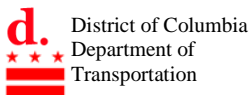


Tri-State Oversight Committee (TOC)



Maryland Department of
Transportation

Christopher Holland
Bud Frank



Department of Rail and Public
Transportation (Virginia)

Sharmila Samarasinghe (Chair)

TO: Chair, Metrorail Safety Commission
 FROM: Chair, Tri-State Oversight Committee
 SUBJECT: Dulles Corridor Metrorail Project
 DATE: May 8, 2018

State Safety Oversight Agencies (SSOA), generally, have prescribed roles in overseeing the design, construction, testing and introduction to revenue operations of infrastructure, systems, vehicles and equipment which constitute the rail transit agency it oversees. The SSOA focus is to ensure the approach undertaken by the project team to identify, mitigate or manage hazards from design to start-up of revenue operations, is methodical and documented. The Metrorail Safety Commission retains authority to conduct state safety oversight functions as it relates to the Dulles Corridor Metrorail Project-Phase II.

While the Metropolitan Washington Airports Authority is the project manager for the Dulles Corridor Metrorail Project-Phase II, this project, once operational, will be part of the WMATA Metrorail Silver Line. The expected revenue operations start date is March 2020. The Metrorail Safety Commission is being apprised of the following, primarily, given its role as the designated State Safety Oversight Agency for WMATA Metrorail, once the Metrorail Safety Commission is certified by the Federal Transit Administration.

MWAA owns the entire project, until such time it has met certain contractual prerequisites that would prompt the project being turned over to WMATA to conduct pre-revenue start up activities. The expected time frame for the project to be handed to WMATA is mid-2019. Revenue operations are expected to begin in March 2020..

Primarily, SSOA roles on such projects can be expressed as follows:

1. Ensuring that the project manager (MWAA in this instance) has project specific plans, policies and procedures in place which are compliant with industry practice and compliant with all governing requirements; and that these are actively applied to uphold safety considerations during design, construction, testing and revenue operations.
2. Conducting audits of the policies, procedures, records, manuals, and the physical built environment of any new construction which would be integrated into the rail system it oversees. These audits are collectively referred to as a Pre Revenue Service Review (PRSR). These have a similar arc as a traditional review, encompassing review of advanced documents and records, onsite interviews of key personnel on the project, field inspections, and publication of its report containing any non-compliance findings that require correction,

3. The SSOA then oversees the deployment of these corrections to ensure revenue operations can be started with the highest practical safety posture.
4. Issuing a concurrence letter to the FTA Director of Safety Oversight, indicating that the SSOA supports the start of revenue operations of the new infrastructure, equipment or system.

The Current State Safety Oversight Effort on DCMP Phase I&II

The Tri-State Oversight Committee (TOC) is the designated State Safety Oversight Agency for WMATA Metrorail, currently. The Tri-State Oversight Committee conducted safety oversight of DCMP Phase I (which terminates at Reston/Wiehle Station) and continues to do so on DCMP Phase II.

During Phase I the scope of activities the TOC undertook included participating in ongoing safety certification working group activities and meetings, providing input into the preparation of documents that are part of safety certification of all stages of the project, participating in field visits as the project moved through construction, conducting a Pre Revenue Service Review, publishing a report that contained findings that required corrective actions and issuing a concurrence letter to the FTA Director of Safety.

TOC reviewed the various policies, procedures, checklists, assessments, and plans that were the basis of design, construction, and testing by MWAA, including revisions to these. The work did not include the TOC inserting itself into design or engineering directions. Decisions making on precise design approach, or construction techniques are traditionally outside the scope of State Safety Oversight.

While participating in MWAA field visits, during the many stages of the project, when TOC encountered a concern, which it concluded had the potential to adversely impact either employees or passengers, TOC communicated these to MWAA resulting in material changes to the final configuration.

The Pre Revenue Service Review, which TOC performed soon after the project entered into pre-revenue start-up operations at WMATA, produced several non-compliance findings. TOC required WMATA to correct these permanently prior to start of revenue operations, or provide analysis justifying not taking any action. In instances that it could not do either, WMATA was required to provide a temporary work around to ensure the safety concern was mitigated to a level appropriate for operating. This allowed WMATA to proceed with the planned revenue operations date, and also allowed WMATA to take a more methodical approach to mitigating the issue, sufficiently.

TOC participated in all of the full scale emergency exercises conducted prior to revenue operations of Phase I. TOC's participation in these resulted in findings which then prompted WMATA to institute corrective measures.

Prior to issuing the concurrence letter to the FTA Director of Safety Oversight, the TOC did a thorough review of all of the documents it needed to consider including verifying

that the corrective measures, or temporary measures associated with any non-compliance items were in place.

Drawing from the lessons learned from DCMP Phase I, TOC engaged on DCMP Phase II much earlier and more robustly.

Coordination with FTA on the Project

FTA too conducts its own review.

There is some overlap of FTA's work with the State Safety Oversight Agency's on this project.

TOC and FTA have been actively coordinating to ensure that any lingering concerns by MWAA and WMATA about what to anticipate during the transition from TOC/FTA to MSC, are addressed pragmatically and do not adversely impact the project timeline.

Last fall, through correspondence, FTA reassured both MWAA and WMATA that safety oversight work such as the Pre Revenue Service Review that either TOC or MSC would conduct will be streamlined and would utilize opportunities to leverage the FTA review schedule to eliminate dual demands on MWAA and WMATA staff time

MSC Program Standard

The latest version of the MSC Program Standard dedicates one entire section to describing its approach to safety oversight of major capital projects.

TOC's program standard too, reflected this program element. As it does with WMATA, TOC circulated each revision of its program standard to MWAA to ensure it too was fully aware of the requirements with which it would need to comply.

Attachments:

FTA letter to MWAA

FTA Letter to WMATA