

Washington Metrorail  
Safety Commission  
2019 Annual Operations  
Report



Advancing Safety





## TABLE OF CONTENTS

<a href="#">The Commission is Created by Public Law</a>	<a href="#">1</a>
<a href="#">Letter from the CEO</a>	<a href="#">3</a>
<a href="#">Commissioners</a>	<a href="#">4</a>
<a href="#">Programs, Operations and Financial 2019</a>	<a href="#">6</a>
• <a href="#">Background</a>	<a href="#">7</a>
• <a href="#">Organizational Chart</a>	<a href="#">8</a>
• <a href="#">Metrorail System Map</a>	<a href="#">9</a>
• <a href="#">Certification</a>	<a href="#">9</a>
• <a href="#">Key Responsibilities</a>	<a href="#">10</a>
• <a href="#">First Audits</a>	<a href="#">11</a>
• <a href="#">Financial Independence</a>	<a href="#">12</a>
• <a href="#">Continuing Education</a>	<a href="#">13</a>
• <a href="#">Major Investigations</a>	<a href="#">13</a>
<a href="#">Appendices</a>	<a href="#">i</a>
• <a href="#">FY20 Budget Document</a>	<a href="#">i</a>
• <a href="#">Current Staff List</a>	<a href="#">iv</a>

# THE COMMISSION IS CREATED BY PUBLIC LAW

After years of effort by the Commonwealth of Virginia, State of Maryland and the District of Columbia to establish the exact wording of the legislation, the Compact was sent for congressional approval. That approval came in the form of H.J. Res. 76 which, after enactment, legally established the Washington Metrorail Safety Commission.

## **H.J. Res. 76**

**Joint Resolution granting the consent and approval of Congress for the Commonwealth of Virginia, the State of Maryland, and the District of Columbia to enter into a compact relating to the establishment of the Washington Metrorail Safety Commission**

As ordered reported by the House Committee on Judiciary on June 14, 2017

## **Public Law No: 115-54 (08/22/2017).**

Introduced by Rep. Steny Hoyer (D-MD-5) February 16, 2017.

### **Interstate Compact**

This joint resolution grants congressional consent and approval for the Commonwealth of Virginia, the State of Maryland, and the District of Columbia to enter into a Metrorail Safety Commission (MSC) Interstate Compact.

The Compact establishes a Washington Metrorail Safety Commission for the safety oversight of the Washington Metropolitan Area Transit Authority Rail (Metrorail) System.

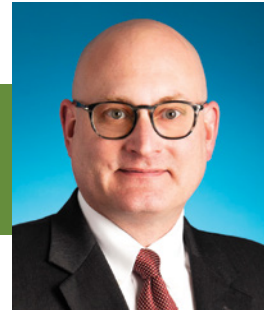
The commission shall:

- distribute a written State Safety Oversight Program;
- enforce implementation of Metrorail's Public Transportation Agency Safety Plan, as well as audit triennially Metrorail's compliance with such plan;
- enforce implementation of any Corrective Action Plans;
- enforce relevant federal and state laws and regulations relating to Metrorail safety;
- publish annually a Metrorail safety report, including updates of Corrective Action Plans, Commission directives, and on-going investigations; and
- publish annually a report on commission operations.

An independent annual audit shall be made of commission financial accounts.



# LETTER FROM THE CEO



The Washington Metrorail Safety Commission had an extremely productive year that included taking over direct safety oversight for Metrorail, expanding the Commission's expertise, and issuing the first directives to Metrorail tied to significant audits, incidents and investigations, all within the first weeks and months after achieving federal certification.

These are milestones that we will build upon for years to come as we continue to work with Metrorail to improve safety for riders, workers and the region.

The Washington Metrorail Safety Commission is the nation's newest State Safety Oversight Agency, and the only one that is completely standalone. While other State Safety Oversight Agencies are embedded in state departments of transportation or utility commissions, the Commission handles not just oversight and enforcement work but also its own finances and other operations. We oversee safety on the second-busiest rail transit system in the country with the support of direct funding from Maryland, Virginia, the District of Columbia and related federal grants.

This did not happen without significant help. Members of the Maryland and Virginia General Assemblies, D.C. Council, local and regional bodies, the U.S. House of Representatives and U.S. Senate, and officials in numerous agencies have been crucial partners in this effort. Other elected and agency leaders and staff in Virginia, Maryland and the District of Columbia, at the U.S. Department of Transportation (DOT), the Federal Transit Administration (FTA), and the Metropolitan Washington Council of Governments were also instrumental in standing up the Commission.

**The Washington Metrorail Safety Commission is the nation's newest State Safety Oversight Agency, and the only one that is completely standalone.**

I cannot overstate the importance of the Council of Governments in launching and supporting our efforts to enhance the safety of Metrorail. The Council of Governments provided essential financial support while the Commission was acquiring a staff and preparing a draft of our first Program Standard. This was indispensable to the process of gaining our certification.

I would also like to especially thank the Commissioners for entrusting me and our dedicated team with such an important responsibility for the region and the nation's capital.

The six Commissioners and three alternates guide our continuous work to make the Metrorail system as safe as possible for everyone.

Sincerely,

David Mayer, Chief Executive Officer

# COMMISSIONERS

## CHRISTOPHER HART (District of Columbia), Chair



Mr. Hart is chair of the Washington Metrorail Safety Commission. Chairman Hart has extensive experience working in transportation and specifically transportation safety issues in both the public and private sectors. He served as an attorney for the Air Transport Association of America, as an associate attorney for the law firms Peabody, Rivlin, Lambert, & Meyers and Dickstein, Shapiro & Morin, and as a managing partner for the law firm Hart & Chavers. He was also the Deputy Administrator of the National Highway Traffic Administration and Assistant Administrator for System Safety and Deputy Director of the Air Traffic Safety Oversight Service at the Federal Aviation Administration. Chairman Hart served two terms as a member of the National Transportation Safety Board (NTSB) from 1990 to 1993 and 2009 to January 2018. He served as chairman of the NTSB from 2014 to 2017. Chairman Hart earned a Bachelor of Science in Engineering and a Master of Science in Engineering from Princeton University and a Juris Doctor from Harvard Law School. Chairman Hart's term as Commissioner and Chair expires in 2022.

