



Customer Service, Operations and Security Committee

Information Item IV-A

July 14, 2016

Review of Greensboro Emergency Drill

Washington Metropolitan Area Transit Authority

Board Action/Information Summary

☐ Action ☒ Information

MEAD Number:
201765

Resolution:
☐ Yes ☒ No

TITLE:

Greensboro Station Emergency Exercise

PRESENTATION SUMMARY:

The Metro Transit Police Department Office of Emergency Management conducted an emergency exercise at the Greensboro Metro Station as part of an on-going series of safety actions to improve internal and external emergency preparedness of first responders and Metro operational personnel.

PURPOSE:

The purpose of this presentation is to provide information to Metro Board Members and transit customers regarding safety actions and response improvements of Metro operational personnel and regional first responders.

DESCRIPTION:

On Sunday, June 26, 2016, an emergency exercise was conducted at the Greensboro Rail Station as part of continuing actions of Metro to improve internal and external emergency preparedness of regional first responders and Metro operational personnel. The full-scale exercise was designed to replicate an evacuation of a train stopped in the tunnel due to an arcing feeder cable and loss of third rail power causing smoke and fire between the Greensboro and Tysons Corner Metro Stations.

Key Highlights:

- The Greensboro Rail Station was closed during the morning for the full-scale exercise, and resumed routine rail operations by 12:00 p.m.
- Approximately 120 volunteers, over 50 fire fighters, and 13 guest observers participated in the exercise.
- There were two main objectives for the exercise: Demonstrate the ability to establish an on-site incident command structure. Demonstrate the ability to coordinate the movement of resources to address the needs of the incident to resolve threats to life and safety.

Background and History:

Emergency exercises provide an opportunity for Metro operational employees and regional first responders to ensure the response capabilities, provide practice of emergency plans in a non-threatening environment, improve communications among

stakeholders, and determine if improvements are necessary to mitigate responses of real-time emergencies. In January 2015, the Metro Deputy General Manager ordered ten actions, in collaboration with a National Transportation Safety Board (NTSB) investigation of a Metrorail train incident, to improve and enhance safety in the system. One of the actions was conducting a full-scale emergency exercise each quarter. Since that time, the MTPD has conducted five exercises with varying jurisdictions, simulations, and objectives. As a matter of information, full-scale exercises are scheduled for each quarter through November 2017, with the next exercise planned to occur on August 28, 2016 on an aerial structure between the District of Columbia and the Pentagon Rail Station in Arlington, Virginia.

Discussion:

Metro has conducted emergency exercises, drills, and table-top exercises since opening the rail system in 1976. In recent years, emergency exercises have been further developed and enhanced, and in 2013, the Department of Homeland Security introduced the Homeland Security Exercise and Evaluation Program (HSEEP). HSEEP provides guidance for planning, executing and evaluating hazard response, mitigation, and recovery. MTPD has adopted HSEEP methodology and applies the following fundamental principles to all emergency exercises:

- Guided by elected and appointed officials to provide intent and direction.
- Capability-based, objective driven.
- Progressive planning approach.
- Whole community integration.
- Informed by risk.
- Common methodology.

The most recent emergency exercise was conducted at the Greensboro Rail Station with four established core capabilities of operational coordination, operational communication, critical transportation, and situational assessment. The simulation began with a train operator reporting smoky conditions in the tunnel and loss of third rail power which prevented the train from returning to the platform. Over the next four to five hours, Metro employees, Fairfax County, Commonwealth of Virginia, and District of Columbia agencies interacted utilizing incident management guidelines, emergency plans, and necessary resources to mitigate the hazard to a successful conclusion. During the entire operation, evaluators collected relevant observations, documented objectives, capability targets, and critical tasks. At the conclusion of exercise play, controllers facilitate a hotwash to allow players to discuss strengths and areas for improvement and to allow evaluators to seek clarification regarding player actions and decision-making processes. The evaluation feedback is combined with hotwash notes to provide the overall evaluation and completion of an after action report. Finally, an improvement plan will be developed identifying specific corrective actions, assigning tasks to responsible parties, and establishing target dates for completion. Again, each exercise conducted is patterned after the same basic HSEEP methods.

The scenario for the planned August emergency exercise will feature a stranded train, partially on an exterior elevated track approaching the Pentagon Station. The exercise will have an additional security component, with suspicious packages reported on buses at the Pentagon Station bus bay. Operational objectives have been established for the

aerial bridge exercise, including:

- Fire, emergency management and law enforcement personnel are to practice their response to an elevated track incident.
- Responding units are to demonstrate the ability to maintain situational awareness between relevant operations centers and through the use of regional alert systems.
- Regional agencies are to demonstrate the ability to provide coordinated public messaging as the incident unfolds.
- Responding agencies are to demonstrate the ability to coordinate rescue, traffic control, and law enforcement response to a security threat in the vicinity of a Metro station.

As a matter of information, Metro has created many opportunities to improve responses to emergency events. Since the fall of 2015, the Office of Emergency Management (OEM) has been conducting a three-hour training course in incident management at each New Employee Orientation. This year, all Metro Frontline Operations employees must complete the Federal Emergency Management Agency (FEMA) industry-standard computer based training for the National Incident Management System (NIMS). Additionally, in 2015 OEM trained more than 3,800 employees and regional first responders in familiarization training to ensure a coordinated response to emergencies. Through May 2016, OEM trained almost 3,000 additional personnel. Metro will continue to provide training opportunities and other resources to improve response capabilities.

