

WASHINGTON METRORAIL SAFETY COMMISSION

Date: Tuesday, September 20, 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. Commissioner questions and comments are fully captured in the video recording.

MINUTES

Agenda Item #	Items
Attendance	Commissioners present: Chair Christopher Hart and Commissioners Debra Farrar-Dyke, Suhair Al Khatib, Greg Hull, and Michael Rush. Alternate Commissioner Robert Lauby was present but did not vote.
1.	Call to Order. Hart. Hart called the meeting to order at 12:34 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. David spoke about September being Emergency Preparedness Month and reminded listeners of the “3 Ps,” “Plan, Prepare and Practice.”
3.	Approval of the minutes of the August 9, 2022, Public Meeting. Farrar-Dyke. Farrar-Dyke moved a motion to approve the minutes of the August 9, 2022, Public Meeting. Hull seconded the motion. The minutes of the August 9, 2022, Public 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.

	<p>Hart previewed the day’s meeting, noting it would cover the WMSC’s ongoing safety oversight activities and consideration of final safety event investigation reports. He mentioned the WMSC 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. He also noted commissioners would be voting on the WMSC’s updated Disadvantaged Business Enterprise Plan.</p>
6.	<p>CEO’s Remarks. David Mayer, WMSC Chief Executive Officer.</p> <p>Mayer noted that on September 2, 2022, the WMSC issued no technical objections to Metrorail’s revised Return to Service plan and covered some of the mitigations included in the plan. Additionally, Mayer spoke positively about a recent development that Metrorail has chartered a multi-disciplinary vehicle and track working group. He noted the group has a formal charter and has begun meeting. Later, Mayer spoke about a July 30 Red Line smoke event due to electrical arcing from cables on the tunnel wall, which was identified by a smoke alarm between Dupont Circle and Woodley Park Stations. Mayer also updated the commissioners on train operator certifications, a corrective action plan related to automatic train control, and the WMSC’s anticipated vote on WMATA’s updated PTASP.</p>
7.	<p>7000 Series Railcar Update. Sharmila Samarasinghe, WMSC Chief Operating Officer.</p> <p>Samarasinghe’s update discussed Metrorail’s Return to Service (“RTS”) plan for its 7000-Series railcars. She told the commissioners that Metrorail is two weeks into the implementation of the update RTS plan it submitted to the WMSC on September 2, 2022. She noted the mitigations in the revised plan reflect currently known data including that wheels have migrated on dozens of 7000 Series axles since 2017. This includes measurements on more than 30 cars that were re-confirmed using the current inspection procedure. Other known data includes that the trains in use in June, July and August were selected from a specific pool of cars and operated primarily on the Yellow and Green Lines. Metrorail did not detect wheel migration failures on those cars. She noted available information continues to suggest there are multiple contributing factors to the wheel migration on 7000 Series cars, including factors that could differ across similar elements of the Metrorail system. Samarasinghe covered the safety requirements of Metrorail’s current return to service plan and noted specifically that it did not include the use of automated wayside inspection systems.</p>
8.	<p>Audits. Ashley Rhodes, Program Coordination Specialist.</p> <p>Rhodes noted the final audit of the three-year cycle relates to Metrorail’s communications systems practices – programs related to voice or data transmission systems and related equipment such as radio and public address systems. The WMSC transmitted the draft report to Metrorail in August for technical review and is now considering Metrorail’s comments in response to that draft report. The WMSC expects to issue the final report soon.</p>
9.	<p>Corrective Action Plans (CAPs). Ashley Rhodes, Program Coordination Specialist.</p>

	<p>Rhodes noted Metrorail currently has 133 open CAPs. Regarding current CAP proposal statuses, she noted that off the 18 CAPs to address findings and recommendations from the Rail Operations Audit, the WMSC has approved all 18 of Metrorail’s proposals. Additionally, 11 of Metrorail’s 13 proposed Station, Elevator and Escalator Audit CAPs have been approved. In addition, the WMSC has approved Metrorail’s revised CAP proposal to address the requirements of our order on Metrorail’s improper power restoration that we issued in May. Regarding the order the WMSC issued August 4 regarding Automatic Train Control room inspection, maintenance and cleaning, Metrorail requested and the WMSC granted a two-week extension to submit the required corrective action plan proposal. Metrorail assigned a Vice President on August 25th to lead development of this CAP proposal.</p>
<p>10.</p>	<p>Silver Line Phase 2 Status Report. Tino Sahoo, Subject Matter Expert, Traction Power.</p> <p>Sahoo said the WMSC is tracking approximately 17 open items currently, 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. Sahoo additionally mentioned that Metrorail expects to begin simulated service next month to provide further testing and training. The WMSC’s oversight work will serve as a basis for concurrence with Metrorail’s Safety Certification process.</p>
<p>11.</p>	<p>Safety Event Investigations. Jemayne Walker, Subject Matter Expert (SME) for Track & Structures; Natalie Quiroz, Investigations Analyst; Adam Quigley, Investigations Manager.</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-0179 – Collision at Forest Glen May 7, 2022. 2. Safety Event Investigation Report W-0180 – Improper Door Operation Stadium-Armory May 6, 2022. 3. Safety Event Investigation Report W-0181 – Improper Door Operation at Judiciary Square May 17, 2022. 4. Safety Event Investigation Report W-0182 – Improper Roadway Worker Protection near Metro Center Station May 3, 2022. 5. Safety Event Investigation Report W-0183 – Evaluation for Life Safety Reasons at Franconia-Springfield Station May 17, 2022. <p>Rush moved the adoption of the five reports and Farrar-Dyke seconded the motion. The motion passed unanimously, with Lauby voting in place of fellow Virginian Hull, who was unavailable to vote.</p>
<p>12.</p>	<p>Resolution. Hart; Farrar-Dyke.</p> <p>The commissioners considered an update to the WMSC’s Disadvantaged Business Enterprise (“DBE”) goals. For Fiscal Years 2023-2025. Farrar-Dyke, as chair of the Finance and Operations Committee, and Kyle Ange, the WMSC’s Chief Financial Officer, provided additional remarks. Ange notified the commissioners that for the initial DBE reporting period of Fiscal Years 2020-2022, the</p>

	WMSC achieved a DBE percentage of 11.6%, well above the goal of 4.3%. For the Fiscal Years 2023-2025 goals, the WMSC has set a 7.7% goal. Rush moved the adoption of the Program Standard and Hart seconded the motion. The motion passed unanimously, with Lauby again voting in place of Hull.
13.	Adjournment. Hart adjourned the meeting at 2:01 p.m.