

WASHINGTON METRORAIL SAFETY COMMISSION

Date: Tuesday, August 6, 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 - August 6, 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 Bobb, Rouse, Conklin, and Higgins. Commissioner Higgins was a non-voting member.
1.	Call to Order. Hart. Hart called the meeting to order at 12:30 p.m. WMSC General Counsel Silbaugh called the roll, and a quorum was achieved.
2.	Safety Message. Darrell Braxton, Program Specialist, Operations. Braxton focused on roadway worker protection. As it relates to Metrorail, roadway workers are those who enter the track area. All who do so must be trained and qualified. During the meeting, the audit team will describe the results of the Roadway Worker Protection Program Audit. More frequently for most, though, are the roadway workers who perform work on roads, highways, bridges, and utilities. During the summer months, there are more roadway workers conducting maintenance and modernization work. Pay attention to notification and warning signs and obey the speed limits through work zones.
3.	Approval of the minutes of the June 11, 2024 Public Meeting and Notice of Closed Meetings. Hart. Farrar-Dyke sought comments on the proposed minutes. Hearing none, she moved for approval of the minutes of the June 11, 2024 Public Meeting. The minutes of the June 11, 2024 Public Meeting were approved unanimously. She also reported on the closed sessions held on June 11, 2024 and July 12, 2024. During these sessions, the Commissioners discussed only issues related to the internal personnel rules and practices of the agency, in accordance with the requirements of United States Code Title 5, Section 552b, Subsection (c)(2).

<p>4.</p>	<p>Public Comments. Hart.</p> <p>Hart invited comments from members of the public who had joined the webinar audience and who identified themselves as speakers. No members of the public offered comments. Chair Hart also reminded viewers that comments may be provided to the WMSC website, through social media, or by email.</p>
<p>5.</p>	<p>Chair’s Remarks. Hart.</p> <p>Hart thanked the staff for its ongoing oversight work. He acknowledged the regular dialogue between the WMSC and Metrorail concerning its train operator certification, audits, and corrective action plans. He forecast the review of final safety event investigation reports including the investigation into the September 2023 derailment near Reagan National Airport.</p>
<p>6.</p>	<p>CEO’s Remarks. David Mayer, Chief Executive Officer.</p> <p>Mayer spoke on a number of matters as well as forecast the presentations of the WMSC staff during the meeting. The WMSC issued its audit of the Roadway Worker Protection Program, which found that although the RWP Program has policies and procedures, roadway workers are at risk because they are not consistently followed or enforced. The Audit team will discuss further details during its presentation. Next, as of July 1, Metrorail has addressed its non-compliance with train operator certification requirements. Digital forms now are used to document the training, and a new group within Metrorail has been assigned to monitor compliance with the certification requirements. Another success is Metrorail’s safety certification, and the WMSC’s concurrence, to utilize Automatic Door Operations on all lines, which began on July 8. Mayer also reported on the status of the subpoena issued on April 8, seeking production of documents in support of the Fitness for Duty and Occupational Health Programs Audit. He shared that counsel held an in-person meeting on June 12, which focused on the in-person production of responses related to the drug and alcohol program. One in-person meeting was held, and more are anticipated. He reminded that Metrorail continued its refusal to address other items, including drafting two corrective action plans stemming from audit reports, because Metrorail perceives them as encompassed by the subpoena. Mayer highlighted two ongoing investigations of safety events, a red signal overrun and the improper movement of a train against the normal flow of traffic, which the Investigations team will explain in further detail. Through its routine inspections, the WMSC communicated with WMATA about observed safety concerns, including fall protection at a rail yard, worker safety issues at the Red Line summer shutdown area, servicing an eye wash station near wheel lathe machinery in a rail yard, and lack of documentation for two disconnected pins in a train control room and similar undocumented disconnected components in nine other train control rooms. Train control rooms have vital circuits that detect trains, transmit speed commands, and prevent collisions. Similarly, staff have verified that Metrorail is conducting heat ride inspections during the hot summer days so it may reduce the chance of a derailment due to heat-related track deformation. Finally, the WMSC’s Program Standard became effective on July 1, and the WMSC has begun its review of WMATA’s Public Transportation Agency Safety Plan, which is also reviewed and potentially updated annually.</p>

