

**TRI-STATE OVERSIGHT COMMITTEE MONTHLY MEETING**  
at the Washington Metropolitan Area Transit Authority  
Jackson Graham Building, 600 5th Street NW, Washington, DC 20001  
Wednesday, March 20, 2013  
**External Meeting Minutes**

<b>Name</b>	<b>Agency</b>	<b>Phone</b>	<b>Email</b>
James Benton	TOC/MDOT		
John Chism	TOC/DDOT		
Sharmila Samarasinghe	TOC/DRPT		
Klara Baryshev	TOC/DDOT		
Robert Kogan	TRA/TOC		
James Young	TRA/TOC		
Richard Sarles	GM/CEO		
James Dougherty	SAFE		
Robert Maniuszko	SAFE		
Darren McCoy	SAFE		
Monic Morgan	PPL		
Charles Briscoe	SAFE		
Brian Glenn (via teleconference)	FTA		
John Bercher	IT		
John Sevier	DGMO/IPLN		
Tiffany Washington	MTPD		
Chief M. Taborn	MTPD		
Hercules Ballard	RTRA		
Darvin Kelly	TRST		
Rob Troup	DGMO		
Larry Lee	TRST		
Jerry Flanders	SMNT		

**External Meeting - 14:30-16:00**

The TOC reviewed minutes from February's monthly meetings. There were no comments, and the minutes were approved.

D. Kelly confirmed that TRST power washes its third rail insulators. He also stated that TRST attempts to replace 8-9 percent of its third rail insulators per year. TRST personnel reported that there is no percentage complete of the insulator replacement program, as it the program will be ongoing indefinitely – once all current insulators are finally replaced, it will be time to recycle the process.

The TOC requested information about procedures and forms regarding the rail de-stressing program. R. Maniuszko said examination of procedures and associated elements will be part of the third-party study of the program, which is a CAP. R. Troup reported that there will also be an APTA peer review.

The TOC asked why operating speed is restricted to 59 mph but some ATC blocks allow 70 mph. H. Ballard stated the system was designed for 75 mph, but the speed was reduced several years ago. R. Troup reported the reduction of operating speed is for passenger comfort and to reduce wear on vehicles. The maximum authorized speed by

rule is 65 mph on part of the Green Line and 59 mph elsewhere in automatic, and 59 in manual, WMATA personnel reported.

Regarding the MTPD radio communications upgrade, J. Flanders reported that 11 remaining stations are to be completed by mid-June. R. Troup said WMATA is awaiting antennas, which will expedite the process.

SAFE personnel reported they were involved with the design and testing reviews of the portal warning devices being piloted.

The TOC asked about recent incidents for which VMS was shut down and thus vehicle event information was not available. R. Maniuszko reported that some 5K cars were going into hard lock – which means capacity on the VMS was full, and instead of overwriting itself it was stopping. He said an EMI is underway to add memory. H. Ballard said Train Operators are supposed to ensure breakers are on during pre-trip inspections.

J. Benton asked whether the TOC would receive VPN keys for additional members to remotely access WMATA's SMS. J. Dougherty said TOC and SAFE would have to discuss exactly who would receive the tokens (due in part to cost).

J. Benton discussed ideas to reduce the number of open CAPs, including: combining duplicative CAPs and getting higher-level staff involvement with the NTSB to resolve closure documentation submitted more than a year ago.

Chief Taborn said the FTA reported it will provide a written opinion regarding whether the BASE review can substitute for Internal Security Audits. He said he will contact the FTA again to ensure this letter is provided.

The group discussed WMATA's Annual ISSA Report; WMATA personnel reported they did not want to report on audits that were conducted but not completed. J. Benton said discussion on this can continue during meetings on 3/27.

K. Baryshev had questions about safety certification, including whether MWAA was reducing the number of randomly selected items for certification for the Dulles Project and whether the number of the safety critical items to be verified and provided by WMATA is now very limited. J. Dougherty stated that MWAA randomly selects items for verification, and WMATA requests specific (non-random) safety-critical items for verification by MWAA on top of the random audits. It was unclear how all safety-critical items are verified.

Chief Taborn reported the Dulles Line TVA should be completed by the end of June.

**Next TOC External Meeting: Wednesday, April 17, at 2:00 pm, at JGB**