



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

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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WMATA INCIDENT AT L'ENFANT PLAZA.  
STATION, WASHINGTON, D.C.  
JANUARY 12, 2015

\* Docket No.: DCA-15-FR-004

\* \* \* \* \*

Interview of: RONALD BODMER

WMATA Headquarters  
Jackson Graham Building  
Washington, D.C.

Wednesday,  
April 15, 2015

The above-captioned matter convened, pursuant to notice.

BEFORE: MICHAEL FLANIGON  
Railroad Accident Investigator

The interviewee was afforded an opportunity to review this transcript for accuracy. Corrections are shown in ~~strikeout~~/underline in the text.

## APPEARANCES:

MICHAEL FLANIGON, Railroad Accident Investigator  
National Transportation Safety Board

ROBERT "JOE" GORDON, Investigator-in-Charge  
National Transportation Safety Board

RICK NARVELL, Human Performance Investigator  
National Transportation Safety Board

LOREN GROFF, Ph.D., Transportation Safety Analyst  
National Transportation Safety Board

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I N T E R V I E W

1  
2 MR. FLANIGON: Okay. My name is Mike Flanigon, F-l-a-n-  
3 -i-g-o-n. It's April 15, 2015. We're interviewing Mr. Ron  
4 Bodmer. Am I pronouncing that right?

5 MR. BODMER: Um-hum.

6 MR. FLANIGON: B-o-d-m-e-r. And he's Director --  
7 Director, do I have that right?

8 MR. BODMER: Director of Emergency Management, yeah.

9 MR. FLANIGON: Director of Emergency Management at  
10 WMATA. And this is regarding the January 12th smoke and arcing  
11 incident at L'Enfant Plaza. And I'll ask my colleagues to  
12 identify themselves, as well.

13 MR. NARVELL: Rick Narvell, N-a-r-v-e-l-l, with NTSB.

14 DR. GROFF: Loren Groff, L-o-r-e-n, G-r-o-f-f, NTSB.

15 MR. GORDON: Joe Gordon, G-o-r-d-o-n, NTSB.

16 MR. FLANIGON: And just to confirm, you understand we'll  
17 record the interview and provide you a transcript to make sure  
18 it's right.

19 MR. BODMER: Yes, sir. I understand.

20 MR. FLANIGON: Okay.

21 MR. BODMER: Yep.

22 MR. FLANIGON: Okay, great.

## INTERVIEW OF RON BODMER

23  
24 BY MR. FLANIGON:

25 Q. We'll start with kind of a general question. If you

1 would, Mr. Bodmer, walk us through how long you've been at WMATA,  
2 what have you done here, and what do you do now, and --

3 A. I'm in my 35th year here at WMATA. When I came here in  
4 1980, I started off as a transit police officer. I did 25½ years  
5 as a transit police officer, retired at the rank of captain. I  
6 ran the training division for the transit police at my last  
7 assignment. I retired in June of '06, 2006. I was re-hired back  
8 in November of 2006 and I worked for Fred Goodine, who was our  
9 chief safety officer at the time.

10 WMATA went through some transition time where our office  
11 was moved out of the transit police, at which time I was working  
12 for Chief Taborn, at that time. We established an Office of  
13 Emergency Management in 2008, December of 2008. Peter LaPorte was  
14 our director of emergency management, and we've built out the team  
15 since then.

16 I believe March time frame 2 years ago, Peter left Metro  
17 and I became the director of emergency management. I was his  
18 operations manager at the time, when he was here.

19 Q. Okay. And what does your office do?

20 A. Well, our office has grown a little bit, too. We  
21 basically had -- when we started out, we had two divisions. We  
22 had an operations division that was responsible for response to  
23 incidents and training of jurisdictional first responders, and we  
24 had a planning and technical services division that was  
25 responsible for all the plans that Metro has. We also were

1 responsible for special event planning, drills, exercises, and  
2 things like that. Since then, we have -- in our office, we have  
3 gained -- police communications has come under the Office of  
4 Emergency Management and so has the digital video evidence unit.  
5 So we have really four divisions now under this group.

6 Q. Okay. Okay. Well, during your career with WMATA,  
7 you've seen a lot of changes, and there's been high points and low  
8 points with the organization here. And one of the low points,  
9 certainly, was around a whole series of very significant  
10 accidents, Fort Totten being one of them. And I wondered if, from  
11 your perspective, what kind of changes have you seen with regard  
12 to the emphasis on safety and the safety of the operation,  
13 basically, over the last 6, 7, 8 years?

14 A. I think when I came back after the 2009 accident that we  
15 had up at Fort Totten, there certainly was a concern for the  
16 safety culture in Metro at that time. We were in a transition, as  
17 well. Fred Goodine had left us. A lady that works for me, Alexa  
18 Dupigny-Samuels, became the chief safety officer at the time, and  
19 we were going through the aftermath of that accident.

20 And then there was a transition that we were going  
21 through where we were concerned about the roadway worker  
22 protection. And Chief Mike Taborn, who was with the Federal  
23 Transit Administration, I think he was a director of safety and  
24 security over there, had left there to come back to Metro as the  
25 police chief. And during this transition, he was assigned to the

1 Office of Safety to run that for an interim period of time. And  
2 he pulled myself and a girl named Laney Weaver, who worked with  
3 us, over there to help them, you know, with this roadway worker  
4 protection effort and lead that. And there was a workshop that we  
5 had here, back then where we brought in some of the peers from the  
6 region. I think we did a 4-day -- I think it was a 4-day  
7 workshop?

8 Q. It was close. I remember --

9 A. Something --

10 Q. -- going to that.

11 A. Remember doing that? Yeah.

12 Q. Yeah.

13 A. We did that. And looking for best practices around, you  
14 know, around in the transit industry. And out of that came a  
15 worker protection manual, a roadway worker protection manual that  
16 the Authority did not have before.

17 And I think you've seen since we've done that, there's  
18 been a real emphasis on safety, you know, as far as really for the  
19 track workers and things like that. And we haven't had a whole  
20 lot of incidents since then, I think, on the track side of the  
21 house.

22 Now certainly, you'll have your people that throw  
23 themselves in front of, you know, purposely throw themselves in  
24 front of a train. We might have a derailment here, main line  
25 derailment. We could have it in the yard or something like that.



1 But we haven't seen the issues with the employees out working on  
2 the tracks since we kind of started that program. So I think the  
3 emphasis has been there, that where you're having your safety  
4 briefings before the work crews go out; you're having, you know,  
5 your toolbox things at the beginning of the shift, the safety  
6 contacts that are going out there.

7           And that's across the Authority, as well. Just in my  
8 own group here, we have a safety contact every day. You know,  
9 Monday through Friday, when we're working our roll call, we do a  
10 safety contact just to keep that, kind of that, message out there  
11 that you just think about that stuff. It's a different topic all  
12 the time.

13           We did have Ron Keele, I believe, came in, for a little  
14 while. Ron Keele did work for Fred Goodine back in the day, and  
15 he came back in as the chief safety officer, then replaced -- I  
16 think he replaced Alexa when she was here. And then Chief Taborn  
17 then came over, and that's when he was inserted down there in  
18 safety as the interim while we were working through the aftermath  
19 of the 2009 accident.

20           And then they picked -- Jim Dougherty came in from I  
21 think Muni. I think he was out west at Muni. He came in here as  
22 our chief safety officer, and I think Jim has built a pretty good  
23 program here with Metro emphasizing the -- trying to emphasize the  
24 safety culture with all the groups. So I think he's done a pretty  
25 good job, as far as that goes.

1           We try to instill the safety message, you know, in  
2 pretty much everything that we do. We have the monthly meetings  
3 to the executive safety committee that we meet. We have the local  
4 safety committees that meet, as well, that are bringing up any  
5 issues that may take place in a workplace. Within the transit  
6 police, we have our own local safety committee that we do that.

7           And it'll ramp up. If it needs to bump up to the  
8 executive safety committee, you know, it certainly can do that,  
9 but we try to, you know, handle it at the lower levels. And we  
10 encourage people to report any type of safety issues that are out  
11 there. So, personally, I'm pretty pleased with how we're doing  
12 all that.

13          Q.    Yeah. You're familiar with the close call reporting  
14 system and the --

15          A.    Um-hum.

16          Q    -- safety hotline, if you worked in the --

17          A.    The safety hotline that we have. Close call reporting  
18 system, I think Jim Dougherty kind of got that going for us, yep.

19          Q.    As both a manager of people, and you have to worry about  
20 their safety as a manager, but then on a system-wide basis, you  
21 know, the safety of the operation of the system, does data come to  
22 you that you use to make decisions or set priorities based on  
23 either the safety hotline or the, you know, the close call  
24 reporting? Is there anything that comes to you that you -- you  
25 know, sort of actionable data that you can look at and say, well,

1 we need to focus over here or there?

2 A. Well, we're certainly looking at the workers' comp  
3 injuries that are -- happen, you know, out there, and how  
4 employees are getting hurt. You know, typically for us, you know,  
5 in the transit police world, the police officers kind of are a  
6 little bit different than the normal employee because they engage  
7 in certain things where they may get hurt at times. But we kind  
8 of look at that, you know, where these actions are having that,  
9 and how these people are getting hurt.

