



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

GROUP	
EXHIBIT	

Agency / Organization

Title



MEETING MINUTES
Executive Safety Committee
February 24, 2015

Name	Function	Phone Number
Members Present		
Requa, Jack	Interim GM/CEO	
Dougherty, Jim	CSO	
Richardson, Barbara	CHOS	
Pavlik, Ron	MTPD	
Troup, Robert	DGMO	
Potts, Robert	Acting AGM, BUS	
Bitar, Rodrigo	AGM, TIES	
Ballard, Hercules	Managing Director, Rail Transp.	
Kent, Christian	AGM, ACCS	
Moore-McGee, Tawnya	CHRO	
Pohl, Mark	Acting General Counsel	
Lew, Helen	Inspector General	
Borek, Kevin	AGM, IT	
Bowersox, Lynn	AGM, CSCM	
Burnside, Andrea	CPO	
Brown, Lou	Assistant CSO	
Kennerly, Manny	Deputy Chief Rail Safety	
Gilbert, Raquelle	Deputy Chief, Bus Safety	
Grano, Carla	Deputy Chief, Environmental	
Charles Briscoe	Deputy Chief, Corporate QA	
Baryshev, Klara	TOC	
Members Absent (*Represented by staff)		
CFO		
Deputy Chief, Occupational Safety*		
Other Attendees		
Adams, Dorsey	SAFE	
Alston, Jerold	SAFE	
Bodmer, Ron	MTPD/OEM	
Croce, Nick	LENI	
DeSoto, Dave	RISK	
Diaz, Ever	TIES/AGMT	
Hamilton, Jim	RISK	
Jones, Thomas	SAFE	
Kupka, Greg	SAFE	
Martin, William	RISK	
Marshall, Deborah	SAFE	
McCoy, Darren	SAFE	
Mischuk, Steve	SAFE	
Murtha, Ann*	SAFE	



Oram, Shalimar	MTPD		
Prevost, Terry	ACCS		
Rahn, Will	RISK		
Samarasinghe, Sharmila	TOC		
Webster, Nicole	MTPD		

- I. **Call to Order:** Jim Dougherty called the February Executive Safety Committee meeting to order at 1:08 pm on February 24, 2015, in the JGB First Floor Meeting Room.
- II. **Safety Contact:** Raquelle Gilbert provided an overview on the dangers of black ice.
- III. **Approval of Minutes:** Jim Dougherty asked for any changes to the minutes. The minutes were approved without comment.
- IV. **Statistical Review:** Greg Kupka reported that the January EIR increased to 8.49 injuries per 200,000 hours worked, more than doubling the EIR from January 2014, and surpassing the corporate EIR target of less than 4.6. The number of injuries increased from thirty-eight in December to eighty-three in January. The monthly leading injury types were, in order, Exposure (24), Slip/Trip/Fall (23), Collision-related (17) and Struck By/Against (8). The monthly leading job categories were Bus Operator and Police Officer. BMNT experienced two injuries in January, resulting in an EIR of 2.46. BTRA experienced thirty-two injuries in January, which results in an EIR of 13.41 to start 2015. Fifteen of the injuries were the result of collisions and eight were slip/trip/fall injuries. The largest number of injuries in January occurred at Shepherd Parkway (10), followed by Bladensburg (6). RTRA suffered sixteen recordable injuries in January, which results in an EIR of 12.37. Slips/Trips/Falls were the leading injury type with seven cases. The majority of the injuries were experienced by Train Operators (12). West Falls Church and Greenbelt Divisions each suffered four injuries, followed by Alexandria with three cases. Compared to January 2014, the number of injuries more than doubled, increasing from seven to sixteen. CMNT had two injuries in January, an increase of one from December. The two injuries result in an EIR of 2.25. ELES experienced one injury in January, resulting in an EIR of 4.77. PLNT had two injuries in January, which results in an EIR of 2.55, down from 3.65 in January 2014. SMNT experienced six injuries in January, bringing their EIR to 7.25, up from 1.82 in January 2014. Four of the injuries were related to the January 12 smoke incident at L'Enfant Plaza. After averaging more than two injuries per month in 2014, TRST experienced no injuries in January. This is the first month since December 2013 that TRST had no OSHA-recordable injuries. Mostly due to their large response to the January 12 smoke incident at L'Enfant Plaza, MTPD experienced twenty injuries in December, which resulted in an EIR of 37.63, up from 5.70 in January 2014. Seventeen of the injuries are attributed to smoke inhalation and resulting medical treatment and prescribed days away from work. Two injuries were related to Pursuits/Arrests and one was the result of a slip/fall on ice at the StoneStraw facility.
- V. **Incident Issues:**
 - A. **Rail: Rail Incidents:** Rodrigo Bitar reported on four significant rail incidents within TIES; Nick Croce reported on one significant rail incident within TIES. Hercules Ballard reported on two significant rail incidents within RTRA.
 - I. **1/4/15 - Toolbox Incident Update - Brentwood Yard.** *January 4, 2015, at approximately 0900 hrs.,* CMNT personnel observed smoke in the Brentwood Shop. They immediately reported this to their Supervisor who ordered an evacuation of the building and had the fire alarm initiated. Upon investigation, the Supervisor discovered a fire on track 11 south, in the area where shop carts and employee tool boxes were stored. He attempted to put out the fire, using 3 fire extinguishers, but despite his efforts it re-ignited. The fire was extinguished by DCFD personnel at approximately 0935. No injuries were reported. Property damage was incurred. An investigation conducted by CMNT and DCFD concluded that the source of the fire was a lightbulb burning out at an extremely high temperature. The bulb ruptured and caused hot glass from the bulb to fall onto a cart with rags and other combustibles that ignited due to the high temperature of the glass. DCFD ruled the fire to be an accident. Safety Issued SB #15-02 as a lesson's learned with

