



NATIONAL TRANSPORTATION SAFETY BOARD  
**Investigative Hearing**

Washington Metropolitan Area Transit Authority Metrorail train 302 that encountered heavy smoke in the tunnel between the L'Enfant Plaza Station and the Potomac River Bridge on January 12, 2015

<b>GROUP</b>	
<b>EXHIBIT</b>	

Agency / Organization

Title



**MEETING MINUTES**  
**Executive Safety Committee**  
**November 4, 2014**

Name	Function	Phone Number
<b>Members Present</b>		
Sarles, Richard	GM/CEO	
Dougherty, Jim	CSO	
Pavlik, Ron	MTPD	2
Troup, Robert	DGMO	2
Bitar, Rodrigo	AGM, TIES	
Richardson, Barbara	CHOS	
Burnside, Andrea	CPO	
Ballard, Hercules	Managing Director, Rail Transp.	2
Lew, Helen	Inspector General	2
Borek, Kevin	AGM, IT	20
Bowersox, Lynn	AGM, CSCM	
Brown, Lou	Assistant CSO	
Gilbert, Raquelle	Deputy Chief, Bus Safety	2
Grano, Carla	Deputy Chief, Environmental	
Briscoe, Charles	Deputy Chief, Corporate QA	
Krukowski, Chad	Deputy Chief, Occupational Safety	
Baryshev, Klara	TOC	
Madaras, Jim	Local 689	
<b>Members Absent (*Represented by staff)</b>		
AGM, BUS*	AGM, ACCS*	COUN*
Dep. Chief Rail Safety*		
<b>Other Attendees</b>		
Adams, Dorsey	SAFE*	
Beebe, Ryan	SAFE	
DeSoto, Dave	RISK	
Hamilton, Jim	RISK	
Jallow, Ndanaan	MTPD/OEM	
June, Omari	ACCS*	
Kupka, Greg	SAFE	
Maguigad, David	MTPD	
Martin, William	RISK	
McCoy, Darren	SAFE	
Morgan, Monic	PPLE	
Murtha, Ann	SAFE	
Pervall, MD, Gina	HR	
Pohl, Mark	COUN*	
Potts, Robert	BUS*	
Prevost, Terry	ACCS	
Rahn, Will	RISK	



Samarasinghe, Sharmila	TOC	
Shaver, Christine	SAFE	

- I. **Call to Order:** Jim Dougherty called the September Executive Safety Committee meeting to order at 1:03 pm on November 4, 2014, in the JGB 5D-02 Conference Room.
- II. **Safety Contact:** Chad Krukowski provided an overview of the emergency procedures for the building and AED location. The Safety Contact focused on Slip/Trip/Fall awareness, specifically about carrying too many items while using stairs and being distracted by electronic devices while walking.
- III. **Approval of Minutes:** Jim Dougherty asked for any changes to the minutes. The minutes were approved without comment.
- IV. **Statistical Review:** The September EIR increased to 4.81 injuries per 200,000 hours worked, a 14% increase from August. This resulted in a CYTD EIR of 4.43, which remains under the CY14 target of < 4.8. The number of injuries increased from 41 in August to 47 in September. The monthly leading injury types were, in order, Collision-Related (10), Struck By/Against (8), Slip/Trip/Fall (8), and Lifting/Lowering (5). The monthly leading job categories were Bus Operator, Police Officer/Sergeant, and Station Manager. BTRA experienced 20 injuries in September and 15 injuries to date for October. RTRA experienced four recordable injuries in September and one injury reported so far in October. CMNT's EIR increased to 3.13 in September after experiencing two injuries and projects to remain about the same after experiencing three injuries. ELES experienced one injury in September and one in October, resulting in a CYTD EIR of 7.10. PLNT had four injuries in September and shows two injuries for October. After experiencing two injuries in September, SMNT had no injuries in October. TRST had one injury in September and one in October, projecting to a CYTD EIR of about 3.76. MTPD's experienced seven injuries in September with seven additional injuries reported for October. Septembers' CIR was 2.95, which is above the target of < 1.8, and up from 1.47 in August. There are currently 47 reported customer injuries for October and October's CIR projects to be approximately 1.62. It is unlikely that WMATA will meet the calendar year target rate of < 1.8. The current projection is a year-end CIR of approximately 1.92.
- V. **Incident Issues:**
  - A. **Rail: Rail Incidents:** Hercules Ballard and Rodrigo Bitar reported on seven significant rail incident investigations.
    - I. **Door Operation, Vienna:** On Thursday, October 09, 2014 at 0711 hrs., a Train Operator of a six (6) car Train ID 906, reported doors open opposite of the platform on track 1 at Vienna terminal (K08). Train Operator 1 had become aware of the incident when walking down the platform on his way to the terminal, after being informed by a patron. Further investigation revealed that a second operator (Train Operator 2) on the opposite end of the train was also informed of the incident by another customer (WMATA employee) on the train, who contacted the operator via the emergency intercom. To date, it has not been determined which operator opened the doors. Both Operators were removed from service at the time of the incident. The incident train was removed from service for investigation at West Falls Church Yard by CENV.
    - I. **Collision, New Carrollton Yard:** At approximately 2330 hours, on October 09, 2014, PM 47 pulling Flats F509xF603 on Track #11 while making a yard move, the side board of F509 came in contact with the supply line of the hydraulic hose reel