## MARK ROSENKER (Commonwealth of Virginia), Vice Chairman



Vice Chairman Rosenker is a transportation consultant and safety analyst. He is a board member of several companies. He was chairman of the NTSB from 2005 to 2009 and served as a member from 2003 to 2009. Previously, Vice Chairman Rosenker worked for two years (2001-2002) at the White House as a Deputy Assistant to the President and Director of the White House Military Office. He also lent his efforts to the United Network for Organ Sharing and the Electronic Industries Alliance. Vice Chairman Rosenker is a retired major general in the Air Force Reserve. His term expires in 2023.



## DEBRA FARRAR-DYKE (State of Maryland), Secretary-Treasurer

Commissioner Farrar-Dyke is Secretary-Treasurer of the Commission. She is a senior manager with over 30 years of successful, progressive leadership in transportation and procurement management. Commissioner Farrar-Dyke is also a Commissioner on the Maryland Transportation Commission. Previously she was responsible for the Disadvantaged Business and Small Business Programs at the Washington Metropolitan Area Transit Authority. She also led oversight of operating and capital budgets preparation and implementation at Metro. Commissioner Farrar-Dyke's term expires in 2021.

## ROBERT BOBB (District of Columbia)



Commissioner Bobb earned a Bachelor of Arts in Political Science from Grambling State University and a Master of Science degree in Business from Western Michigan University. He went on to earn a Certificate for Senior Executives in State and Local Governments from Harvard University's John F. Kennedy School of Government. Commissioner Bobb is known as a turnaround specialist. He stepped in as emergency financial manager of Detroit Public Schools. He also served as city administrator for the District of Columbia, among his many accomplishments. Commissioner Bobb's term expires in 2020.

## JOHN CONTESTABILE (State of Maryland)



Commissioner Contestabile is the Director of Public Safety Programs for Skyline Technology Solutions where he develops information technology initiatives for the public safety community. He was a Program Manager for Emergency Preparedness and Response Systems in the Homeland Security practice of the Johns Hopkins University/ Applied Physics Lab. Prior to working at Johns Hopkins, Commissioner Contestabile worked for the state of Maryland in a variety of roles including Acting Assistant Secretary of the Maryland Department of Transportation, Acting Homeland Security Director, and Public Safety Communications Interoperability Director. He also worked directly

on Metrorail safety as a member of the region's Tri-State Oversight Committee (TOC) from 1999 to 2007 and has experience as a rail incident investigator. Commissioner Contestabile participates on several national and local committees including the Transportation Research Board's (TRB) Resilience Section, where he is chair. He is a member of the TRB Transit Safety and Security Task Force and has served a term on the District of Columbia Homeland Security Commission. Commissioner Contestabile's term expires in 2023.

**CHRISTOPHER GELDART**  
(District of Columbia – Alternate)



Commissioner Geldart is Director of the D.C. Department of Public Works. He is a recognized leader in

emergency management with in-depth experience across municipal, state and federal agencies, as well as in the private sector. Mr. Geldart previously served as the Federal Emergency Management Agency's Director of the National Capital Region Coordination Office, as Assistant Director of the Maryland Governor's Office of Homeland Security, and as Director of the DC Homeland Security and Emergency Management Agency where he directed the response to major snow storms as well as Hurricane Sandy and was involved in planning for special security events such as presidential inaugurations and State of the Union Addresses. He also served in the Marine Corps. Commissioner Geldart's term expires in 2021.

**GREG HULL**  
(Commonwealth of Virginia)



Commissioner Hull worked for many years as assistant vice president of the American Public Transportation

Association (APTA). In this capacity he conducted hundreds of public transit safety reviews, audits, and investigations and was responsible for the management of APTA's programs for safety, operations support, security, and emergency management. Prior to joining APTA, Commissioner Hull held various senior management positions with Calgary Transit from 1979 to 1999. He also served as secretary to the U.S. Mass Transit Sector Security Coordinating Council and chaired the European Commission's "SECUR-ED Project" Advisory Board. Commissioner Hull is certified in system safety, system security and systems auditing and is a certified safety professional. His term expires in 2021.

**SUHAIR AL KHATIB**  
(State of Maryland – Alternate)



Commissioner Al Khatib is a KCI Practice Leader for Transit, with expertise in capital programs, maintenance and

regulations. He previously worked at the Maryland Department of Transportation for more than 30 years, rising from a scheduling engineer on Baltimore's Light Rail to capital program manager for the Maryland Transportation Authority and deputy administrator and chief

planning, program and engineering officer at the Maryland Transit Administration. His term expires in 2020.

**MICHAEL J. RUSH**  
(Commonwealth of Virginia – Alternate)



Commissioner Rush serves as Senior Vice President, Safety and Operations for the Association of American

Railroads (AAR). He serves as the rail industry's liaison with regulatory bodies, including the U.S. Department of Transportation, the U.S. Department of Homeland Security, and the Environmental Protection Agency. Commissioner Rush oversees much of the rail industry's work on interchange standards, its homeland security plans, and environmental protection and safety programs. An expert in regulatory law, Mr. Rush has represented AAR in various regulatory agency and legislative activities, testifying at hearings and drafting comments, briefs, and Congressional testimony. His term expires in 2020.

The Commissioners would like to acknowledge their colleagues Howard Roberts (Maryland) and Barbara Reese (Virginia alternate) who have left the board, but who contributed immeasurably to the success of the Commission.



WE ARE COMMITTED TO  
PUBLIC TRANSPARENCY...TO  
CONTINUALLY IMPROVE SAFETY  
IN THE METRORAIL SYSTEM.