10 If there is a close call incident out there, a train  
11 comes up on a work crew or something like that, there could be a  
12 re-energization of the third rail, you know, on a work crew or  
13 something like that, we pay attention to that and how, you know,  
14 kind of how did that happen.

15 My group is in charge of the full-scale -- these  
16 exercises that we do out on the main line. We're training these  
17 jurisdictional first responders, you know, all the time in proper  
18 safety techniques when working in the Metrorail system. So that's  
19 kind of on our mind all the time.

20 I will tell you this. Last year, prior to opening up  
21 the Silver Line, unprecedented for us, we did two full-scale  
22 exercises prior to that Silver Line opening up. We did a tabletop  
23 exercise -- we wanted to do a full-scale -- we actually wanted to  
24 do three, but we couldn't do it, based on ~~account of~~ the  
25 construction schedule when we had that. But we did a fire in a

1 tunnel. We did a collision main line up on an aerial structure  
2 out there out at our Spring Hill Station, and then we did an  
3 active shooter situation up at Wiehle Avenue.

4 In addition to that, we did a tabletop kind of a power  
5 issue. The way that line was set up out there, how the power  
6 crews get out there to rack out the breakers with the substations  
7 that are across two major highways, you know, to get to it.

8 And we did a PowerPoint on the bus bridges, to work  
9 around the bus side of that house. So I think in preparation for  
10 that Silver Line open, we did a pretty good job, as far as that  
11 goes. And knock on wood, so far --

12 Q. Yeah.

13 A. -- so good on that.

14 Q. The executive safety committee mentioned, do you sit on  
15 that committee?

16 A. I attend that. Chief Pavlik sits around the table on  
17 that, but I pretty much go down there. We brief out on the radio,  
18 any radio issues that we may have in the system with the police  
19 side of the radio, because I have communications under me.

20 Q. Okay.

21 A. So that's all briefed out on that.

22 Q. And you mentioned that the drills you were doing out  
23 there on the Silver Line prior to opening and, obviously, the  
24 Authority having jurisdiction as the one that you kind of drill  
25 with, do you invite other fire departments, police departments to

1 send observers if they wish?

2 A. We do. And in this particular, just for the Silver  
3 Line, itself, Fairfax County was the prime for that. So we had to  
4 go out for a -- kind of a familiarization and training blitz prior  
5 to the exercises happening. So we hit Fairfax County, both police  
6 and fire. We hit the airport authority, because of the Dulles  
7 toll road out -- or the access road going to the airport out  
8 there. So MWAA was involved in it. We hit Virginia State Police,  
9 because they were involved in it, as well.

10 | And we have city-sitting members that are on the COG,  
11 the Passenger Rail Safety Subcommittee, that talk about the  
12 exercises and what they're going to do for the year. But we  
13 always try to have one multi-jurisdictional exercise per year, is  
14 what we try to do, involving the different agencies.

15 Q. Yeah, okay. You mentioned the COG. Now, who from WMATA  
16 attends the COG meeting and, really, who are the WMATA players on  
17 the COG side?

18 A. From our group, since we're kind of the fire side of the  
19 house for Metro, my operations manager goes to the Passenger Rail  
20 Safety Subcommittee meetings. Sometimes he will go to the senior  
21 chiefs meetings that COG has, and then I or sometimes the chief  
22 will go to the fire chiefs meeting. It's usually me that goes to  
23 those. They're monthly meetings that they have on that, with  
24 either it be an attending meeting or a teleconference or, you  
25 know, a conference call or something like that. So, yeah, we're

1 pretty hooked into that.

2 Q. Yeah.

3 A. Now, we also have people that are on the emergency  
4 managers committee meeting, the SFI for that, and we have them on  
5 the transportation, the SF-1 committee, as well.

6 Q. And are they all basically part of your group that --

7 A. Yeah. Um-hum.

8 Q. Okay.

9 A. Yep. Yep.

10 Q. How many people in your emergency management group?

11 A. We have right now I think around 48, 49 folks --

12 Q. Oh, wow.

13 A. -- in the group right now, with the communications side  
14 and with the DVE side.

15 Q. So the communications side, is that the, like, all the  
16 sort of equivalent to the 911 operator/dispatcher?

17 A. Yeah, it's the dispatchers.

18 Q. Yeah.

19 A. Police dispatchers.

20 Q. Okay.

21 A. Yep.

22 Q. Okay. Who at WMATA gets training on ICS/NIMS, if  
23 anybody?

24 A. Primarily the police department, when the rookies go  
25 through the basic Northern Virginia Criminal Justice Academy, they

1 are required to get, I think, NIMS the 700 and the 100 series  
2 while they're in that basic training. So that's where it starts  
3 off on the police side. Some of the supervisors may get the  
4 IS-300, 400 series on that.

5 WMATA, as a whole, I don't think, has participated in  
6 that ICS training, you know, through FEMA, the different levels of  
7 that, like I think they should. But primarily the police are the  
8 main ones as far as the first responder is concerned, the first  
9 responders in this agency here and stuff.

10 Now, as far as training up to the ICS and what that's  
11 about, we started a program called -- and we've done it in the  
12 past, too. There was Joint Supervisory Training that we've done  
13 in years past. It's resurfaced again, but this was training that  
14 was put on primarily by the safety department back in the day.  
15 And we invited the fire departments to come in with the Metro  
16 supervisors. So it was, like, first-line supervisor, rail  
17 supervisors, mainly the police supervisors were in there, as well.  
18 And this was bringing them in and talking about ICS, okay?

19 Q. Um-hum.

20 A. And giving scenarios and then how they would work  
21 through scenarios. So that kind of went away. There was a "Train  
22 the Trainer" program that the fire service would do working with  
23 Metro about the Metro familiarization piece of it. That kind of  
24 went away.

25 Then we went into what we called Managing Metro

1   Emergencies.  There was a time when we did that, where we brought  
2   in outside people for that.  After Managing Metro Emergencies,  
3   then we went into a thing called MERT, Metro Emergency Response  
4   Training, and we started that back in 2009, when we did that.

5           And there was three levels of that training:  There was  
6   an awareness class, there was an operations class, and then there  
7   was a command class.  And the awareness class was basically for  
8   the non-rail folks.  It was just kind of an overview of what Metro  
9   was about, and some of the station layouts and the configurations.  
10  Talked a very little bit about NIMS in that class, but a little  
11  bit about the ICS part of it.

12           The operations part of it was more for the people that  
13  are actually working out in the system.  And it just wasn't the  
14  rail people, it was the -- it could have been the mechanics, the  
15  plant maintenance people, and all that sort of stuff.  So we had  
16  those attend, as well.  And then the command level class was  
17  mainly for the people that would be running these incidents would  
18  come into that.

19           And I wish I had a better turnout for that.  We did, I  
20  think, about six classes on that, total, while this -- it was a  
21  grant-funded project while we did that.  But all that talked about  
22  -- every level you went up, it got more into the ICS part of it,  
23  you know what I mean?  And then we actually did some tabletop  
24  exercises in those classes as well.  It was part of the class.

25           So we put out there, you know, whatever the scenario



1 was, if it was a train on fire, you know what I mean, a  
2 derailment, somebody hit or whatever. That's what they talked  
3 through when they did that, and they all enjoyed that pretty much.

4 Q. When was that put on?

5 A. We did that from 2009, and we did it through -- we  
6 finished up -- the grant ran out in July of '13, and we finished  
7 that up in February of 2013, I think, was when we taught our last  
8 class --

9 Q. Yeah.

10 A. -- on that. Since we've done that, now we've gone back  
11 into the Joint Supervisory Training. We've resurfaced that again,  
12 and now we're doing that as well. And that kind of resurfaced  
13 after our Anacostia incident that we had, where we had -- I don't  
14 know if you guys remember that one, where we had that train that  
15 was stuck down there on the Green Line and we had some people  
16 self-evacuate off that train. We lost power down there and they  
17 self-evacuated. And that kind of generated the -- that coming  
18 back. But that was the next step in this thing, anyway, to do  
19 that. Okay. So there's always kind of been a continuation of  
20 that kind of training, and more getting into the ICS part of it.

21 Q. Okay. The Tri-state Oversight Committee.

22 A. Yeah, TOC.

23 Q. You know who they are.

24 A. I just came from them.

25 Q. Oh, did you? Okay. I was going to ask you how often do

1 you interact with them and --

2 A. All the time.

3 Q. All the time?

4 A. All the time, yeah. Yeah, we have a couple of our staff  
5 members that -- part of the emergency management side of the house  
6 are -- go to all the meetings with TOC. We're very close to Klara  
7 and Sharmila on that team, and we were just at a monthly meeting  
8 just now.

9 Q. Do they go to the COG? And I should say for the  
10 transcriber, Continuity of Government, C-O-G, or no --

11 A. Council of Governments.

12 Q. Council of Governments, Council of Government.

13 A. Yeah, COG.

14 Q. And that's the area of kind of government coordination,  
15 I guess.

16 A. Um-hum.

17 Q. Does the TOC go to those meetings?

18 A. I have not seen TOC over at the Council of Governments,  
19 to tell you the truth. I'm not saying that they don't. They  
20 could sit in the background, but I haven't seen them as a regular  
21 player over there.

22 Q. As far as the emergency management piece with the fire  
23 departments and the fire chiefs and all that, you don't see them  
24 there?

