

WASHINGTON METRORAIL SAFETY COMMISSION

Date: Tuesday, June 29, 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 Debra Farrar-Dyke, Suhair Al Khatib, and Michael Rush. Alternate Commissioner present and voting: 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 provided safety reminders related to riding Metrorail.
3.	Approval of the minutes of the May 18, 2021, meeting. Farrar-Dyke. Farrar-Dyke moved a motion to approve the minutes of the May 18, 2021, public meeting. Al Khatib seconded the motion. The minutes of the May 18, 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 final safety event investigation reports, an update on some Corrective Action Plans and Audits, and a resolution to authorize the solicitation of graphic design quotations.

6.

CEO's Remarks. David Mayer, WMSC Chief Executive Officer.

Mayer provided updates to the following happenings with the WMSC:

- Twice in June, the WMSC has informed WMATA of safety events occurring in the Metrorail system of which WMATA was unaware.
 - The first incident occurred on June 11, when the WMSC's regular monitoring identified that a Metrorail customer had posted an image on Twitter from a train with doors open on the wrong side at Rhode Island Avenue Station. Although this information was public, and other aspects of a door issue related to a possible emergency release handle activation were reported over the radio, Metrorail did not identify this as a safety event. Preliminarily, it appears that the train showed an external emergency door handle fault beginning at Fort Totten Station that did not impede train movement. The WMSC expects more details and any updates or corrections to that preliminary information based on the remainder of the investigation.
 - The second incident occurred on June 23, when the WMSC notified WMATA of improper Roadway Worker Protection on the Red Line between Grosvenor-Strathmore and Medical Center stations. A Train Operator suddenly came upon a work crew that appears to have exited a drainage pumping station room without proper protections in place. The Train Operator reported these personnel on the roadway to the ROCC over the radio, however Metrorail did not take any action and did not report this significant safety event to the WMSC. Preliminarily, it appears that a work crew was dropped off by a Red Line train, entered a room for work, but then exited the room without protection to get improved radio connectivity. The WMSC expects more details and any adjustments to this preliminary information based on the remainder of the investigation.
- WMATA is taking steps to implement corrective actions related to the Roadway Worker in Charge (RWIC). Metrorail is also increasing internal oversight of roadway work zones. Metrorail is developing plans to provide additional instruction on the proper use of the General Orders and Track Rights System (GOTRS). Further, Metrorail is continuing its longer-term plans over the course of this year to revise Roadway Worker Protection rules and training. Among these changes, the Safety Department has committed to sharing details of safety event investigations with the training department when investigators identify training as a factor. The Safety Department has also committed to sharing this type of information with other departments to better develop corrective actions.
- WMATA is taking steps to implement corrective actions related to red signal overruns. After a spike at the end of 2020, there has been a significant drop off since the start of this year, following a safety-stand down. The one overrun that has occurred since the standdown was linked to poor radio communication in a rail yard, which the WMSC issued a finding on this spring. Metrorail has also increased check rides, conducted research and assessments, and restored refresher training for new Train Operators. Metrorail is developing a point and call process to have Train Operators point and call out speed commands and signals, which is a process that has been successful at other properties. Metrorail is also reviewing changes to training related to the position of the Master Controller, since vehicle data suggests train operators are unaware that adjusting it many times in quick succession may not allow the brakes to adequately load in the selected position. WMSC staff are also continuing to monitor Metrorail's vehicle rehabilitations.

