

## WASHINGTON METRORAIL SAFETY COMMISSION

**Date:** Tuesday, August 4, 2020

**Location:** This meeting was conducted remotely as a publicly-streamed video conference

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### MINUTES

Agenda Item #	Items
<b>Attendance</b>	Commissioners present: Members: Chair Christopher Hart, Commissioners Robert Bobb, Debra Farrar-Dyke, John Contestabile, Greg Hull, Alternate Commissioners: Michael Rush, Suhair Al Khatib, Victoria Wassmer. Rush was the only Alternate Commissioner voting. All WMSC Staff and members of the public also present.
1.	<b>Call to Order.</b> WMSC Chair Hart, called the meeting to order. Roll call was taken by Allison Fultz, WMSC General Counsel, and a quorum was achieved.
2.	<b>Safety Message.</b> Richard David, Program Specialist focusing on safety, spoke about continued management of the COVID-19 pandemic and Metrorail's emergency response system.
3.	<b>Approval of the minutes of the June 18, 2020 meeting:</b> Debra Farrar-Dyke, WMSC Secretary/Treasurer:  A motion was made to approve the minutes of the June 18, 2020 public meeting. The motion was seconded by Chair Hart.  <u>ACTION:</u> The minutes of the June 18, 2020 meeting were unanimously approved. General Counsel Allison Fultz conducted the roll call vote.
4.	<b>Public Comments.</b> Chair 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> Chair Hart introduced and congratulated Alternate Commissioner Victoria Wassmer on her appointment and congratulated Commissioner Bobb on his reappointment.
6.	<b>CEO's Remarks.</b> Dr. David Mayer, WMSC CEO, spoke about WMATA's management of heavy rainfall. He commended WMSC's work following the July 7 Metrorail derailment near the Silver Spring station and provided an update on the status of the WMSC's investigation into the derailment. He mentioned that WMATA planned to restore some Metrorail system service on

	<p>August 16, 2020 and noted Orange Line stations that have been closed for maintenance should open around Labor Day. He also gave an update on the Metropolitan Washington Airports Authority's and WMATA's work implementing WMSC's Fire Life Safety Assessment and updated Board on happenings with WMATA's Rail Operations Control Center. He then presented slides showing work to fix incorrect emergency exit signage at the Ronald Reagan National Airport station. He finished by updating the Board on several matters raised in previous meetings.</p>
<p>7.</p>	<p><b>Consent Agenda.</b> Chair Hart  Reports E19675 and E19661, which covered events where individuals intentionally placed themselves in the path of a train. FTA regulations classify these events as accidents, but the events were not accidental.</p> <p>Rush moved to approve the consent agenda and Contestabile seconded. The agenda was adopted unanimously.</p>
<p>8.</p>	<p><b>Safety Investigations,</b> Sharmila Samarasinghe, WMSC COO; Bruce Walker, Subject Matter Expert for Operations; David Mayer, WMSC CEO; JeMayne Walker, Subject Matter Expert for Track and Structures.</p> <p>Report E19354 covered the derailment of a contractor hi-rail vehicle during 2019's Blue and Yellow Line shutdown in Virginia. A review found that the airbags on the underside of the vehicle were significantly overinflated. They were above 40 psi when they should be under 20 psi, which could have caused the vehicle to lean. There was no procedure in place to check the pressure of the airbags, or to check the pressure before the vehicle moved. As corrective actions, Metrorail said the contractor would correct the airbag pressure on this vehicle and include checking airbag pressure on future pre-move checklists.</p> <p>Bobb moved to approve Report E19354, with Rush seconding it. By voice vote, the Board unanimously voted to adopt the motion to approve Report E19354.</p> <p>Report E19450 covered a separate contractor hi-rail vehicle derailment during 2019's Blue and Yellow Line shutdown in Virginia. This investigation found that the rear rubber tire of the vehicle contacted the inside rail of the switch, lifting the vehicle and causing the derailment. Metrorail's contractor reported the vehicle was traveling at a "walking speed" of a few miles an hour. Metrorail left its internal investigation of this incident to the contractor. In this case, required notifications and communications were made in a much more timely fashion following the concerns we had expressed in Report E19354.</p> <p>Hart moved to approve E19450, with Bobb seconding it. By voice vote, the Board unanimously voted to adopt the motion to approve Report E19450.</p> <p>Report E19454 covered a derailment in an interlocking at Franconia-Springfield on August 30, 2019. Normally, this type of flat car is not permitted in the Metrorail system, but Metrorail made an exception to allow this type of flat car in the 2019 shutdown area. The flat car has a rigid frame with no suspension, which could have contributed to the derailment. Metrorail failed to notify the WMSC of the derailment before the car was re-railed, which hindered the WMSC investigation.</p>

Contestabile moved to approve E19454, with Farrar-Dyke seconding it. By voice vote, the Board unanimously voted to adopt the motion to approve Report E19454.