25 A. I don't see them at the Council of Governments, no.

1 Q. Okay. All right.

2 A. No. You might want to talk to Klara --

3 Q. Yeah.

4 A. -- and see about that, yeah, but I haven't. The ones  
5 that I go to, I don't usually see them in there unless it's  
6 something big going on --

7 Q. Yeah.

8 A. -- you know what I mean, or they may sit in the back.

9 Q. Yeah.

10 A. But they did go -- we had the brief out on the January  
11 12th thing over there, where it was the normal thing, I think, for  
12 the body of the Council of Governments, for all the elected  
13 officials, you know, that serve on the COG council themselves.  
14 They may have been at that one, you know what I mean, because that  
15 was kind of a high-profile type meeting, where Chief Bashoor from  
16 Prince George's County was briefing out on -- and D.C.'s Fire was  
17 briefing out on some things as well. And I think at that meeting,  
18 may have been there, but usually I don't see them.

19 Q. Okay. Going to the radio system here at WMATA, the  
20 police communications, it's the same radio system as everybody  
21 else at WMATA uses but different channels for different --

22 A. Right.

23 Q. -- functions.

24 A. Right, right. Um-hum.

25 Q. How well do you think that system's working?

1           A.    It has its challenges.  We're on a 490 MHz system now.  
2  We have a 1500-mile service area that Metro has and repeaters are  
3  kind of spread out around the transit zone.  And we have both  
4  aboveground and underground communications at times.  And there is  
5  -- we do have issues with our underground radio system.  Usually,  
6  aboveground we don't have too many problems with, but we do have  
7  problems with our underground system.  All right.

8                     And part of that is, on our end of it, is when we do  
9  have radio troubles, the officers are reporting those into our  
10 communications division and then work orders are generated to go  
11 out and try to identify what the problem is.  We try to have a  
12 radio tech and an officer meet up at the same time so when they do  
13 the test, the officer can show the techs exactly where the problem  
14 was in the station.

15                    We have a kind of a criteria here, 95/95.  So 95% of the  
16 time, you should be able to see -- 95% of the station, 95% of the  
17 time, you should be able to talk.  We are in the process of doing  
18 a 30-station enhancement to that right now, where we're going into  
19 the ancillary rooms in the stations where we haven't been able to  
20 communicate before and that's ongoing right now.  So, we're doing  
21 that to try to improve the radio communication.

22                    But, oh, yeah, it's challenging at times.  Absolutely.  
23 It's a constant battle here to keep up on that.  And we also -- I  
24 don't know if you guys want to talk about the public safety radio  
25 system that we have in the tunnels as well.  The jurisdictions

1 have a public safety radio system that they have, and that it  
2 comes into Metro's underground throughout the region. So you have  
3 Arlington County, you have Montgomery County, you have parts of  
4 Prince George's County, certainly here in the District, that you  
5 have that, where it's the jurisdictional radio system, but then it  
6 comes underground to Metro and then Metro maintains a portion of  
7 that.

8           And from my understanding, and I'm not the radio guy,  
9 but from my understanding, is where the equipment comes from above  
10 ground to the underground portion, that's the jurisdiction's. And  
11 then between that part is what Metro maintains is that part of it,  
12 the BDAs, the bi-directional amplifiers, and stuff like that.

13       Q.    Okay.

14       A.    That's my understanding of that. I'm not a radio guy,  
15 trust me.

16       Q.    Okay. All right.

17       A.    Yeah.

18       Q.    That's good. You're familiar with WMATA's System Safety  
19 Program Plan, from working the safety part?

20       A.    SSPP.

21       Q.    I would guess you --

22       A.    Yep.

23       Q.    -- certainly would. So now in your current job, what's  
24 your role under that program?

25       A.    Under that plan, there's a section there that covers

1 emergency management side of the house and I think that's where we  
2 -- it's what the Office of Emergency Management is going to be  
3 responsible for. And one of those is that annual exercise that we  
4 do. That's a big part of that, to make sure that we do that  
5 annual exercise, to make sure that we have a pre-revenue exercise  
6 before we open up a new line, which we do that. We've done that  
7 every time since we do that, because that's kind of a requirement.

8           Continuity of operation is under out bailiwick, too,  
9 where we will make the base plan for the Authority, which we have  
10 done. And then the different groups within the Authority have  
11 their own plans, whether they're annexes off the base plan.

12           Q.    Um-hum.

13           A.    So we've got that as well.

14           Q.    Okay. So, given that the Office of Emergency Service is  
15 in the police department and the operations side is kind of a  
16 different chain of command going up, what are the mechanisms to  
17 make sure that the right people are talking to the right people  
18 about emergency planning and management?

19           A.    Ah, that's us. That's what we do.

20           Q.    Yeah?

21           A.    Yeah.

22           Q.    Well, how do you do it?

23           A.    I think our office, since we got established, I believe  
24 is a big coordinating body, is what it is. And our job, I think,  
25 is to put the pieces of the puzzle together, okay? So we have an

1 incident. We have the right representation that are coming to  
2 these incidents and to work through these incidents, okay?

3 Q. Um-hum.

4 A. And I think we do a pretty good job on that. Now, since  
5 my group, the operations group, is responsible to responding to  
6 these incidents, along with the police department, that they go  
7 there, we have a thing in Metro called an on-scene commander,  
8 okay?

9 Anytime -- and this happened back in April of 2000. We  
10 had a fire at the Foggy Bottom Metro, a significant tunnel fire,  
11 electrical fire that we had there. And it was chaotic, like they  
12 all are. And as a result of that -- Chief McDevitt was our police  
13 chief at the time. Dick White was our general manager. As a  
14 result of that, in July of 2000, the Transit Police now became the  
15 on-scene commanders of these emergency incidents. Anytime there  
16 was a jurisdictional public safety response, the Transit Police  
17 now were the on-scene commanders, where before it was the rail  
18 supervisors that were doing that.

19 And it was done for a couple reasons. The rail  
20 supervisors were kind of overwhelmed, you know, being at these  
21 scenes and the police had a better understanding of working with  
22 -- they work with the jurisdictions all the time. They had a  
23 better understanding of how ICS worked. So that's kind of when we  
24 started that and we've kind of morphed on that as far as we've  
25 gone forward. All right.

1           In our Metro Rules and Procedures Handbook, we have a  
2 section in there called SOP 1A, and that talks about command and  
3 control of these emergency incidents. And it kind of lays out  
4 what the responsibilities are for the different folks that respond  
5 to these things.

6           Now, prior to the Transit Police getting on the scene of  
7 these emergency incidents, the on-scene commander could be a train  
8 operator, it could be a station manager, a rail supervisor, or  
9 somebody like that. But as soon as the Transit Police get there  
10 -- now this is on public safety response, the Transit Police now  
11 run those things, okay, on the Metro side of it. All right.

12           Now, certainly if it's a fire, if it's rescue or  
13 something like that, the fire department are the incident  
14 commanders, but the Metro are the on-scene commanders. So they  
15 work with the fire department. In fact, we go to them. And  
16 that's something I'm pretty big on. So when you have an incident  
17 -- say if we had something happen between Judiciary Square and  
18 Gallery Place, D.C.'s going to go double end. They're going to go  
19 over to Judi, they're going to go to Gallery Place, and do a dual-  
20 end response if it's between the stations.

21           We'll find out where the command is and we'll send an  
22 official to the command, plus we'll put an official down in the  
23 station if it's safe to go down there. So we kind of have a on-  
24 scene commander, then we have a forward liaison, and we link right  
25 up with them and work hand in hand with them.



1           We bring a rail supervisor. In SOP 1A, the rail  
2 supervisors are directed to go. There is two hooked in the  
3 command structure as well. And then you just play it out. As far  
4 as whatever the fire department needs, we're working, you know,  
5 with them. In OCC, we'll send a police official to OCC during  
6 these incidents as well. We try to have two to the scene, one to  
7 OCC response on these things.

8           Also, our group staffs OCC during morning and evening  
9 rush hour, Monday through Friday. So we're in there for, right  
10 now it's a 4-hour stint. We're in there from 5:30 in the morning  
11 until 9:30 in the morning. And then we're in there from 3:30 in  
12 afternoon until 7:30 at night staffing that, just to be in there  
13 during peak time.

14           And we did that -- I started that back in, I think 2009  
15 is when I did that. But we were still in this building here, when  
16 OCC was in this building here. And basically, it was done to get  
17 early identification. We would see something going on, we'd just  
18 start calling people, say, hey, look, this is what they're working  
19 right now. While they're still trying to -- we're still trying to  
20 figure out, investigate kind of what's going on, just, hey, be  
21 advised of that. And it was kind of -- I think we've built upon  
22 that. So now we have officials that we assign to that, depending  
23 on the type of incident that's going on, that are there.

24           Also in this region, the fire departments will send a  
25 rep down there as well. So D.C., they loved it. They sent

1 somebody from across the street here to this building here. Now  
2 we're out in Landover, so they still send somebody out there.  
3 Prince George's County will send somebody. Montgomery County used  
4 to send somebody here when we did that. So the jurisdictions are  
5 involved as well.

6 We put an 800 MHz radio in the OCC just for the  
7 jurisdictions to use while they're in there working these things.  
8 On special events, like coming up this Saturday we have Earth Day  
9 here, D.C. is going to put a rep in our OCC during that event  
10 there. So any really significant crowd management event that we  
11 have here in the city, usually D.C. will put somebody in our OCC  
12 and they work right alongside of us.

