

WASHINGTON METRORAIL SAFETY COMMISSION

Date: Tuesday, March 8, 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/UCD83x5v8otggUP5aYtC2Amg>. Please refer to the parentheticals to see the time on the recording when specific items are discussed. Commissioner questions and comments are fully captured in the video recording.

MINUTES

| Agenda Item # | Items |
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| Attendance | Commissioners present: Chair Christopher Hart and Commissioners Robert Bobb, Debra Farrar-Dyke, Suhair Al Khatib, Greg Hull, and Michael Rush. Alternate Commissioner present but not voting: Robert Lauby. |
| 1. | Call to Order. Hart. (Time on video recording: 20:08) 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. | Safety Message. Richard David, Emergency Management Specialist/Safety Officer. (20:42) David discussed safe practices for accessing the Metrorail station platforms via elevator or escalator. |
| 3. | Approval of the minutes of the January 25, 2022, Public Meeting. Farrar-Dyke. (22:41) Farrar-Dyke moved a motion to approve the minutes of the January 25, 2022, Public Meeting. Hull seconded the motion. The minutes of the January 25, 2022, Public Meeting were unanimously approved, with Bobb not voting. |
| 4. | Public Comments. Hart. (22:32) Hart invited comments from members of the public who had joined the webinar audience. There were no public comments. |

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| 5. | <p>Chair's Remarks. Hart. (23:22)</p> <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> |
| 6. | <p>CEO's Remarks. David Mayer, WMSC Chief Executive Officer. (24:31)</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 verifying that Metrorail has implemented worker protection features as part of the control board in the the Alexandria Yard Tower, an issue that was discovered during the work on the Rail Operations Audit. Mayer also noted the WMSC issued its final report on Metrorail's Emergency Management and Fire and Life Safety Programs. This audit identified some improvements since 2015, including markedly improved training and system familiarization for local first responders. The report also identified 14 findings—areas where Metrorail is not meeting its documented commitments as specified in its Agency Safety Plan, its written procedures, and other requirements. Mayer discussed the WMSC's positive interactions with the Federal Transit Administration regarding its audit of the WMSC, and recapped that in February, he testified before Congress, the Maryland House of Delegates, and the Council of the District of Columbia on the safety of the 7000 Series railcars. Last, he welcomed Ashley Rhodes to the staff as a Program Coordination Specialist.</p> |
| 7. | <p>7000 Series Railcar Update. Sharmila Samarasinghe, WMSC Chief Operating Officer. (30:32)</p> <p>Samarasinghe noted the WMSC continued its active oversight work, including observations of measurement and inspection work in various facilities, data reviews, and frequent meetings. As an example, the WMSC observed another demonstration of Metrorail's new digital dial gauge tool. It also observed Metrorail's initial site assessment work for automated wayside inspection systems it may also use in the future. She said the WMSC has frequent interactions with Metrorail and open lines of communication with Metrorail and the parties to the NTSB investigation for any questions or discussions. It continues to independently review of data and other documentation. Commissioner Hull asked if the dial gauge tool had the potential for effectiveness, and Samarasinghe described the WMSC as still working on determining the effectiveness.</p> |
| 8. | <p>Audits. Davis Rajtik, Audit Manager. (35:09)</p> <p>Rajtik said the WMSC released its Emergency Preparedness and Fire & Life Safety Audit Report on February 22. He said that though the audit showed improvements made by Metrorail since the 2015 L'Enfant Plaza smoke incident, the audit also demonstrated that there are many critical areas where safety improvements are required for Metrorail to meet its own written requirements, to</p> |

