

WASHINGTON METRORAIL SAFETY COMMISSION

Date: Tuesday, September 10, 2019
Location: Ronald F. Kirby Training Center
777 North Capitol Street NE
Washington, DC 20002

MINUTES

Agenda Item#	Items
	<p>Attendance. Commissioners present: Chair Christopher Hart, Vice Chair Mark Rosenker, Secretary-Treasurer Debra Farrar-Dyke, John Contestabile and Michael Rush. Via phone: Howard Roberts. David Mayer was present.</p>
1.	<p>Call to Order. WMSC Chair Hart called the meeting to order. Roll call was taken, and a quorum was achieved.</p>
2.	<p>Safety Message. WMSC CEO Dr. David Mayer outlined emergency exit procedures for evacuating the Kirby Center.</p>
3.	<p>Public Comments. Chair Hart invited comments from members of the public, but no members of the public rose to speak.</p>
4.	<p>Chair’s Remarks. Chair Hart welcomed attendees to the September public meeting and stated that the meeting would include the following matters: a presentation concerning safety oversight of the Silver Line Phase 2 project, a comprehensive presentation regarding Correction Action Plans (or “CAPs”) by the WMSC’s subject matter experts (SMEs), and, finally, the consideration of a resolution to accept a Program Standard Interim Change.</p>
5.	<p>CEO’s Remarks. Dr. Mayer announced the following:</p> <p>First, Dr. Mayer noted that Metro just successfully reopened the six stations south of National Airport, which had been shut down for major rehabilitation since May 25. The WMSC closely monitored Metro’s process for assessing the readiness of the infrastructure for return to revenue service. The WMSC also monitored safety on a day-to-day basis at the worksites that were in the shutdown zone. The WMSC visited the sites four times during the shutdown. WMSC staff also closely inspected the validation efforts over the</p>

	<p>weekend preceding the reopening, including riding test trains in anticipation of the return to revenue service.</p> <p>Second, Dr. Mayer announced that the WMSC had submitted the FFY18 grant application to the FTA; however, the WMSC has been told that the FTA will not begin to consider the grant for award until October 2019. The WMSC also received final accounting information from COG for the four grants under COG’s stewardship and the remaining contract balances for all of the WMSC’s vendors. In October, COG will begin to work with the FTA to de-obligate the funds in those four grants. Once that is complete, the WMSC will plan to submit one single grant application so that funds from those four grants can be awarded to the WMSC.</p> <p>Third, Dr. Mayer noted that WMATA brought on board a new chief safety officer, Theresa Impastato, who most recently served at Amtrak. She started at WMATA just a few weeks prior to the WMSC public meeting. Dr. Mayer noted that the WMSC had sat down with her and welcomed her to the new position and discussed with her many areas of mutual concern and looked forward to continuing to work with her.</p> <p>Finally, Dr. Mayer noted that the WMSC had brought on a new staff member. The WMSC hired SME Kemmerly Kendrick for signals and train control. She joined from the safety department at New Jersey Transit (NJT) where she was a rail safety officer for several years. She had a long stint in the signals department at NJT before that. She holds a TSSP credential and is a veteran of the U.S. Air Force.</p>
<p>6.</p>	<p>Approval of the minutes of the July 11, 2019 meeting. A motion was made to approve the minutes of June 11, 2019. The motion was seconded.</p> <p><u>ACTION:</u> The minutes of the July 11, 2019 meeting were unanimously approved.</p>
<p>7.</p>	<p>WMSC Safety Oversight of Silver Line Phase 2. WMSC COO Sharmila Samarasinghe and SME for Traction Power Tanmaya Sahoo briefed the WMSC on the Silver Line Phase 2 Metrorail project and the WMSC’s role in overseeing the effort.</p> <p>Ms. Samarasinghe and Mr. Sahoo discussed the overall details of the project, such as the details of what is anticipated for the Silver Line, e.g., number of stations, miles of track, etc., once the project is complete, the project’s finance, the key stakeholders beyond the WMSC (FTA, WMATA, the Airports Authority, Virginia and local Virginia governments), and project controls.</p> <p>Ms. Samarasinghe and Mr. Sahoo discussed how the WMSC’s role is to ensure that the Airports Authority adheres to the programs and plans that the Airports Authority committed to applying. These are programs and plans that have industry-empirical data showing that projects reach a high level of safety when these practices are applied. The WMSC’s role is not to be prescriptive in the solution selected in remedying any safety issues that arise; rather, the WMSC’s role is to conduct an overall project assessment of the project's readiness to start revenue operations for passengers, employees, first</p>