	<ul style="list-style-type: none"> ○ WMSC staff is observing 6000 Series coupler overhaul training being provided to Metrorail by the couplers’ original equipment manufacturer. ○ On June 24, the commissioners denied a petition from WMATA related to the WMSC’s Fitness for Duty Audit, requesting that the WMSC reconsider a portion of its directive to WMATA to submit records necessary for the audit. WMATA’s request was to withhold drug and alcohol testing information related to Metro Transit Police Department employees. This is contrary to federal regulations and WMSC requirements. MTPD officers are Metrorail employees designated by WMATA as responsible for safety, and they serve as first responders who play a key role in the safety of passengers, other first responders, and workers. ○ The Board approved a change, via an online vote, to the Program Standard to reflect the Metrorail Safety Department’s new Incident Management Official, and the role that individual can play in ensuring safety events are properly documented and ensuring that perishable evidence is not lost. ○ The WMSC has exercised a contract option with Cherry Bekaert to initiate its second independent financial audit. ○ The WMSC is exceeding its Disadvantaged Business Enterprise (DBE) goal of 4.3 percent. As we recently reported to the FTA on our last semiannual report, the WMSC achieved 9.13 percent for the period ending this month, and it achieved 17.13 percent in December 2020.
<p>7.</p>	<p>Consent Agenda. Hart.</p> <p>W-0082 and W-0083 are safety event investigation reports dealing with intentional acts by Metrorail customers. The Federal Transit Administration requires that these events be investigated as “accidents.” Lauby moved the motion to adopt the consent agenda, with Farrar-Dyke seconding it. The Board unanimously approved the consent agenda.</p>
<p>7.</p>	<p>Safety Event Investigations. David; Tino Sahoo, Subject Matter Expert for Traction Power, Adam Quigley, Investigations Program Manager.</p> <ol style="list-style-type: none"> 1. Safety Event Investigation Report W-0084 – Loss of third rail power and customer evacuation at Fort Totten Station, December 13, 2020. The Board voted to send the report back to WMATA for responses to issues identified by the Board in discussion at public meeting. Lauby moved the motion to send the report back and Farrar-Dyke seconded it. The Board unanimously approved the motion. 2. Safety Event Investigation Report W-0085 – Improper roadway protection near Fort Totten Station, December 12, 2020. Lauby moved the adoption and Rush seconded it. The commissioners unanimously adopted the report. 3. Safety Event Investigation Report W-0086 – Improper vehicle movement on the Red Line near Brentwood Rail Yard, December 30, 2020. Al Khatib moved the adoption and Rush seconded it. The commissioners unanimously adopted the report. 4. Safety Event Investigation Report W-0087 – Improper door operation at Capitol Heights Station, December 29, 2020. Rush moved the adoption and Lauby seconded it. The commissioners adopted the report by a vote of 4-0, with Farrar-Dyke abstaining.

	<p>5. Safety Event Investigation Report W-0088 – Improper door operation at Franconia-Springfield Station, December 16, 2020. Al Khatib moved the adoption and Hart seconded it. The commissioners unanimously adopted the report.</p> <p>6. Safety Event Investigation Report W-0089 – Red signal overrun at Eastern Market Station, December 15, 2020. Lauby moved the adoption and Rush seconded it. The commissioners unanimously adopted the report.</p> <p>7. Safety Event Investigation Report W-0090 – Red signal overrun at New Carrollton Station, December 16, 2020. Rush moved the adoption and Al Khatib seconded it. The commissioners unanimously adopted the report.</p> <p>8. Safety Event Investigation Report W-0090 – Red signal overrun at Largo Town Center Station, December 30, 2020. Lauby moved the adoption and Al Khatib seconded it. The commissioners unanimously adopted the report.</p>
<p>8.</p>	<p>Corrective Action Plans (CAPs). Lahiru Karunaratne, Business Process Specialist.</p> <p>Karunaratne informed the Board that the WMSC continues to work hard to review, consider, and address the sizable number of WMATA submissions of CAP deliverables, extension requests and closure requests. Metrorail submitted its draft CAP proposals related to the Automatic Train Control and Signaling Audit on time the week prior. The WMSC is also reviewing required revisions that WMATA submitted to corrective action plans to address radio communications deficiencies in rail yards and a lack of safety procedures for parts of rail yards that are not signalized. The WMSC closed CAPs related to findings such as documented maintenance procedures and training, unauthorized use of personal electronic devices, and RWP training. The WMSC also closed an older CAP related to adequate staffing in the Rail Operations Control Center (ROCC) that was superseded by work related to the WMSC’s ROCC Audit issued in September 2020. The WMSC also approved the implementation of 13 CAPs related to the Elevated Structures Audit and 15 CAPs related to the Rail Maintenance Machine Audit.</p>
<p>9.</p>	<p>Audits. Sharmila Davis Rajtik, Audit Manager.</p> <p>Rajtik informed the Board that the Fitness for Duty Audit is nearing completion and the WMSC is preparing to transmit the report to WMATA for review. The Railcar Audit team is also finalizing a draft report.</p> <p>Additionally, Rajtik told the Board the Traction Power Audit team completed interviews in June and held the exit conference on June 18. The team is reviewing follow-up documents that were identified based on the interviews, and the team expects to prepare the draft report in summer 2021.</p> <p>The next audit the WMSC is working on is the Fire Life Safety & Emergency Management Audit.</p>
<p>10.</p>	<p>Resolutions. Mayer.</p>

	Resolution R-2021-09 approved a competitive procurement for graphic design services, in an amount anticipated not to exceed \$75,000. Al Khatib moved the adoption and Rush seconded it. The commissioners unanimously adopted the resolution .
11.	Adjournment. Hart. Hart moved to adjourn and Rush seconded the motion. The meeting adjourned at 2:25 p.m.