<p>7.</p>	<p>Audits. Davis Rajtik, Deputy Chief Operating Officer and Program Manager for Audits and CAPs.</p> <p>Rajtik reported that deadline for the production of documents has passed but the WMSC has not received the majority of the documents needed to begin the Fitness for Duty and Occupational Health Programs Audit. Thus, the WMSC is not able to begin its targeted assessment of compliance with worker safety standards. The WMSC staff conducted two in-person inspections of drug and alcohol records at WMATA’s New Carrollton headquarters. Concerning other audits, the Emergency Management and Fire Life Safety Program audit continues, and the responsive documents to the initial requests are under review. The Roadway Worker Protection Program Audit was issued on July 31, 2024. Rajtik reviewed the 13 findings from this audit; WMATA must develop corrective action plans for these findings.</p>
<p>8.</p>	<p>Corrective Action Plans (CAPs). Ashley Rhodes, Audit and Corrective Action Plan Specialist.</p> <p>Rhodes reported that ten CAPs have been closed since the June 11 public meeting. There are 87 open CAPs, and more in development stemming from the Revenue Vehicle and Roadway Worker Protection Audits. Metrorail has submitted 18 new deliverables on the open CAPs between the June and August meetings. The ten closed CAPs are: C-0084 from a finding in the 2021 Roadway Maintenance Machines Audit; C-0164, C-0166, C-0169, and C-0178 address findings and a recommendation from the 2021 Emergency Management and Fire Life Safety Audit; C-0185 addressed a finding from the 2021 Rail Operations Audit; C-0204 addressed a finding from the 2021 Station Maintenance, Elevators, and Escalators Audit; C-0227 and C-0228 addressed findings from the 2022 Track Maintenance and Training Audit; and C-0279 addressed a recommendation from the 2024 Revenue Vehicles Audit. Rhodes also reiterated that information is reviewed daily to verify Metrorail’s progress on open CAPs.</p>
<p>9.</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 provided an update on the in-depth review of Metrorail’s change to the maximum allowable speed and that the WMSC has requested the foundational documents and engineering evaluations that support the increased speed. The other programs under in-depth review are the new 8000 Series railcars, Metrorail’s Automated Wayside Inspection System, and Automatic Train Operations. The WMSC team conducted field observations and observed classroom and simulator activities, and reviewed documents and data for ATO. Smith noted that on June 27, 2024, the WMSC concurred that Metrorail had met the safety certification requirements for use of Automatic Door Operations during revenue service on all lines. Metrorail began to fully implement the use of ADO on July 8.</p>
<p>10.</p>	<p>Safety Event Investigations. Adam Quigley, Manager, Safety Investigations and Natalie Quiroz, Investigations Analyst.</p> <p>Quigley highlighted some of the ongoing investigations particularly a red signal overrun on June 20, 2024, in which the preliminary information indicates that a train control and signals crew</p>

conducting routine testing may have left a jumper cable in place that bypassed the Automatic Train Protection. He also reported on a near miss that occurred on July 21 near Dupont Circle. The train operator did not follow the rail traffic controller's directions to cross over to the opposite track, and instead, was traveling toward another revenue train.

The reports referenced below may be found at the following link:

<https://wmasc.gov/oversight/reports/>.

1. W-0304 Derailment near Reagan National Airport Station – September 29, 2023
2. W-0305 Train Operator Removed for Fatigue, Drug and Alcohol Testing – Orange Line – September 10, 2023
3. W-0306 Red Signal Overrun at Reagan National Airport Station – July 23, 2023
4. W-0307 Red Signal Overrun at West Falls Church Rail Yard – November 19, 2023
5. W-0308 Red Signal Overrun at Spring Hill Station – November 25, 2023
6. W-0309 Improper Train Movement at Federal Center SW Station – April 26, 2023
7. W-0310 Improper Train Movement at McPherson Square Station/C&A Connector – June 14, 2023
8. W-0311 Improper Train Movement at Federal Center SW Station – September 23, 2023
9. W-0312 Improper Train Movement at Huntington Station – November 20, 2023
10. W-0313 Improper Roadway Worker Protection, Trains not briefed by AMF near College Park-UMD Station – February 25, 2023
11. W-0314 Improper Roadway Worker Protection, Excessive Speed Past Workers near Forest Glen Station – March 20, 2023
12. W-0315 Improper Roadway Worker Protection, Train not briefed by AMF at Potomac Avenue Station – April 11, 2023
13. W-0316 Improper Roadway Worker Protection, Unauthorized Roadway Entry at Ballston-MU Station – June 5, 2023
14. W-0317 Improper Roadway Worker Protection, Excessive Speed Past Workers at Wiehle-Reston East Station – August 15, 2023
15. W-0318 Improper Roadway Worker Protection, Unauthorized Roadway Entry at Metro Center Station – October 2, 2023
16. W-0319 Improper Roadway Worker Protection, Unauthorized Roadway Entry at Morgan Boulevard Station – October 17, 2023
17. W-0320 Improper Roadway Worker Protection, Unauthorized Roadway Entry at Southern Avenue Station – October 28, 2023
18. W-0321 Improper Door Operations at Glenmont Station – July 1, 2023
19. W-0322 Improper Door Operations at Alexandria Rail Yard Crew Platform – July 1, 2023
20. W-0323 Improper Door Operations at Glenmont Station – August 25, 2023
21. W-0324 Improper Door Operations at Stadium-Armory Station (Improper Roadway Worker Protection during response) – November 12, 2023
22. W-0325 Hazardous Materials Spill, Track Tamping Machine Hydraulic Hose Bursts while on Green Line – August 9, 2023
23. W-0326 Hazardous Materials Spill, Hydraulic Failure when Activating RMM Boom at Medical Center Station – August 9, 2023
24. W-0327 Evacuation for Life Safety Reasons at Foggy Bottom-GWU Station – April 10, 2023
25. W-0328 Collision at Forest Glen Station – August 18, 2023

	Five Commissioners moved for the adoption of the 25 reports. The motion passed unanimously. (One Commissioner was no longer participating in the meeting when this vote was taken.)
11.	Adjournment. Hart adjourned the public part of the meeting at 3:58.