**2019 was a monumental year for the Washington Metrorail Safety Commission that included taking over direct safety oversight for the Metrorail system, conducting its first audits, issuing its first findings, and ensuring the Commission's financial independence. The accomplishments came as the organization continued to expand its expertise, handling a number of incidents and investigations and demonstrating its commitment to public transparency as a crucial part of working with the Washington Metropolitan Area Transit Authority to continually improve safety in the Metrorail system.**

## Background

The Washington Metrorail Safety Commission was created when Virginia, Maryland and the District of Columbia each did the heavy lifting to approve identical legislation establishing the Commission. Because it was an interstate compact, the creation of the Commission needed to be approved by Congress. On August 22, 2017 President Donald Trump signed the resulting legislation, H.J. Res. 76, into law. The legislation grants the Washington Metrorail Safety Commission significant enforcement powers in its safety oversight of Metrorail.

The approval was the conclusion of several years of dedicated work by elected leaders, staff and others across the Maryland and Virginia General Assemblies, D.C. Council, local and regional bodies including the Metropolitan Washington Council of Governments, the U.S. House of Representatives, U.S. Senate, federal executive branch agencies, and numerous others. The wide group of leaders whose ongoing support is crucial to the Commission's mission to keep workers, commuters and others safe each and every day include Virginia Gov. Ralph Northam, former Virginia Gov. Terry McAuliffe, Maryland Gov. Larry Hogan, D.C. Mayor Muriel Bowser, D.C. Council Chairman Phil Mendelson, Maryland Senate President Bill Ferguson and former President Thomas V. Mike Miller, Maryland House Speaker Adrienne Jones and former Speaker Michael Busch, Virginia House Speaker Eileen Filler-Corn and former Speakers Kirk Cox and William Howell, Virginia Lt. Gov. Justin Fairfax and our other local and regional partners involved in the leadership and governance of Metrorail.

In the immediate months after the Compact became law, the three jurisdictions appointed Commissioners to fill the six seats (two each for Virginia, Maryland and D.C.) and three alternate

seats (one from each jurisdiction). The Commissioners elected as chair former National Transportation Safety Board Chairman Christopher Hart.

In early 2018, the Commissioners hired [Chief Executive Officer David L. Mayer, PhD.](#), the former managing director of the NTSB and former chief safety officer of the New York Metropolitan Transportation Authority. With the financial support of Virginia, Maryland, the District of Columbia and federal grants, along with major logistical support from the Metropolitan Washington Council of Governments, he immediately built a team of experts in operations, track and structures, rail vehicles, signaling systems and traction power that set the Commission on the path to Federal Transit Administration certification.

In the first few months, the most important work was the creation of the Program Standard. The Program Standard identifies the processes and procedures that govern the Commission’s activities and lays out the processes and procedures that Metrorail must have in place to comply. The program standard includes the precise details for conducting investigations, audits and other core oversight responsibilities that are mandated in the Compact

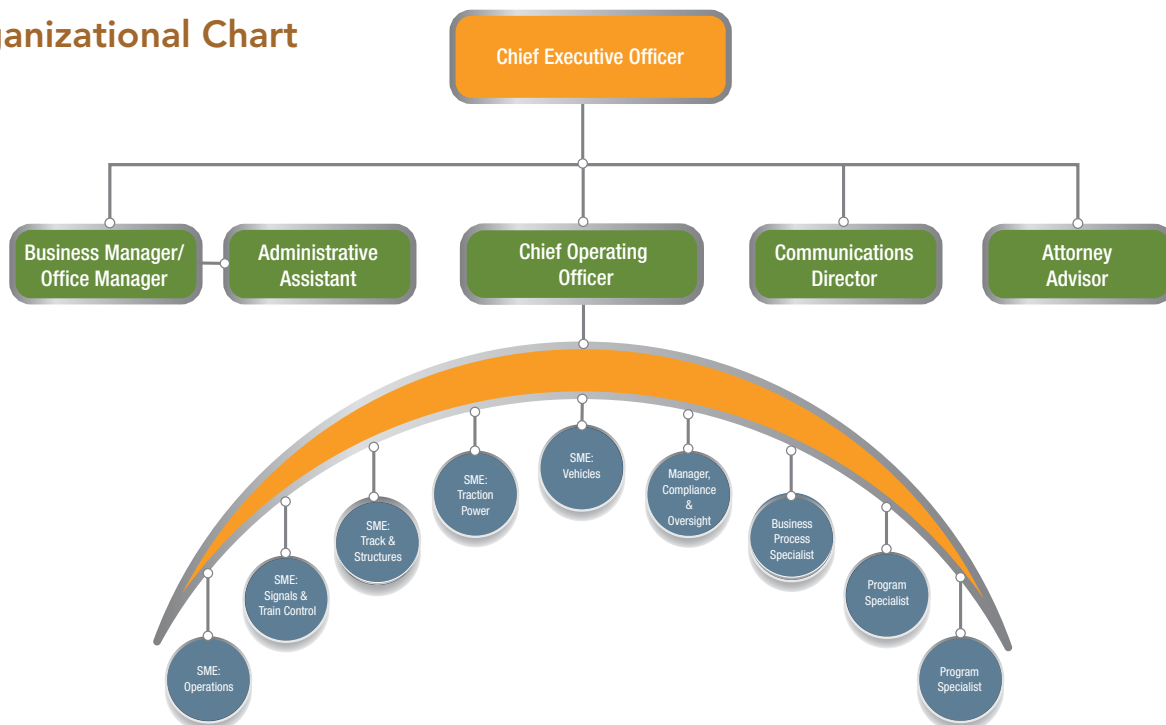
and required by federal law, The Moving Ahead for Progress in the 21st Century Act (MAP-21). MAP-21 is a funding and authorization bill to govern United States federal surface transportation spending. It was passed by Congress on June 29, 2012 and President Barack Obama signed it on July 6, 2012.

