

WASHINGTON METRORAIL SAFETY COMMISSION

Date: Tuesday, April 13, 2021

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

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MINUTES

Agenda Item #	Items
Attendance	Commissioners present: Members: Chair Christopher Hart, Commissioners Robert Bobb, Debra Farrar-Dyke, Greg Hull, and Michael Rush. Alternate Commissioners present: Suhair Al Khatib and Robert Lauby. Alternate Commissioners Al Khatib and Lauby voted. WMSC Staff and members of the public were also present.
1.	<b>Call to Order.</b> Hart called the meeting to order at 12:30 p.m. Roll call was taken by WMSC General Counsel Allison Fultz and a quorum was achieved.
2.	<b>Safety Message.</b> Andrea Hogan, Business Manager, discussed home safety in the context of power tool use and safety products.
3.	<b>Approval of the minutes of the March 2, 2021 meeting.</b> Debra-Farrar-Dyke, WMSC Secretary/Treasurer:  Farrar-Dyke reported on Executive Session held on March 2, 2021 confirming that the Commission discussed only internal WMSC personnel matters during that session as permitted by 5 U.S.C. § 552b(c)(2).  Farrar-Dyke moved a motion to approve the minutes of the March 2, 2021 public meeting, and Bobb seconded the motion. The minutes of the March 2, 2021 meeting were unanimously approved.
4.	<b>Public Comments.</b> 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> Christopher Hart.  Hart welcomed the return of CEO David L. Mayer and thanked COO Sharmila Samarasinghe for her work as acting CEO in Dr. Mayer's absence as well as the continued work of WMSC Staff. Highlighted what will be presented at this meeting.
6.	<b>CEO's remarks.</b> David Mayer, CEO.  Mayer provided a summary of gaps identified in the intrusion detection warning system (IDW) discovered by WMSC and WMATA's Safety Department. The IDW gaps

	<p>prevent an alert in those areas, which would otherwise indicate a vehicle entering the roadway or another obstruction that might be fouling the tracks. Recited safety events as relevant examples of the importance of a functioning IDW system. Thanked the WMATA Chief Safety Officer for moving quickly to ensure gaps are mitigated and to identify long-term solution. Speed restrictions are in place to serve as interim mitigation.</p> <p>Mayer provided preliminary update on investigation status of the March 26, 2021 safety event near Rhode Island Ave. Passengers were stuck on a disabled train just outside the Rhode Island Avenue Station for approximately 90 minutes. During that time, two passengers self-evacuated and returned to the station platform. Metrorail investigators did not initially identify that this self-evacuation had occurred. The WMSC quickly identified and communicated that information to WMATA to ensure that that aspect of the event was properly classified and documented. Metrorail later updated its required notification to reflect the evacuation. However, the WMSC also identified a second event – a runaway train (that rolled more than 100 feet) – that occurred after the remaining passengers had been safely evacuated to the platform through a rescue train that Metrorail eventually sent to assist. The initial WMATA investigation did not fully identify this issue until after WMSC investigators communicated it to WMATA. Listed deficiencies of this incident and areas investigation is focusing on. Noted future steps that will be taken on this investigation.</p> <p>Mayer provided an overview of WMATA’s new internal process for tracking safety event investigation outcomes through corrective actions, which is now referred to as “recommended corrective actions” to reflect that it begins with an internal recommendation from the Safety Department, followed by departmental corrective action.</p> <p>Mayer provided update on safety certification work, which includes Silver Line Phase II extension that could open early next year, 8000 Series railcars, and summer shutdown work on GR/YL lines.</p>
<p>7.</p>	<p>Consent agenda. Chair Hart.</p> <p>Hart noted two reports today that covering situations where an individual placed themselves in the path of a train. The report numbers are W-0068 and W-0069. By FTA regulations this is classified as an “accident” that requires investigation.</p> <p>Lauby asked question on W-0069: How is WMATA addressing issue of train entering station at 31mph when speed must not exceed 25mph?</p> <p>WMSC Investigations Program Manager Adam Quigley responded to Lauby question stating that deadhead trains must enter station at 25mph whereas trains that are stopping at the station may enter at 40mph, noting that WMSC is working with WMATA on the issue of reasonable train speeds for all trains.</p>

