



Inspection Form

Form WMSC-IR-1

Washington Metrorail Safety Commission

Agency/Department Information

| | | | | | | | |
|---|---|----|--------------|-------------------------------|---------------------|------------------------|----------|
| Inspection Date | YYYY | MM | DD | Report Number | 20201115-WMSC-RRD-1 | | |
| | 2020 | 11 | 15 | | | | |
| Rail Agency Name | Washington Metropolitan Area Transit Authority | | | Rail Agency Department | WMATA-OEM | Sub- Department | Planning |
| Rail Agency Department Contact Information | Name | | Email | Office Phone | | Mobile Phone | |
| | [REDACTED] | | [REDACTED] | [REDACTED] | | [REDACTED] | |
| Inspection Location | Vienna Metro Station, I66 Gallows Rd. Fairfax VA. | | | | | | |

Inspection Summary

| | | | | | | |
|---|-------------|---|---|---|---|---|
| Inspection Activity # | 1 | 2 | 3 | 4 | 5 | 6 |
| Activity Code | EMGT-TC-OBS | | | | | |
| Inspection Units | 1 | | | | | |
| Inspection Subunits | 0 | | | | | |
| Defects (Number) | 0 | | | | | |
| Recommended Finding | No | | | | | |
| Remedial Action Required¹ | No | | | | | |
| Recommended Reinspection | No | | | | | |

Activity Summaries

| | | | | | | | | | | | |
|---|------------------------------------|---------------------------|-----------------------|---------------------------------------|------------------------|---|----------------------|-----------------|------------------------------------|----------------------|------------|
| Inspection Activity # | 1 | Inspection Subject | Full Scale Exercise | | | | Activity Code | | EMGT | TC | OBS |
| Job Briefing Employee Name/Title | Lauren Byrne, OEM Planning section | | | Accompanied Inspector? | No | Out Brief Conducted | Yes | Time | 0700 | Outside Shift | No |
| Related Reports | | | | Related CAPS / Findings | | | | | | | |
| Related Rules, SOPs, Standards, or Other | Ref | | Rule or SOP | | Standard | | Other / Title | | Checklist Reference | | |
| | WMATA Rules Handbook | | SOP 1A | | | | Emergency Response | | Fire Liaison/Fire Department SOP's | | |
| | | | | | See sub sections below | | | | | | |
| Inspection Location | Main Track | Yard | Station | OCC | RTA Facility | WMSC Office | Track Type | At-grade | Tunnel | Elevated | N/A |
| | | | X | | | | | X | | | |
| Line(s) | K-Line | Track Number | 1&2 | Chain Marker and/or Station(s) | From | | | To | | | |
| | | | | | Station limits | | | Station limits | | | |
| Vehicles | Head Car Number | | Number of Cars | | Equipment | Hot Stick and WSAD ETEC 7526-7,7497-6,7130-1,7307-6 rail cars | | | | | |
| | 7526 | | 8 | | | | | | | | |



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| Description | <p><i>This WMATA Regional Full-Scale Exercise was conducted in person during the COVID-19 pandemic. All COVID-19 safety considerations were adhered to with frequent announcements made to remind all participants to social distance. Extra mask and hand sanitizing stations were placed throughout the exercise area. Personnel were placed in small groups and rotated through the various scenarios. Additional safety logistics were in place e.g., vests, radio's, restrooms and refreshments.</i></p> <p><i>The exercise was set up early and third power was brought down prior to the exercise starting.</i></p> <p><i>Real world emergency contingency plans were in place and relayed to all participants.</i></p> <p><i>The agenda went as planned with the following key exercise activities:</i></p> <ol style="list-style-type: none"> <i>1. Incident command (3 stations)</i> <i>2. Hot Stick and WSAD (2 stations)</i> <i>3. ETEC deployment (1 station)</i> <i>4. Train Familiarization of an 8-car 7000k train consist.</i> <p><i>These activities were inspected as sub-units of the entire exercise.</i></p> <p><i>Stakeholders consisted of WMATA's Safety Department, Rail Operations Control Center personnel (including controllers), Station Managers, Rail Supervisors, Metropolitan Transit Police Department, Office of Emergency Management, Fairfax County and Fairfax City fire rescue departments, and Fairfax County Fire Liaisons.</i></p> <p><i>The incident command stations were comprised of a mixture of personnel which gave insight to the different disciplines and what each position entails. Various scenarios were presented (person struck by a train, train derailment and fire/smoke on the roadway), and each group had to work through each scenario.</i></p> <p><i>The skill stations were taught with the focus on hands on training which gave the first responders repetition doing each skill set. Explanations, hands on training and a review of what was taught took place.</i></p> <p><i>Debriefing was done after each session and positive comments were made such as "we needed this to bridge the gaps in communications" and "we feel there has been a good change in the ROCC" from one of the controllers.</i></p> <p><i>A follow up inspection will be done after the debriefing with OEM's planning section.</i></p> | Number of Defects | 0 |
| | | Recommended Finding? | No |
| | | Remedial Action Required? | No |
| | | | |
| | | Recommended Reinspection? | No |
| Remedial Action | None | | |