The Program Standard document provides detailed, step-by-step instructions on the Commission’s strategy for enforcement, investigation and communication with Metrorail. It stands as a blueprint for both the Commission and Metrorail on the procedures, timelines and expectations that both parties must fulfill in their interactions.

This Program Standard document was officially submitted to the FTA in September 2018.

In December of 2018, inspections moved to the final phase of the oversight transfer when Commission staff began leading inspections, meetings and other activities with FTA inspectors now shadowing Commission technical staff. Commission staff led inspections of traction power, automatic train control, track, car maintenance and operations at the Rail Operations Control Center.

## Organizational Chart





Metrorail System Map

The Commission launched a website and set up a Twitter account to provide transparency to the public. Among the first of many staff projects was the installation of a financial system and payroll portal to handle all procurement and to manage budgets, grant applications, payroll and banking.

### The Commission is certified, takes on direct oversight responsibility

On March 18, 2019, the FTA certified the Commission, meeting the deadline set out by federal law.

The FTA concluded its direct safety oversight of Metrorail when the system closed that night, officially transferring oversight responsibilities to the Commission. With the transfer, the FTA released \$48.5 million in formula funds that had been withheld from D.C., Maryland and Virginia

over the preceding two years, making the money available for transit systems from Roanoke and Hampton Roads to Baltimore and Frederick.

At the crack of dawn the next morning, the Washington Metrorail Safety Commission began its first independent inspections in the Rail Operations Control Center.

The work of overseeing Metrorail safety has been a 24/7 job ever since.

To give some idea of the scope of the challenge the Commission faces in its oversight duties, the Washington Metropolitan Area Transit Authority operates the second largest heavy rail transit system in the United States. Metrorail has 91 stations; 118 miles of track; 6 rail lines; more than 1,000 railcars; and had a 2019 average rail ridership of 643,522 per weekday in Metro's benchmark month of May. During its 2019 fiscal

year, Metrorail provided 175.2 million trips. Every one of Metrorail's thousands of passengers and employees has the expectation of safety. They place their lives in the hands of Metrorail on a daily basis. More than half of Metrorail stations serve federal facilities in the National Capital Region, making safe Metrorail service critical to America's national security.

## Key responsibilities

The legislation that created the Commission (the Compact) grants the Commission significant authority including the power to:

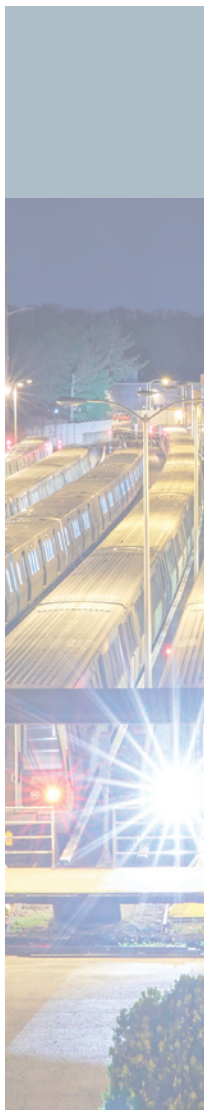
- Investigate hazards, incidents and accidents;
- Restrict, suspend or prohibit travel on all or part of Metrorail;
- Restrict, suspend or prohibit certain personnel on all or part of Metrorail;

- Remove a vehicle, infrastructure element or hazard from the Metrorail system;
- Direct Metrorail to prioritize spending on safety critical measures;
- Order WMATA's Office of Inspector General to conduct certain investigations;
- Instigate legal action to enforce Commission powers and authority;
- Issue citations and fines to Metrorail in relation to the Commission's directed safety measures.

The Commission also has the right to extensive physical and virtual access to the Metrorail system to carry out its core oversight duties.

These duties are:

- Investigations
- Inspections
- Audits
- Corrective Action Plans (CAPs)
- Safety certification
- Emergency management.



To accomplish those duties, the Commission has the right to unfettered access to electronic information and databases, the right to enter property for the purpose of inspection, the right to conduct investigations and examinations and the right to carry out related activities that the Commission concludes are necessary to ensure the proper safety protocols and practices are being followed.

## First audits

In 2019, the Commission completed a significant part of its first ever safety audit, a review of Metrorail's Track and Structures program. To reach that point, the Commission's subject matter experts and staff prepared extensively to be sure each step would go smoothly. They conducted significant, in-depth interviews with Metrorail staff, documented the review process and oversaw multiple inspections of track and other assets.

A [final public report](#) with 16 findings was issued in February 2020.

The Commission's second subject-area audit included detailed observations and interviews in Nov. 2019. That audit examined Metrorail's Roadway Worker Protection training curriculum, certification tracking, rail controller procedures, protection effectiveness, communications, maintenance and job safety briefings. These areas are elemental to ensuring the safety of workers on and around the tracks.

Commission staff and experts have also been out on the system vigilantly looking for all types of safety concerns since certification (and before, with FTA supervision). The work includes inspecting track and structures, signaling equipment, traction power equipment, rail cars, rail yards, elevators and escalators and the Rail Operations Control Center. Several dozen risk-based inspections have





taken place since certification. The Commission has monitored Metrorail's capabilities and preparedness to respond to emergencies and observed three full scale emergency drills which Metrorail conducted in coordination with local, state and federal first responder agencies in the Metrorail service area.

The Commission has directed [special investigations and incident reports](#), worked with Metrorail on plans to develop, implement and improve Corrective Action Plans to address safety risks, and has monitored safety certification plans.

## Financial independence

As a new entity, the Commission also had to transfer all seven vendor contracts from the Council of Governments to the Commission to fulfill the requirement of being completely independent financially. In the summer, the staff submitted the first direct application for a

grant from the FTA. In addition, the Council of Governments worked with the FTA to permit the Commission to apply for remaining funds from prior federal fiscal years. The Commission submitted a single consolidated grant application for all outstanding grants, placing the organization on the fast track to financial independence.