a focus on good housekeeping and fire extinguisher training. In addition, Power Dept. assessing alternative LED to current Metal Halide bulb.

- II. **1/21/2015 - Derailment.** *January 21, 2015, at approximately 0512 hrs.,* PM36 and F475 derailed just south of the hand throw switch, south of A99-100 signal. PM36 was pulling F475 to store consist clear of A99-100 signal into the Maintenance of Way (MOW) tracks. PM36 traveled through associated incident switch points without initial incident. However, as F475 began to travel through the same switch points, it began to diverge into the opposite track that PM36 was traveling on. This resulted in a derailment of both the rear truck of PM 36 and front trucks of F475. The consist was secured and integrity of incident scene was not compromised. The Equipment Operator and Flagman were removed from service and transported to JGB for post incident testing. No injuries were reported as a result of incident.
- III. **1/29/2015 - On Track Equipment Collision.** *January 28, 2015, at approximately 0520 hrs.,* PM47 pushing F-505 came into contact with a stationary unoccupied six (6) car train located behind D99-38 signal. PM47 was pushing F-505 when it came into contact with car #3095. The PM Equipment Operator, flagman and interlocking operator were removed from service and transported for post incident testing. No injuries reported.
- IV. **2/6/2015 – Disc Brake Assembly Incident.** *February 6, 2015, at approximately 1238 hrs.,* Train Operator (T/O) aboard train 103 at the Dupont Station, Track 2, reported that smoke was coming from beneath the operating consist, Car 5018-19 and married pair Car 5049-48. ROCC instructed the T/O to offload the train, cut out trucks on affected cars and transport train non-revenue to Brentwood Yard for further evaluation and investigation. MTPD on location at Dupont Station requested to ROCC that trains bypass the station and subsequently requested that trains not enter the station due to heavy smoke. ROCC exercised the tunnel/station fan system to remove smoke from the station and service resumed at 1335 hrs. No injuries were reported as a result of this incident.
- V. **2/11/15 – Reported Speed Command Discrepancy.** *February 11, 2015, at approximately 0904 hrs.,* ROCC was notified by an RTRA supervisor who reported that Train 916 Operator informed him that she placed her train in emergency due to the train she was operating coming in close proximity to a non-revenue train positioned stationary within the Foggy Bottom station limits, Track 1. The incident occurred at approximately 819 hrs. earlier in the morning. Train 916 was removed from service and taken to New Carrollton Yard in addition to train 708, the non-revenue train on track 1 at Foggy Bottom. ATC Engineering, CENV, SAFE responded to field locations to initiate investigation. VMS breakers were “dropped” on the consist of Trains 916 and 708. ROCC established a manual block operation between the Rosslyn and Foggy Bottom stations on Track #1. The manual block operation was lifted per the recommendation of the Deputy Chief, ATC Engineering based on preliminary evaluation and analysis data. No injuries or damage reported to train or wayside equipment.
- VI. **1/23/15 – Red Signal Overrun:** *January 23, 2015, at approximately 1252 hrs.,* SAFE was notified by ROCC Asst. Superintendent that Train Operator (T/O) of Train #107, overran Signal A15-06 displaying a red aspect. T/O notified the Terminal Supervisor and was instructed to reverse ends and contact ROCC. The train did not operate into the interlocking and no trailed switch incident occurred. Train #107 was pulled back to the Shady Grove platform by Terminal Supervisor and off loaded. The Train Operator and Terminal Supervisor were taken out of service and transported by an RTRA Supervisor for a post incident analysis. No injuries, damage to switch or train components reported.
- VII. **F03 Arcing Incident – L’Enfant Plaza:** *January 12, 2015 at approximately 1506 hrs.,* the Arcing Incident occurred. TOC and NTSB were notified. At approximately 1846 hours,

