

TRI-STATE OVERSIGHT COMMITTEE MONTHLY MEETING
at the Washington Metropolitan Area Transit Authority
Jackson Graham Building, 600 5th Street NW, Washington, DC 20001
Thursday, June 21, 2012
Minutes

Name	Agency
Matt Bassett	TOC/VDRPT
James Benton	TOC/MDOT
John Chism	TOC/DDOT
David Harlan	TOC/VDRPT
Velvet Walker	VDRPT
Kenneth Korach	TRA/TOC
Robert Kogan	TRA/TOC
James Young	TRA/TOC
Dave Barber (via teleconference)	TRA/TOC
James Dougherty	SAFE
Lou Brown	SAFE
Bob Maniuszko	SAFE
Darren McCoy	SAFE
Dorsey Adams	SAFE
Charles Briscoe	SAFE
Clay A. Bunting	TRST
Daryl Sensenig	MTPD/OEM
Donald V. Harris	SMNT
Joseph E.Reynolds	CENV
Monic Morgan	PPLE
Alex Seredich	TRST
Byron England	RTRA
John Bercher	IT
Joe Krempasky	CENV
Tom Jones	SAFE
Darvin Kelly	TRST
Brian A. Glenn	FTA

Internal Meeting - 10:00-12:30 - TOC & TRA Only

The TOC reviewed minutes from last month's meetings. There were no comments.

M. Bassett stated that at the 6/18 TOC Executive meeting, participants discussed the Staff Director position and decided to keep the announcement up for another month. Maryland has decided to recruit someone with Staff Director qualifications through the opening left by G. Good, and that job opening has been posted.

R. Kogan said the STOMP document's language has received additional clarification stating that TOC's oversight is restricted to the Dulles Corridor Metrorail Project, not other aspects of MWAA such as aviation. The document has been returned to DC's counsel before finalization.

S. Pant from WMATA is taking the lead on scheduling a site visit for the TOC Executives. **Action Item: J. Benton will contact S. Pant to assist with scheduling a visit.**

Minutes

With M. Bassett's departure, D. Harlan is the primary and V. Walker is the secondary representative from Virginia. Both remain part-time TOC members. The full-time job opening for Virginia (for M. Bassett's position) has been posted, according to J. Benton. **Action Item: J. Benton will seek to determine who will be filling in for G. Good's Maryland TOC seat in the interim.**

D. Barber said WMATA and MWAA are working together on conformance review checklists for the Dulles Corridor Metrorail Project. Another recent focus area has been the Orange Line connection with the Silver Line. It is almost complete, and the interlocking will begin testing in July. Train dynamic testing on this part of the Silver Line will probably begin later this year. DTP has instituted track safety training, which is valid for ROW workers only when on the Silver Line. MWAA's next biannual safety certification audit was scheduled for July 11-12 at DTP. Revenue service is scheduled to begin in late December 2013.

At last week's SCWG meeting, all remaining hazards have been resolved for the design phase of the 7000-series railcars and are awaiting external comments (Kawasaki), according to D. Barber. The group discussed the process for and obstacles with construction and assembly of railcar components.

The group discussed the recent friction ring issues. TOC will request an analysis of this hazardous condition through a letter to WMATA. **Action Item: TOC will compose a letter to WMATA, copied to the TOC executives, noting recent brake disc problems and requesting an expeditious formal hazard analysis. (Completed)**

The group discussed actions that WMATA is proposing as mitigations to the Shady Grove car wash track collision with a worker. **Action Item: TOC will compose a letter to WMATA regarding material it expects in the final report. (Completed)**

Two CAPs were closed at the 6/19 CAPTURE meeting based on documentation received earlier in the month. The TOC planned to respond to WMATA on 6/22 with closure notifications or comments on three CAPs it was asked to review.

The group discussed the Program Standard & Procedures update and the planned meeting with SAFE on 6/22.

A letter to WMATA regarding TOC's observations on escalator barriers has been finalized. J. Benton planned to send it to SAFE on 6/19 (completed).

R. Kogan and J. Young introduced work implementation plans for TOC special studies of WMATA's rule compliance program in August and roadway worker protection in October.

Sept. 7 will not work for all involved in the Mock Audit of TOC, so an alternate date will be identified and put on the TOC calendar. Sept. 14 still works for the second day.

Next TOC Internal Meeting: Thursday, July 19, at 10:00 am, at DDOT

External Meeting – 14:15-15:30 - TOC, TRA, WMATA

Minutes

The TOC updated its web site this afternoon with a post acknowledging the third anniversary of the June 22, 2009, accident and the improvements made to TOC's oversight program since that time.

WMATA issued a press release on 6/20 regarding the 6/19 friction ring incident. M. Bassett reminded the group that the TOC-WMATA MOU states that WMATA will provide TOC with advance notice of press releases, as a courtesy. J. Dougherty directed his staff to ensure the lack of notice does not happen again.

The group discussed the emergency drill scheduled for overnight 6/23. D. Sensenig stated that WMATA is only providing a venue for the FBI to conduct an exercise.

The employee struck by a train at Shady Grove remains in critical but stable condition. WMATA has installed panic bar on the inside of the doors, added signage, and is looking into adding an alarm with lights and horn to be activated when a train approaches for all car wash tracks, beginning with Shady Grove in January, according to SAFE representatives.

The group discussed the recent friction ring issues. J. Reynolds said that no other defects were found.

According to J. Reynolds, regarding the 5/15 report of a train's doors opening in motion, the C-bracket behind a coupler was the damaged area that caused the uncommanded door opening. WMATA has asked the manufacturer for suggestions on reinforcing that area of the coupler.

J. Dougherty said he sent WMATA's AED inspection procedure back to its OEM authors for additions because it covered rail but not the entire system.

T. Jones said there are 16 emergency exit shafts that do not meet the opening weight standard. A new MAXIMO revision went live on 6/23; fire/life safety issues will get a certain code that allows MAXIMO to automatically send items still open after 30 days to Supervisors and then to department heads. A memo with instructions has been drafted for frontline personnel.

J. Bercher provided a visual and verbal update on WMATA's SMS. The Hazard Management 2.0 module is scheduled to be delivered in late September. It will reportedly allow TOC to view hazard information and respond to proposed corrective actions. An additional accident/incident module is expected to be delivered in July; it will allow mobile submission of incident investigation information, Bercher said.

TOC is reviewing three CAP closure submittals; TOC expected to respond to WMATA on 6/22 (Completed). WMATA submitted several internal safety audit reports with new CAPs to be added.

The DCMP Battelle study report is expected to be released in mid-July.

The TOC submitted its escalator observations report to SAFE. SAFE intended to respond with comments by 6/25, and then it was to be sent to FTA (completed).

R. Kogan explained the TOC's plans to conduct special studies of rule compliance in August and RWP compliance in October. TOC will work with SAFE and RTRA to accomplish these studies.

At the next Board of Directors meeting (7/12), there will be an update on the Fatigue Management Study. It will involve results from WMATA's internal bus and MetroAccess studies to complement the TOC-WMATA Metrorail study.

After discussion regarding elevator/escalator maintenance, J. Benton requested that WMATA provide a list of escalators that are out of service due to missing PM inspections.

The TOC announced that monthly meetings involving representatives from all affected departments will now occur quarterly. TOC will continue to meet monthly, but the external meetings will only involve SAFE and MTPD.

Next TOC External Meeting: Thursday, July 19, at 2:15 pm