Report E19509 covered derailment of a contractor hi-rail vehicle in the West Falls Church Yard. The vehicle had been on the mainline tracks for overnight ultrasonic rail testing. During that testing, the work crew smelled burnt rubber, saw a tire that had become flat, and finished testing a final 300 feet or so of rail. Corrective actions for this derailment include putting a spare tire and rim on the unit so that repairs can be made in the field in the future prior to moving the vehicle. The unit was repaired, re-inspected and approved for operation again on WMATA property a few weeks after the derailment.

Hart moved to approve E19509, with Rush seconding it. By voice vote, the Board unanimously voted to adopt the motion to approve Report E19509.

Report E19563 covered a collision in the New Carrollton Rail Yard on October 23, 2019. A WMATA van was struck by a flatcar as the van moved through the grade crossing closest to the entrance to the rail yard. The investigation, supported by CCTV footage, found that the van driver continued through a stop sign at the grade crossing as the flatcar began to move forward. Corrective actions for this incident include a document specifically for ATC employees and a Metrorail-wide safety bulletin that highlights roadway grade crossing safety and related rules. Additionally, One corrective action on this event that has yet to be completed is a defensive driving course for the van driver.

Rush moved to approve E19563, with Bobb seconding it. By voice vote, the Board unanimously voted to adopt the motion to approve Report E19563.

Report E20007 covered a collision in the Car Maintenance Service and Inspection Shop in the Shady Grove Rail Yard on January 4, 2020. A four-car train was being operated from the third car after a train operator had problems operating the consist from the lead car. The investigation found it may have been possible to work with car maintenance to avoid the third car operation. Among the corrective actions following this collision, Metrorail's Rail Transportation and Car Maintenance offices must revise their procedures tied to SOP 12 governing movement of railcars into maintenance facilities. These revisions must include clear roles and responsibilities for train operators, and a requirement that car maintenance personnel be in position to communicate with the train operator in a third-car operation through the window of the train in case radio communication fails. Rail training must also be updated so that the syllabus for third car operations covers all SOP 12 rules and procedures. Both the train operator and flag person in this safety event completed an eight-hour re-instruction course.

Rush moved to approve E20007, with Farrar-Dyke seconding it. By voice vote, the Board unanimously voted to adopt the motion to approve Report E20007.

Report E19431 covered a collision between two out-of-service trains near the Largo Town Center station on August 15, 2019. a train operator moved a 7000 Series train from the station to the tail tracks, or storage tracks, just beyond the station. After performing two of the four required safety stops, the train accelerated to more than 10 miles per hour. The train operator then applied emergency braking approximately two seconds before colliding with a stationary 3000 Series train.

	<p>The 3000 Series train was stored near the bump post at the end of the tail tracks. The WMSC ordered a Corrective Action Plan to prevent this from happening in the future by retrofitting the sun visors and Metrorail must also incorporate the sun visor changes into the 8000 Series procurement. Additionally, WMATA is required to provide notice to personnel highlighting the importance of safety stops and the re-distribution of WMATA’s electronic device policy.</p> <p>Contestabile moved to approve E19431, with Bobb seconding it. By voice vote, the Board unanimously voted to adopt the motion to approve Report E19431.</p> <p>Report E19557 covered a serious employee injury on the Red Line that occurred last October. In the afternoon of October 19, 2019, a WMATA Rail Production Renewal Crew was working on Track 2 between Dupont Circle and Woodley Park stations moving large sections of rail. The investigation found these injuries occurred because the length of the section workers cut was too large and because the workers began to clip a new rail in place when the vehicle moving the old rail was out of sight, rather than when the vehicle moving the old rail had completed its work. Corrective actions from this event include revising and reviewing the work procedures for this task to address safety issues. This includes reviewing training information and processes. Track and Structures Employees also received a maintenance bulletin highlighting proper practices.</p> <p>Bobb moved to approve Report E19557, with Farrar-Dyke seconding it. By voice vote, the Board unanimously voted to adopt the motion to approve Report E19557.</p>
<p>9.</p>	<p><b>Audits:</b> Sharmila Samarasinghe, WMSC COO</p> <p>Samarasinghe informed the Board that the audit of the Rail Operations Control Center was complete and submitted to WMATA for a 30-day review. Next, she informed the Board that the WMSC has begun the formal audit process of Metrorail’s Bridges and Elevated Structures maintenance and inspection practices. Initial document requests for this audit were sent to WMATA last month. WMSC staff plan to conduct significant parts of the audit work from the end of this month into the fall. The audit was forward on WMSC’s schedule due to concerns raised by other inspections and investigations.</p>
<p>10.</p>	<p><b>Executive Session:</b> Char Hart</p> <p>Under WMSC Bylaws at section 1.G.1 (h), the Board sought to enter into executive session for the purposes of the discussion or consideration of WMSC internal personnel matters. Fultz confirmed that the matter under consideration met the requirements of 5 USC 552b(c)(2) that the item related solely to internal personnel practices of the agency.</p> <p>Bobb moved the motion to enter into executive session, with Rush seconding it. By voice vote, the Board unanimously voted to adopt the motion.</p>
<p>11.</p>	<p><b>Adjourn</b> Christopher Hart, WMSC Chair: Hart noted that the next WMSC public meeting of the Board is scheduled for Tuesday, September 22, 2020.</p>

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