FUNDING IMPACT:

Define current or potential funding impact, including source of reimbursable funds.	
Project Manager:	Ronald A. Pavlik, Jr., Chief of Police
Project Department/Office:	Metro Transit Police Department

The actions identified in this report are funded by MTPD operational budget.

TIMELINE:

Previous Actions	June/2016 – Greensboro Station Emergency Exercise
	January/2015 - Present – Familiarization training for Metro operational employees and regional first responders.
Anticipated actions after presentation	August/2016 – Yellow Line Bridge Emergency Exercise
	June/2016 - December/2016 - FEMA National Incident Management Training

RECOMMENDATION:

Continue emergency exercises and training of Metro employees and regional first responders to ensure continuous improvement to emergency response.



Greensboro Emergency Drill

Customer Service, Operations and Security Committee
July 14, 2016

Drill Preparation



- June 26, 2016
- Greensboro Station / Silver Line
- Scenario:
Evacuation of train stopped
in a tunnel due to arcing
feeder cable

Drill Objectives

- Demonstrate the ability to establish an on-site incident command structure
- Demonstrate the ability to coordinate the movement of resources to address the needs of the incident to resolve threats to life and safety



Drill Pre-Briefs



Operational Personnel

- WMATA Personnel
- Fire Departments / 1st Responders
- Police Officers



Volunteers

- Simulation of roles during exercise play.
- Observers and VIPs

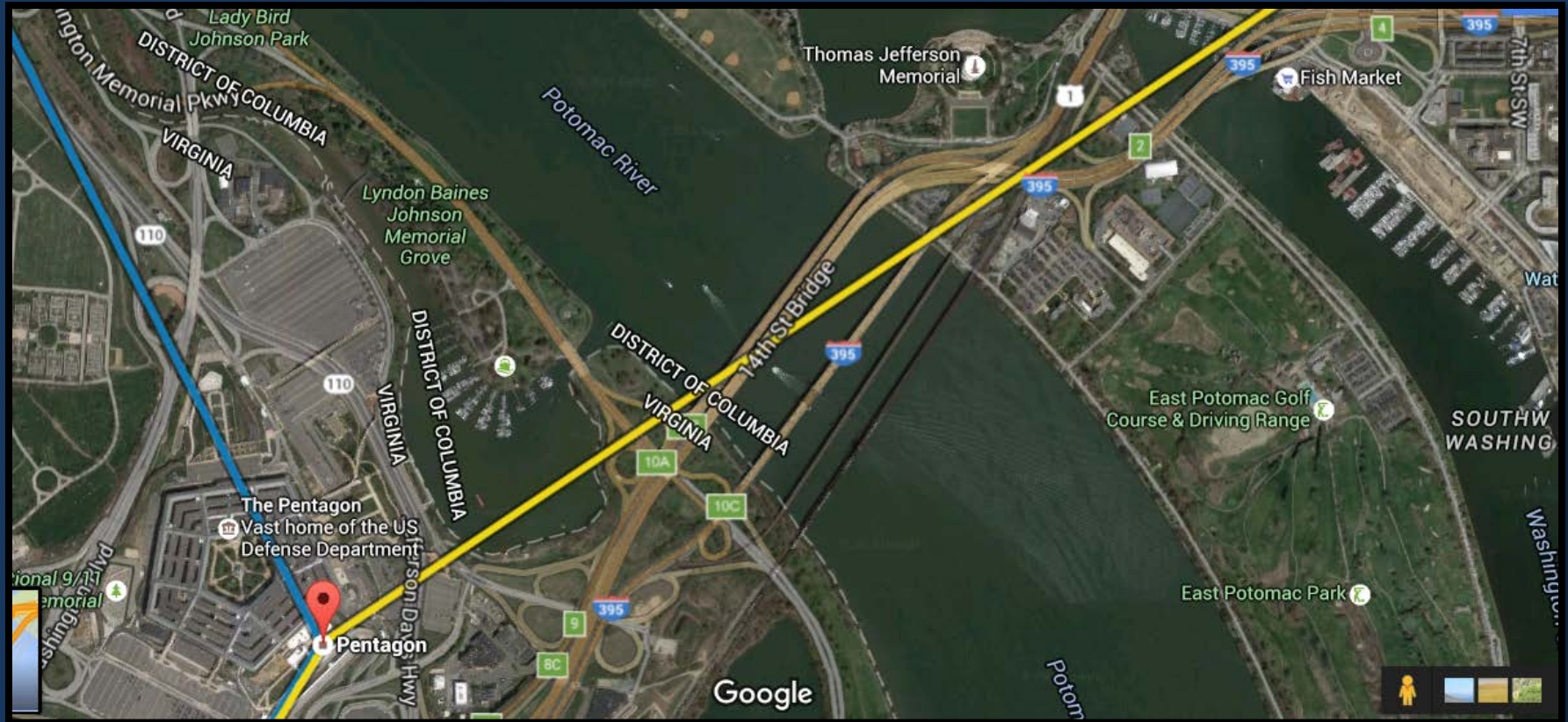
Smoke In Tunnel



Evacuations



Future Emergency Drill Planning



Yellow Line Bridge Aerial Exercise
August 28, 2016