The grants, along with funding from the governments of Maryland, Virginia and the District of Columbia, have enabled full operations for the first budget year of the Commission's fiscal independence. The Commission is meeting all budgetary requirements, and managing finances responsibly. The first fiscal year of completely independent operations ends Jun. 30, 2020 (see Appendix A for approved FY20 budget). Regular annual financial audits are planned in accordance with all applicable standards, and the Commission is in a good financial position heading into fiscal year 2021.

## Continuing education, training and awareness

Safety is a fluid area involving constant learning and the embrace of any new information that brings even incremental improvements to an organization's safety performance.

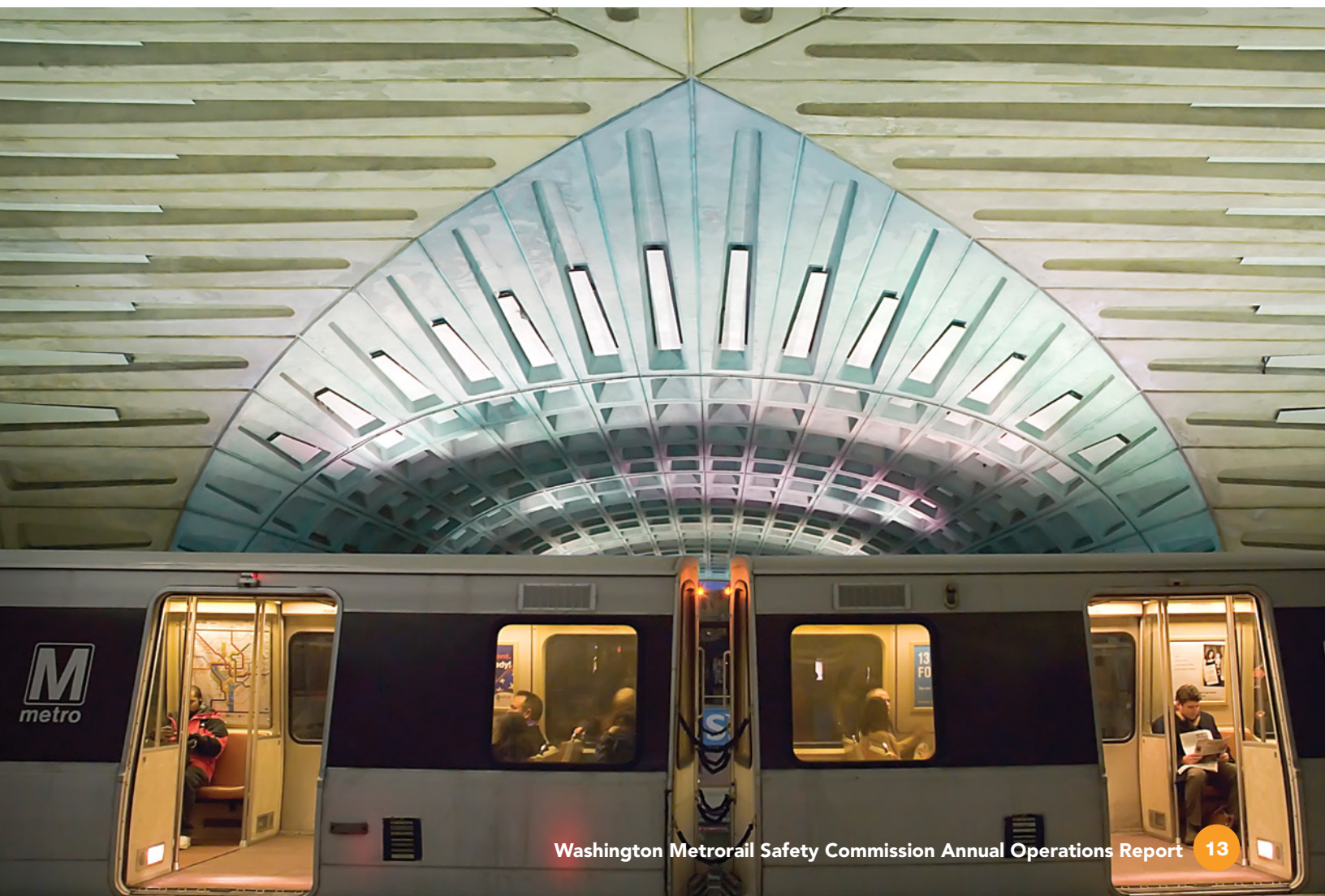
The staff members of the Commission are meeting all requirements to demonstrate that they are qualified to perform their functions based on appropriate training, including substantial progress toward or completion of the Public Transportation Safety Certification Training Program. Over the course of 2019, the technical staff made significant progress toward completing all remaining training credentials that are mandated by the FTA regulation. At the conclusion of 2019, the Chief Executive Officer, the Chief Operating officer and seventy percent of

the technical team had Transportation Safety and Security Plan (TSSP) certification. The Certificate of Completion indicates that the individual has a broad-based knowledge of the safety and security principles applicable to transit system safety, operations and management.

The Commission staff also attended courses offered through the National Transportation Safety Board (NTSB) training center, as well as courses in the conduct of rail transit audits, and oversight of rail major capital projects.

## Major investigations

The first major incident on Metrorail under the Commission's direct oversight came in the early hours of October 7, 2019 when two eastbound trains on the Blue, Orange and Silver Line tracks in the District of Columbia collided between Foggy





Bottom and Farragut West Stations. The six-car striking train collided with a six-car stationary train at about eleven miles per hour. Although neither train was carrying passengers, this was the first significant train collision in the Metrorail system since the tragic 2009 Fort Totten train collision that killed nine people.

On October 7, 2019, the operator of the striking train received a zero speed command, but decided to move the train, contrary to governing rules, without informing and getting the necessary permissions from the Rail Operations Control Center (ROCC). When trains receive zero speed commands, the train operator is required to stop the train and stay in place. However, operators can still move the train at a slower speed, which is only allowed if the train operator communicates with the ROCC and receives explicit permission to move the train at

**Metrorail and the Commission are committed to advancing safety for all Metrorail riders, employees, contractors and others.**

less than 15 MPH until speed commands become visible again on the train operator's console.

