



Inspection Form

Form WMSC-IR-1

Washington Metrorail Safety Commission

Agency/Department Information

Inspection Date	YYYY/MM/DD 2024/04/27	Report Number	20240427-WMSC-LBW-1
Rail Agency Name	Washington Metropolitan Area Transit Authority	Rail Agency Department	Name
Rail Agency Department	Office of Emergency Preparedness	Contact Information	
Inspection Location	Benning Road Station 4500 Central Avenue NE Washington, DC 20019		

Inspection Summary

Inspection Activity #	1
Activity Code	OBS-EMGT-TNG
Inspection Units	1
Inspection Subunits	0
Defects (Number)	1
Recommended Finding	Yes
Remedial Action Required¹	Yes
Recommended Reinspection	No

Activity Summaries

Inspection Activity #	1	Inspection Subject	Benning Road Station Full-Scale Exercise				Activity Code	OBS-EMGT-TNG			
Job Briefing Employee Name/Title	637	Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	05:30 AM	Outside Shift	Yes		
Related Reports	NA	Related CAPS / Findings			NA						
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP			Standard		Other / Title		Checklist Reference		
	NA	MOR rule 17.21.7 MOR rule 17.9.3 MOR rule 17.21.2 MOR rule 17.5.5 MOR rule 17.21.6			NA		NA		NA		
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	WMSC Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X		X						X		
Line(s) & Track Number	Benning Road Station 4500 Central Avenue NE Washington, DC 20019				Chain Marker and/or Station(s)		From	To			
							G2 315+00		G2 350+00		
Vehicles	Head Car Number		Number of Cars		Equipment	4-Car 7000 Series Rail Vehicle Lights and Mats Warning Strobe Alarm Device					
	NA		NA								
Description	<p>WMSC inspectors attended the April 27, 2024, Benning Road Station full-scale exercise. The full-scale exercise was scheduled while the station was closed for aerial structure work on the Blue, Orange, and Silver lines. The station was closed to the public during the simulated incident and the exercise was used to test unified command, safe track entry, and first responder tactics in the Metrorail environment. The exercise participants included Metro's Integrated Command and Communications Center (MICC), District of Columbia Fire and EMS Department (DCFEMS), and Metrorail emergency preparedness personnel and support staff. The Exercise was used to train and evaluate rescue efforts and response coordination and communication between on-scene responders, Metrorail operations staff, Metro Transit Police, and support personnel. There were training stations set up for first responders on manual fan shaft ventilation to allow first responder to practicing tunnel fan operation and safety protocols. Additionally, the District of Columbia Fire Department practiced deploying a Bi-Directional Amplifier (BDA), a two-way radio signal booster used to enhance radio coverage. Post rotation debriefings were conducted, and hot wash was completed at the conclusion of the exercise. Prior to commencing of the exercise, the WMSC inspector attended an additional WMATA roadway job safety briefing completed for roadway worker protection (RWP) set up. The activity/work area (Benning Road Station) was protected utilizing Inaccessible Track Occupancy that was established for the shutdown activities. Additionally, the limits of the exercise were established using work mats, lights and warning strobe alarm devices (WSAD). The inspector observed the EMLPOYEE in charge (EICRWIC) calling and verifying 3rd rail power was deenergized prior to confirming with a hot stick. The inspection team did not go to the roadway as a Roadway Job Safety Briefing (RJSB) was not completed prior to the activity by the Employee in Charge (EIC). An EIC was utilized due to the exercise being held in an established work area. The deficiency in the roadway job safety briefing was immediately communicated to the Metrorail personnel in attendance and a correspondence was sent the following business day requesting a response for Metrorail.</p>						Number of Defects		1		
							Recommended Finding?		Yes		
							Remedial Action Required?		Yes		
							Recommended Reinspection?		No		
Remedial Action	Metrorail will perform a further investigation into the roadway worker in charge and the lack of roadway job safety briefing										



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Photos:
20240427_061640.heic



20240427_074906.heic





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20240427_084803.heic



20240427_093835.heic



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 are sufficient and effective.

Inspector in Charge's Signature		Date 2024/04/27
Inspector in Charge's Name LeBon Bruce Walker	Inspection Team Richard David Sharmila Samarasinghe Tiffany Minor	