

**WASHINGTON METRORAIL SAFETY COMMISSION**

**Date:** Tuesday, November 15, 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=la-1zo4qZG4>. 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 (who joined after approval of the minutes), Debra Farrar-Dyke, Suhair Al Khatib, and Michael Rush. Alternate Commissioner Robert Lauby was participated as the second Virginia commissioner.
1.	<b>Call to Order.</b> Hart.  Hart called the meeting to order at 2:30 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 winter seasonal safety tips.
3.	<b>Approval of the minutes of the September 20, 2022, Public Meeting.</b> Farrar-Dyke.  Farrar-Dyke moved a motion to approve the minutes of the August 9, 2022, Public Meeting. Rush seconded the motion. The minutes of the September 20, 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 and consideration of final safety event investigation reports. He noted that day’s opening of Phase II of the Silver Line. He noted commissioners would be voting on the WMATA’s Public Transportation Agency Safety Plan (“PTASP”). He lastly thanked former Commissioner Greg Hull for his service with the WMSC.</p>
6.	<p><b>CEO’s Remarks.</b> Sharmila Samarasinghe, WMSC Deputy CEO &amp; Chief Operating Officer.</p> <p>Samarasinghe provided the commissioners with a synopsis of Metrorail’s October 25<sup>th</sup> 7000 Series Return to Service plan and talked about the discussions with Metrorail that produced the plan and the WMSC’s finding of No Technical Objections to it. She highlighted several process failures Metrorail has encountered in adhering to its plan. She then moved on to Silver Line Phase II and congratulated Metrorail on beginning passenger service on the new portion. She also thanked the WMSC’s Tino Sahoo for his work leading the WMSC’s Phase II oversight. Last, Samarasinghe noted and discussed routine oversight work of the WMSC and highlighted some of the details of WMATA’s updated PTASP.</p>
7.	<p><b>7000 Series Railcar Update.</b> Samarasinghe.</p> <p>Samarasinghe’s update provided additional details to what she covered during her initial remarks. Of particular note, she said “The October 25<sup>th</sup> plan for the first time includes future phases that, if supported by available data, would further expand the use of the cars with at least one low tonnage axle to all lines, then, later, extend the inspection interval.” She also discussed how Metrorail has been deploying 7000 Series trains to date.</p>
8.	<p><b>Audits.</b> Ashley Rhodes, Program Coordination Specialist.</p> <p>Rhodes noted the WMSC transmitted the draft Track Audit to Metrorail on November 1 for Metrorail’s technical review. The audit report includes an assessment of Metrorail’s practices, and of the permanence and effectiveness of corrective action plans Metrorail implemented as a result of the WMSC’s previous track audit issued in 2020. Additionally, she noted on November 15 the WMSC transmitted a draft Audit of Metrorail’s Internal Safety Review Program and associated corrective actions for Metrorail’s technical review. She also said the WMSC is now working on its Structures Audit. The team has been reviewing documents and data provided by Metrorail, and is preparing for site visits and interviews.</p>
9.	<p><b>Corrective Action Plans (CAPs).</b> Ashley Rhodes, Program Coordination Specialist.</p> <p>Rhodes noted the WMSC had closed five Metrorail caps since the September 20 meeting, and that there were 132 open CAPs as of November 15. Regarding the latest CAP proposals submitted by Metrorail:</p> <ul style="list-style-type: none"> <li>• The WMSC has approved all 13 of Metrorail’s Station Maintenance, Elevator and Escalator Audit CAPs for implementation.</li> </ul>

	<ul style="list-style-type: none"> <li>• The WMSC completed its review yesterday of Metrorail’s first batch of CAP proposals to address the findings and recommendations from the Communications Audit issued in September.</li> <li>• The WMSC approved two CAP proposals for implementation, and provided feedback to Metrorail on seven other proposed CAPs that need adjustments to address the findings in a timely fashion. Metrorail requested, and the WMSC granted, an extension for two other CAP proposals related to this audit.</li> <li>• Regarding the order the WMSC issued August 4 on Automatic Train Control room inspection, maintenance and cleaning, the WMSC received Metro’s latest revised CAP proposal last week. It is under review.</li> </ul>
<p>10.</p>	<p><b>Silver Line Phase 2 Status Report.</b> Tino Sahoo, Subject Matter Expert, Traction Power.</p> <p>Sahoo said the WMSC will continue to monitor Metrorail’s and the Metropolitan Washington Airports Authority’s work on permanent mitigations that, in coming months, are planned to replace temporary mitigations in place today. This work includes monitoring of Metrorail’s interim mitigations – to ensure these are carried out. Examples of interim mitigations provided by Sahoo included equipment or areas that will not be used until safety issues are addressed, the stationing of personnel to assist with emergency evacuation if needed, and a fire watch when certain activities are carried out in specific locations.</p>
<p>11.</p>	<p><b>Safety Event Investigations.</b> Natalie Quiroz, Investigations Analyst; Adam Quigley, Investigations Manager.</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-0184</b> – Improper Roadway Worker Protection at King Street Station – June 15, 2022.</li> <li>2. <b>Safety Event Investigation Report W-0185</b> – Improper Roadway Worker Protection at King Street Station – June 24, 2022.</li> <li>3. <b>Safety Event Investigation Report W-0186</b> – Improper Vehicle Movement at McPherson Square Station – June 23, 2022.</li> <li>4. <b>Safety Event Investigation Report W-0187</b> – Serious Injury at Cheverly Station – June 3, 2022.</li> <li>5. <b>Safety Event Investigation Report W-0188</b> – Fatality near Brookland-CUA Station – May 15, 2022.</li> </ol> <p>Rush moved the adoption of the five reports and Al Khatib seconded the motion. The motion passed unanimously.</p>
<p>12.</p>	<p><b>Resolution.</b> Hart.</p> <p>The commissioners considered WMSC R-2022-04, Metrorail’s annual PTASP update. Bobb moved the adoption of the resolution and Rush seconded the motion. The motion passed unanimously.</p>

13.	<p><b>Nominating of Michael Rush as Vice Chair.</b> Hart.</p> <p>The WMSC Board had a vacancy for a Vice Chair after the resignation of Greg Hull from the Board. Farrar-Dyke nominated Rush to fill the vacancy and Bobb seconded the motion. The motion passed unanimously, with Rush not voting.</p>
14.	<p><b>Adjournment.</b> Hart adjourned the meeting at 4:28 p.m.</p>