Metrorail has had a Corrective Action Plan (CAP) relating to movement under zero speed commands since 2016, a CAP the Commission prioritized since taking over safety oversight and

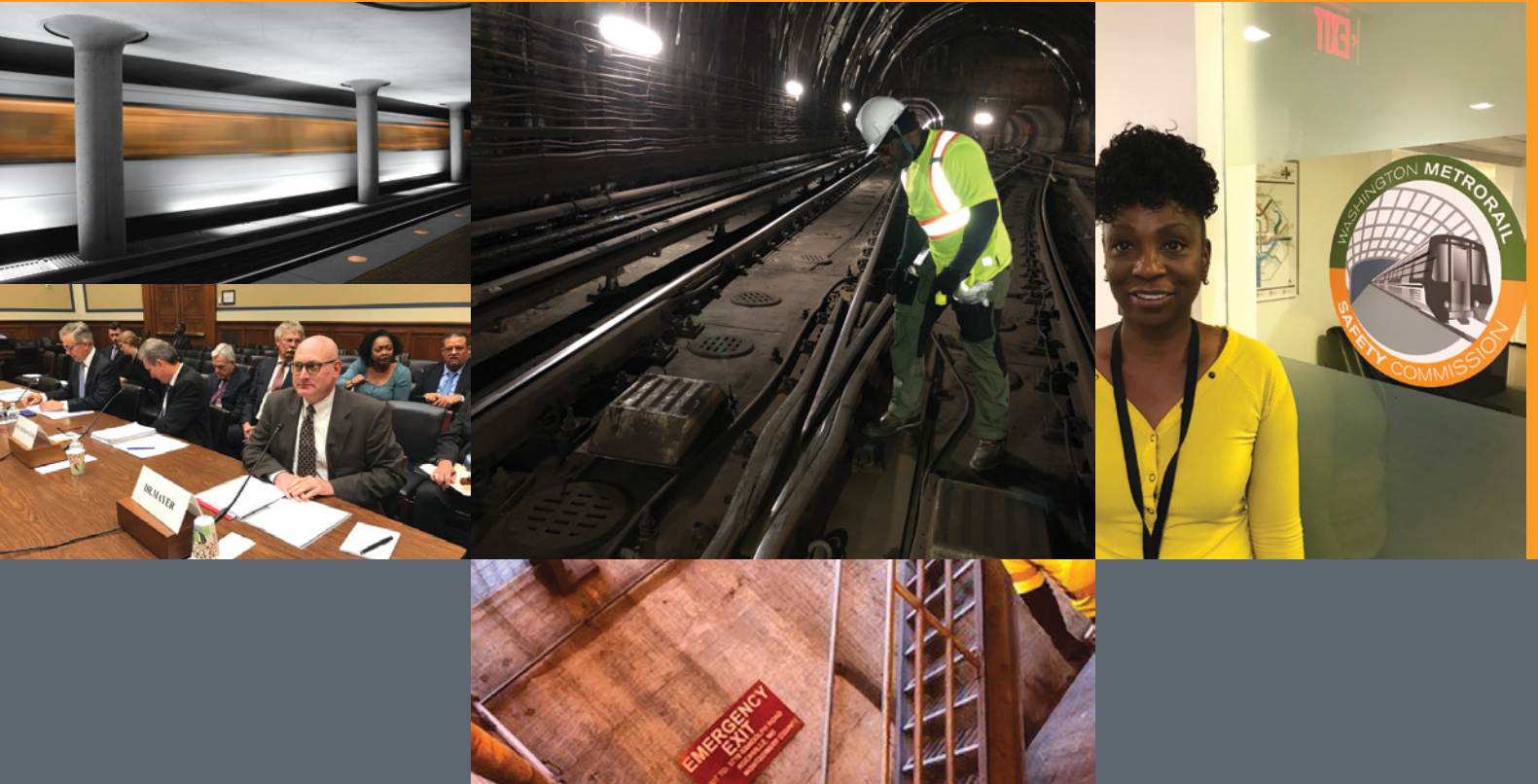
one that remains an important priority.

Less than ten days after the accident, the Commission held an engineering summit

with Metrorail focused on activities completed and underway and their application to limit the risk of similar incidents under zero speed commands in the future.

While there were fortunately no serious injuries in this incident despite significant railcar damage and service disruptions, it is precisely to ensure that future injuries are avoided that the Commission takes such accidents so seriously. The Commission





is always looking for ways to improve the safety environment at Metrorail, so any safety event or any near miss is a cause for concern and an opportunity to learn.

This accident spoke to the Commission's core values of transparency, cooperation and integrity. In the hours and days after the accident, the Commission shared information with the public as quickly as it was received. There were numerous updates and photos on the Commission web site and [Twitter account](#) so that interested stakeholders and members of the public could track the progress of the investigation. The Commission is committed to maintaining transparency in all future efforts.

Our mission depends on Metrorail cooperation and the integrity of the information available. Given our joint desire to enhance Metrorail safety, a collaborative dynamic is essential. The Commission's staff and the staff of Metrorail continue to cement this framework of respect and cooperation. Both organizations are

committed to advancing safety for all Metrorail riders, employees, contractors and others.

Having completed our first year as the independent state safety oversight agency for Metrorail, we look forward to many more. The Commission is here to enhance the safety of everyone who depends on Metrorail by ensuring continuous improvement for years to come.



