



WMSC Commissioner Brief: W-0138 – Evacuation for Life-Safety Reasons – Metro Center Station – August 1, 2021

Prepared for Washington Metrorail Safety Commission meeting on December 7, 2021

Safety event summary:

A Metro Transit Police Department (MTPD) Officer observed a suspicious object, later identified as a pipe, on the roadway near the third rail at Metro Center Station, track 2, lower level (Blue, Orange, Silver lines) at approximately 9:36 a.m. This was not communicated to the Rail Operations Control Center (ROCC) or other rail operations personnel until MTPD informed a Station Manager who, in turn, called the Rail Operations Information Center (ROIC) in the ROCC at 10:00 a.m.. At approximately 10:07 a.m., Metrorail adjusted service to single-track through the station. Just before 10:25 a.m., MTPD requested that train traffic be stopped and the lower-level platform at Metro Center Station be evacuated.

Metrorail evacuated customers from the lower level for life-safety reasons as MTPD and D.C.'s Metropolitan Police Department (MPD) continued to investigate. Third rail power was de-energized at 10:32 a.m. and was confirmed de-energized by the Rail Supervisor at 10:38 a.m. Red Line service continued on the upper level of the station during this investigation.

During this event, MTPD personnel did not clearly communicate with each other. The on-scene commander and forward liaison were on different radio channels after the commander switched channels without ensuring all personnel were aware of the change.

Probable Cause:

The probable cause of this evacuation was a suspicious item on the roadway. Contributing to the potential consequences was the delay in addressing what MTPD determined to be an emergency, including the delay in reporting an object fouling the roadway.

Corrective Actions:

Based on ongoing work on extensive related corrective actions under investigation W-0084 involving improper customer evacuations by MTPD without required safety equipment, no additional specific corrective actions were included in this report. The corrective actions in response to W-0084 include review of the fire liaison turnover process, checklists for MTPD incident response, retraining on post-event drug and alcohol testing requirements, instructor evaluation and approval, broader annual training for MTPD officers, MTPD review in hotwashes of roadway worker protection practices, deployment of MTPD to the ROCC in emergencies, and improved communication from the MTPD incident commander to the ROCC.

WMSC staff observations:

The WMSC is evaluating emergency preparedness and fire-life safety through ongoing audit work (draft report being finalized).

Metrorail should consider a holistic review of procedures to ensure that those of different departments such as MTPD and ROCC are aligned, and that safety is prioritized in response to events, including those where explosive ordinance disposal (EOD) is determined to be required, by ensuring timely action is taken.



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Metrorail should assess supervisory oversight and other practice improvements to ensure adherence to rules and policies related to communication and notification during emergencies to prevent delays in response.

Staff recommendation: Adopt final report.



Washington Metro Area Transit Authority
Department of Safety and Environmental
Management (SAFE)

FINAL REPORT OF INVESTIGATION A&I E21339

Date of Event:	08/01/2021
Type of Event:	Evacuation for Life Safety Reasons
Incident Time:	09:36 hours
Location:	Metro Center Station, Track 2
Time and How received by SAFE:	10:10 hours SAFE/IMO On-call Phone
WMSC Notification Time:	11:27 hours
Responding Safety Officers:	WMATA: No WMSC: No Other: No
Rail Vehicle:	N/A
Injuries:	None
Damage:	None
SMS I/A Incident Number:	20210816#95065

Metro Center Station – Evacuation for Life Safety Reasons

August 1, 2021

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Abbreviations and Acronyms

AIMS	Advanced Incident Management System
ARS	Audio Recording System
CCTV	Closed-Circuit Television
DVEU	Digital Video Evidence Unit
EOD	Explosive Ordnance Disposal
FT	Foul Time
I/A	Incidents/Accidents
ICP	Incident Command Post
MPD	Metropolitan Police Department
MSRPH	Metrorail Safety Rules and Procedures Handbook
MTPD	Metro Transit Police Department
NOAA	National Oceanic and Atmospheric Administration
OSC	On-Scene Commander
ROCC	Rail Operations Control Center
RTRA	Office of Rail Transportation
SAFE	Department of Safety and Environmental Management
SMS	Safety Measurement System
SOP	Standard Operating Procedure
WMATA	Washington Metropolitan Area Transit Authority

