

WASHINGTON METRORAIL SAFETY COMMISSION

Date: Tuesday, March 5, 2024

Location: This meeting was conducted as a publicly streamed video conference. The video recording of the meeting is available at [WMSC Public Meeting of the Commissioners - March 5, 2024 \(youtube.com\)](https://www.youtube.com/watch?v=...). Commissioner questions and comments are captured in the video recording.

MINUTES

Order of Events	Items
Attendance	Commissioners present: Chair Christopher Hart, Vice Chair Robert Lauby, Secretary-Treasurer Debra Farrar-Dyke, and Commissioners Robert Bobb, Devin Rouse and Christopher Conklin. Alternate Commissioners Jennifer DeBruhl and Kathryn O’Leary Higgins participated but were not required to vote due to participation from both Virginia and Maryland Commissioners.
1.	Call to Order. Hart. Hart called the meeting to order at 12:33 p.m. WMSC General Counsel Silbaugh called the roll, and a quorum was achieved.
2.	Safety Message. Richard David, Emergency Management Specialist. David focused on eye protection and eye strain in recognition of Workplace Eye Wellness Month. He reminded all to wear eye protection, especially if the work area has dust or the potential for flying objects. He also addressed reducing eye strain from staring at screens by taking breaks, looking away from the screen, and adjusting color and brightness settings.
3.	Approval of the minutes of the January 23, 2024 Public Meeting. Hart. Farrar-Dyke sought comments on the proposed minutes. Hearing none, she moved for approval of the minutes of the January 23, 2024 Public Meeting. The minutes of the January 23, 2024 Public Meeting were approved unanimously.
4.	Public Comments. Hart. Hart invited comments from members of the public who had joined the webinar audience and who identified themselves as speakers. No attendees chose to provide public comments. Chair Hart reminded viewers that comments may be provided to the WMSC website, through social media, or by email.

<p>5.</p>	<p>Chair’s Remarks. Hart.</p> <p>Hart thanked the staff for its ongoing oversight work. He reported that the WMSC issued an Order to Metrorail requiring it to bring its train operator certification program into compliance with the requirements. He also highlighted Metrorail’s submission of corrective action plans stemming from the NTSB recommendation following its investigation into the October 2021 derailment. Last, he shared that staff would provide an update on the smoke event at Eastern Market Station, which occurred on February 15, 2024.</p>
<p>6.</p>	<p>Election of Officers. Hart and Lauby</p> <p>The WMSC Commission Officers are elected for two-year terms. The current officers’ terms end on March 27, 2024, therefore, elections were held for officers to serve through March 27, 2026.</p> <p>Chair - Hart recognized Vice Chair Lauby to lead the election for Chair. Vice Chair Lauby stated that Commissioner Hart indicated his interest in the position of Chair and inquired if any other Commissioners also wished to be considered for the position. Hearing no other expressions of interest, he moved to the nomination and vote. Commissioner Hart received a majority vote and was recognized as the Chair for the upcoming two-year term. He thanked his fellow Commissioners for their support.</p> <p>Vice Chair – Chair Hart stated that Commissioner Lauby indicated his interest in the position of Vice Chair and inquired if any other Commissioners also wished to be considered for the position. Hearing no other expressions of interest, he moved to the nomination and vote. Commissioner Lauby received a majority vote and was recognized as the Vice Chair for the upcoming two-year term. He thanked his fellow Commissioners and committed to continue to serve the interests of the WMSC.</p> <p>Secretary- Treasurer - Chair Hart stated that Commissioner Farrar-Dyke indicated her interest in the position of Secretary-Treasurer and inquired if any other Commissioners also wished to be considered for the position. Hearing no other expressions of interest, he moved to the nomination and vote. Commissioner Farrar-Dyke received a majority vote and was recognized as the Secretary-Treasurer for the upcoming two-year term. She thanked his fellow Commissioners and is pleased to continue in this important role.</p>

