

**WASHINGTON METRORAIL SAFETY COMMISSION**

**Date:** Tuesday, June 28, 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/watch?v=Oq8KJWoF\\_bk](https://www.youtube.com/watch?v=Oq8KJWoF_bk). 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, and Michael Rush, and Robert Lauby. Commissioners Suhair Al Khatib and Greg Hull were absent.
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 provided tips for handling fireworks during Independence Day celebrations.
3.	<b>Approval of the minutes of the April 12, 2022, Public Meeting.</b> Farrar-Dyke.  Farrar-Dyke moved a motion to approve the minutes of the May 24, 2022, Public Meeting. Bobb seconded the motion. The minutes of the May 24, 2022, Public 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.

	<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 and the WMSC’s role in the opening of Phase II of the Silver Line.</p>
6.	<p><b>CEO’s Remarks.</b> David Mayer, WMSC Chief Executive Officer.</p> <p>Mayer opened by discussing WMATA’s declaration of operational readiness for Phase II of the Silver Line and previewed what that means for the WMSC in the coming months. He provided an update on returning the 7000 Series railcars to service. Last, he informed the commissioners that all train operators' certifications and refresher training will be current by the first of October 2022. Bruce Walker, SME for Operations, also provided the commissioners with the WMSC’s observations of the certification and refresher process, and Adam Quigley, Investigations Manager, informed commissioners how the WMSC is verifying the certifications.</p>
7.	<p><b>7000 Series Railcar Update.</b> Sharmila Samarasinghe, WMSC Chief Operating Officer.</p> <p>Samarasinghe’s update discussed Metrorail’s Return to Service plan for its 7000-Series railcars. She told the commissioners that on June 24, Metrorail submitted an initial draft of its Phase 2 Return to Service Plan, which includes the use of the Automated Wayside Inspection Systems, to the WMSC. She said the WMSC will require Metrorail to demonstrate that the AWIS is reliable, that the measurement data is as valid as data gathered through manual back-to-back inspections, and that the AWIS is safety certified.</p>
8.	<p><b>Audits.</b> Ashley Rhodes, Program Coordination Specialist.</p> <p>Rhodes noted the final audit of the three-year cycle relates to Metrorail’s communications systems practices, and that the WMSC had prepared a draft audit report for Metrorail’s technical review. She also noted that the next audit cycle will begin with an audit of Metrorail’s programs related to track maintenance and related infrastructure.</p>
9.	<p><b>Corrective Action Plans (CAPs).</b> Rhodes.</p> <p>Rhodes discussed the closure of five CAPs since the May 24 meeting:</p> <ul style="list-style-type: none"> <li>• TOC-COL-015-003-A was aimed at railing systems in shops and other facilities with swing gates that could swing into the dynamic envelope of a rail car.</li> <li>• C-0074 addressed finding four of the elevated structures audit, which found that a new structural inspection manual was made effective without any associated training for employees responsible for implementing it.</li> <li>• C-0075 and C-0078 were also products of the elevated structures audit. C-0075 addressed outdated and conflicting references in Structural Inspection Training documents including manuals, SOPs, and training material.</li> </ul>

	<ul style="list-style-type: none"> <li>• C-0117 addressed the lack of software standards found in the Automatic Train Control audit by updating manuals and clarifying ATC software requirements.</li> </ul>
10.	<p><b>Silver Line Phase 2 Status Report.</b> Tino Sahoo, Subject Matter Expert, Traction Power.</p> <p>Sahoo reiterated that Metrorail and the Metropolitan Washington Airports Authority (MWAA) had declared operational readiness. Metrorail now takes provisional care, custody, and control of the line. The WMSC played no role in determining the Operational Readiness Date. The WMSC is tracking approximately 21 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. The WMSC will continue to close these items when the work is completed.</p>
11.	<p><b>Consent Agenda.</b> Safety Event Investigation Report W-0173 – Serious Injury at L’Enfant Plaza Station at L’Enfant Plaza Station February 21, 2022. The incident resulted from a person intentionally placing themselves in the path of a train. This is considered an “accident” under the WMSC Program Standard and federal regulations. Hart moved the consent agenda, and Lauby seconded the motion. The motion passed unanimously.</p>
12.	<p><b>Safety Event Investigations.</b> Adam Quigley, Investigations Manager; Natalie Quiroz, Investigations Analyst; Jemayne Walker, Subject Matter Expert (SME) for Track &amp; Structures; Bruce Walker, SME for Operations.</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-0168</b> – Collision at Fort Totten Station, February 25, 2022.</li> <li>2. <b>Safety Event Investigation Report W-0169</b> – Serious Injury at Potomac Yard Station, March 2, 2022.</li> <li>3. <b>Safety Event Investigation Report W-0170</b> – Serious Injury at L’Enfant Plaza Station, February 26, 2022.</li> <li>4. <b>Safety Event Investigation Report W-0171</b> – Improper Roadway Worker Protection at Rosslyn Station, February 15, 2022.</li> <li>5. <b>Safety Event Investigation Report W-0172</b>– Improper Roadway Worker, Protection at Shaw-Howard U Station February 17, 2022.</li> </ol> <p>Rush moved the adoption of the five reports and Lauby seconded the motion. The motion passed unanimously.</p>
13.	<p><b>Resolutions and Reports.</b> Hart.</p>

	<p>The commissioners considered the annual WMSC Program Standard update required by the WMSC Interstate Compact and federal regulations. Rush moved the adoption of the Program Standard and Lauby seconded the motion. The motion passed unanimously.</p>
14.	<p><b>Adjournment and Executive Session.</b> The Commissioners voted to enter Executive Session pursuant to 5 USC 552b(c)(2), to address issues relating solely to internal personnel practices of the agency. Hart moved for the Executive Session and Rush seconded the motion. The motion passed unanimously.</p> <p>Hart adjourned the public portion of the meeting at 1:41 p.m.</p>