	<p>Hart inquired whether reports must be split for a separate vote. WMSC General Counsel stated they can be kept together.</p> <p>Hart moved to adopt both investigations W-0068 and W-0069. Rush seconded. Both consent items were unanimously approved.</p>
8.	<p><b>Safety Event investigations.</b> Adam Quigley, Investigations Program Manager; Manuel Lopez, Vehicles Expert; Bruce Walker, Operations Expert.</p> <ol style="list-style-type: none"> <li>1. <b>Safety Event Investigation Report W-0070</b> — A Red Signal Overrun and near-miss of a head-on collision or derailment outside U Street Station on November 27, 2020. Report tabled, no vote taken. Returned report to WMATA for clarification of Safety Department recommendation on proposed means of eliminating duplicate train designations. Report to be taken up again at a later time, not necessarily at a public meeting.</li> <li>2. <b>Safety Event Investigation Report W-0071</b> — A train rollback in the New Carrollton Yard on October 16, 2020. Lauby asked for clarification on rollback versus runaway train. Rush moved adoption; Hull seconded. Commissioners unanimously adopted <a href="#">the report</a> with five votes: Al Khatib absent.</li> <li>3. <b>Safety Event Investigation Report W-0072</b> — A Red Signal Overrun in the Brentwood Rail Yard on October 29, 2020. Bobb moved adoption; Rush seconded. Commissioners unanimously adopted <a href="#">the report</a> with five votes: Al Khatib absent.</li> <li>4. <b>Safety Event Investigation Report W-0073</b> — A Red Signal Overrun in the Greenbelt Rail Yard on November 23, 2020. Lauby commented on the trend and concern of red signal overruns. Hull moved adoption; Farrar-Dyke seconded. Commissioners unanimously adopted <a href="#">the report</a>.</li> <li>5. <b>Safety Event Investigation Report W-0074</b> — Improper Roadway Worker Protection on the Red Line near Rockville Station on November 26, 2020. Hart noted on the trend of poor training/awareness. Lauby found it disturbing that foul time was not being sought in a hot spot. Rush moved adoption; Bobb seconded. Commissioners unanimously adopted <a href="#">the report</a>.</li> <li>6. <b>Safety Event Investigation Report W-0075</b> — Improper Roadway Worker Protection in the Takoma Station Interlocking on October 20, 2020. Hart restated comment on additional RWP training and that there needs to be a holistic solution. Rush moved adoption; Hull seconded. Commissioners unanimously adopted <a href="#">the report</a>.</li> <li>7. <b>Safety Event Investigation Report W-0076</b> — Improper Roadway Worker Protection on the Green Line on September 17, 2020. Bobb inquired as to whether these hot spots are identified. Hart inquired as to whether WMATA has taken appropriate action on this issue. Rush moved adoption; Al Khatib seconded. Commissioners unanimously adopted <a href="#">the report</a>.</li> <li>8. <b>Safety Event Investigation Report W-0077</b> — Improper Roadway Worker Protection on the Green and Yellow Line near West Hyattsville on September 28, 2020. Farrar-Dyke inquired on refresher training—does it apply to individuals involved in the incident or is it a more general requirement. Rush inquired as to whether there is periodic refresher training for ROCC</li> </ol>

	<p>personnel on RWP procedures. CEO Mayer stated concern with ad-hoc training. Rush moved adoption; Al Khatib seconded. Commissioners unanimously adopted <a href="#">the report</a>.</p>
9.	<p><b>Corrective Action Plans (CAPs).</b> Lahiru Karunaratne, Business Process Specialist.</p> <p>Noted that the WMSC will be tracking the intrusion detection warning system safety improvements through the corrective action plan process. Metrorail submitted corrective action plan proposals on time related to the Elevated Structures Audit that we issued in January. The WMSC has now approved 8 of these CAPs for implementation. WMATA’s next revisions are due by April 23. Metrorail also has until April 23 to submit corrective action plan proposals and a response related to the recommendation in the Roadway Maintenance Machine – or RMM – Audit that we published last month. Additional CAP detail is included in <a href="#">our annual reports</a> and the separate annual technical submission to the FTA (submitted to FTA’s SSOR on March 10, 2021 ahead of the required deadline).</p>
10.	<p><b>Audits.</b> Manuel Lopez, Vehicles Expert; Sharmila Samarasinghe, COO.</p> <p>Provided an overview of the Roadway Maintenance Machine Audit that was <a href="#">published last month</a>. A draft report of the Automatic Train Control and Signaling Audit was provided to WMATA for 30-day technical review, expected to be published next month. Fitness for Duty audit team held an exit conference with WMATA on April 9, 2021. The Revenue Vehicles Audit team conducted interviews this month. Traction Power Audit interviews are expected in June.</p>
11.	<p><b>Independent Financial Audit.</b> Debra Farrar-Dyke, Secretary/Treasurer.</p> <p>Noted WMSC received an unmodified or “clean” opinion on the WMSC’s financial statements since inception through the end of our fiscal year last June, that the statements are fairly presented in conformance with generally accepted accounting principles. The auditors concluded that the financial statements present fairly, in all material respects, the financial position of the WMSC. They also conclude that the Schedule of Expenditures of Federal Awards is fairly stated in all material respects in relation to the basic financial statements as a whole. Hull moved adoption; Al Khatib seconded. Commissioners unanimously <a href="#">adopted R-2021-05—the financial auditor's report</a>.</p>
12.	<p><b>Annual Reports.</b> David Mayer, CEO.</p> <p>Summarized the two annual reports – one is a report on the WMSC’s own annual operations. The other is a report specifically focused on the safety of the WMATA rail system in 2020. Upon adoption, both reports both reports will be sent, as required by law, to leaders in D.C., Virginia, Maryland, and the federal government. They will also be provided to WMATA leadership, including the board, and, of course, will be</p>

	<p><a href="#">available to members of the public here</a>. Hart provided comments on WMATA safety report. Bobb moved adoption; Farrar-Dyke seconded. Commissioners unanimously adopted both annual reports.</p>
13.	<p><b>Program Standard.</b> Sharmila Samarasinghe, COO.</p> <p>The Program Standard lays out specific deadlines and requirements for WMATA. The WMSC is required to develop, maintain, and update the Program Standard at least annually to comply with federal regulations. This is the first major update to the Program Standard since the FTA certified our State Safety Oversight Program in March 2019. This revision makes the document more useful and straightforward. WMATA’s feedback was carefully considered and incorporated as appropriate. Al Khatib moved adoption; Rush seconded. Commissioners unanimously <a href="#">adopted R-2021-06</a>—approval of the <a href="#">revised Program Standard</a>.</p>
14.	<p><b>Resolutions.</b> No other resolutions or business for the commissioners to consider.</p>
15.	<p><b>Adjourn.</b> Hart moved to adjourn the meeting. Hull asked for clarification on next steps for Safety Event Investigation W-0070, which Hart clarified is now in the WMSC Staff’s hands. CEO Mayer confirmed the WMSC will work with appropriate urgency on W-0070. Farrar-Dyke moved to adjourn; seconded by Hull; and the Board unanimously approved it. Meeting adjourned at 2:40 p.m.</p>