

WASHINGTON METRORAIL SAFETY COMMISSION

Date: Tuesday, October 26, 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 Robert Bobb, Debra Farrar-Dyke, 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 Attorney-Advisor Brackett Smith, and a quorum was achieved.
2.	Safety Message. Richard David, Emergency Management Specialist/Safety Officer. David discussed Fire Prevention Month and reminded people about the November 7 end of Daylight Saving Time.
3.	Approval of the minutes of the September 21, 2021, meeting. Farrar-Dyke. Farrar-Dyke moved a motion to approve the minutes of the September 21, 2021, public meeting. Hull seconded the motion. The minutes of the September 21, 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. Additionally, he emphasized the important role the WMSC played in the National Transportation Safety Board (NTSB) investigation into the

	<p>October 12th Metrorail derailment, and the order the WMSC issued on October 17 removing 7000 series rail cars from service.</p>
<p>6.</p>	<p>CEO’s Remarks. David Mayer, WMSC Chief Executive Officer.</p> <p>Mayer provided an update into the October 12 derailment and the NTSB-led investigation into it. Further, he mentioned that Metrorail told the WMSC and NTSB for the first time that it had first identified the safety concern of wheel gauge defects during routine inspections in 2017, prior to the WMSC’s safety oversight. Mayer noted WMATA said that there were 2-5 inspection failures in each of 2017, 2018, 2019, and 2020, and 18 inspection failures in 2021, before the derailment.</p> <p>Mayer additionally explained the WMSC’s reasoning for issuing the October 17 Order removing the 7000 series rail cars from service. He said that on October 17, WMATA had inspected about half the 7000 series rail car fleet and found several with the wheel gauge defect. Subsequently, the WMSC learned two of the rail cars were returned to service. Based on the event and other information gathered, the WMSC determined it needed to issue the Order.</p> <p>Additionally, Mayer previewed the safety investigation reports considered at the meeting. He also mentioned that Metrorail’s Agency Safety Plan is undergoing its required annual review, and that WMSC staff have provided detailed feedback to Metrorail regarding their proposed revisions for this year. Next, Mayer mentioned that the draft WMSC budget proposal for Fiscal Year 2023–starting in July 2022–is proceeding in accordance with the jurisdictional funding agreement. Last, Mayer informed the commissioners that Kyle Ange had been hired as Chief Financial Officer and Tiffany Minor had been hired and started as Communications Specialist.</p>
<p>7.</p>	<p>Consent Agenda. Safety Event Investigation reports W-115 involved an individual intentionally entering the roadway. Rush moved the adoption of the consent agenda and Hull seconded it. The commissioners unanimously adopted the consent agenda.</p>
<p>8.</p>	<p>Safety Event Investigations. Adam Quigley, Investigation Program Manager; 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-0116 – Runaway train and customer evacuations, Rhode Island Ave Station, March 26, 2021. Hull moved the adoption and Rush seconded it. The commissioners unanimously adopted the report. 2. Safety Event Investigation Report W-0117 – Improper roadway worker protection, near Farragut North and Farragut West stations, June 5, 2021. Bobb moved the adoption and Farrar-Dyke seconded it. The commissioners unanimously adopted the report. 3. Safety Event Investigation Report W-0118 – Near-miss and red signal overrun, West Falls Church Rail Yard, February 1, 2021. Rush moved the adoption and Hull seconded it. The commissioners unanimously adopted the report.