Executive Summary

On Sunday, August 1, 2021, at approximately 09:36 hours, Metropolitan Transit Police Department (MTPD) personnel observed a suspicious object on the roadway at Metro Center Station, Track 2, lower level. The Station Manager at Metro Center Station, Mezzanine #35 was notified by MTPD of the suspicious object. The Rail Operations Control Center (ROCC) was notified by the Station Manager and subsequently dispatched and appointed an Office of Rail Transportation (RTRA) Supervisor as the RTRA Forward Liaison at the incident scene. MTPD contacted the Metropolitan Police Department (MPD) Explosive Ordnance Disposal (EOD) Unit to assist. The MTPD Hot Wash Summary revealed that the MPD EOD Unit arrived on scene at approximately 10:10 hours. At approximately 10:07 hours, single tracking operations were implemented on Track 1. At approximately 10:25 hours, MTPD requested all rail traffic to be stopped on the lower level of Metro Center Station and customers were evacuated off the lower level platform. The Station Manager deactivated the elevators going to the lower level and used accordion barriers to block off access to the escalator and stairs. At approximately 10:38 hours, third rail power was de-energized from McPherson Square Station to Metro Center Station, Track 2, lower level, for the MPD EOD Unit to enter the roadway for further investigation. The suspicious object was determined to be safe and was removed from the roadway by the MPD EOD Unit. All personnel cleared the roadway and third rail power was restored at approximately 10:52 hours.

Based on the Advanced Information Management System (AIMS) playback and the Rail Operations Control System (ROCS) SPOTS Report, Train ID 403 serviced Metro Center Station, Track 1, lower level at approximately 09:38 hours. (Appendix E). The following trains serviced Metro Center Station, Track 1, lower level at the provided times: Train ID 607 (09:42); Train ID 910 (09:47); Train ID 404 (09:49); Train ID 608 (09:55); Train ID 912 (09:57); and Train 405 (10:02). Train ID 604 was the first train to service Metro Center Station (lower level), Track 1 at approximately 10:15 hours during single tracking operations.

Train services continued on Metro Center Station Red Line (upper level) throughout the evacuation of the lower level. At approximately 10:30 hours, Train ID 906 serviced McPherson Square Station, Track 1 and was redirected back in service to Vienna Station, Track 2. At approximately 10:32 hours, Train ID 402 serviced Federal Triangle Station, Track 2 and was redirected back in the service to Largo Town Center Station, Track 1. Third rail power was also de-energized from McPherson Square Station to Metro Center Station (C01), Track 2 from Chain Marker C2 29+28 to 05+41 at approximately 10:32 hours. At approximately 10:52 hours, third rail power was restored between McPherson Square Station and Metro Center Station, Track 2 and normal services resumed at approximately 10:54 hours.

The MTPD Hot Wash Summary revealed that at approximately 09:36 hours, MTPD personnel observed a pipe in the roadway at Metro Center Station, Track 2, lower level. The Digital Video Evidence Unit (DVEU) advised MTPD personnel on scene that at approximately 08:40 hours, a person was observed discarding clothing onto the platform but was unable to confirm if they placed the pipe on the roadway. At approximately 09:40 hours, MTPD personnel assumed the On-Scene Commander (OSC) role with the Incident Command Post (ICP) at the 12th and G Street Kiosk. At approximately 10:10 hours, MPD EOD Unit arrived on scene at the command post and entered the roadway at approximately 10:39 hours. The suspicious item was removed from the roadway by MPD EOD Unit and Track 2 was deemed safe at approximately 10:42 hours. MTPD

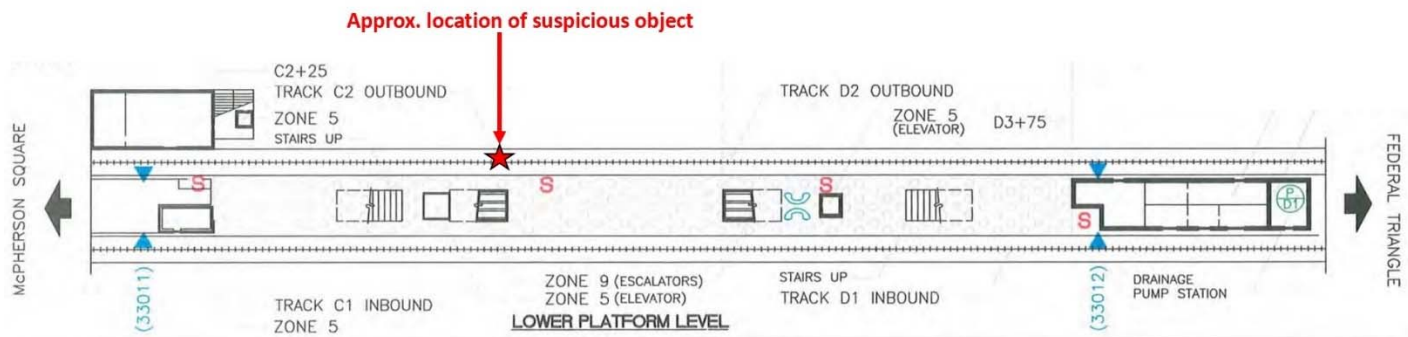
personnel reported they had trouble with radio reception and transmissions on the lower level at Metro Center Station. See Appendix B.

