

WASHINGTON METRORAIL SAFETY COMMISSION

Date: Tuesday, May 18, 2021

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

MINUTES

Agenda Item #	Items
Attendance	Commissioners present: Chair Christopher Hart and Commissioners Robert Bobb, Debra Farrar-Dyke, Suhair Al Khatib, Greg Hull, and Michael Rush. Alternate Commissioner present: Robert Lauby. WMSC Staff and members of the public were also present.
1.	Call to Order. Hart. 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.	Safety Message. Richard David, Emergency Management Specialist/Safety Officer. David discussed tips for staying safe outdoors during the summer.
3.	Approval of the minutes of the April 13, 2021, meeting. Farrar-Dyke. Farrar-Dyke moved a motion to approve the minutes of the April 13, 2021, public meeting. Bobb seconded the motion. The minutes of the April 13, 2021, meeting were unanimously approved.
4.	Public Comments. Hart. Hart invited comments from members of the public who had joined the webinar audience. There were no public comments.
5.	Chair’s Remarks. Hart. Hart previewed the day’s meeting, noting that it would include updates on the WMSC’s ongoing safety oversight activities, consideration of several safety event investigation reports, an update on Corrective Action Plans and Audits, consideration of the WMSC’s Fiscal Year 2022 budget, and other resolutions.

<p>6.</p>	<p>CEO’s Remarks. David Mayer, WMSC Chief Executive Officer.</p> <p>Mayer provided updates to the following happenings with the WMSC:</p> <ul style="list-style-type: none"> ○ A post-event debrief with first responders was held on April 23 relating to the March 26th runaway train event near the Rhode Island Avenue Station. The WMSC required Metrorail to hold post-event debriefs after significant safety events to identify areas for improvement and areas that worked well during the emergency response. ○ That Adam Quigley, Investigations Program Manager, has worked closely with his counterparts in Metrorail’s Safety Department to continually improve investigations and investigation reports, which will result in more details related to analysis of probable cause, specific links to corrective actions, and improved data about fatigue. ○ That the WMSC is attempting to work collaboratively with Metrorail to gain access to WMATA’s CCTV system to monitor and improve safety, but ultimately may need to take action to require this access. ○ That the WMSC the week prior had published its Audit of WMATA’s Automatic Train Control and Signals. ○ That WMSC audits of WMATA’s Fitness for Duty and Railcars and concluding. ○ That the WMSC is awaiting a revised corrective action plan proposal from WMATA related to deficiencies in the Intrusion Detection Warning system that were identified following a collision near Union Station. ○ That the WMSC is still working with WMATA on implementing changes to the Rail Operations Control Center. ○ Reminding the commissioners and viewers that the WMSC oversight extends to WMATA capital projects. ○ That the WMSC team is reviewing information related to WMATA’s service restoration and construction safety procedures for Arlington Cemetery and Addison Road stations prior to their scheduled reopening. ○ That the WMSC will be conducting ongoing safety oversight of the work that will shut down the Green and Yellow Lines north of Fort Totten station. ○ That the WMSC staff have conducted internal orientations, reviews and trainings to ensure the WMSC is fully prepared and aligned with the program standard requirements of Metrorail upon the June 1, 2021, effective date of the revised Program Standard. ○ That all Commissioners and Alternates have submitted their required annual affirmation that they do not have any conflicts of interest and have no role with WMATA. ○ That the WMSC hired Wil Haynes as the WMSC’s Information Technology Program Manager.
<p>7.</p>	<p>Consent Agenda. Hart.</p> <p>W-0078 was a safety investigation of an incident where an individual placed themselves in the path of a train. By Federal Transit Administration regulations this is classified as an “accident” that requires investigation. Hull moved the adoption of the agenda and Rush seconded it.</p>
<p>7.</p>	<p>Safety Event Investigations. Bruce Walker, Subject Matter Expert for Operations; Manuel Lopez, Subject Matter Expert for Vehicles; Adam Quigley, Investigations Program Manager; David.</p>

	<ol style="list-style-type: none"> 1. Safety Event Investigation Report W-0079 – 6000-Series train pull-apart, Union Station, October 9, 2020. Rush moved the adoption and Bobb seconded it. The commissioners unanimously adopted the report. 2. Safety Event Investigation Report W-0080 – 6000-Series train pull-apart, Glenmont Station, November 24, 2020. Rush moved the adoption and Bobb seconded it. The commissioners unanimously adopted the report. 3. Safety Event Investigation Report W-0081 – Derailment, near Silver Spring Station, July 7, 2020. Hull moved the adoption and Rush seconded it. The commissioners unanimously adopted the report.
8.	<p>Corrective Action Plans (CAPs). Lahiru Karunaratne, Business Process Specialist.</p> <p>Karunaratne informed the commissioners that the WMSC continues to review, consider, and address the sizable number of WMATA submissions of CAP deliverables, extension requests and closure requests. Specifically, he noted Metrorail submitted a required CAP proposal related to gaps in the Intrusion Detection Warning system on time. The WMSC provided comments requiring revisions the week prior. He also noted Metrorail is required to submit proposed CAPs related to the findings on radio communication deficiencies in rail yards and vehicle movement in non-signalized territory in the coming weeks. Last, he noted that CAPs related to the WMSC Audit of WMATA’s Automatic Train Control and Signaling are due by late June.</p>
9.	<p>Audits. Sharmila Samarasinghe, Chief Operating Officer.</p> <p>Samarasinghe informed the commissioners that the WMSC published its Audit of WMATA’s Automatic Train Control and Signaling the week prior. Additionally, she noted the WMSC’s Audit of WMATA’s Traction Power was in its beginning stages.</p>
10.	<p>Resolutions. Mayer.</p> <p>Resolution R-2021-07 adopted the WMSC’s Fiscal Year 2022 budget. Bobb moved the adoption and Al Khatib seconded it. The commissioners unanimously adopted the resolution.</p> <p>Resolution R-2021-08 – adopted a Process for Petition for Reconsideration of WMSC Orders or Directives. Hull moved the adoption and Rush seconded it. The commissioners unanimously adopted the resolution.</p>
11.	<p>Adjournment. Hart.</p> <p>Farrar-Dyke moved to adjourn. The meeting adjourned at 1:30 p.m.</p>