	<p>responders and the surrounding community. This means that the extension and all of its features cannot be integrated into the Metrorail system for revenue operations until the WMSC issues its concurrence that the project is ready. “Concurrence” means that the WMSC sees eye-to-eye with Metrorail that the extension is ready to open.</p> <p>The WMSC will assess the work being performed and then once high-hazard safety items have been addressed by the Airports Authority or Metrorail the WMSC will provide its concurrence for Metrorail to start revenue operations. As with all major infrastructure projects, the WMSC is fully aware that work on readying the extension for revenue operations will go on until the very end. The WMSC is fully prepared to apply the needed resources until the project is concluded.</p> <p>Ms. Samarasinghe and Mr. Sahoo further discussed the WMSC’s staff activities in Phase 2, including numerous inspections, systems walkdowns, observations of operations and testing, and reviews of documentation and procedures. The WMSC will expect safety concerns to be either eliminated permanently, an equivalent interim solution instituted until a more permanent solution is formulated or receive written documentation that the hazard after thorough analysis and due diligence is mitigated to acceptable levels. When all known safety concerns that require mitigation have been addressed to the satisfaction of the WMSC, the WMSC will provide its concurrence for revenue operations to start.</p>
<p>8.</p>	<p>Corrective Action Plans. Ms. Samarasinghe noted that with the presentation of Corrective Action Plans (CAPs), the WMSC would conclude its briefings of all CAPs that were absorbed into the WMSC program from the FTA. Ms. Samarasinghe said forty-one CAPs would be presented at the meeting, thereby concluding the WMSC’s efforts to brief and familiarize the Commissioners with all CAPs inherited from FTA.</p> <p>WMSC SME for Operations Chris DiFatta discussed CAPs and policies related to operations and technical training, including CAPs and policies concerning noise exposures, supervisor training, the sufficiency of accident investigation report preparation, radio communications, scheduling, staffing and personnel resources at West Falls Church Yard, movements in yards and shops, hours of service, wayside worker warning systems, infrastructure conditions requiring emergency action, and fire-life safety training.</p> <p>WMSC SME for Vehicles Manuel Lopez discussed CAPs concerning lack of procedures and practices with rail vehicle engineering, hazardous materials containment, and rail car facility design improvement.</p> <p>WMSC SME for Traction Power Tanmaya Sahoo discussed CAPs concerning gaps in processes, practices and equipment that might pose a potential hazard to the health of the traction power high voltage infrastructure on Metrorail.</p> <p>WMSC SME for Track and Structures Jemayne Walker discussed CAPs concerning gaps in processes, staffing and training that compromise the state of good repair of Metrorail track.</p>

	<p>WMSC Program Specialist Bruce Walker discussed CAPs concerning radio communications and Automatic Train Control (ATC).</p> <p>COO Sharmila Samarasinghe discussed several WMSC findings that would be initiated that would supersede FTA CAPs. The intent of this effort would be to scale the required demands of Metro to be consistent with a Metro organization that has grown and improved and reorganized itself since certain CAPs were formulated almost five years earlier. These findings concern asset tracking, collection and analysis of asset conditions, and conveyance of that information to the impacted department to initiate corrective measures to address the asset failures. Another finding concerned hours of service and sun visors in the interior of train operator cabs on the 7000-series cars.</p> <p>Finally, Dr. Mayer and Ms. Samarasinghe also discussed timeframes for future action on the CAPs presented as well as the strategy going forward for all being overseen and managed by the WMSC.</p>
<p>9.</p>	<p>Audits. WMSC SME for Track and Structure JeMayne Walker discussed how the WMSC conducts safety audits on a planned, scheduled and ongoing basis, which encompass all aspects of Metrorail operations. These audits look at functional areas, such as track maintenance and training, roadway worker protection, and procurement, which means there are multiple departments and offices that are included during each audit.</p> <p>Mr. Walker discussed several high-level elements of the audit the WMSC was carrying out concerning Metrorail track and structures.</p> <p>Mr. Walker notes that the WMSC’s staff would be finalizing a draft audit report for the WMSC’s consideration. The audit report would include findings and Metrorail would propose CAPs to address such findings.</p> <p>Dr. Mayer also discussed future audits and the WMSC would be engaged in discussing and evaluating upcoming audits and findings arising from such audits.</p>
<p>10.</p>	<p>Resolutions. Dr. Mayer explained that staff from the WMSC had recently reviewed the WMSC’s Program Standard and determined that, as originally drafted, there was some ambiguity regarding when draft final investigation reports would be due to the WMSC. Dr. Mayer presented proposed Resolution R-2019-10 that would make an interim change to the Program Standard to clarify that – unless an extension had been granted – draft final reports are due to the WMSC 60 calendar days after the date of the occurrence.</p> <p><u>ACTION:</u> A motion to adopt the resolution was made, seconded, and unanimously approved.</p>
<p>11.</p>	<p>Adjournment. The meeting was adjourned.</p>