the NTSB announced that they would be heading the investigation efforts. WMATA is cooperating with the investigation and has provided approximately six thousand pages of documents and three hundred seventy-two hours of video to the NTSB. Risk and COUN to coordinate with NTSB on their ability to process claims received so as to not conflict with the investigation.

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

- I. **Bicyclist Incident:** *January 27, 2015 at approximately 1519 hrs.,* Metrobus #2327 was traveling eastbound Rhode Island Ave. approximately 10 feet east of 5th St. NW, Washington DC, in the second lane because of the parked autos in the curb lane. Male pedestrian was walking eastbound Rhode Island Ave at 5th St. on the sidewalk. Male pedestrian leaped into the right side windshield of Metrobus #2327 and was knocked down to the ground. There were approximately ten customers aboard Metrobus #2327 at the time of the accident. Point of contact was Metrobus #2327 right side windshield to the left shoulder of male pedestrian and the male pedestrian knocked down to the ground. There was minor damage to Metrobus #2327. There was one (1) injury reported, male pedestrian claimed injures to his lower back and his head was transported by District of Columbia Fire Department (DCFD) ambulance #12 to Howard University Hospital. No visible injury to the male pedestrian. Metro Transit Police Department (MTPD) responded and took report #2015-04382. District of Columbia Police Department District # 3 (DCPD) responded and took report #15-013350. There were no charges.
- II. **Pedestrian Incident:** *February 5, 2015 at approximately 0808 hrs.,* Metrobus #7136 was traveling northbound on 11th Street making a left turn westbound onto I Street, NW, Washington, DC. The bicyclist was traveling southbound 11th St., NW at the intersection of I Street, NW Washington DC. Metrobus #7136 and the bicyclist collided in the intersection. Point of contact was Metrobus #7136 right front corner bumper to the front tire of the bicycle. There was no visible damage to Metrobus #7136, and no visible damage to the bicycle. There were five (5) customers aboard Metrobus # 7136 at the time of the accident. There was one (1) total injury: One (1):-bicyclist bruise (contusion) on the left leg, the bicyclist was transported to George Washington University Hospital by District of Columbia Fire Department (DCFD) ambulance #11, with an non-life threatening injury. District of Columbia Police Department (DCPD) responded and took a report #15017725, Badge #5423. Metro Transit Police Department (MTPD) responded and took report #2015-05999.

