

WASHINGTON METRORAIL SAFETY COMMISSION

Date: Tuesday, September 21, 2021

Location: This meeting was conducted remotely as a publicly-streamed video conference

MINUTES

Agenda Item #	Items
Attendance	Commissioners present: Chair Christopher Hart and Commissioners Debra Farrar-Dyke, Suhair Al Khatib, Greg Hull, and Michael Rush. Alternate Commissioner present but not voting: Robert Lauby. WMSC Staff and members of the public were also present.
1.	Call to Order. Hart. Hart called the meeting to order at 12:30 p.m. Roll call was taken by WMSC General Counsel Allison Fultz and a quorum was achieved.
2.	Safety Message. Richard David, Emergency Management Specialist/Safety Officer. David discussed National Preparedness Month and steps the public can take to prepare for emergencies.
3.	Approval of the minutes of the June 29, 2021, meeting. Farrar-Dyke. Farrar-Dyke moved a motion to approve the minutes of the August 3, 2021, public meeting. Rush seconded the motion. The minutes of the August 3, 2021, meeting were unanimously approved.
4.	Public Comments. Hart. Hart invited comments from members of the public who had joined the webinar audience. There were no public comments.
5.	Chair’s Remarks. Hart. Hart previewed the day’s meeting, noting that it would include updates on the WMSC’s ongoing safety oversight activities, consideration of final safety event investigation reports and an update on certain Corrective Action Plans (CAPs) and Audits.

<p>6.</p>	<p>CEO’s Remarks. David Mayer, WMSC Chief Executive Officer.</p> <p>Mayer noted that on August 13, the WMSC issued a finding that WMATA was not following its safety certification processes. WMATA is required to develop a corrective action plan that addresses this finding. The finding was based on extensive work over the past year, and was issued after targeted findings in specific areas in audits of areas such as Roadway Maintenance Machines and Automatic Train Control.</p> <p>Mayer said the WMSC found similar safety certification deficiencies in our ongoing work on our Traction Power Audit and in the Railcar Audit. In addition, in coordination with the WMATA Office of Inspector General and Metrorail staff, the WMSC identified that Metrorail did not follow its safety certification process for the Alexandria Rail Yard train control and signal upgrades that were activated earlier this year. This included bypassing subject matter experts who raised valid concerns about this safety process, to instead allow non-expert sign-off on the project so it could return to service when Metrorail management needed the yard back online for operational purposes.</p> <p>Mayer informed commissioners the WMSC also identified a safety concern related to the tunnel ventilation project construction on the Red Line between Cleveland Park and Woodley Park Stations when we visited the site in August as part of our ongoing Fire-Life Safety Audit. Specifically, newly-installed structural supports obstructed emergency egress paths. The WMSC directed safety changes, and Metrorail has now designed a solution that will provide a safe exit path in the event of an emergency at these locations. We are closely monitoring their implementation of that solution.</p> <p>Mayer then discussed that the WMSC is currently working on a draft report for the Emergency Management and Fire-Life Safety Audit, which we expect to complete in coming weeks to transmit to Metrorail for technical review.</p> <p>Since the prior meeting, Mayer told the commissioners, the WMSC completed and issued two important safety audits, Fitness for Duty Programs and Metrorail’s Revenue Vehicle – or Railcar – Programs.</p> <p>Mayer also told the commissioners that per their instructions, the WMSC continues to discuss Metrorail’s Roadway Worker Protection programs and internal oversight with Metrorail leadership.</p> <p>Mayer finished his remarks by informing the commissioners that John DeRenzo is a new hire on the WMSC technical team and that the organization is working on hiring a Chief Financial Officer.</p>
<p>7.</p>	<p>Consent Agenda. Safety Event Investigation reports W-0104 and W-0105 both involved individuals intentionally placing themselves in the path of a train. Rush moved the agenda and Hull seconded it. The commissioners unanimously adopted the agenda.</p>
<p>8.</p>	