13 Q. Well, just from the internal to WMATA piece of what you  
14 described, there's a lot of moving parts, right?  
15 Organizationally, you know.

16 A. Yeah.

17 Q. So, the police, emergency services, OCC, field sup --

18 A. Right.

19 Q. -- and assorted others possibly. And you talked a  
20 little bit about different training programs that had gone on to  
21 kind of help prep people for that. Where are those now? You  
22 talked about you're starting up something; is that right?

23 A. Yeah. When you go back many moons ago, we started with  
24 the Joint Supervisory Training, we were doing that. There was a  
25 "Train the Trainer" program that the jurisdictions had, where

1 Metro worked with them giving them all the familiarization slides  
2 that we have. And it was training them so they could teach their  
3 own. We morphed into Managing Metro Emergencies, okay. Then we  
4 went to the MERT, the Metro Emergency Response Training. Then we  
5 went to what we're doing now, back to the Joint Supervisory  
6 Training, which we're doing now.

7 Now, mind you, within the jurisdictions around here,  
8 they're still doing their own --

9 Q. Sure.

10 A. -- okay, training that they do, the basic training.  
11 They bring everybody out to our training center. We're training  
12 on average, not at Landover facility, but on average, the  
13 jurisdictions with everybody that we touch, probably about 5,000 a  
14 year that we're touching. Not all firefighters, not all cops.  
15 But we're touching the other groups as well.

16 We do outreaches to folks, you know, talk about safety  
17 and emergency management, you know, within WMATA. We're training  
18 the CERT teams, the Community Emergency Response Teams, that the  
19 region has here. Each jurisdiction has their own CERT team. And  
20 part of that training is a Metro block, and we started that  
21 several years ago. So we're training all the CERT people as well  
22 on that. So I'm pretty pleased with our training efforts.

23 Q. I guess I'm still not quite clear on what training WMATA  
24 people get on how it's supposed to work.

25 A. Okay. I can't speak to what they have in their rail

1 training, per se, in their bus training, their basic training.  
2 But I will tell you this, during that MERT training that we did,  
3 we touched almost 6,000 employees when we did that. And they were  
4 from anywhere from your bus operators, to your bus maintenance  
5 people, to the plant maintenance people. We had folks in there  
6 from the rail transportation side, and certainly the cops were  
7 involved in all that different training.

8 Q. And that's MERT?

9 A. MERT. It was --

10 Q. M?

11 A. Yeah, M-E-R-T.

12 Q. M-E-R-T.

13 A. Yeah. So that was kind of our --

14 Q. Metro Emergency --

15 A. Metro Emergency Response Training.

16 Q. -- Response Training.

17 A. Yeah. So that was the thing where we had the three  
18 different levels: the awareness, the operations, and the command.

19 Q. And that's ongoing now?

20 A. We stopped it. That grant ran out.

21 Q. Oh.

22 A. So the Joint Supervisory Training has now started back  
23 up and has taken the place of that.

24 Q. So currently there's Supervisory Training. So who --

25 A. Joint Supervisory Training.

1 Q. -- who gets that?

2 A. We're starting out with these first-line of supervisors  
3 that the Authority has, so your rail transportation, your  
4 sergeants on the police department. We'll bring in a couple of  
5 firefighters, some of the battalion chiefs from the local  
6 jurisdictions will come in and sit on the class.

7 But you could have somebody in from, say, a supervisor  
8 from the power department. You could have a supervisor from ATC,  
9 Automatic Train Control. You could have a supervisor from the bus  
10 side of the house, too, attend these classes.

11 Q. And has that started or is it --

12 A. It's been going, yeah. Now, we took a little bit of a  
13 hiatus on that when we were doing the Silver Line prep training,  
14 because that took a lot of our guys to go out there and train. We  
15 trained almost 1300 people out there in that part of it. But  
16 we're back doing it now.

17 Q. Okay.

18 A. Yeah. So that started back up, yep.

19 Q. And that's Supervisory --

20 A. It's Joint Supervisory Training.

21 Q. Okay. Do you put out any information on -- did we ask  
22 for that? The curriculum or anything on that.

23 MR. GORDON: I don't believe so and we'll probably want  
24 to review that.

25 MR. BODMER: Do you want to see that? We have a

1 participant guide for that that you guys --

2 MR. FLANIGON: Yeah.

3 MR. BODMER: -- that you guys want to see. We have  
4 that.

5 BY MR. FLANIGON:

6 Q. And if you run any reports that you look at, how many  
7 people have gone through what --

8 A. Um-hum.

9 Q. -- you know, so we got --

10 A. Yeah, we have, in fact, the training numbers -- we just  
11 did the last, you know, 5 years of the training numbers. And I  
12 think we put that out, so that should be public record as far as  
13 what we've done with the jurisdictions and the people that we've  
14 kind of touched.

15 Q. Yeah. So in the Joint Supervisor Training, that  
16 includes the fire departments?

17 A. Yeah, there's a couple reps we try to get response.

18 Q. But then also the WMATA people?

19 A. Um-hum, yep.

20 Q. And --

21 A. It's mainly for the WMATA people and we bring in a  
22 couple reps. We reach out through that COG committee to the  
23 Passenger Rail Safety Subcommittee. We reach out to them to send  
24 reps to that training class.

25 Q. Yeah. Okay.

1           A.    So that's just some of the groups that we've touched.  
2 An awful lot in the last 5 years.

3           Q.    Is that ours to keep?

4           A.    You can have that, sure.  Yep.

5           Q.    Give it to Joe.

6           A.    Yep.

7           Q.    Great.

8           A.    Yeah.  And this year, let me, I'll show you this year as  
9 far as some of the groups that we've done.  That's the latest  
10 stats up to date on this year, so it's January 1st.

11          Q.    Careful what you give me.  I'm hanging on to it.

12          A.    You can have it.  You can have it.  That's what we've  
13 done.

14          Q.    Okay.

15          A.    Okay.

16          Q.    Yeah, okay.  Great.  It's good info.  Does that include  
17 any kind of tabletop or scenario-based sort of stuff, or --

18          A.    In the Joint Supervisor Training, they do do a scenario-  
19 based, yes.

20          Q.    Okay.

21          A.    There are tabletops in that, yeah.

22          Q.    Okay.

23          A.    Yep.

24          Q.    Good.  This is a technical question and you may not know  
25 the answer; that's fine.  There's a smoke detector in the vent

1 shaft that was right above the arcing incident January 12.

2 A. Okay.

3 Q. And we're trying to find out where that alarms to. Do  
4 you happen to know that?

5 A. I think all the detection equipment that's out there  
6 will come back directly to the Rail OCC.

7 Q. Okay.

8 A. And it should show up probably on that -- if you've been  
9 out -- you've been out there?

10 Q. Um-hum.

11 A. You have the maintenance operations control assistant  
12 superintendent and you have the assistant superintendent of the  
13 rail operations side of the house, but those fire alarms should  
14 pop up. I know there's a screen right there where that should pop  
15 up at.

16 Q. On the maintenance side or on the control?

17 A. I think it's in between them both. There's a screen in  
18 there somewhere on that.

19 Q. Okay.

20 A. But it also may pop up -- I'm not sure whether it pops  
21 up on the controller's, you know, desktops or not. I'm not sure  
22 about that.

23 Q. Okay. So what -- looking at the training prior to  
24 January 12th, when was the last exercise, field exercise, or  
25 tabletop with the D.C. Fire Department?



1           A.    D.C. was involved, probably in a full-scale type thing,  
2 back in 2000-, if I'm -- get me right here, 2010. We did a  
3 serious of three exercises. So that was the last full-scale that  
4 I think D.C. was involved in with us.

5           Q.    Um-hum.

6           A.    And that was a multi-jurisdictional exercise where we  
7 put a train that had an explosion on it in between Rosslyn and  
8 Foggy Bottom. So Arlington County came in from the Virginia side  
9 and D.C. came in from the D.C. side of it. I think that was the  
10 last full-scale that we did with D.C.

11                   Now we did do a law enforcement exercise with the FBI in  
12 2012, okay. But that was mainly a law enforcement type exercise,  
13 in our station, that the FBI ran down at the Navy yard. But the  
14 fire guys really weren't involved with that too much on that.

15                   When we looked at the numbers, I know that there was  
16 some concerns about the numbers that they did last year, the  
17 hundred that they trained. And that was technical rescue people,  
18 okay. They primarily came over for the ELES lab.

19                   And I think it, personally, I don't think that was a  
20 good review because they're training all the time. They bring  
21 their recruits out to our place all the time. They train in-house  
22 all the time for that, okay. And they were, prior to the January  
23 12th incident, they were already in queue to come out and do some  
24 training for that.

25           Q.    Okay.

1           A.    And you see the numbers on that, so, it turns out really  
2 well.

3           Q.    You mentioned a term there that I didn't catch, ELES lab  
4 or ELES?

5           A.    Yeah.  We have a state of the art escalator/elevator lab  
6 that we have out at our Carmen Turner, at our Landover facility.  
7 And primarily for the elevator entrapments where we have to have  
8 escalator access here in the Metro system, our ELES department has  
9 that lab and they not only train internal people, but also they  
10 bring in the jurisdictional fire departments to go through that as  
11 well.  Loudoun County, believe it or not, is going through that  
12 lab right now.  We've had several hundred Loudoun County  
13 firefighters come through that and we're not even in Loudoun  
14 County yet, but they're thinking ahead, so --

15          Q.    Yeah.

16          A.    That was, I think, the technical skills group that  
17 Chief Mills was talking about in one of the briefings that he was  
18 giving on that.  But they're always training.  They're always  
19 training.

