
Subject: FW: <External>RE: Additional Action for 7Ks

From: Sharmila Samarasinghe <[REDACTED]@wmasc.gov>
Sent: Friday, January 13, 2023 4:27:33 PM
To: Impastato, Theresa M. [REDACTED]@wmata.com>
Cc: John DeRenzo <[REDACTED]@wmasc.gov>; Johnson, Jayme M. [REDACTED]@wmata.com>
Subject: RE: <External>RE: Additional Action for 7Ks

Theresa,

Based on Metrorail's response, vehicle engineering has determined that cars with back-to-back measurements of 53.365 or greater or with journal bearing gap sums of 0.018 or greater are unsafe to operate. This has not been communicated to vehicle maintenance personnel or incorporated into revised procedures, which means that Metrorail has continued to "pass" cars and place them into service that it has determined are unsafe and should not be in service. To reiterate, Metrorail has determined cars are unsafe to operate, yet has not informed frontline personnel, which has led to these cars being eligible for and placed into service.

The documentation demonstrates that vehicle engineering personnel did not share relevant information over time with, at minimum, car maintenance personnel and the WMSC. This includes during the time that revised training and processes were drafted and reviewed.

The WMSC is continuing to review the extensive information provided and we expect to have additional communication on this issue as soon as next week.

In accordance with our prior direction, Metrorail may not move from the current phase of the Return to Service Plan until and unless the WMSC communicates its no technical objection.

In addition, by 4 p.m. Tuesday, January 17, 2023:

1. Metrorail must provide revised draft procedures, information technology (Maximo) upgrade plans and timelines, draft training updates, and other associated adjustments to account for Metrorail's current safety thresholds.
2. Metrorail must demonstrate why a measurement threshold of 53.365 or greater is being applied, as opposed to 53.339 or greater, which is the actual measurement that matches Metrorail's description of "within the tolerance stackup" that Metrorail has now determined poses this safety risk.
3. Metrorail must demonstrate why a measurement threshold of .0018 is being applied to provide the appropriate level of safety for journal bearing gap measurements, as opposed to .0015 to account for the maximum unmeasured gap on an opposing wheel.

As noted, the WMSC is continuing to review the information provided and expects to have additional communication on this issue as soon as next week.

Thank you.

Sharmila Samarasinghe
Deputy CEO & Chief Operating Officer
Washington Metrorail Safety Commission
750 First Street NE, Suite 900
Washington DC 20002
[REDACTED] (WMSC office)
[REDACTED] (WMSC mobile)



From: Johnson, Jayme M. <[REDACTED]@wmata.com>
Sent: Tuesday, January 10, 2023 9:19 PM
To: Sharmila Samarasinghe <[REDACTED]@wmata.com>
Cc: John DeRenzo <[REDACTED]@wmata.com>; Impastato, Theresa M. <[REDACTED]@wmata.com>
Subject: RE: <External>RE: Additional Action for 7Ks

Dear Sharmila,

I follow up on my January 6 email. Contained in this link [HERE](#) in the RFI folder on your Sharepoint site, please find the following documentation:

- 1) Supporting data pursuant to Section 3.2.2.1 of Step 2 of the Return to Service Plan, and which satisfies all the conditions of Step 2.
- 2) Responses to the WMSC's questions contained in Attachment A of your January 5 email.
- 3) The Track-Vehicle Engineering Working Group's SOP and draft procedures for VTI analysis, plus the VTI development roadmap.

This documentation satisfies all items raised in your Jan 5 email. I provide a contents list below. Tell me if you require any more information. The team can make ourselves available tomorrow or Thursday to discuss if needed.

Jayme

Jayme Johnson

Vice President & Assistant Chief Safety Officer
Department of Safety (SAFE)
Washington Metropolitan Area Transit Authority
300 7th Street SW, Washington, DC 20024
Cell: [REDACTED]



Below is a list and descriptions of the documents contained in the shared folder:

- Response to WMSC January 2023: Answers to questions posed by WMSC received January 5, 2023
- *VTI Analysis January 2023*
 - VTI Analysis 2023: Analyzed VTI data from 12/1/22 – 1/8/23
 - 202301 All Hits: All VTI hits between 12/1/22 and 1/8/23
 - 202301 Hits Cleaned: Cleaned and Location-adjusted VTI hits between 12/1/22 and 1/8/23

- 20230109: Full list of exceptions generated as a result of this analysis
- *RTS3.2 Data Analysis*
 - Vehicle Analysis: Vehicle data analysis and notes
 - Data analysis (back-to-back and journal bearing gap) of cars with 100+ miles for period Dec 05 – Jan 08
 - Summary of mileage and B2B MSI inspection count as well as respective raw data
 - VTI Defects data for the entire period except from Dec 25 to 30 due to VTI server down after water damage at JGB data center
 - VTI Vehicle Summary Report (weekly and for the entire period Dec 05-Jan 08))
- *Attachments: referenced in responses document*
 - Attachment 01 – R7447 R7322 R7024 Analysis
 - Attachment 02 – Email Correspondence
 - Attachment 03 – Derailment Investigation – Document Request
 - Attachment 04 – Watch List (Attachments)
 - Attachment 05 – Fleet Baseline
 - Attachment 06 – Request for B2B Measurement
 - Attachment 07 – TrackIT Exception List
 - Attachment 08 – VTI Vehicle Data Analysis Procedure
 - Attachment 09 – VTI Track Data Analysis Procedure
 - Attachment 10 – Vehicle and Track Working Group SOP
 - Attachment 11 – VTI Roadmap
 - Attachment 12 – Watch List Activity Report