of PM 43. PM 43 was secured beyond the Clearance Point sign on Track #10 fouling Track #11. The incident resulted in minor damage to the supply line. No injuries reported. No Signal overrun, switch run through, or derailment occurred as a result of this incident. Equipment Operator and Flagman were transported to JGB for post incident testing. MSRPH rules were violated and all personnel were reinstructed on performing walkarounds after parking vehicles on the Yard.

II. **Collision, Minnesota Avenue:** At approximately 1915 hours on Sunday October 19, 2014, a Clark contractor's hi-rail vehicle (C910) outrigger came in contact with the Track 2 northern hand railing for the end gates stairs. Clark was loading equipment onto C910; during a southern move, the rear passenger side outrigger was not stowed for movement and subsequently made contact with the railing. Mr. Ballard noted that Contractor vehicles were not required to have limiting equipment installed and that this issue needs to be addressed for future contracts.

III. **Cab Heater Incident, Metro Center:** On Monday, October 20, 2014 at 1850 hours at Metro Center Station on Track 1, Train #921 had heavy smoke emitting from the non-active cab, in car#5114. RTRA Supervisor noticed heavy smoke in car#5114 while the train was servicing the station platform. RTRA Supervisor instructed the Operator of train#921 to offload the train and to keep doors open while she investigated. RTRA Supervisor witnessed flames emitting from the floor heater, at that time she extinguished the fire discharging one (1) fire extinguisher. No injuries. It was determined that a circuit breaker failed to trip, allowing the overheat to occur. All cars are being inspected, with a focus on the 5000-series cars. Installation of a fuselink as a secondary safety measure is taking place. Mr. Ballard noted that all Cab Heaters need to be overhauled.

IV. **Takoma Park Incident, Brookland-Takoma:** A loss of power incident due to the train striking an obstruction in the roadway. Multiple cars were damaged and one train was unable to continue upon reaching Takoma Park station. Still under investigation and will update at next meeting.

V. **Red Signal Violations:** On October 30, 2014, at Braddock Road station an Operator lost speed commands and received an overspeed alarm before running a Red Signal. Operator stated the sun was in his eyes. This operator was from Shady Grove and reassigned to another line. He admitted to rushing in this instance. Interlocking operators will be instructed to begin using mainline radio procedures to mitigate miscommunication/confusion in instructions.

**B. Bus: Bus Incidents:** Robert Potts reported on four significant bus accidents.

I. **Pedestrian Accident:** On October 9th, MetroBus #7118 was traveling eastbound on Calvert Street, NW/DC. A male pedestrian was walking southbound on Calvert Street, NW/DC. The male pedestrian ran out from behind a truck traveling westbound on Calvert Street NW/DC, the pedestrian made contact to MetroBus #7118; he was knocked to the ground. Pedestrian displayed visible injuries to the left side of his face. The Operator of MetroBus # 7118 reported glass in his throat (from broken mirror). Both were transported. The pedestrian was cited for "Walking in the street with a sidewalk provided." The Operator has a good record and no fatigue factors were noted.

II. **Bicyclist Accident:** On October 1<sup>st</sup>, MetroBus #6539 was traveling northbound on South Capitol Street SE Washington DC. The bicyclist was traveling

southbound on the right sidewalk of South Capitol Street. MetroBus # 6359 attempted to make a left turn onto Chesapeake Street and made contact to the bicyclist. Bicyclist was transported to George Washington Hospital with unknown and non-life threatening injuries. Operator of MetroBus #6539 was cited with “failure to yield the right of way.” The bus was traveling 12-15 MPH entering the turn and the operator failed to ensure clearance, in violation of operating rules. Will Martin, from RISK, noted that the bicyclist was difficult to see because he was on the sidewalk and traveling faster than a pedestrian as the bus was turning.