20          Q.    Yeah.

21          A.    Yeah.

22          Q.    Do you do station familiarization for the fire  
23 department?

24          A.    We do.

25          Q.    And if you know, and if you don't you can hopefully look

1 it up for us, when would have been the last time before January  
2 12th that you did a station familiarization at L'Enfant Plaza for  
3 the fire department.

4 A. For L'Enfant Plaza? No, I couldn't tell you for that  
5 particular station. A lot of times, the fire departments that are  
6 here will go out on station inspections themselves, okay. It  
7 could be, you know, that time of year, October, which is Fire  
8 Prevention Month, or something like that, where they may go out  
9 there and do these station inspections. It could be on a weekend  
10 on something when they're working and, hey, let's go look at this  
11 Metro station and take a look around.

12 We have what we call a Fire Life Safety Bulletin that we  
13 put out for station inspections, protocols for station  
14 inspections, where the fire department is supposed to contact us  
15 and let us know that they're coming. It's not that we have to  
16 send a rep to meet them, because anywhere the public goes, the  
17 fire department has access as well. But if they go beyond the end  
18 gates, if they want to go out on the right-of-way, if they want to  
19 come down a shaft or something like that, then they need to let us  
20 know. We have to send an escort out to hook up with them

21 But they've done that for the radio testing, you know,  
22 when they do their radio testing out there. And just  
23 familiarization, as they have the attrition just like everybody  
24 else has, they'll rotate crews through there; hey, let's go up and  
25 look at the Metro.

1 Q. Okay.

2 A. So, I'm not sure what records they have on that.

3 Q. Yeah.

4 A. But they certainly will contact us as well for station  
5 visits to go out there and brief them. And part of that basic  
6 training is not only to come to Carmen Turner for the basic, you  
7 know, overview of the train, you know, practicing of the WSADs,  
8 that we have, the warning strobe alarm devices that we have on the  
9 little training track out there. But also then they can meet  
10 them at the different facilities, to include rail yards. They  
11 will actually meet them at the rail yards.

12 They do train jacking exercises where, you know, they  
13 practice with their tools out there how to raise these trains up  
14 appropriately, working with our car maintenance people and that  
15 stuff. So that's ongoing, you know, all the time --

16 Q. Okay.

17 A. -- they do that.

18 Q. If you guys put on a station familiarization training  
19 for them, would you have that recorded anyplace?

20 A. Yes. Yeah. We make them sign in. We have signature  
21 sheets for all that, yeah.

22 Q. Um-hum. So that's something you could check for us?

23 A. I can do that.

24 Q. The last time --

25 A. Sure can.

1 Q. -- at L'Enfant Plaza?

2 And do you get any input into the training put on by  
3 transportation for supervisors, train operators, controllers on  
4 emergency situations?

5 A. Not really.

6 Q. No?

7 A. We will bring back to our shop what we -- we put on a  
8 little fire extinguisher class for them. We'll bring back the  
9 train operators and the station managers, because, you know, we  
10 have these insipient fires that are out there, whether it be a  
11 tie, a cross-tie that's burning, or we may have some trash that's  
12 caught up near the third rail or something like that. So we teach  
13 them on basic portable fire extinguisher training on that part of  
14 it. But as far as into their classes, what they teach them, no,  
15 we don't usually get involved in that.

16 Q. How about input on actually developing the training  
17 materials? Do you get to review them at all?

18 A. I have not seen that --

19 Q. Okay.

20 A. -- from them, okay. No.

21 Q. Okay. What's the routine meeting or communication  
22 medium where you, safety department, operations department,  
23 managers, share information and talk about what you're doing and  
24 issues and so forth?

25 A. Well, we bring everybody together certainly on special

1 event planning; we do that. We attend, my guys at the operations  
2 side will attend, the ROCC weekly meetings, the Rail OCC weekly  
3 meetings that they have. We have attended in the past the rail  
4 transportation meetings that they have had as well.

5 So we try to stay in touch with them if there's any  
6 issues out there, operational issues that may surface. And mainly  
7 that's with the Rail OCC side of the house.

8 We may meet with bus, but even our meetings with bus is  
9 very, very limited unless it's a special event planning or  
10 something like that. But that's when we discuss what our concerns  
11 are out there.

12 Q. Um-hum.

13 A. Yeah.

14 Q. And I'm guessing, just from a management perspective,  
15 that you report up through the chief.

16 A. Um-hum.

17 Q. And the transportation people report up through  
18 Rob Troup.

19 A. They would go to Troup, yeah.

20 Q. And so that comes together at the general manager staff  
21 meetings?

22 A. ELT.

23 Q. Is that when those --

24 A. ~~Effective~~ Executive Leadership.

25 Q. Okay.

1 A. Yep. That's where that discussion happens.

2 Q. And do you sit on that or does the chief sit on that?

3 A. The chief sits on that.

4 Q. The chief sits on that.

5 A. ~~No~~Yes, sir (the Chief does sit on that).

6 Q. Okay. The WSAD, W-S-A-D, which is --

7 A. Yeah, warning strobe --

8 Q. Wayside -- oh, warning?

9 A. Warning strobe alarm device.

10 Q. Warning strobe alarm device.

11 A. That's a piece of equipment. It's really a piece of  
12 equipment that give us -- it monitors the third rail status and it  
13 will alarm both audible and visible if the third rail comes up or  
14 power comes up in the third rail.

15 Q. Do the local fire departments have their own WSADs?

16 A. Yes, they do.

17 Q. They do?

18 A. We give them to them.

19 Q. Okay.

20 A. Yep.

21 Q. Okay.

22 A. So all of the region around here that touches Metro,  
23 they all have WSADs. In fact, we had to up our count to Fairfax  
24 County when we opened up the Silver Line. And some of them have  
25 bought their own. You know, Metro uses one type of WSAD and

1 that's what everybody uses.

2 MR. FLANIGON: Okay. I think that's all I got. I'll  
3 ask my colleague there to --

4 BY MR. NARVELL:

5 Q. This is Rick Narvell, with the NTSB. Just a few things  
6 here, Ron. You've been here a long time. You've seen a lot, as  
7 we discussed, a lot of changes, in your career.

8 Let's go back, I'll say, essentially from the Fort  
9 Totten incident, which is coming up on 6 years this 22 June to be  
10 exact. What do you see now in the last 6 or 7 years in terms of  
11 safety concerns or issues, from your seat?

12 A. I think that there was a time where we were having a lot  
13 of incidents that were happening out on main line. A lot of it  
14 was, you know, with some of the employees, you know, were getting  
15 hit or hurt out there. There was a time when we slowed the trains  
16 down greatly. We were going by people at 5 miles an hour at  
17 times. Now we're back up to 35 miles an hour when we're passing  
18 crews out there. And, you know, sometimes I think there may be a  
19 false sense of security as far as awareness, you know, where these  
20 people are working out there. Because we do a tremendous amount  
21 of work out on our tracks, a tremendous amount. And that's all  
22 part of that "state of good repair," you know, program that --

23 Q. Right.

24 A -- that Metro is in.

25 Q. Yep.



1           A.    And that's why you've seen over the last couple years  
2 the number of shutdowns that we've had, you know, where we've  
3 actually, you know, we've just taken these tracks out of service  
4 and give them to the maintenance teams to do whatever they got to  
5 do.

6           Q.    Um-hum.

7           A.    And there was a lot of coordination before that.  So  
8 there's usually weekly track coordination meetings for the work  
9 that's going on out there.  And emphasis is really on the safety  
10 side of the house because that's where we've had a lot of  
11 incidents between that, and you haven't seen that lately.  So the  
12 message is getting out there.

13                        With the new ~~railway~~roadway worker protection --

14           Q.    Right.

15           A.    -- training that we've done, you know, for the different  
16 levels.  We have, I think, four levels of that.  You know, the  
17 fourth being the highest with the RWICs, where we have these  
18 railway worker in charge folks now, where we have the watchman  
19 lookouts on either side of it now.  You haven't seen a whole lot  
20 of that at all out there because safety is -- you know,  
21 it's their minds and stuff.  It's not like the work hasn't  
22 stopped.  I mean, we still got a lot of work going on out there.

23           Q.    Right.

24           A.    So I've seen a big improvement on that.  Now, with the  
25 Fort Totten crash, you know, that was, I think, involving with the

1 ATC part of our system, and we just went back to ATO operation  
2 this week on the Red Line, you know.

3 Q. Yeah.

4 A. That was the first thing to go on back. We've been in  
5 manual, you know, ever since then. So I think, at that time, John  
6 Catoe was our general manager. You know, he saw that there was  
7 some type of a -- you know, certainly if it was an anomaly or  
8 something in the system or whatever, we stop it. I mean, we just  
9 cut out the ATO right then and we went manual from then on. Okay.

10 Q. Right.

11 A. And now, through the testing and I guess to whatever the  
12 change out of the ~~(indiscernible)~~ATC equipment that they're doing  
13 now, we're, you know, we're slowing getting back to where we  
14 should be with automatic train operation.