From: Sharmila Samarasinghe <[REDACTED]@wmisc.gov>

Sent: Friday, January 6, 2023 7:20 PM

To: Johnson, Jayme M. <[REDACTED]@wmata.com>

Cc: John DeRenzo <[REDACTED]@wmisc.gov>; Impastato, Theresa M. <[REDACTED]@wmata.com>

Subject: Re: <External>RE: Additional Action for 7Ks

Jayme,

Acknowledging receipt.

Thank you.

Sharmila

Sent from my iPhone

On Jan 6, 2023, at 6:49 PM, Johnson, Jayme M. <[REDACTED]@wmata.com> wrote:

Sharmila,

Thank you for your email. We would like to clarify some apparent misunderstanding as Metro prepares its submission of the RTS Step 2 package.

Metro will submit the RTS Plan Step 2 package on January 10. This will include the following:

1. **Resolution to VTI Data Gap:** Metro will extend the period of data analysis by 5 days to compensate for the 5 days of lost data due to a data center incident.

2. **Response to WMSC questions:** The package will also include responses to questions contained in Attachment A from your January 5 email.
3. **Complete VTI Analysis:** The Return to Service Plan requires “consideration of all other relevant available track and structure inspection data, responses to trends observed in VTI data requiring a special condition assessment, and any corrective actions taken.” The submission will meet these requirements and will also include the raw VTI data.

Separately, also on January 10, as agreed at the December working session between WMSC and the Track-Vehicle Engineering Working Group regarding VTI analysis, Metro will provide the Track-Vehicle Engineering Working Group’s draft procedures for VTI analysis and the VTI development roadmap.

With regard to the first paragraph of your email, Metro alerted the WMSC to its review and ongoing evaluation of rail cars with high baseline readings during multiple ‘Document Request’ meetings since October 2022. The decision on December 9 to quarantine certain married pairs was taken to ensure rail cars with high baseline readings were not placed into service.

Jayme

Jayme Johnson

Vice President & Assistant Chief Safety Officer
Department of Safety (SAFE)
Washington Metropolitan Area Transit Authority
300 7th Street SW, Washington, DC 20024
Cell: [REDACTED]
<image002.png>

From: Johnson, Jayme M.
Sent: Thursday, January 5, 2023 4:00 PM
To: Sharmila Samarasinghe <[REDACTED]@wmsc.gov>; Impastato, Theresa M. [REDACTED] <TMImpastato@wmata.com>
Cc: John DeRenzo <jDeRenzo@wmsc.gov>
Subject: RE: <External>RE: Additional Action for 7Ks

Sharmila,

Thank you for this email. Theresa is currently out of the office. I will review and come back to you.

Jayme

From: Sharmila Samarasinghe <[REDACTED]@wmsc.gov>
Sent: Thursday, January 5, 2023 3:55 PM
To: Impastato, Theresa M. <TMImpastato@wmata.com>
Cc: John DeRenzo <[REDACTED]@wmsc.gov>; Johnson, Jayme M. <JMJohnson@wmata.com>
Subject: <External>RE: Additional Action for 7Ks

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and have verified the authenticity of the message.

Theresa,

It is concerning to the WMSC that Metrorail began operating under apparent changes to the Return to Service plan without developing, reviewing and implementing relevant safety procedures, without communicating these to the WMSC, and without receiving the WMSC's no technical objection as required under the WMSC's December 29, 2021 order and as was specified in the October 25, 2022 Return to Service Plan.

Through the WMSC's regular oversight activities, we had previously become aware of and had begun looking into the issues it appears the below email is referencing, and we require additional information from Metrorail.

In addition, the most recent responses from Metrorail regarding the WMSC's questions regarding deficiencies in vehicle-track interaction data and analysis demonstrate that Metrorail is not yet meeting the requirements for this analysis specified in the Return to Service Plan.

For clarity, until Metrorail provides the information specified in the attached document, and until Metrorail receives a written communication from the WMSC that the WMSC has no technical objections to Metrorail proceeding to the next phase of the Return to Service Plan, Metrorail may not progress beyond Phase 2 of the current (Oct. 25, 2022) Return to Service Plan.

In addition to providing the referenced evaluation that was conducted by CENV, please provide the information to address each item listed in the attachment to this message no later than 10 a.m. Thursday, January 12, 2023.

Thank you,

Sharmila Samarasinghe
Deputy CEO & Chief Operating Officer
Washington Metrorail Safety Commission
750 First Street NE, Suite 900
Washington DC 20002
[REDACTED] (WMSC office)
[REDACTED] (WMSC mobile)

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