<p>7.</p>	<p>CEO’s Remarks. David Mayer, Chief Executive Officer.</p> <p>Mayer spoke in greater detail about some of the matters that the Chair introduced, specifically the order issued regarding train operator certification, initial findings of inspections of third-rail collector shoe assemblies following the February 15 smoke event at and around Eastern Market Station, and the progress of Metrorail’s work on corrective action plans to address the NTSB’s recommendation issued in January following the investigation into the October 2021 Blue Line derailment. The train operator certification order was issued because WMSC reviews found that documentation for Metrorail train operators was incomplete; thus, potentially indicating that their training was also incomplete. Metrorail is working on a long-term solution, and this order addresses the deficiencies found in the interim. Regarding Metrorail’s response to the smoke and life safety evacuation on February 15, it is an ongoing and active investigation. The WMSC is reviewing recorded data, train movement information, and ventilation fan operation during the event. We also observed Metrorail’s after-action review for this event on February 23. The WMSC provided feedback to Metrorail on its proposed corrective action plans stemming from the derailment on the Blue Line in October 2021. Metrorail is expected to provide revised plans by mid-March. Also resulting from this investigation, Metrorail is continuing to build replacement wheelsets for the 7000 Series return to service plan with higher interference fit and press tonnage requirements. The WMSC continues its oversight to ensure measurements are taken using the correct tools. There are a number of active audits, including the Power Audit, which includes three findings, the Railcar Programs Audit is being finalized, and the Roadway/Wayside Worker Protection Audit is in draft. The audit team also Metrorail notice of the upcoming Fitness for Duty and Occupational Health Programs audit. The WMSC’s work continues on the in-depth review of Automatic Door Operations and Automatic Train Operations. Last, prior to the March 15 deadline, the WMSC submitted the required annual data to the FTA.</p>
<p>8.</p>	<p>Audits. Davis Rajtik, Deputy Chief Operating Officer.</p> <p>Rajtik reported that the WMSC issued an audit of Metrorail’s Power Systems. The audit identified three new findings and three existing corrective action plans that require revision. He also stated that the WMSC held an exit conference with Metrorail on the Roadway/Wayside Worker Protection Program Audit. The WMSC will now draft the full audit report. Similarly, staff are completing the draft of the Railcar Program. On February 9, 2024, the WMSC notified Metrorail of the schedule and the document request for the Fitness for Duty and Occupation Health Program audit.</p>
<p>9.</p>	<p>Corrective Action Plans (CAPs). Ashley Rhodes, Program Manager, Corrective Action Plans.</p> <p>Rhodes noted that since the January 23 public meeting, the WMSC closed one CAP (C-0138 from the 2021 Revenue Vehicles Audit). There were 95 open CAPs as of the meeting date. Rhodes also explained that information is reviewed to verify Metrorail’s progress on open CAPs.</p>

<p>10.</p>	<p>Safety Certification Status Report. Paul Smith, Director, System Engineering.</p> <p>Smith described the WMSC’s oversight role as Metrorail implements its safety certification program. He identified the following programs that are under in-depth review: the new 8000 Series railcars, Metrorail’s Automated Wayside Inspection System, and Automatic Door Operations and Automatic Train Operations. He explained that daily, WMSC staff are involved in meetings, observe field activities, and review data and documentation for these projects.</p>
<p>11.</p>	<p>Safety Event Investigations. Adam Quigley, Program Manager, Investigations.</p> <p>Quigley highlighted some of the ongoing investigations. The reports referenced below may be found at the following link: https://wmsc.gov/oversight/reports/.</p> <ol style="list-style-type: none"> 1. W-0257 Improper Movement Without Automatic Train Protection and Red Signal Overrun at Ballston Station – April 15, 2023 2. W-0258 Red Signal Overrun at Ballston Station – June 10, 2023 3. W-0259 Collision of Roadway Maintenance Machines between Ballston and East Falls Church Stations – June 5, 2023 4. W-0260 Derailment of Hi-rail Crane near Potomac Yard Station – April 11, 2023 5. W-0261 Collision between RMM Maintenance Vehicles in the Greenbelt Rail Yard – June 29, 2023 6. W-0262 Rider Injury After Exiting End Door of Moving Railcar near Minnesota Avenue Station – May 1, 2023 <p>Lauby moved for the adoption of the six reports. The motion passed unanimously.</p>
<p>12.</p>	<p>Adjournment. Hart adjourned the meeting at 2:49 p.m.</p>