The probable cause of the evacuation for life safety reasons at Metro Center Station lower level was due to a report of a suspicious object on the roadway, left by an unknown person for unknown reason.

Incident Site

Metro Center Station, Track 2, Lower Level

Field Sketch/Schematics



Purpose and Scope

The purpose of this incident investigation and candid self-evaluation is to collect and analyze available facts, determine the probable cause(s) of the incident, identify contributing factors, and make recommendations to prevent a recurrence.

Investigative Methods

The investigative methodologies included the following:

- Physical Site Assessment
- Informal Interviews – Collected through conversations with individuals during the investigation to provide background and supporting information.
- Documentation Review – A collection of relevant work history information and process documentation contained in Metro systems of record. These records include:
 - Metro Transit Police Department (MTPD) Hot Wash Report
 - Metrorail Safety Rules and Procedural Handbook (MSRPH)
 - National Oceanic and Atmospheric Administration (NOAA) Data
 - Rail Operations Control Center (ROCC) Incident Report
- System Data Recording Review – A collection of information contained in Metro Data Recording Systems. This data includes:

- Advanced Information Management System (AIMS) Playback
- Audio Recording System (ARS) Playback

Investigation

On Sunday, August 1, 2021, at approximately 09:36 hours, MTPD personnel observed a suspicious object on the roadway at Metro Center Station, Track 2, lower level according to the MTPD Hot Wash Summary. The Station Manager at Metro Center Station, Mezzanine #35 was informed by MTPD of the discovery of the suspicious object and notified ROCC. ROCC dispatched and appointed a RTRA Supervisor as the RTRA Forward Liaison at the incident scene. MTPD contacted the MPD EOD Unit to assist. The MTPD Hot Wash Summary revealed that the MPD EOD Unit arrived on scene at approximately 10:10 hours. At approximately 10:38 hours, third rail power was de-energized from McPherson Square Station to Metro Center Station, Track 2, lower level, to allow the RTRA Forward Liaison to escort the MPD EOD Unit to the roadway in order to determine the status of the suspicious object. The suspicious object was determined to be safe and was removed from the roadway by the MPD EOD Unit. All personnel cleared the roadway and third rail power was restored at approximately 10:52 hours.

Chronological Event Timeline

A review of ARS playback, i.e., phone and radio communications, MTPD Hot Wash Summary and ROCC Incident Report revealed the following timeline:

Time	Description
09:36 hours	MTPD personnel observed a suspicious object on the roadway at Metro Center Station, Track 2, lower level.
09:40 hours	MTPD personnel assume OSC with ICP at 12 th and G Street Kiosk.
09:50 hours	<u>ROCC</u> : 40. Unit 40, what's your location over? <u>RTRA Supervisor</u> : 40 at Federal Triangle, over. <u>ROCC</u> : Unit 40, aboard the next train, Track 2. I'm going to push you down to Metro Center. Give us a landline. How do copy? Over. <u>RTRA Supervisor</u> : Central 40 copy. Give you a landline. Board the next train, Track 2.
10:00 hours	ROCC received a call from ROIC stating MTPD were on the platform at Metro Center Station, Track 2 due to a suspicious item on the roadway. ROCC dispatched a RTRA Supervisor to assist.
10:03 hours	MTPD on scene at Metro Center. Standard Operating Procedures (SOP) #1A in effect. RTRA Supervisor appointed as RTRA Forward Liaison.
10:07 hours	MTPD requested ROCC to implement single tracking operations between McPherson Square to Federal Triangle via Track 1.
10:10 hours	MPD EOD Unit arrive at Metro Center Station ICP.
10:22 hours	Service suspended at Metro Center by order MTPD. Train ID 902 was the last train to service Metro Center Track 1 in the direction of Vienna Station. Shuttle bus service requested.
10:25 hours	Train ID 402 was offloaded at Smithsonian Station, Track 2.
10:30 hours	Train 906 was offloaded at McPherson Square, Track 1, was instructed to reverse ends and go in-service to Vienna Station. Train ID 402 reversed ends

