

**WASHINGTON METRORAIL SAFETY COMMISSION**

**Date:** Tuesday, April 12, 2022

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

These minutes serve as a guide to the video recording of the meeting available at <https://www.youtube.com/channel/UCD83x5v8otggpuP5aYtC2Amg>. Commissioner questions and comments are fully captured in the video recording.

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**MINUTES**

<b>Agenda Item #</b>	<b>Items</b>
<b>Attendance</b>	Commissioners present: Chair Christopher Hart and Commissioners Robert Bobb, Debra Farrar-Dyke, Suhair Al Khatib, Greg Hull, and 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 Brackett Smith, and a quorum was achieved.
2.	<b>Safety Message.</b> Richard David, Emergency Management Specialist/Safety Officer.  David discussed the HALT concept for thinking about your safety before you go out or get to work: Hungry, Angry, Lonely, Tired.
3.	<b>Approval of the minutes of the March 8, 2022, Public Meeting.</b> Farrar-Dyke.  Farrar-Dyke moved a motion to approve the minutes of the January 25, 2022, Public Meeting. Lauby seconded the motion. The minutes of the March 8, 2022, Public Meeting were unanimously approved, with Bobb not voting.
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.

	<p>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 October 12 derailment and is continuing to work with Metrorail on returning 7000 Series railcars to passenger service.</p>
<p>6.</p>	<p><b>CEO’s Remarks.</b> David Mayer, WMSC Chief Executive Officer.</p> <p>Mayer noted that WMATA provided a draft procedure on March 29 related to planned back-to-back inspections of 7000-series railcars to be conducted in shop facilities using a digital measurement gauge. He said the WMSC reviewed this procedure and provided feedback and comments on April 1. Metrorail provided responses to some of the WMSC’s questions last week that our team asked further follow ups on, and we are continuing these discussions. He also provided a general update into the WMSC’s recent activities, including work relating to the October 12 derailment and subsequent removal from service of 7000-series railcars, Silver Line Phase 2, inspections, investigations, and audits.</p>
<p>7.</p>	<p><b>7000 Series Railcar Update.</b> Sharmila Samarasinghe, WMSC Chief Operating Officer.</p> <p>Samarasinghe’s update included mention of WMATA’s March 24 letter to commissioners and the WMSC’s response regarding the return of 7000-series railcars to passenger service. She also discussed WMATA recently providing a procedure including revised approval requirements and software controls that are meant to address issues such as the at least two recent instances where 7000 Series cars were moved on the mainline despite not meeting Metrorail’s safety requirements for these out-of-service moves. Regarding WMATA’s future return to service plan, it reiterated its general plans to move toward digital gauge measurement of back-to-back wheel gauge, and to work toward installation of new wayside inspection systems that may provide an additional layer of protection. Metrorail has not submitted any such plan for WMSC acceptance as of the meeting.</p>
<p>8.</p>	<p><b>Audits.</b> Davis Rajtik, Audit Manager.</p> <p>Rajtik said the WMSC released its Rail Operations Audit Report to Metrorail. That audit addressed the tasks carried out by, and training for, personnel such as train operators, interlocking operators, station managers, rail quality control officers, and rail supervisors. In it, the WMSC issued 14 findings requiring Metrorail to develop corrective action plans, and 3 recommendations that Metrorail must address. Metrorail has until May 9th to provide the required corrective action plan proposals.</p> <p>Next, Rajtik said the WMSC is preparing to transmit a draft audit report regarding station maintenance, elevator and escalator audit to Metrorail for technical review. Last, Rajtik discussed the final audit of this three-year cycle relating to Metrorail’s communications systems practices – programs related to voice or data transmission systems and related equipment—for example, radio and public address systems. The WMSC completed on-site work for this audit in March, and are completing follow-up document review and internal coordination.</p>

<p>9.</p>	<p><b>Corrective Action Plans (CAPs).</b> Rajtik.</p> <p>Rajtik noted that recently closed CAPs include C-0054 to address the 2020 ROCC Audit’s finding that a repeated failure to address safety issues contributed to a culture in the ROCC where frontline workers no longer saw any value in reporting and recording problems. The WMSC also recently closed CAP C-0085, which addressed a finding from the Roadway Maintenance Machine Audit that Metrorail was not following safety certification or safety approval process requirements for modifications to existing RMMs.</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) are progressing toward Metrorail declaring an Operational Readiness Date. Metrorail will then take provisional care, custody and control of the line. Metrorail has not set a specific timeline for that at this point. The WMSC plays no role in determining the Operational Readiness Date. The WMSC is tracking approximately 15 open items at this point in our Pre-Revenue Service Review Part 1, out of more than 100 items that that we have tracked over the course of this process. All of the items have agreed upon paths forward to be completed. Metrorail and the Airports Authority may complete some of these items after Metrorail declares the operational readiness date. The WMSC will continue to close these items when the work is completed.</p>
<p>11.</p>	<p><b>Safety Event Investigations.</b> Natalie Quiroz, Investigations Analyst; Jemayne Walker, Subject Matter Expert (SME) for Track &amp; Structures; Bruce Walker, SME for Operations; Richard David, Emergency Management Specialist/Safety Officer.</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-0156</b> – Serious injury at Navy Yard Station on December 4, 2021.</li> <li>2. <b>Safety Event Investigation Report W-0157</b> – Serious injury at Shady Grove Station on December 1, 2021.</li> <li>3. <b>Safety Event Investigation Report W-0158</b> – Fire and fatality near Franconia-Springfield Station in the overnight hours of December 17th into December 18th, 2021.</li> <li>4. <b>Safety Event Investigation Report W-0159</b> – Evacuation for life safety reasons of Huntington Station, December 6, 2021 (patron appearing to light object).</li> <li>5. <b>Safety Event Investigation Report W-0160</b> – Evacuation for life safety reasons of Crystal City Station, December 25, 2021 (bomb threat).</li> </ol> <p>Hull moved the adoption of the five reports and Bobb seconded the motion. The commissioners unanimously approved the adoption of the reports.</p>
<p>12.</p>	<p><b>Adjournment.</b> Hart adjourned the meeting at 1:45 p.m.</p>