15 Q. Okay. So it sounds like the RWP is a success story?

16 A. Oh, it is a success story. Absolutely.

17 Q. You know, adhering to the manual and --

18 A. The manual, and I will tell you this. From Jim  
19 Dougherty's side of the house, from the safety side of the house,  
20 they're putting in his safety officers on every shutdown. They're  
21 checking in, you know, with these crews to make sure that  
22 everybody has the right levels of qualification to be on the  
23 tracks, that they're signing the briefing, you know, the --

24 Q. The job briefing?

25 A. -- the job briefing before they go out there to make

1 sure all that's in order.

2 Q. Right.

3 A. And, you know, they're relentless on doing that.

4 There's another thing that we also have done, and we've  
5 done this for a long time, is on these shutdowns, we have 8:00  
6 morning conference calls, and then there's other calls if they  
7 need to do that. But they talk about stuff that happened prior  
8 to, you know, that time frame when the shutdown started. And  
9 everybody's on these calls that have an involvement in these  
10 shutdowns. And then us that really aren't -- you know, the police  
11 are there, we're on there, you know, talking about, you know, what  
12 happened. And Safety gives a brief-out of what they saw, their  
13 observations and stuff.

14 So I've seen that and I think that's been a big help as  
15 well on that. And if they need to do another call, they'll do  
16 that. But from what I'm seeing when the safety officers are out  
17 there and they're seeing the violation, they're addressing it  
18 immediately. You know, they're encouraging the staff to, if they  
19 see something, point it out, you know, and correct it. So I see  
20 that.

21 Q. Okay.

22 A. Yeah.

23 Q. Good.

24 A. Yeah.

25 Q. So we heard the last couple days, there's essentially

1 three levels or three safety committees. There's the lower level,  
2 the boots on the ground. And then there's the department or  
3 divisional.

4 A. Right.

5 Q. And then there's the executive.

6 A. Local, departmental, and then the executive.

7 Q. And then it's my understanding that if an issue gets  
8 raised, it literally goes up through the chain of command; is that  
9 right? If you know, how many safety issues ultimately get to that  
10 top of that pyramid and, if so, what are they?

11 A. To tell you the truth, I haven't seen a whole lot. The  
12 meetings that I have attended, I have not seen a whole lot come up  
13 to that executive safety level. Usually, it's handled --

14 Q. It's resolved down the --

15 A. It's resolved, yeah. I think they expect that. They  
16 expect that to be resolved.

17 Q. Okay.

18 A. But the mechanism is there, if it needs to raise up to  
19 that level. You may want to check with Jim Dougherty on that to  
20 see, you know, how many have come up on that.

21 Q. We will when we're chatting with him tomorrow.

22 A. Okay.

23 Q. So -- good. Mike had asked you about the TOC, are you  
24 with familiar with it. Just came from there to meet with us  
25 today?

1 A. Yeah.

2 Q. I'll ask you kind of a companion question with respect  
3 to FTA. Do you interface with FTA? Do you see their folks over  
4 here on any capacity, or --

5 A. The FTA, they come on over to Metro on a frequent basis,  
6 you know. If it's coming to me, the FTA quarterly meetings, or  
7 whatever they come in on. But mainly as far as the oversight for  
8 Metro, TOC is the one that is, you know, that's the state safety  
9 oversight for us.

10 Q. Sure.

11 A. For them. So we deal with them.

12 Q. Which is the District, Virginia and Maryland?

13 A. Um-hum.

14 Q. That three-legged stool, if you will.

15 A. It's a three-legged stool, yes, sir.

16 Q. Right. Okay.

17 A. Yes, sir.

18 Q. My final question at this point is do you interact or  
19 interface with what your counterparts at other properties? For  
20 example, SEPTA or MARTA or CTA, or do you ever talk with any of  
21 your other counterparts about issues?

22 A. We do. I think that roadway worker protection probably  
23 was the best thing we -- you know, we were looking for the best of  
24 the best. So we had people in here from SEPTA. We had people in  
25 here from MTA. We had people in here from BART.

1 Q. Okay.

2 A. That came in here to talk to us about, you know, best  
3 practices, what they do, and all that kind of stuff. So, yeah.

4 And as far as, I guess, the APTA side of it --

5 Q. Right.

6 A. -- the American Public Transportation Association, I  
7 think.

8 Q. Yes. That's right

9 A. I know Charlie Dziduch, who used to run the OCC, was a  
10 part of that. I think on the APTA committee, standards committee,  
11 Mark Miller, who used to work with me, he retired. He was on the  
12 emergency management standards committee with APTA for best  
13 practices, you know, for that.

14 Q. Okay.

15 A. I think Alexa, my number three person in charge of  
16 planning, is picking up that role --

17 Q. Good.

18 A. -- with that. So they travel around.

19 We're also, in our shop, we're involved with the TSI. I  
20 guess the Transportation Safety Institute --

21 MR. GORDON: Transportation Safety Institute, Oklahoma  
22 City.

23 MR. BODMER: Yeah. We had a -- back when we had a  
24 couple -- Chuck Novick and Victor Size were with us, they were TSI  
25 instructors and they would do the emergency management side of it.

1 | We've done the rail ~~action~~accident investigation. Alexa teaches  
2 the bus safety part of it. So we're involved in that part of it  
3 as well.

4 MR. NARVELL: Okay, great.

5 MR. BODMER: Okay.

6 MR. NARVELL: Thank you. That's all I have for now.

7 BY DR. GROFF:

8 Q. Loren Groff, NTSB. Just to follow up a little bit on --  
9 there's a lot of discussion on sort of the process in incident  
10 response. And maybe this is really, really simple, but who has  
11 the typical responsibility or authority to sort of break that  
12 glass and say, this is -- something's happening that we need to  
13 shift into a response?

14 Like, so, for example, smoke. Well, how much smoke or,  
15 you know, now we got to stop. Is that up to whoever is making the  
16 call? The train operator says, I have a -- I'm very concerned; I  
17 want a response? Or is it up to OCC, or --

18 A. Well, there's -- if -- our communications, our police  
19 communications, gets calls coming in from not only internally, but  
20 externally calls as well, whether it be a police matter, you know,  
21 an assault, a theft, a robbery or something like that. But also  
22 they get the calls from the rail operations center, too; anything  
23 from smoke or fire in the system to offloads, train offloads where  
24 there may be a crowd management issue, you know, especially during  
25 our peak times. So we get calls like that all the time.

1           We also have that MSRPH book. I'm sure you -- I hope  
2 you guys have that, that lists out the SOP's for the different --

3           Q.    Um-hum.

4           A.    -- types of calls in there. Fire or smoke in the  
5 stations is one of them. Fire or smoke on the trains is one of  
6 those, you know what I mean. Fire or smoke on the right-of-way is  
7 one of those as well; you know, person hit and all that kind of  
8 stuff. So we have all that listed out in there.

9           Typically when a call comes in here -- now I'll also  
10 tell you this. We have an agreement with the jurisdictions, too.  
11 Metro has its own police department, okay. So have our own  
12 dedicated Transit Police that take care of Metro. But also we  
13 have -- the jurisdictions have concurrent jurisdiction as well for  
14 the Metro as well. So that's kind of the agreement on the police  
15 side of the house.

16           Metro doesn't have its own fire department. So with  
17 through the COG, the Council of Governments, we have an agreement  
18 that all the fire chiefs have signed in the region as far as how  
19 we're going to operate in the Metro. And that goes from response  
20 to media relations, you know what I mean?

21           Q.    Um-hum.

22           A.    To all that. So that's an agreement that we have in the  
23 COG. So when the call comes in, say, it's a smoke call or  
24 something like that. When a call comes in for that, our Rail OCC  
25 is supposed to call the local jurisdictional fire department and



1 let them know that, okay. And then they're to call them back and  
2 update as they get information.

3           There is a time when, certainly, they have to  
4 investigate that, you know, to see exactly what happened. Say, a  
5 train passes by a certain area, sees smoke or something like that.  
6 Well, OCC's got to investigate that to see, you know, what's going  
7 on and then get -- you know, I like ~~it~~-to get boots on the ground.  
8 It's boots on the ground, report back what do you see, what do you  
9 got? You know what I mean?

10           And then it drives from that, okay. But in the  
11 meantime, the response has already been initiated. Okay, you're  
12 sending people to the scene. So if they've call the District of  
13 Columbia Fire Department, they've called the Transit Police, we're  
14 already starting to put the puzzle together there, if you know  
15 what I mean; the pieces are coming to it.

16           We know that there's going to be a command set up, okay.  
17 We know, depending on the time of day, that we're going to need  
18 assets here, assets there, you know what I mean, based on where we  
19 are, transfer stations and stuff like. So that all happens.  
20 That's a normal thing for us to do that.

21           Q. So even in those, it may just be, you know, a matter of  
22 minutes or seconds when there's ambiguity, that's not really a  
23 problem. It's pretty quickly they get -- they're going to get  
24 confirming information very quickly, so --

25           A. Yeah, pretty quickly we get confirming information, and

1 certainly, you know, we're dispatching Transit Police officers  
2 there. So that's kind of what our ~~police~~Police Officers are  
3 ~~eases is~~ looking for and our supervisory staff that's working that  
4 day, is what are you seeing out there? What have you guys see?  
5 You know, report back to what you got and then we just build from  
6 there. You know?