- III. **Bus Accident:** On September 20, MetroBus #7003 was servicing a bus stop in the curb lane westbound on Riverdale Road & 67<sup>th</sup> Avenue, PG/MD. An SUV was traveling westbound on Riverdale Road behind the bus at an unknown speed when it rear-ended MetroBus #7003. Five (5) MetroBus passengers including the bus operator claimed injury. All injuries were non-life threatening.

C. **MetroAccess:** No updates.

- VI. **Environmental Updates:** Carla Grano provided an update of actions and inspections since the September meeting.

A. **General Update:**

- I. This year, the Maryland Department of the Environment (MDE) issued a new General Permit for Stormwater Discharges Associated with Industrial Activities. By the end of December, WMATA must submit to MDE Notices of Intent to discharge requesting coverage under this new permit. Because we are subject to the Chesapeake Bay Restoration Requirements, within the next 5 years WMATA will be required to provide treatment for 20% of the impervious surface area to treat for nitrogen, phosphorous and total suspended solids. EMIH consultants will visit the facilities and gather the information required to submit the NOIs and to suggest options available to WMATA to comply with the additional treatment requirements. Those site visits are underway and are being coordinated with the facility ECOs. It is anticipated that the information-gathering task will be completed by the December deadline.
- II. On October 31, the Pretreatment Program Coordinator for the Arlington County Department of Environmental Services conducted an inspection at the Four Mile Run Bus Division. EMIH notified the facility ECO to prepare for the inspection. There was one minor finding noted at the time of the inspection; a flammable cabinet was noted to be too close to a drain.
- III. At the August ESC Meeting EMIH talked about Metro’s new treatment building at Largo. The building houses treatment equipment required to comply with new discharge permit requirements issued by the Maryland Department of the Environment that became effective August 1. The system has operated within the permit requirements since that time. This new building includes sustainable design principles including solar panels, a green roof, rain gardens and a compressed air bubbler system to mix treatment chemicals into the water prior



to discharge to the storm sewer system. We expect it will be a net zero building, meaning it should generate as much energy as it uses for operation.

1. On October 16, the Office of Planning made a presentation about this new building to the Metropolitan Washington Council of Government's Built Environment and Energy Advisory Committee (BEEAC). The COG committee will host a tour at the facility on November 13 for local government officials see the new building. PLAN has been working with Media Relations (MREL), External Relations (EREL), Government Relations (GOVR), and Safety (SAFE) to support the presentation and facility tour.

**B. Spills:**

- I. On October 9, at 04:19am, MOC reported a hydraulic oil leak from Prime Mover 62 (PM62) near Twinbrook station at CM A2 737+80. A CTEM mechanic responded and tightened a loose line prior to moving the prime mover to Shady Grove Yard. Only a couple gallons of oil were required to top off the fluid level.
- II. On October 9, at approximately 11:30pm in the New Carrollton Yard, PM47 was towing Flat 505 past PM43 when a side rail of the flat caught the hose on PM43. The fitting broke off the hose reel and damaged the hose. It was reported that PM43 was parked past the clearance post on a storage track in front of the CTEM shop. Approximately 20 gallons of hydraulic fluid leaked; all but approximately 1 gallon was contained in buckets. The spill was reported to MDE.
- III. Since the ESC last met, there have been approximately 35 minor spills on the roadways and at our facilities. None resulted in a release to the storm or sanitary sewer systems. Mr. Robert Troup asked whether minor spills were trending up/down/no change. Ms. Grano noted that spill report numbers are mainly consistent, but there have been better containment efforts than in previous years.

**VII. Hazard Reports:**

- A. **Radio Communications:** Mr. Robert Troup reported that SMNT Communications continues to work with MTPD to address issues. T-Band relocation continues, with frequencies being assigned in July. Neutral Host installation efforts continue as capital funding is being looked at for reallocation. Thirteen radio tickets opened and closed in October. Jim Madaras noted that RTRA continues to report radio issues but they are not being addressed in a satisfactory manner. He is told that tickets are closed/resolved and reported as "no issue found."
- B. **Landover Division Parking Area:** Mr. Sarles asked whether addressing low spots in Parking Areas are within the scope of the current project at Landover Division. Mr. Bitar reported that they are not. Mr. Sarles requested that the areas be addressed by some method before winter.

