Vision & Mission

Vision
The Office of Emergency Management is committed to providing support to our first responders and coordinating with local jurisdictions in an effort to stay prepared to respond to any emergency that may arise with our Metro System.

Mission
The mission of the Office of Emergency Management is to provide support and emergency expertise during Metro related emergencies.

This is accomplished through the National Preparedness Goal
• Prevention, Protection, Mitigation, Response & Recovery
The Office of Emergency Management (OEM) was established in December 2008 and is focused on emergency preparedness.

OEM responds to emergencies to facilitate a cohesive atmosphere between first responders and Metro officials during an incident.

OEM preparedness programs include outreaches, training exercises, classes, planning, coordination with other agencies/departments in the region, maintenance, and testing of new concepts and equipment for improved safety.
We respond to an emergency utilizing the National Incident Management System (NIMS) and Incident Command System (ICS)

• Coordinated effort through an Incident Command Post
  • On-Scene Commander (OSC) – The first MTPD officer or Official that arrives at the scene.
  • Incident Commander (IC) – Senior non-WMATA Fire or Police Department Official who is controlling and coordinating all activities at scene.
  • OEM Liaison – directs and supports activities at the scene, carries out the direction of the IC and OSC.
Emergency Response Operating Procedures

- Purpose is to delineate responsibilities for control and coordination of all responses to emergency situations
- Applicable to all WMATA personnel and all non-WMATA personnel actively participating in Emergency Operations
Standard Operating Procedures

- Emergency Removal and Restoration of Third Rail Power
- Fire and Smoke on the Roadway (Right of Way)
- Fire and Smoke on Cars
- Fire and Smoke in a Station
- Floods
- Passenger Evacuation from Trains
- Train Collision – Mainline and Rail Yard
- Bomb Threats / Suspicious Packages / Unattended Packages
- Coordination of an Emergency in a Common Corridor
- Hazardous Material Incident
Types of Evacuations

Incident location will affect ingress/egress method chosen:

- Station
- Close-in
- Rescue Train
- Recovery Train
- Roadway
- Tunnel

Train location affects ingress/egress method chosen
Evacuation Options

CLOSE-IN

This method is used to evacuate passengers to a station platform through another train stopped in a station.
Evacuation Options *cont’d.*

**RECOVERY TRAIN**

- This method is used to remove a disabled train
- OCC will direct a second train to off load its passengers and dispatch it to the disabled train
- Couple-up to the disabled train and tow it back to the closest station
Evacuation Options cont’d.

**RESCUE TRAIN**

- This method is used to rescue passengers from a disabled train.
- OCC will direct a second train to off load its passengers and dispatch it to the disabled train.
- Train will approach close enough for passengers to cross from one train to the other without coupling.

Train preparing to offload in order to rescue a disabled train in tunnel.
Evacuation Options cont’d.

ROADWAY SURFACE/AERIAL

Surface Track
• Face front of train and exit to the right side

Aerial Track
• Look for the center safety walk
Evacuation Options *cont’d.*

**ROADWAY TUNNEL**

- **Ingress**
  - Side doors if safety walk easily accessible
  - Bulkhead doors second choice
- **Egress**
  - Bulkhead door to rescue train first choice
  - Side door to safety walk second choice
  - Track bed is always the last choice

Disabled railcar in tunnel
1st Responder’s Equipment and Tools

210 Emergency Tunnel Evacuation Carts (ETECs) located in the Metrorail system

ETEC: A two-tiered aluminum cart that is manually operated. The cart is designed for emergency responders to aid in the transportation of emergency equipment to the incident and for evacuation of injured or non-ambulatory. Each cart has the ability to transport four persons at a time and can hold up to 1,000 pounds.
24 Motorized Emergency Recon Vehicles (MERVs) located strategically throughout the Metrorail system

**MERV**: A battery powered motorized cart that weighs approximately 172 pounds and can carry a total weight of 2200 pounds. The cart is constructed from high-strength aluminum alloys and has non-conductive 10” flanged wheels. The cart allows emergency response personnel a quick access to trains that are in a tunnel. The cart is stored in several pieces and must be put together for deployment.
Persons with Disabilities

Passenger evacuated from a rail car during training
Fire Maps are located in every station Kiosk

60 Emergency Medical Services (EMS) cabinets in underground stations
- 100 lights sticks
- 100 bandages
- 5 SKEDs

**EMS Cabinets**: Cabinets used to store supplies that can be deployed in the event of a Metro emergency incident. All SKEDS will be marked with storage location.
Training and Outreach

Ongoing classes for Police and Fire Departments detailing the safe use of the MERV and ETEC evacuation tools.

Firefighters assembling a MERV

Firefighters receiving training
## Training and Outreach

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Previous Exercises

- Rail Yard Collision
- Rail Explosion Under River
- Bus Explosion

These exercises included representatives with disabilities

Firefighter practicing skills during drills and exercises
Silver Line Training - 3 Exercises

- Aerial Exercise
- Fire in the Tunnel
- Active Shooter

All of the above exercises included representatives with disabilities.

Firefighters practicing skills under and aerial track

Smoke coming from a rail car during training

Police Officers practicing skills
Office of Emergency Management Planning

• Emergency Response Plans
  ➢ Emergency Operations Plan
    ▪ 6 plan annexes
    ▪ Station Emergency Response and Evacuation Plans (EREP) and Annexes
      ○ EREP is a regional coordination and collaboration tool
Office of Emergency Management Planning

Each EREP annex consists of six unique parts:

1. Cover
2. Station characteristics
3. Key considerations
4. ICS command organization
5. Station overview map
6. Station interior map
Currently Developing an enhanced training schedule with jurisdictional first responders.

Providing quarterly full scale exercises on for the next 3 years.

Developing a regional public safety radio testing and reporting protocols.

Developing new signage for the outside of all railcars to clearly identify emergency doors and release handles for jurisdictional first responders.

Changed procedures to give train operators independent authority on operating air intake systems on rail cars.