7           And a lot of these things, they can grow or we find  
8 nothing, you know. If it's a train that has brakes that are  
9 heating up, we get a little bit of smoke in the station. But the  
10 train's gone, the smoke dissipates, you know. Even though we've  
11 called the fire department that will ramp right down pretty  
12 quickly.

13           Q.    Okay. So it can --

14           A.    Yeah.

15           Q.    -- scale up and down?

16           A.    Yep.

17           Q.    Thank you.

18           A.    Scale it up, scale it -- it's very scalable.

19           Q.    Yeah.

20           A.    Yeah.

21           Q    You mentioned related to that, you mentioned that, you  
22 know, how the communications and even the digital video, and my  
23 understanding, we've seen some examples of the videos, a lot of  
24 the cameras have upgraded quite a bit. Do the OCC have access to  
25 those cameras --

1 A. Absolutely.

2 Q. -- to confirm --

3 A. Absolutely.

4 Q. -- just like the station does?

5 A. Absolutely, yeah. Yeah, the cameras are station proper  
6 for the most part, okay, so they can see in the station. But if  
7 it's between stations, we don't have cameras --

8 Q. You don't have any --

9 A. -- in between stations. Some of the stations may have  
10 cameras that are above ground that are looking down the tracks.  
11 We're starting to populate that, because there's a big enhancement  
12 project now with Metro as far as the station cameras. It's  
13 ongoing all the time.

14 But the new, you know, our new 7000 trains are going to  
15 have cameras on them, so -- and there's a forward-looking camera  
16 on these trains. So we're kind of excited about that to see what  
17 kind of video we're going to be getting from -- there's all these  
18 incidents, you know, that --

19 Q. Yeah.

20 A. -- that we're going to have out there. But right now,  
21 it's depending on the people on the ground. You could have a  
22 track crew that's out there walking track, you know, because we  
23 walk our tracks twice a week. They could see something, you know,  
24 anomaly, an arcing insulator, it could be a stud bolt fire or  
25 something like that. They could come across that. It could be

1 the ATC folks that are out there working on switches that could  
2 come across something that they see that. Or normally it's the  
3 train ~~operation~~operator that's coming down the tracks --

4 Q. True, right.

5 A. -- and sees that. It could be a station manager, you  
6 know, that's out in the station. And the calls build from that.  
7 That is when we do that.

8 Or could be calls coming in from the citizens as well.  
9 You know what I mean? A lot of times, the D.C., or whatever the  
10 jurisdiction, may get 911 calls, okay. And they'll call Metro and  
11 say, hey, Metro, we're getting these calls that you've got  
12 something going on. And Metro may not know nothing about it  
13 because it hasn't been reported yet. We get some of that  
14 sometimes.

15 Q. And so that would -- how would that process work? The  
16 same thing happens as if, let's say, an operator or a controller  
17 reported something? You just send somebody out --

18 A. Send somebody out there.

19 Q. -- to confirm that --

20 A. Absolutely, absolutely, yep.

21 Q. Okay.

22 A. And that's that relationship, you know what I mean. You  
23 know, if local jurisdictions have information that we may not  
24 have, we certainly would look for them to call us and tell us,  
25 just like we would call them when we're reporting something, you

1 know what I mean. And say, yeah, we're aware of that, or no,  
2 we're not aware of that. Then we start dispatching based on what  
3 we get from there.

4 Q. And I know these vary widely.

5 A. Um-hum.

6 Q. What kind of response time typically is that? If you  
7 confirm -- let's say you have initial reports coming in, until you  
8 can -- how long or how short could that time be to be able to  
9 confirm?

10 A. It all depends on where it is, you know what I mean, in  
11 the system. You know, we have stretches of track where you may  
12 have 3 miles between stations, so it may take a little while for  
13 somebody, you know, to get to it. Other times, like between Judi  
14 and Gallery or Gallery and Metro Center, it's very easy to do  
15 that, you know. So it's all based on where the incident is and  
16 stuff and getting crews up there.

17 There is an ERT team that stays here at headquarters.  
18 We've had that here now for a little while. Emergency Response  
19 Team. It's a maintenance group that just goes out and handles the  
20 insulators and stuff like that. But it's all based on situation  
21 reports from the field --

22 Q. Sure.

23 A. -- you know. Give us an idea what you got, okay. Give  
24 us a location. If it's in the station, where is it? If it's  
25 between, give us a chain marker or something like that for where

1 the incident is, okay, and all that.

2 DR. GROFF: Go ahead, Joe. That's all.

3 BY MR. GORDON:

4 Q. Okay. Joe Gordon, NTSB. You mentioned the, kind of  
5 the, command process. On-scene command was typically Transit PD  
6 and then the incident command would be the representative from  
7 D.C. Fire --

8 A. Or the jurisdictional --

9 Q. -- if they come out.

10 A. -- the jurisdictional fire department, yeah. Depending  
11 on the type of incident. It's a police incident, then the police  
12 are running it.

13 Q. Okay.

14 A. If it's a fire incident or a rescue or something like  
15 that, the fire department's got it.

16 Q. Okay.

17 A. It's similar, yeah.

18 Q. So like in the January 12th accident, you had an on-  
19 scene command Transit PD and then the incident command.

20 A. Right.

21 Q. How would you say that, from your knowledge of how that  
22 went, did that work the way it was supposed to in that incident?

23 A. I think on our end of it. So we assigned -- we sent  
24 people to the incident commander and they linked up. Okay. Like,  
25 that's how we do it. And we had people that were with incident

1 command. We had people that were down, you know, in the station  
2 that were reporting back. I think Chief Olsen was our -- we each  
3 got transitioned as they got there, but I think Captain Donald was  
4 running it for a time and then Chief ~~Olsen~~Olson ended up with the  
5 incident commander topside. I don't know whether it was at 7th  
6 and Maryland or where they had the command set up down there. But  
7 that's just typically how we do that.

8 Q. Right.

9 BY MR. NARVELL:

10 Q. I'm sorry. I don't know if you didn't just see this,  
11 but this just came across. Excuse me.

12 A. Sure.

13 Q. The yellow.

14 A. Greenbelt and College Park, I know where that's at.  
15 Oh, that's shut down. We'll be busing between those two.

16 Q. The bridge?

17 A. It's a pedestrian bridge, yeah.

18 Q. Okay. I'm sorry. I'm --

19 A. That's okay.

20 Q. -- I didn't know if that's going to affect you right now  
21 or not.

22 A. It will. We'll do a bus bridge. That'll be between  
23 College Park and Greenbelt.

24 Q. Sorry to interrupt.

25 A. That messes the MARC system up, I'll tell you that, and

1 all them. Thank you. I know exactly where that is. Oh, boy.

2 BY MR. GORDON:

3 Q. So, feedback from that. I mean, did you're incident  
4 commander or on-scene commander from the Transit PD, did he feel  
5 like that communication went the way that it should have?

6 A. I haven't typically talked to him about that. I know  
7 we, you know, certainly we had people in place. I know I had a  
8 staff member that was up there at incident command, too, plus at  
9 the station. And the guys were working. We had three people that  
10 went to that --

11 Q. Okay.

12 A. -- on the call. The operation manager responded to  
13 that, and then we had two fire and safety officers that responded  
14 to that. One assisted with the evacuation of the station down  
15 there. And then they went up into the -- I think after we got  
16 everybody out of there, they went up looking for the source of  
17 that thing after it was said and done.

18 But while it was active, you know, while they were  
19 pulling people out of there, they were working with them --

20 Q. Okay.

21 A. -- on that. Yeah.

22 Q. How about, you know, in staying with talking about the  
23 response to the accident, if you had to summarize what WMATA's  
24 plan was and, I guess, the incident commander or on-scene command  
25 would have -- you know, he would have been the guy closest to the



1 scene and trying to say, hey, this is what we think the proper  
2 response is. What would you say that WMATA's, what was their  
3 input into what needed to be done?

4 A. Well, I think, on this particular incident, we actually  
5 had officers that we were on the incident train --

6 Q. Okay.

7 A. -- that were reporting back conditions that they were  
8 experiencing, which is rare, you know, to have somebody -- that's  
9 why I talk about boots on the ground. You actually got people  
10 that are on the train where this incident was and reporting back  
11 what they had found.

12 And then we're certainly going to relay that information  
13 to the jurisdictions, you know, what we have down there. You  
14 know, I know D.C. had some issues with the radio system that was  
15 down there. But we were getting information in real time back  
16 from our guys that, you know, what going on on the train. So that  
17 -- we're right there. That's the one thing we do when we link up  
18 with that. That's, you know, I mean, we're right there with them.  
19 So we're --

20 Q. Right.

21 A. -- telling them exactly what we're having down.

22 Now, their protocols as far as what they got to do, you  
23 know what I mean, they have a set of protocols that they got to do  
24 before they can get into a station, enter the tracks, and all that  
25 sort of -- there's a protocol there.

1 Q. Right, and start the evacuation --

2 A. There's a protocol that they got to do.

3 Q. -- and everything like that.

4 A. Yeah, sure. Sure.

5 Q. Yeah. So, you know, I guess one of the concerns comes  
6 in as to when the decision's made, you know, we're not going to be  
7 able to move this train anywhere else so we're going to have to  
8 start evacuating people from where it's sitting. And, you know,  
9 do you know when that call was made or anything about the  
10 communication from control center to your people, to the on-scene  
11 commander that was there at the scene?