**VIII. Safety Programs:**

- A. Chad Krukowski provided an update on Safety Training. Ten classes were held with a total of 185 available seats, of which 85 were used (46%). 27 employees registered for training but failed to show up for class. There was a very successful Supervisor Safety

Development class this month thanks to TRST, where 28 supervisors were trained according to National Safety Council standards. SAFE enhanced this program so that we now issue OSHA 10-Hour General Industry cards as part of this training. This is the first month we have had enough attendees to be able to hold this class since March. One class was cancelled due to no enrollment (CPR) which is the best month we have had since the new ELM system went live. We trained an additional 99 employees in New Employee Orientation. We conducted 16 classes in the field and trained 150 employees. These classes included training for BMNT, CMNT, ELES, TRST, and SMNT. Last week we hosted a TSI class in Rail System Safety. 25 WMATA employees attended, including staff from CENI, CMNT, MTPD, QAAW, TRST and SAFE. 3 employees earned their TSSP with the completion of this class. The November calendar is available. We are now managing the ECO/DCO annual meeting as a refresher class. Many of our 2015 classes are now available in ELM. All class enrollments now take place in ELM. Jim Madaras reported that he was part of a National Transit Institute Bus Operator Assault Summit and encouraged attendees to participate in a similar program if they have the opportunity. NTI is designing a pilot program focused on reducing Operator Assaults.

**IX. Rail Safety Oversight:**

**A. Corrective Action Plans:** Darren McCoy reported that 12 CAPs were closed in October with an additional 14 under review by the TOC. Two responses were submitted to the NTSB for review: Safety Data Review was submitted on September 30 and Wayside Worker Warning was submitted on October 23. November 20 is the next TOC capture meeting. Mr. McCoy encouraged departments to request CAP review meetings with the TOC prior to the capture meeting to ensure that their CAP submissions meet requirements.

**X. Fire & Life Safety Update:** Tabled until November due to time constraints.

**XI. Other Business:**

**A. Infectious Disease Prevention:** Dr. Gina Pervall provided general information on Ebola and other viruses. Dr. Pervall provided a history of Ebola and a discussion of how the disease is transmitted and the overall risk associated with Ebola and other viruses. Dr. Pervall noted that it is generally accepted that the virus can survive outside the body and on surfaces for several hours. Dr. Pervall also noted that the flu virus kills approximately 50,000 people every year. Carla Grano provided an overview of Centers for Disease Control and Prevention (CDC) decontamination protocols and noted that WMATA's Bloodborne Pathogens Program is appropriate for exposure prevention and decontamination of viruses in general. Ms. Grano also noted that the EPA had not approved any Ebola-specific disinfectants, but does have an approved list of virucides that comply with the CDC's recommendation to use virucides for non-enveloped viruses. Mr. Sarles asked whether normal seasonal flu cleaning procedures were in place or ready to be implemented. ACCS, TIES and BUS reported that procedures were either in place or ready to be implemented.

**I. TIES:** Rail Cars are disinfected monthly but frequency can be increased.

**II. BUS:** BMNT disinfects weekly.

**III. ACCS:** Vehicles disinfected weekly by one of three contractors. Levels of disinfectant checked as a QA measure.



Closing: Jim Dougherty adjourned the meeting at 2:40 p.m.

Attendees	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total <sup>†</sup>
GM/CEO	X	X	X	X	X	X	X	*	X	X			9
Chief Safety Officer	X	X	X	X	X	X	X	X	X	X			10
CHOS				X	X	X	X			X			5
Chief, MTPD	X	X	X	X	*	X	X	X	X	X			9
DGMO		X	X	X	*	X	X	X	X	X			8
CFO	*		X	X		X	X	X					5
Assistant GM, Bus	*	X	X	X	X	X	*	X	X	*			7
AGM, TIES	X	X	X	X	X	*	*	X	X	X			8
Managing Director, Rail Transportation	X	X	X	*	X	X	X	X	X	X			9
AGM, ACCS	X	*	X	X	X	X	*	X	X	*			7
Chief Human Resource Officer	X		X			X			X				4
General Counsel	*				*	X	X		X	*			3
OIG	X	X	*	X	X	X		X	X	X			9
AGM, IT	X	X	X	X	X	X	X	X	X	X			10
AGM, CSCM	X	*	*	*		*		*	X	X			3
Chief Performance Officer	X	X	X	X		X	*	X	*	X			7
Assistant Chief Safety Officer	*	X	X	X	X	X	X	X	X	X			9
Deputy Chief, Rail Safety	X	X	X	X	X	X	X	*	X	*			8
Deputy Chief, Bus Safety	*	X	X	X	X	X	X	X	X	X			9
Deputy Chief, Environmental	X	X	X	X	*	X	*	X	*	X			7
Deputy Chief, Corp QA	X	X	X	X	X	X		X	X	X			9
Deputy Chief, Occupational	X	X	X	X	*	X	*	X	X	X			8
TOC/DDOT	X	X	X	X	X	X	X	X	X	X			10
Union	X	X	X	X	X	X	X	X	X	X			10

\*Represented by staff

<sup>†</sup>In-Person Attendance Count