C. MetroAccess: No report.

VI. **Environmental Updates:** Carla Grano provided an update of actions since the January meeting.

A. Waste Certifications:

- I. On February 6, 2015, SAFE submitted the Annual Self-Certifications of Compliance to the District Department of the Environment's Hazardous Waste Program. With the compliance certification, these reports provide quantities of hazardous waste generated at each facility in the District of Columbia in 2014. Submission of these reports typically triggers DDOE's annual hazardous waste inspections so it is anticipated that the program manager will reach out in the near future to schedule inspections.

B. Online Safety Data Sheets:

- I. Evaluation - In November 2013, SAFE introduced a new on-line application for the submission and evaluation of Safety Data Sheets (SDS) – IT has released improvements to the application since that time. The December 2013 Safety Bulletin discussed OSHA’s adoption of the Global Harmonization System (GHS) including conversion of Material Safety Data Sheets (MSDS) to Safety Data Sheets (SDS) and encouraged Metro employees to check out the new online SDS application. Prior to procurement, Safety Data Sheets for chemical products are submitted on line and reviewed by SAFE – the products are either approved or rejected for use. Approval packages include requirements for personal protective equipment (PPE) and proper disposal – the approval package is emailed to the individual who requested product evaluation and is maintained on line and accessible through the EMIH intranet web page.
- II. Access - In a recent audit, TOC found that Metro should take immediate steps to ensure that mechanics and other relevant employees know how to access Safety Data Sheets. Accordingly, the January 2015 Safety Bulletin explained that under OSHA’s Hazard Communication Standard, all employees have a right to know and understand the hazard of working with chemicals in the workplace and the bulletin provided instruction for accessing the Safety Data Sheets through the EMIH intranet page. In addition to preparing the January Safety Bulletin, a “Did You Know?” email was distributed to all Environmental Compliance Officers and Deputy Compliance Officers and an Environmental Toolbox Bulletin was prepared with detailed instructions for accessing SDS on line. Additionally, SAFE produced new posters and will distribute them before the end of March to facilities so employees will be more familiar with where to access SDS on line and instructions will be placed at computer kiosks on shop floors.

C. Spills:

- I. Since the ESC last met, there have been approximately 25 minor spills on the roadways and at our facilities. None resulted in a release to the storm or sanitary sewer systems

VII. Escalated Items:

- A. No reports of escalated items from the Departmental Safety Committees.

VIII. Hazard Reports:

- A. **Radio Communications:** Nicole Webster reported that MTPD experienced 49 radio trouble issues. An increase of 23 issues since the last meeting January 27. Of the 49; 43 work orders were generated. On 10 separate occasions, officers or the MTPD dispatcher attempted to call out on the radio and received a busy signal. According to radio maintenance, these are periods when there is excessive radio traffic and all of the channels are busy. This is due to the decommissioning of the VHF radio system and everyone being on the same UHF system. MTPD tracks every time this occurs. A total of 9 tickets were called in February, 23; 7 of those are still in progress. Trouble locations this month were Glenmont, Wheaton, College Park and L’Enfant Plaza. At Glenmont and Wheaton, spotty transmissions and reception; work was performed there; however testing was conducted on 2/12 and a lot of areas of the station failed testing including the mezzanine, the top of the esc to the platform, the kiosk and map area, and a lot of the back room areas. On 2/20, adjustment of the supplemental BDA was completed. Comprehensive retesting is being scheduled. College Park is next to receive a coverage enhancement which will begin once work at Wheaton is complete because some equipment from there will be used. At L’Enfant Plaza, a power surge on 2/20 took 2 BDA’s down. Still awaiting repair and realigning. Acceptance testing continues at stations where coverage enhancement or major adjustments have been completed.