12 A. I don't because we were here. We have a -- what we have  
13 is a rail service disruption line that on some of our major  
14 incidents, that thing will go active and a lot of the executive  
15 leadership is on that. So that's kind of where I was for that.

16 But basically, you know, it's like a ship. The train  
17 operator is responsible for that train. I mean, it starts with  
18 them. And, you know, we had a couple cops that were on the train  
19 as well and certainly working together, you know, getting, you  
20 know, I guess feedback from the control center, which I don't know  
21 what they were, you know, saying back and forth. It's going to be  
22 guiding what they're going to do, you know, whether it be, you  
23 know, stay put, whether it be reverse ends and come back, whether  
24 it be evacuate, you know. I mean, that's all done from the scene,  
25 you know, on that.

1 Q. Okay. You mentioned when you and Mike were talking  
2 about kind of the response to an incident and D.C. Fire, you know,  
3 used to be able to come over here; now they're going out to  
4 Landover. There's a station that's set up for them there. We got  
5 to go out and see that.

6 A. Yeah.

7 Q. And you mentioned the 800 MHz radio that they use. Who  
8 maintains that radio?

9 A. That is their radio.

10 Q. That belongs --

11 A. That's a jurisdictional radio.

12 Q. Okay.

13 A. Yep.

14 Q. To the jurisdiction, okay.

15 A. Yep.

16 Q. Okay. And I think I have just one more. There have  
17 been some procedural changes that WMATA's made. And I know you've  
18 seen the, you know, the bullets on some of them as far as, you  
19 know, shutting down the EVs on the train, the ventilation systems  
20 on the train, different things like that. Did you have any input  
21 into any of those procedural changes that have been made post-  
22 accident?

23 A. From our shop, no. But I think that in our Metro Safety  
24 Rules and Procedures Handbook, there is protocols in there for  
25 when the EV is supposed to, you know, be turned off, you know,

1 getting guidance. You know, I understand on this one that they  
2 would wait for the control center to give them permission to do  
3 that. But there is, I think there's some guidance in that book as  
4 far as when they cut off the HVAC systems on these trains,  
5 depending upon what they're going through. I know on part of our  
6 realm, if we have a chemical sensor go off, an alarm, you know,  
7 where we have an incident, we don't let them in the station. We  
8 cut off the HVAC in the train and stuff like that. That's all  
9 part of that protocol --

10 Q. Okay.

11 A. -- that we do in that, okay. So I think there are  
12 protocols out there for that.

13 Q. Okay.

14 A. Okay.

15 Q. Okay. That's all I have at this time.

16 BY MR. FLANIGON:

17 Q. Okay. Mike Flanigon again. You were asked about  
18 coordination with counterparts and other transit agencies. All  
19 the jurisdictions will also have an emergency management function.  
20 Usually an office of emergency management or something --

21 A. Um-hum. They do.

22 Q. -- along those lines. Do you meet and talk with those  
23 folks?

24 A. Yeah, we do.

25 Q. Yeah? Regularly?

1           A.    We usually provide the liaisons to the jurisdictional  
2 emergency management agencies, primarily D.C. HSEMA here. Chris  
3 Geldart's the current emergency manager over there. And if they  
4 need a liaison from Metro, we're the ones that -- my group is the  
5 ones that send a liaison down to them. And Chris ended up at the  
6 scene on this particular incident, I know that.

7                    But, yeah, we're in communication with them. We have,  
8 that WAWAS phone that's in the OCC, that Washington Area Warning  
9 System phone that contacts about 160 agencies or whatever. That's  
10 one way. D.C. is the control point for that phone for the region.  
11 So that's another way we can get ahold of them, or call them up  
12 and do that.

13                   But by the same token, they're tied into it, too. So  
14 when a call comes out from the fire department, okay, that's in  
15 their house. Because they have what they call -- their EOC may  
16 not be hot, but they have a 24-hour operation up there. So they  
17 know what's going in the city. The 911 center is right in their  
18 | building over that at Saint E's, so they're fully aware of what's  
19 going on with the Metro and stuff, yeah.

20           Q.    All right, good. And you earlier mentioned the Fire  
21 Life Safety Bulletin that goes out to fire departments. Is that  
22 generic or is that station specific?

23           A.    It's something that -- it's a way that we internally,  
24 from my group, notify the jurisdictions about a certain procedure  
25 or something new may have come out. And it could be anywhere from

1 station visits, okay, or calls for station visits. It could be  
2 something for airbag training. It could be something for handling  
3 stud bolt fires that we have out there in the system here  
4 recently. It could be for -- you know, on the Silver Line  
5 exercise, we had some issues where the ladders weren't reaching  
6 the ground because of the way the thing's out there, so we built a  
7 platform for that. So we recently put out a Fire Life Safety  
8 Bulletin on that.

9 Q. Okay.

10 A. And also, we put out one on the new 7 K's, as far as --

11 Q. Okay. I got you.

12 A. -- different features of the 7 K's and --

13 Q. So before you were talking about the protocol on station  
14 visits being a Fire Life Safety Bulletin.

15 A. That's a bulletin, yeah.

16 Q. The bulletin is a communication system.

17 A. It's a communication tool that we use for the  
18 jurisdictions.

19 Q. Okay.

20 A. So we will draft that. We will push it up to COG, and  
21 COG will push it out to the jurisdictions from that.

22 Q. Okay.

23 A. Okay.

24 Q. You mentioned the MSRP --

25 A. PH?

1 Q. PH.

2 A. Yeah.

3 Q. Metro Rail Safety Rules and Procedures --

4 A. Handbook.

5 Q. Handbook. Okay. I'm getting it. That has a lot of  
6 emergency procedures in it. As that's revised and reissued, do  
7 you get some input into that?

8 A. We do. We do. Our big part of that, there was, I  
9 think, fire/smoke in the station, specific we had some input on  
10 that on the last rewrite. But really our involvement was on  
11 SOP 1A, the command and control of these emergencies. That's  
12 where they wanted our -- really our input in that and working with  
13 the jurisdictional fire departments on that, so that's really what  
14 we -- our input on that one.

15 Q. Okay. And lastly, internal to WMATA, I mean, if there  
16 is a jurisdictional response to an event, usually the jurisdiction  
17 will hold a debrief on the incident, I'm presuming.

18 A. Um-hum.

19 Q. Does WMATA do its own?

20 A. We do.

21 Q. You do, okay. And do you guys run that?

22 A. We don't necessarily run that if it's a incident-based  
23 type. The on-scene commander is responsible for the hotwash and  
24 then any after-action report that may be required on that. We  
25 don't get involved in that.

1           Special events like we would do, we would do the after-  
2 action on the special event stuff. But incident based, it's up to  
3 the on-scene commanders to do that. And there's a --

4           Q.    There's a response.

5           A.    Yeah.

6           Q.    Um-hum.

7           A.    Yep, yep, on that. So they -- if it's appropriate to do  
8 it at the scene, they may do it at the scene, you know what I  
9 mean, and then come back later and regroup the people. Or they  
10 may reconvene some other time to do that.

11          Q.    Okay.

12          A.    Yep.

13          Q.    That's all I got.

14                BY MR. GORDON:

15          Q.    I got one final.

16          A.    Yes.

17          Q.    And I know -- Joe Gordon, NTSB. I know that we spoke,  
18 you and Mike talked about the control center training and that's  
19 not really, that's not something that you're tasked with, correct?

20          A.    Right.

21          Q.    Emergence preparedness training for the rail traffic  
22 controllers, is that something that you get to weigh in on at all,  
23 I mean, currently?

24          A.    Not currently. We don't do that, no.

25          Q.    Okay.



1           A.    Nope.  I'm not sure, in the rail training world, I'm not  
2   sure how they do that, you know.  I mean, as far as there's  
3   certainly training, you know, that's a specialized function within  
4   the Authority, just like training a train operator, just like  
5   training a station manager, you know what I mean?  And rail  
6   transportation has that.

7           Q.    Okay.

8           A.    Okay.

9           Q.    Okay.

10           MR. GORDON:  No, that's all I have.

11           BY MR. FLANIGON:

12           Q.    So would rail traffic controllers come under the Joint  
13   Supervisor Training?

14           A.    They could come to that training.  Yeah, they have.

15           Q.    Okay.

16           A.    Absolutely.

17           Q.    Okay.

18           A.    Absolutely, yeah.  Yeah.

19           Q.    Okay.  All right, well, anything you want to add before  
20   we wrap up?

21           A.    No, sir.  I'm good.

22           Q.    Okay.  We will --

23                   (Whereupon, the interview was concluded.)

24

25

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF:           WMATA INCIDENT AT L'ENFANT PLAZA  
                                  STATION, WASHINGTON, D.C.  
                                  JANUARY 12, 2015  
                                  Interview of Ronald Bodmer

DOCKET NUMBER:           DCA-15-FR-004

PLACE:                     Washington, D.C.

DATE:                      April 15, 2015

was held according to the record, and that this is the original,  
complete, true and accurate transcript which has been transcribed  
to the best of my skill and ability.

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Heidi Gardner  
Transcriber