



**ORDER OF THE
WASHINGTON METRORAIL SAFETY COMMISSION**

On this day, December 29, 2021, the Washington Metrorail Safety Commission (“WMSC”) issues the following order regarding Washington Metropolitan Area Transit Authority (“WMATA”) 7000 Series railcars:

WHEREAS, the WMSC is the designated State Safety Oversight Agency for the WMATA Rail System, as required by 49 U.S.C. § 5329(e)(3)(C);

WHEREAS, the WMSC’s powers are established by the Washington Metrorail Safety Commission Interstate Compact (P.L. 115-54; 131 Stat. 1093) (“WMSC Compact”), passed into law by the Commonwealth of Virginia, State of Maryland, and District of Columbia and approved by Congress on August 22, 2017;

WHEREAS, among the powers granted to the WMSC under the WMSC Compact is the authority to “[r]emov[e] a specific vehicle, infrastructure element, or hazard from the WMATA Rail System[.]” WMSC Compact § 31(c)(4);

WHEREAS, WMSC Bylaws Art. VI.C.2. authorizes the Chief Executive Officer to act pursuant to WMSC Compact § 31(c)(4);

WHEREAS, the National Transportation Safety Board investigation into the derailment of WMATA Railcar 7200 on October 12, 2021, near Arlington Cemetery Station found that the fourth axle of Railcar 7200 was out of compliance with the 7000 Series specifications for the wheel and axle assembly;

WHEREAS, railcar inspections conducted as part of the derailment investigation have found similar defects in 7000 Series railcars that were not involved in the October 12 accident;

WHEREAS, the WMSC issued an Order on October 17, 2021, removing all 7000 Series railcars from revenue (passenger) service pending the development and implementation of a return to service (“RTS”) plan to assess the cause, and to provide for the detection and prevention of wheel gauge anomalies in 7000 Series railcars;

WHEREAS, on December 11, 2021, WMATA submitted to the WMSC its RTS plan, and on December 14, 2021, the WMSC notified WMATA that the WMSC had no technical objections to the RTS plan to safely return each individual 7000 Series railcar into passenger use, upon confirmation that each such railcar satisfied specified inspection criteria;

WHEREAS, after the WMSC notified WMATA it had no technical objections to WMATA’s RTS plan, on December 29, 2021, the WMSC observed and notified WMATA that WMATA returned to service certain 7000 Series railcars that do not meet the inspection criteria specified in the RTS plan; and

WHEREAS, upon learning from the WMSC that 7000 Series railcars that do not meet the specified inspection criteria were returned to passenger service, WMATA committed to removing all 7000 Series railcars from passenger service;



IT IS HEREBY ORDERED that WMATA will:

1. Keep all 7000 Series railcars out of passenger service until:
 - a. WMATA provides to the WMSC a revised RTS plan describing:
 - i. The specific additional protections and internal oversight Metrorail will carry out to ensure that any asset that fails a safety-critical inspection, including back-to-back measurements, is removed from and kept out of passenger service;
 - ii. The specific additional protections and internal oversight Metrorail will carry out to ensure that no alternative procedures or practices are introduced outside of the official RTS plan;
 - iii. Revised inspection frequency and any other criteria based on all available data, including measurements taken since December 1, 2021; and
 - b. The WMSC notifies WMATA that the WMSC has no technical objection to the revised RTS plan, and Metrorail then implements such plan.
2. Following any WMSC notice of no technical objection to the revised RTS plan, submit any subsequent changes to said plan to the WMSC for a 14-day review period prior to implementation for the WMSC to determine whether there are any technical objections considering the subsequent changes.

David L. Mayer
Chief Executive Officer
Washington Metrorail Safety Commission