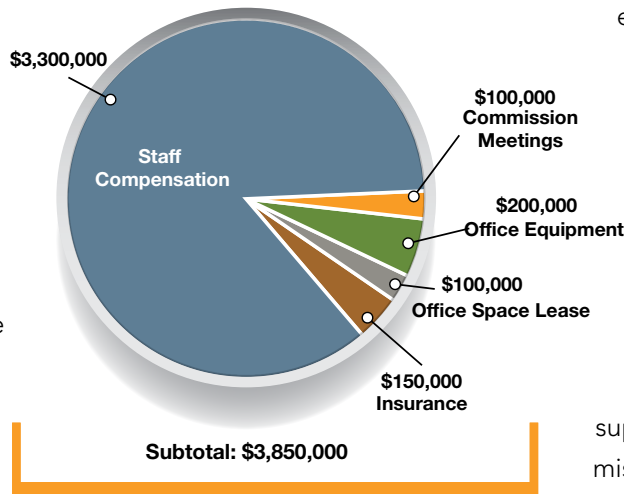


## FY20 BUDGET DOCUMENT

### ADMINISTRATIVE—SUBTOTAL: \$3,850,000

#### Staff compensation (salaries, benefits)—\$3,300,000

Cost reflects salaries and benefits for eleven (11) full-time employees along with a benefits factor of 33 percent and annual performance and market adjustments to ensure retention of core staff. Staff numbers reflect personnel and organizational manpower necessary to ensure the Commission can carry out its mission and maintain level of effort required by FTA's certification. Cost estimate is \$2,500,000. Cost also reflects flexibility to bring onboard additional engineering specialists, administrative support professionals, program support professional and other commission support professionals as needed. Cost estimate is \$800,000.



#### Commission meetings (stipends, expenses, catering)—\$100,000

Cost reflects stipends and travel expenses (statutorily-obligated \$200 per diem and \$150 travel costs) for nine (9) Commission members holding approximately 12-24 compensable meetings (e.g., public meetings, trainings, conferences and attendant travel) annually. Cost estimate is \$75,000. Cost reflects fees for use of space such as conference rooms (if space is not

available at Metropolitan Washington Council of Governments (COG)). Cost estimate is \$10,000. Cost also reflects catering of \$7,000, transcription services of \$6,000 and meeting materials of \$3,000.

#### Office equipment (furniture, supplies)—\$200,000

Cost reflects furniture rental or purchase of \$50,000, purchase of office equipment (e.g., laptops, peripherals, monitors/screens for viewing technical drawing, plotters, and printers) of \$70,000, office collaboration equipment of \$10,000, office supplies of \$10,000, and miscellaneous of \$60,000.

#### Office space lease—\$100,000

Cost reflects annual lease of office space (approximately \$85,000), annual four percent escalation, and estimated cost of move to new office space should the Commission require additional space.

#### Insurance—\$150,000

Cost reflects annual premium of approximately \$110,000 for liability, acts and omissions policy and approximately \$40,000 reserved for cybersecurity and other matters.

## CONTRACTORS—SUBTOTAL: \$1,450,000

### Legal Services—\$425,000

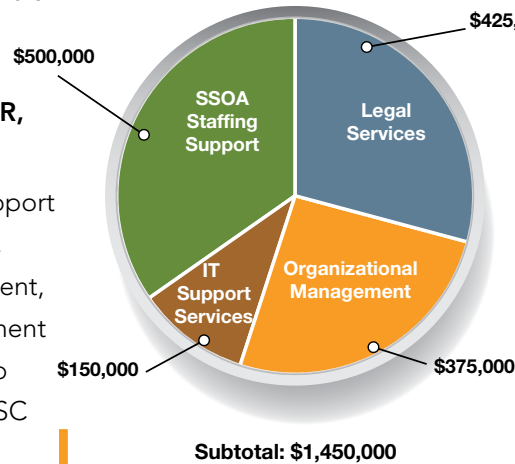
Cost reflects annual monthly legal services bill of approximately \$35,000. Legal services are necessary to address voluminous issues related to standing up new oversight agency: from day-to-day start-up business concerns to complicated questions of agency's enforcement powers.

### IT support services—\$150,000

Cost reflects support for general corporate IT services, including establishing unique interfaces for information utilization of extensive Metrorail-owned databases, ensuring cyber protocols are maintained and that services like website maintenance are performed. As with organizational management, IT staff is being contracted out to ensure efficiencies and save costs.

### Organizational management (HR, accounting)—\$375,000

Cost reflects outside contract support for human resources, accounting, procurement, financial management, and employee benefits management support. Cost reflects the need to have outside support as the WMSC is the only state safety oversight agency not housed in another state agency, and, as such, human resources, accounting and other functions must be contracted out to ensure efficiencies and save cost of hiring full-time personnel.



### State Safety Oversight Agencies (SSOA) staffing support—\$500,000

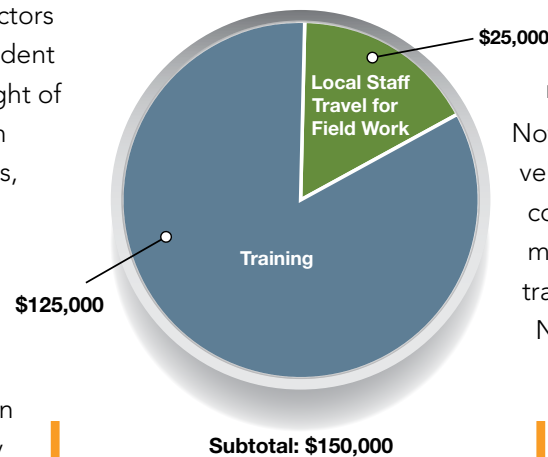
Cost reflects additional contracted staffing support for non-permanent personnel necessary to provide specialized, uniquely focused technical expertise (\$150,000), staffing augmentation when resignations and retirements occur (\$150,000), and staffing augmentation for special large-scale audits and high-profile investigations (\$200,000).

