9 know, to my recollection there was no one there. But don't take
10 my word for it. Let me -- give me the opportunity, please --

11 Q. Please.

12 A. -- to check that.

13 Q. Thank you. Okay. So, pardon me, I'm going to ask a
14 couple of questions you may or may not have a response to. I'll
15 try to limit those.

16 Do you see any limitations with the current requirements
17 of MAP-21?

18 A. Limitations. We already talked about resources. I know
19 it doesn't go into detail about resources, but I, you know, I know
20 -- if we're capped in the amount of resources that we can provide,
21 and then that would definitely be a limitation. But in terms of
22 the regulatory requirements, no, I don't. And I'm probably not
23 the best person to ask that question.

24 Q. Okay. What does safety performance criteria mean to the
25 FTA?

1 A. Well, that is something we are currently defining. So I
2 would prefer to hold off on answering that question because we are
3 working on several regulatory documents that will be published in
4 the *Federal Register* and we'll go into some detail about that.

5 Q. Okay. That's -- thank you. Appreciate that.

6 MR. HILLER: Mark, do you have any -- some questions?

7 BY MR. JONES:

8 Q. A couple of follow-ups, on the -- TRACS related, on the
9 committee. Could you -- I think you stated this, but could you
10 tell me how often they meet? Is it a couple of times a year?

11 A. The full TRACS committee meets twice a year, typically
12 in the spring and in the fall.

13 Q. Okay.

14 A. And the workgroups obviously meet in between as they're
15 drafting the reports and coming up with their recommendations.
16 And they'll usually meet via teleconference.

17 Q. Okay. And then the full TRACS, they vote on the -- what
18 the working groups --

19 A. Yes, they do.

20 Q. -- comes out with?

21 A. Yes, they do. The next meeting is actually scheduled
22 for this summer. July 28th and 29th, we do have a meeting
23 scheduled with the full TRACS committee. At that time they'll --
24 I expect that final draft reports to be pushed out to the full
25 TRACS committee at the end of May. That will give the group an

1 opportunity to review them. And then they'll come together July
2 28th and 29th to discuss any issue areas and then vote on the
3 reports. And then they'll have until September to finalize them
4 and then at that point we expect to receive them at FTA.

5 Q. Okay. Who chairs the working groups?

6 A. So, Bernadette Bridges currently. She's the TRACS --
7 she's the chairman of the TRACS committee, the overall TRACS
8 committee. She is -- I'm trying to remember which group is she
9 on. No, she's Maryland. She's from MDOT in Baltimore. I can
10 give you those names if you want.

11 Q. Okay.

12 A. There are two committees, and then -- so Bernadette is
13 the chair of the TRACS committee and Paul King from the California
14 Public Utilities Commission is the co-chair. So they essentially
15 manage -- I don't -- manage is probably not the right word, but
16 oversee the work of both of the work groups and make sure they're
17 properly represented from an industry perspective.

18 Q. Okay.

19 A. Uh-huh. But if you're looking for the names of the
20 individuals who are currently tracking -- currently chairing the
21 two work groups, I'll get that information to you.

22 Q. Okay. Who decides -- does the TRACS committee, the main
23 committee decide what working groups are going to be established?

24 A. No. The taskings come from the FTA. So the executive
25 management team here at FTA considers a list of potential tasks,

1 and then they are decided upon and then the TRACS committee
2 receives those tasks --

3 Q. Okay.

4 A. -- usually at a full TRACS meeting. The taskings on
5 which they're currently working were assigned to the TRACS members
6 last October. So in October of 2014. And again, they have until
7 September of this year to issue the reports with the
8 recommendations.

9 Q. Okay. And it's normally two working groups --

10 A. Yes.

11 Q. -- going each year, or is it --

12 A. For the most part, that's the way it's been recently,
13 yes.

14 Q. Okay. And I'm just curious, have you or -- or is the
15 FTA involved in the Railroad Safety Advisory Committee?

16 A. The RSAC?

17 Q. The RSAC.

18 A. No. Aside from being familiar with it and talking to --
19 there are some TRACS members who are members of both. Aside from
20 their experience, from that perspective, we do not participate.
21 Or we have not participated, to my knowledge, in any of their
22 meetings.

23 Q. Okay. I was just curious if you had a comment on the
24 comparison between the structures of those two.

25 A. I know they're much larger and their directive is a bit

1 different than ours.