	<p>Safety Event Investigations. Natalie Quiroz, Investigations Analyst; Jemayne Walker, Subject Matter Expert (SME) for Track & Structures; Bruce Walker, SME for Operations; David.</p> <p>Safety Event Investigation reports may be found at the following link: https://wmsc.gov/oversight/reports/.</p> <ol style="list-style-type: none"> 1. Safety Event Investigation Report W-0106 – Improper movement at Foggy Bottom Station, May 21, 2021. Rush moved the adoption and Al Khatib seconded it. The commissioners unanimously adopted the report. 2. Safety Event Investigation Report W-0107 & W-0108 – Improper roadway worker protection and improper vehicle movement at Tenleytown Station, April 9, 2021. Al Khatib moved the adoption and Rush seconded it. The commissioners unanimously adopted the report. 3. Safety Event Investigation Report W-0109 – Derailment of work vehicle between Foggy Bottom and Farragut West Stations, April 29, 2021. Rush moved the adoption and Hull seconded it. The commissioners unanimously adopted the report. 4. Safety Event Investigation Report W-0110 – Improper roadway worker protection between Naylor Road and Southern Avenue Stations, April 28, 2021. Hull moved the adoption and Rush seconded it. The commissioners unanimously adopted the report. 5. Safety Event Investigation Report W-0111 – Serious employee injury at Shaw/Howard University Station, April 12, 2021. Rush moved the adoption and Hull seconded it. The commissioners unanimously adopted the report. 6. Safety Event Investigation Report W-0112 – Serious customer injury between Clarendon and Court House Stations, May 8, 2021. Al Khatib moved the adoption and Farrar-Dyke seconded it. The commissioners unanimously adopted the report. 7. Safety Event Investigation Report W-0113 – Evacuation for life safety reasons, Capitol South Station, May 13, 2021. Rush moved the adoption and Farrar-Dyke seconded it. The commissioners unanimously adopted the report. 8. Safety Event Investigation Report W-0114 – Evacuation for life safety reasons at Greensboro Station, April 15, 2021. Hull moved the adoption and Al Khatib seconded it. The commissioners unanimously adopted the report.
9.	<p>Corrective Action Plans (CAPs). Sharmila Samarasinghe, Chief Operating Officer.</p> <p>Samarasinghe told commissioners that the WMSC granted Metrorail an extension September 22 to submit a CAP proposal to address the August safety certification finding. Additionally, she noted the WMSC approved ten CAP proposals related to the Automatic Train Control and Signaling Audit that was issued in the spring, with six others remain in the feedback process. Further, she noted initial CAP proposals are due at the end of this month for the Fitness for Duty Audit that we issued August 31 Railcar Audit CAP proposals are due in Mid-October.</p>
10.	<p>Audits. Davis Rajtik, Audit Manager.</p> <p>Rajtik mentioned the release to the public of the Fitness for Duty and Revenue Vehicle (or Railcar) audit reports. Additionally, he noted that the High Voltage and Traction Power Audit report was</p>

	<p>provided to WMATA for its 30-day technical review period and that the WMSC is finalizing a draft report of its Fire Life Safety and Emergency Management audit.</p>
11.	<p>Silver Line Phase 2 Status Report. Tino Sahoo, SME for Traction Power.</p> <p>Sahoo explained for the public that Phase 2 is an extension of WMATA’s Silver Line from the Phase 1 terminus at the Wiehle-Reston East Station to Ashburn, via Dulles International Airport. Phase 2 also includes a new rail yard near the airport. Sahoo told the commissioners that although the WMSC has found deficiencies in other areas of WMATA’s safety certification processes, its observations with respect to Phase 2 show WMATA is carefully applying its safety certification process for the Silver Line Phase 2 safety certification and activation effort.</p>
11.	<p>Adjournment. Hart.</p> <p>Rush moved to adjourn and Al Khatib seconded the motion. The meeting adjourned at 2:15 p.m.</p>