## TRAVEL AND TRAINING—SUBTOTAL: \$150,000

### Training (e.g., Transportation Safety Institute, industry workshops, conferences)—\$125,000

Cost reflects training for commissioners and staff to obtain transit safety and security certification, training on oversight of drug and alcohol requirements, training on fatigue and human factors in transportation, training on accident investigations, training on oversight of major capital projects, training on investigation interview techniques, training through DOT, FTA and other entities. Cost reflects travel expenses, accommodations and per diem per General Services Administration publications and schedules. Cost reflects education and certifications in Transit Safety and Security Program (TSSP), auditing, quality control, Six Sigma management techniques, Project Management Professional

certification, etc. Cost estimate is \$45,000. Cost reflects travel for non-local training (accommodations, per diem, travel costs) of \$50,000. Cost reflects registration fees of \$30,000.



### Local staff travel for field work (inspections and meetings)—\$25,000

Note, cost excludes purchase of several vehicles, which, with maintenance, could be approximately \$90,000 or more. Cost reflects reimbursement for travel associated with field work in the National Capital Region throughout Northern Virginia, the District of Columbia and Montgomery and Prince George's Counties using the GSA schedule of mileage reimbursement rates. Cost reflects an average monthly local travel cost of \$200/per staff member.

## EQUIPMENT—SUBTOTAL: \$50,000

### IT equipment—\$25,000

Cost reflects acquisition and maintenance of equipment to support the Commission’s IT infrastructure, the acquisition of mission-specific software, and the acquisition of certain licenses and technical support.

### Manuals, publications, professional licenses—\$10,000

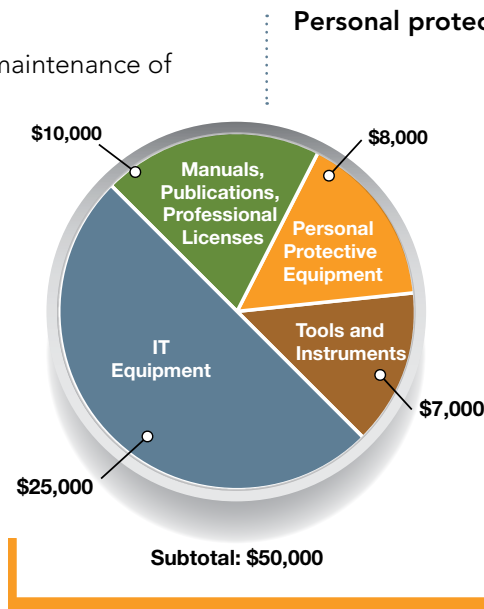
Cost reflects maintaining professional licenses, purchase of various industry technical manuals, maintaining professional memberships and industry organization memberships, and fees for services and organizations that provide access to industry information.

### Personal protective equipment—\$8,000

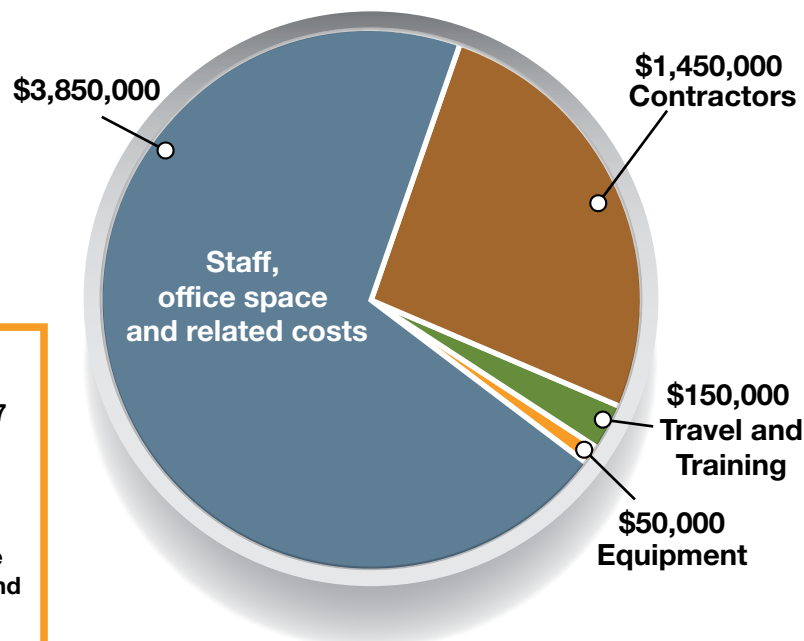
Cost reflects purchase of weather-related personal protective equipment for most staff, including special equipment for work in proximity to high voltage.

### Tools and instruments—\$7,000

Cost reflects acquisition and testing of radios, speed monitoring equipment, track measuring equipment, cameras, and other electronic devices for automatic train control and traction power monitoring that are needed to conduct field inspection activities.



## TOTAL FY2020 BUDGET



### FY20 Funding Sources:

District of Columbia: \$834,386.67  
 Maryland: \$834,386.67  
 Virginia: \$834,386.67

Remainder supported by federal grants matched at 20% by those local contributions, carryover, and other sources

## CURRENT STAFF LIST

<b>David Mayer</b>	Chief Executive Officer
<b>Sharmila Samarasinghe</b>	Chief Operating Officer
<b>Bruce Walker</b>	SME: Operations
<b>Kemmerly Kendrick</b>	SME: Signals and Train Control
<b>JeMayne Walker</b>	SME: Track & Structures
<b>Tanmaya "Tino" Sahoo</b>	SME: Traction Power
<b>Manuel Lopez</b>	SME: Vehicles
<b>Christopher DiFatta</b>	Manager, Compliance & Oversight
<b>Lahiru Karunaratne</b>	Business Process Specialist
<b>Richard David</b>	Program Specialist
<b>Adam Quigley</b>	Program Specialist
<b>Andrea Hogan</b>	Business Manager/Office Manager
<b>Avery Powell</b>	Administrative Assistant
<b>Max Smith</b>	Communications Director
<b>Brackett Smith</b>	Attorney Advisor







750 First St. NE • Ste. 900 • Washington, D.C. 20002 • 202-384-1520

[www.wmsc.gov](http://www.wmsc.gov)