	<ol style="list-style-type: none"> 4. Safety Event Investigation Report W-0119 – Train doors opened on the side opposite from the platform, Rhode Island Ave Station, June 11, 2021. Bobb moved the adoption and Rush seconded it. The commissioners unanimously adopted the report. 5. Safety Event Investigation Report W-0120 – Improper door operation, Glenmont Station, June 4, 2021. Rush moved the adoption and Hull seconded it. The commissioners unanimously adopted the report. 6. Safety Event Investigation Report W-0121 – Improper emergency response, Union Station, June 23, 2021. Rush moved the adoption and Bobb seconded it. The commissioners unanimously adopted the report. 7. Safety Event Investigation Report W-0122 – Improper roadway worker protection, near Grosvenor-Strathmore Station, June 23, 2021. Rush moved the adoption and Hull seconded it. The commissioners unanimously adopted the report. 8. Safety Event Investigation Report W-0123 – Improper roadway worker protection, near Reagan National Airport Station, June 21, 2021. Rush moved the adoption and Farrar-Dyke seconded it. The commissioners unanimously adopted the report. 9. Safety Event Investigation Report W-0124 – Evacuation for life safety reasons, Federal Center Southwest Station, June 25, 2021. Hull moved the adoption and Rush seconded it. The commissioners unanimously adopted the report. 10. Safety Event Investigation Report W-0125 – Movement of a Roadway Maintenance Machine beyond the specified working limits, between Woodley Park and Cleveland Park stations, June 21, 2021. Rush moved the adoption and Hull seconded it. The commissioners unanimously adopted the report.
<p>9.</p>	<p>Corrective Action Plans (CAPs). Sharmila Samarasinghe, Chief Operating Officer.</p> <p>Samarasinghe said the WMSC completed its review of Metrorail’s revised corrective action plan proposal to address the Safety Certification finding the WMSC issued on August 13. The WMSC transmitted its feedback to WMATA in accordance with the Program Standard. With respect to CAP C-0037, Samarasinghe said Metrorail’s corrective action plan related to power restoration processes, Metrorail is further revising a new Power Desk procedure in response to concerns expressed to the WMSC by frontline personnel. This CAP was developed in response to the WMSC’s finding in May 2020 that third rail power restoration is routinely rushed by ROCC management. She noted the WMSC has provided feedback to WMATA on its initial corrective action plan proposals related to the Fitness for Duty Audit. The WMSC has now approved for implementation all of Metrorail’s CAP proposals related to the Automatic Train Control and Signaling Audit and is in the process of reviewing Metrorail’s initial corrective action plan proposals for the findings from the Railcar Audit issued in September.</p>
<p>10.</p>	<p>Audits. Davis Rajtik, Audit Manager.</p> <p>Rajtik said WMATA is conducting a technical review of the WMSC’s draft High Voltage and Traction Power Audit Report. The WMSC is finalizing its review of the specific comments and supporting documentation and expects to issue a final report days after the meeting. Additionally, the WMSC expects to transmit a draft of its Emergency Management and Fire-Life Safety Audit Report to WMATA in coming weeks.</p>

<p>11.</p>	<p>Silver Line Phase 2 Status Report. Samarasinghe.</p> <p>Samarasinghe told the commissioners that the Metropolitan Washington Airports Authority (MWAA) and its contractors are nearing “substantial completion” of Phase II, but that the WMSC does not have a role in making the determination. Following substantial completion, additional testing is required before Metrorail determines that the line has reached operational readiness.</p> <p>Metrorail and the MWAA performed train-control tie-in work between Phase 1, which runs to Wiehle-Reston East, and Phase 2, which will run from Wiehle-Reston East to Dulles Airport and Ashburn stations. The Temporary Use Notice associated with this work was provided to the WMSC as required by the Program Standard.</p> <p>The WMSC will complete Part 1 of its Pre-Revenue Service Review, related to construction, once additional tests are completed and outstanding construction-related issues are resolved in closeout contracts and punch list work.</p> <p>The WMSC is tracking approximately 20 open items at this point in our Pre-Revenue Service Review Part 1, out of more than 100 items that that the WMSC has tracked over the course of this process.</p>
<p>12.</p>	<p>Resolutions. Hart.</p> <p>Resolutions may be found at the following link: https://wmsc.gov/library/policies-resolutions/.</p> <ol style="list-style-type: none"> 1. Resolution R-2021-10, Draft FY23 SSOA Work Program and Budget Submittal. Rush moved the adoption and Hull seconded it. The commissioners unanimously adopted the resolution. 2. Resolution R-2021-11, Authorizing CEO to Award SSOA Support Services RFP. Hull moved the adoption and Rush seconded it. The commissioners unanimously adopted the resolution.
<p>13.</p>	<p>Adjournment. Hart.</p> <p>Rush moved to adjourn and Hull seconded the motion. The meeting adjourned at 2:37 p.m.</p>