2 Q. Okay.

3 A. Uh-huh.

4 MR. JONES: That's I -- that's what I've got.

5 MR. HILLER: Okay.

6 BY MR. HILLER:

7 Q. One of the committees you briefly talked about was the
8 committee responsible for -- TRACS committee responsible for state
9 safety oversight.

10 A. Uh-huh.

11 Q. Okay. Were you present during those --

12 A. I was not.

13 Q. -- that period?

14 A. I was not overseeing TRACS at that time. And that was
15 actually pre-MAP-21 as well.

16 Q. I see. So -- well, I brought that up because I was
17 wondering if you had any understanding of the differences between
18 all the different state safety oversight agencies out there. It's
19 my understanding there are 37? 39?

20 A. I don't -- is that what it is? Thirty --

21 Q. Somewhere in the thirties?

22 A. Uh-huh. Yes.

23 Q. Okay. But that's not important. But I'm just curious,
24 do you, do you have a flavor for the differences between, you
25 know, all of them?

1 A. Well, they're all varied in their resources, you know,
2 under the current regulation. They don't -- their resources come
3 from the state so they vary. Some state safety oversight agencies
4 are stronger than others. And it really depends on the resources
5 -- how the state supports the SSOA, if you will. And for that
6 reason, you -- you know, we have different support from them,
7 different levels of support. And, of course, we know, you know,
8 from whom we can receive, you know, a robust report and from whom
9 it may be lacking.

10 Q. Yeah.

11 A. But I don't have the details. I mean, I am just
12 speaking from a broad perspective --

13 Q. Sure.

14 A. -- based on the fact that I'm exposed to it here at FTA.
15 But I don't work with the state safety oversight agencies, outside
16 of TRACS, on a regular basis.

17 Q. Okay. That's fair. Are you at all aware of the
18 Washington Tri-state Oversight Committee -- or the Tri-state
19 Oversight Committee, of them leading any investigations?

20 A. I can't speak to that really. I just -- I'm not --

21 Q. Okay. So that --

22 A. -- clued into --

23 Q. Got you.

24 A. -- you know, the activity there.

25 Q. Thank you.

1 A. Uh-huh.

2 Q. Let's talk about the consistency of state oversight
3 agencies. How can consistency of state oversight be achieved if
4 each state develops its own authority for each of their oversight
5 agencies? So how will the FTA support a consistent oversight
6 role?

7 A. Okay, this is Bridget speaking.

8 Q. Okay.

9 A. To me, that would come from training. Consistent, you
10 know, training could establish a baseline in terms of the
11 requirements such are necessary from a state safety oversight
12 agency. Training, in my opinion, is the key.

13 Because you are dealing with SSOAs who are overseeing a
14 variety of transit agencies, different styles in different states.
15 And so the SSOA in Pennsylvania is not going to be the -- it can't
16 manage the properties within their realm the same way that an SSOA
17 in Minnesota, for example. I mean, the scale of the transit
18 agencies are different. How do we acquire consistency among the
19 SSOAs, though, is through training. So, the, you know, the
20 training will outline those requirements and the requirements are
21 what are going to tie the SSOAs together.

22 But again, you know, because the properties, the transit
23 properties differ to such a large degree, I think that's -- you
24 got to factor that into your consistency or lack of consistency,
25 if you will. But training is, in my opinion, the opportunity to

1 provide a level of consistency among the SSOAs.

2 Q. Okay. I don't have any other questions, I think. We
3 would like to give you an opportunity just to state for the record
4 anything that you feel would be helpful or relevant in support of
5 this investigation.

6 A. I don't think I have anything to add at this point.

7 Q. Okay.

8 MR. JONES: Well, thank you very much --

9 MS. ZAMPERINI: Thank you. Thank you.

10 MR. JONES: -- for your participation.

11 MS. ZAMPERINI:: Uh-huh, of course.

12 MR. JONES: And this will end the interview.

13 MS. ZAMPERINI:: All right.

14 (Whereupon, the interview was concluded.)

15

16

17

18

19

20

21

22

23

24

25

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: WMATA INCIDENT AT L'ENFANT PLAZA
STATION, WASHINGTON, D.C.
JANUARY 12, 2015
Interview of Bridget Zamperini

DOCKET NUMBER: DCA-15-FR-004

PLACE: Washington, D.C.

DATE: May 6, 2015

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.



Jane W. Gilliam
Transcriber