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| | <p>provide adequate procedures or requirements, and to ensure adequate training, coordination and supervision.</p> <p>Rajtik also noted that in February, the WMSC transmitted its draft 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. Next, Rajtik said the WMSC is beginning work on an audit that will examine Metrorail's communications systems – programs related to voice or data transmission systems and related equipment—for example, radio and public address systems. He said this audit will finish the current triennial audit cycle, and that the WMSC provided the initial new triennial audit schedule to Metrorail on January 13. Upon a question from Commissioner Hull regarding whether the audit schedule is shared with the Federal Transit Administration, Samarasinghe noted that the WMSC is required to report its audits to the FTA on an annual basis. Alternate Commissioner Lauby asked about the ability to change the schedule if needed, and Mayer said the WMSC has the ability to change the schedule.</p> |
| 9. | <p>Corrective Action Plans (CAPs). Rajtik. (43:38)</p> <p>Rajtik noted that the WMSC approved for implementation the remaining CAP proposals to address findings and recommendations in the Fitness for Duty, Traction Power, and Railcar audits that we issued in 2021. He noted that CAPs that the WMSC recently closed based on documentation that Metrorail has implemented the CAP include those related to Metrorail's implementation of a hearing conservation program, improvements to ensure that track defects identified by the Track Geometry Vehicle are addressed, and significant initial training improvements for new rail controllers. Other recent CAP closures include improved interdepartmental communication of track and structures issues, and documentation of engineering inspections of Metrorail structures.</p> <p>Rajtik also discussed other corrective actions – including Recommended Corrective Actions that Metrorail commits to as a result of safety event investigations. For example, the WMSC's oversight identified in January that Metrorail was past due on a critical safety protection to remove internet video streaming access from Terminal Supervisors' computers. Terminal Supervisors perform duties similar to a Rail Traffic Controller for the area near and end-of-line station. WMSC investigations and oversight had identified examples of distraction. The WMSC's follow-up on this issue led to Metrorail furthering work to remove this internet access and improve safety. This has included deployment of these restrictions on the first test machines to check for any unintended impacts. The WMSC continues close oversight of this work, to ensure that Metrorail departments are openly cooperating to achieve safety improvements.</p> |
| 10. | <p>Silver Line Phase 2 Status Report. Tino Sahoo, Subject Matter Expert, Traction Power. (54:42)</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. He explained that the WMSC is tracking approximately 16 open items at this point in our Pre-Revenue Service Review (PRSR) 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</p> |

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| | <p>completed. Part 2 of the WMSC's PRSR will cover Metrorail's testing and preparedness to operate and maintain the line. Sahoo further explained that Metrorail will prepare a Safety and Security Certification Verification Report. The Safety and Security Certification Verification Report is Metrorail's documentation that it has identified and appropriately mitigated known hazards, and that the project has followed other aspects of the design, construction and implementation process. The WMSC and WMATA expect to share draft documents related to the PRSR and SSCVR on an ongoing basis as part of our already ongoing open communication regarding any identified issues. The WMSC's concurrence is required before the line may open for passenger service.</p> |
| 11. | <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 (58:33)</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"> Safety Event Investigation Report W-0146 – Train Passed Personnel at Excessive Speed on Red Line November 17, 2021. Safety Event Investigation Report W-0147 – Evacuation for Life Safety Reasons on Yellow & Green Line October 22, 2021. Safety Event Investigation Report W-0148 – Derailment near Deanwood Station October 1, 2021. Safety Event Investigation Report W-0149 – Collision in Shady Grove Rail Yard November 15, 2021. Safety Event Investigation Report W-0150 – Collision, Evacuation on Blue, Orange and Silver Line tracks November 14, 2021. Safety Event Investigation Report W-0151 – Improper Movement, Red Signal Overrun in Alexandria Rail Yard October 19, 2021. Safety Event Investigation Report W-0152 – Collision in Greenbelt Rail Yard November 16, 2021. Safety Event Investigation Report W-0153 – Improper Movement near Twinbrook Station November 4, 2021. Safety Event Investigation Report W-0154 – Evacuation for Life-Safety Reasons at Dunn Loring Station November 25, 2021. Safety Event Investigation Report W-0155 – Evacuation for Life-Safety Reasons of Pentagon Station September 7, 2021. <p>Hull moved the adoption of the six reports and Farrar-Dyke seconded the motion. The commissioners unanimously approved the adoption of the reports.</p> |
| | <p>Election of Officers to Biennial Term. Hart. (2:01:31)</p> <p>Bobb moved for the nomination of Hart as Chair, Hull as Vice Chair, and Farrar-Dyke as Secretary/Treasurer. Farrar-Dyke seconded the motion. The commissioner unanimously approved the election of the officers to a new biennial term to begin March 27, 2022.</p> |

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| 12. | <p>Adjournment. Hart. (2:03:40)</p> <p>Hull moved to adjourn and Farrar-Dyke seconded the motion. The meeting adjourned at 2:14 p.m.</p> |
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