

WASHINGTON METRORAIL SAFETY COMMISSION

Date: Tuesday, January 25, 2022

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

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MINUTES

Agenda Item #	Items
<b>Attendance</b>	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
1.	<b>Call to Order.</b> Hart.  Hart called the meeting to order at 12:30 p.m. Roll call was taken by WMSC Counsel Charles Spitulnik, and a quorum was achieved.
2.	<b>Safety Message.</b> Richard David, Emergency Management Specialist/Safety Officer.  David noted that booster shots and wearing high quality masks were the best way to protect oneself from COVID-19.
3.	<b>Approval of the minutes of the December 7, 2021, meeting.</b> Farrar-Dyke.  Farrar-Dyke moved a motion to approve the minutes of the December 7, 2021, public meeting. Al Khatib seconded the motion. The minutes of the December 7, 2021, meeting were unanimously approved.
4.	<b>Public Comments.</b> Hart.  Hart invited comments from members of the public who had joined the webinar audience. There were no public comments.
5.	<b>Chair’s Remarks.</b> Hart.  Hart previewed the day’s meeting, noting it would cover the WMSC’s ongoing safety oversight activities, consideration of final safety event investigation reports. He mentioned the WMSC continued to work with the National Transportation Safety Board on its investigation into the

	<p>October 12 derailment and is continuing to work with Metrorail on returning 7000 Series railcars to passenger service.</p>
6.	<p><b>CEO’s Remarks.</b> David Mayer, WMSC Chief Executive Officer.</p> <p>Mayer reiterated that the WMSC continues to work with the National Transportation Safety Board on its investigation into the October 12 derailment and is continuing to work with Metrorail on returning 7000 Series railcars to passenger service. He also highlighted WMSC work in other areas, including inspecting the Metro Center Station to follow up on previously identified fire life safety issues and preparing to the Preparedness and Fire and Life Safety Audit, Rail Operations Audit, and our Station Maintenance, Elevators and Escalators Audit. Finally, Mayer noted that the WMSC received its final audit report from the Federal Transit Administration, and that he would be testifying before Congress and the Maryland House of Delegates in February.</p>
7.	<p><b>7000 Series Railcar Update.</b> Sharmila Samarasinghe, WMSC Chief Operating Officer.</p> <p>Samarasinghe updated the commissioners on the WMSC’s determination on December 14 that it had no technical objections to Metrorail’s return to service plan. She described the discrepancies between that plan and five cars returned to service that did not meet Metrorail’s requirements in its plan. She then detailed the WMATA’s decision to again remove all 7000 Series railcars from service and the WMSC’s follow-up order keeping the cars out of service until it determined it had no technical objections to an updated return to service plan.</p> <p>Following this update, Commissioner Rush disclosed that his employer, the American Association of Railroads, has a subsidiary TTCI, Inc., that is consulting with Metrorail on the 7000 Series railcars, but he said he has not had any involvement in TTCI’s work on the issue.</p>
8.	<p><b>Audits.</b> Davis Rajtik, Audit Manager.</p> <p>Rajtik said Metrorail was expected to provide comments on the WMSC’s draft of the Emergency Preparedness and Fire &amp; Life Safety Audit Report the following week; that the Rail Operations Audit would soon be transmitted to Metrorail for comment; and that the Station Maintenance, Elevator and Escalator Audit team is conducting final document review and analysis; and that the WMSC’s next audit would relate to Metrorail communication systems.</p>
9.	<p><b>Corrective Action Plans (CAPs).</b> Samarasinghe; Adam Quigley, Investigation Program Manager</p> <p>Samarasinghe began by updating commissioners CAPs that are a result of WMSC findings issued in audits or other circumstances. Quigley provided an on other corrective actions that the WMSC tracks separately that have been initiated due to the results of safety event investigations. Notably, the WMSC approved 11 of 15 Metrorail proposed CAPs for both the Fitness for Duty and Railcar audits. The WMSC approved for implementation seven of 12 CAPs proposed by Metrorail to address findings and recommendations from the Traction Power Audit.</p>

	<p>Quigley noted that Metrorail’s completed actions include the Safety Department’s initial review of its rulebook, the MSRPH, to identify opportunities for improvement, and the longer-term work to rewrite that rulebook and to rewrite its roadway worker protection procedures.</p>
<p>10.</p>	<p><b>Silver Line Phase 2 Status Report.</b> Tino Sahoo, Subject Matter Expert, Traction Power.</p> <p>Sahoo said Metrorail and the Metropolitan Washington Airports Authority (MWAA) have completed simulated service demonstrations on the mainline tracks. The results of this testing are under review. The rail yard is still undergoing systems performance demonstrations and yard train control testing. MWAA is also working on completing necessary work and receiving certificates of occupancy for the stations and facilities. He also described the Pre-Revenue Service Review steps to commissioners and noted that the WMSC’s will need to issue a concurrence with Metrorail’s Safety and Security Certification Verification Report.</p>
<p>11.</p>	<p><b>Safety Event Investigations.</b> Natalie Quiroz, Investigations Analyst; Quigley.</p> <p>Safety Event Investigation reports may be found at the following link:  <a href="https://wmsc.gov/oversight/reports/">https://wmsc.gov/oversight/reports/</a>.</p> <ol style="list-style-type: none"> <li>1. <b>Safety Event Investigation Report W-0140</b> – Red signal overrun at Twinbrook Station on September 28, 2021.</li> <li>2. <b>Safety Event Investigation Report W-0141</b> – Improper Roadway Worker Protection near Twinbrook Station September 9, 2021.</li> <li>3. <b>Safety Event Investigation Report W-0142</b> – Improper Roadway Worker Protection near Court House, Rosslyn stations September 21, 2021.</li> <li>4. <b>Safety Event Investigation Report W-0143</b> – Evacuation for Life Safety Reasons of Capitol South Station October 4, 2021.</li> <li>5. <b>Safety Event Investigation Report W-0144</b> – Evacuation for Life Safety Reasons of Forest Glen Station September 12, 2021.</li> <li>6. <b>Safety Event Investigation Report W-0145</b> – Improper Vehicle Movement at Medical Center Station September 28, 2021.</li> </ol> <p>Rush moved the adoption of the six reports and Hull seconded the motion. The commissioners unanimously approved the adoption of the reports.</p>
<p>12.</p>	<p><b>Adjournment.</b> Hart.</p> <p>Farrar-Dyke moved to adjourn and Rush seconded the motion. The meeting adjourned at 1:55 p.m.</p>