IX. Safety Programs:

- A. Ann Murtha provided an update on Safety Training. Twelve classes were held with a total of 235 available seats, of which 91 were used (39%). There were 46 employees registered for training but failed to show up for class. An additional 94 employees were trained in New Employee

Orientation. There were 11 classes conducted in the field and 125 employees trained. These classes included training for BMNT, CMNT, SMNT and RTRA. Four classes were canceled due to no enrollment – Hazardous waste management, OSHA 10 Hour, Supervisor Safety Development and Confined Space Refresher. Two classes were postponed due to weather. The first OSHA 30 Hour class was run in January and 12 employees earned their OSHA 30 hour card. The next 30 hour class is in May and with 15 employees currently registered to attend. The March calendar is available and has been posted online. Many of the 2015 classes are posted for the entire year.

X. **Rail Safety Oversight:**

A. **Corrective Action Plans:** Darren McCoy reported that at the February capture meeting with the Tri-State Oversight Committee, fifteen CAPs were closed. The next meeting is scheduled for March 24, 2015.

XI. **Fire & Life Safety Update:**

A. **Fire & Life Safety Inspections:** Tom Jones reported that fire alarm testing was completed at Rockville Station. Takoma is scheduled for February 24.

I. **Fire Alarm Assessment:** Station PA system integration with the Fire Alarm. COMM has 2-teams doing the modifications and are completing about 2 stations a week. As of 11/20/2014, 49 stations have been modified and successfully tested. During design and FIA configuration, the 'Hub Stations' such as Metro Center, Gallery Place, L'Enfant Plaza, Fort Totten, were considered two separate stations and the fire alarms were not integrated as one fire alarm system. Marshal Epler's group (COMM Engineering) is writing an Engineering Modification Instruction (EMI) for these affected stations. This modification work will be done once the PA system integration is completed. Third party monitoring contract to be issued for all non-rail station locations. The contractor has started work. We were hoping to have this completed by year-end. There has been some IT challenges. The plan now is to phase-in the facilities as they are equipped and ready for Third-Party monitoring.

II. **Bladensburg Fire Alarm System:** EMI and Scope of Work have been completed. COMM started work on 09/09/2014 - work still ongoing. Cable feed to the guard booth is complete. Two annunciator panels are being installed in guard booth and will be complete within a week.

III. **Fire Alarm systems at Crossover Stations:** As far as integrating the FIA into one system, an initial EMI for Ft. Totten has been completed and is in the signature process. Once approved, the EMIs for the remaining crossover stations (L'Enfant, Metro Center, Gallery Place) will be completed and placed in the approval process. Currently the crossover station's FIA systems are programmed to ALARM based on location and will only transmit an audible alert message for the line segment that is in alarm. However, the system is also programmed to send an alert, via a supervisory signal, to the opposing panels and kiosk annunciators notifying fire alarm activation.

IV. **Landover Garage Fire:** A third party inspection is scheduled; HVAC duct detector installations from the punch-list. COMM and CENI will perform a walkthrough after the work is complete. Once this is completed, the system is expected to be turned over to COMM.

XII. **Other Business:** None reported.

Closing: Jim Dougherty adjourned the meeting at 2:25 pm.



Attendees	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total [†]
GM/CEO	X	X											2
Chief Safety Officer	X	X											2
CHOS	X	X											2
Chief, MTPD	X	X											2
DGMO	X	X											2
CFO													0
Assistant GM, Bus	X	X											2
AGM, TIES	X	X											2
Managing Director, Rail Transportation	X	X											2
AGM, ACCS	X	X											2
Chief Human Resources Officer	X	X						X	X				2
General Counsel	X	X											2
OIG	X	X											2
AGM, IT	X	X											2
AGM, CSCM	X	X											2
Chief Performance Officer	X	X											2
Assistant Chief Safety Officer	X	X											2
Deputy Chief, Rail Safety	X	X											2
Deputy Chief, Bus Safety	X	X											2
Deputy Chief, Environmental	X	X											2
Deputy Chief, Corp QA	X	X											2
Deputy Chief, Occupational	X	*											1
TOC/DDOT	X	X											2
Union	X												1

*Represented by staff

[†]In-Person Attendance Count