

**Minutes  
Safety Committee October  
27, 2016**

The meeting was called to order at 9:01am. Present were:

**Committee Members**

Mr. Leif Dormsjo, Vice Chair  
Mr. Christian Dorsey  
Mr. Michael Goldman  
Mr. Robert Lauby

**Other Members**

Mr. Malcolm Augustine  
Mr. Jim Corcoran  
Mr. Anthony Costa  
Mr. Jack Evans  
Ms. Catherine Hudgins  
Ms. Kathy Porter

**Approval of Agenda**

The agenda was amended and approved.

**Information Items**

**A. Ronald Reagan National Airport Incident (P. Lavin)**

Pat Lavin briefed the Committee on the near miss incident that occurred on October 20, 2016, at National Airport. An inspection crew, which was comprised of two WMATA employees and two FTA inspectors, was in the roadway when a train passed them in excess of the required speed without sounding the horn. ROCC alerted the train operators that workers were present but the controller did not correct the inaccurate repeat-back when the train operator miscommunicated the instruction given to him regarding the location of the inspection crew. Fortunately, they were able to reach a place of safety and were uninjured. While the incident is still under investigation, SAFE is currently working on implementing new processes and procedures to help prevent future near misses.

**B. Draft Traction Power System Report Briefing (P. Lavin)**

Pat Lavin provided an overview of the Traction Power System Report that was submitted to the FTA on October 19, 2016. Due to the frequency and severity of electrical fires and arcing events over the last few years within the Metrorail system, corrective actions and initiatives were taken to correct the issues related to each incident. After several internal initiatives to improve areas of the Traction Power Systems (TPS), the system continued to experience fires and other safety incidents. Therefore, with the FTA's approval, SAFE created an internal task force to take a more holistic approach. The Task Force examined key components of the TPS and associated inspection and maintenance processes, organizational factors, potential hazards and submitted 32 recommendations on how to reduce causal and contributing factors. These recommendations are currently in the process of being implemented in order to reduce the frequency and severity of these events.

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**C. Red Signal Analysis Briefing (P. Lavin)**

Pat Lavin gave the Committee an update on the Red Signal Analysis. Consistent with the FTA's findings, the top three contributing factors to red signal violations are lack of mainline and yard familiarity, deficient communications and movements with zero speed commands. Recommended corrective actions to reduce risk, enhance safety and improve situational awareness include vehicle engineering controls, increase in yard supervision and LED signal lights at high frequency stations.

**D. Quarterly Safety Report (P. Lavin)**

Pat Lavin briefed the Committee on the Third Quarter Safety Report for 2016. The Employee Injury Rate (EIR) for 3<sup>rd</sup> QTR 2016 was 5.69 per 200,000 hours worked, which did not meet the target of 4.5. The annual EIR is lower (4%) from where were last year, but last quarter's rate was higher (+15%) than the same period in 2015. The primary injury type was Collision-related, followed by Slips/Trips/Falls, Struck By/Against, and Stress-related. The Customer Injury Rate (CIR) for 3<sup>rd</sup> QTR 2016 was 1.86 customer injuries per one million passenger trips, which did not meet the target of 1.75. The annual customer injury rate is lower (-6%) from where were last year, but last quarter's rate was higher (+10%) than the same period in 2015. The primary customer injury types are Collision-related and Slips/Trips/Falls.

**Adjournment**

The meeting was adjourned at 10:00am.