¹ The rail transit agency must provide WMSC with the necessary evidence (e.g. maintenance work order system records, photos, documentation, records, data, or other evidence) to close out the Remedial Action. Closeout of Remedial Actions may also be subject to ongoing WMSC verification inspections to ensure corrections

| | | |
|--|-----------------------------|-----------------|
| Inspector in Charge – Signature RRD. | | Date 11/15/2020 |
| Inspector in Charge – Name Richard R. David | Inspection Team RRD WMSC | |

Photos:



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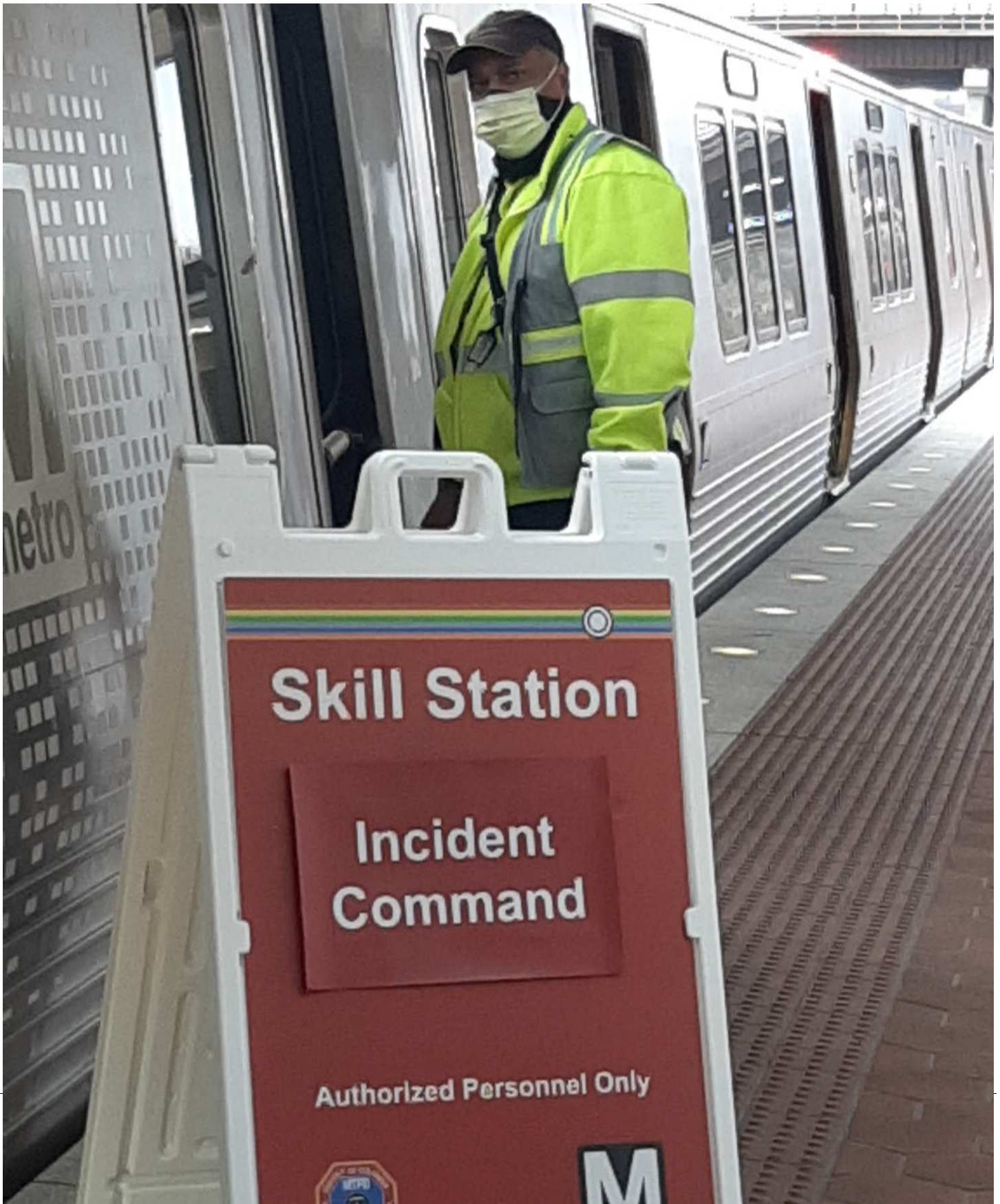




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