Time	Description
	at Federal Triangle Station, Track 2, and placed back in service to Largo Town Center Station, Track 1.
10:32 hours	Third rail power was de-energized at Metro Center Station, Track 2, lower level.
10:37 hours	RTRA Supervisor was granted Foul Time (FT) at Metro Center Station, Track 2, lower level to hot stick and confirm third rail power was de-energized.
10:38 hours	RTRA Supervisor confirmed third rail power was de-energized at Chain Marker C2 003+00 and granted permission to escort MPD to the roadway at Metro Center Station, Track 2, lower level.
10:43 hours	RTRA Supervisor reported all personnel and equipment clear of Metro Center Station, Track 2, lower level and relinquished their FT. MTPD returned the scene back over to RTRA. ROCC was given permission to restore third rail power at its discretion.
10:45 hours	Third rail power restoration efforts in effect with confirmation from the IMO. Train ID 406 offloaded and reversed ends at McPherson Square Station and placed back in service to Franconia-Springfield Station, Track 2.
10:52 hours	Third rail power restored between McPherson Square and Metro Center Stations, Track 2, lower level.
10:53 hours	Train ID 603 moves toward Wiehle-Reston Station, Track 2 as normal service resumes.

****Note:** Times above may vary from other system's timelines based on clock settings.

Advanced Information Management System (AIMS)

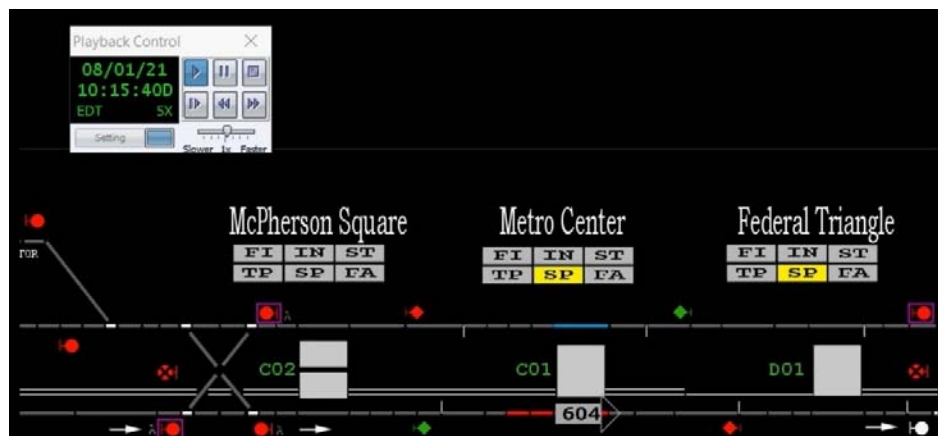


Illustration 1 - Based on the AIMS playback, Train ID 604 serviced Metro Center Station (C01), Track 1 at 10:15:40 hours during single tracking operations.

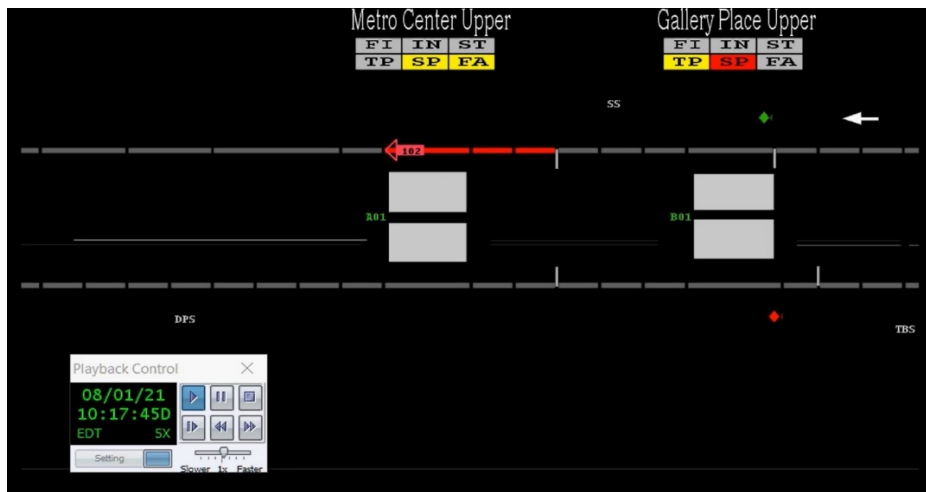


Illustration 2 - Based on the AIMS playback, Train ID 102 serviced Metro Center Station (A01), Track 2 at 10:17:45 hours. Red Line services continued throughout the evacuation of Metro Center Station lower level.

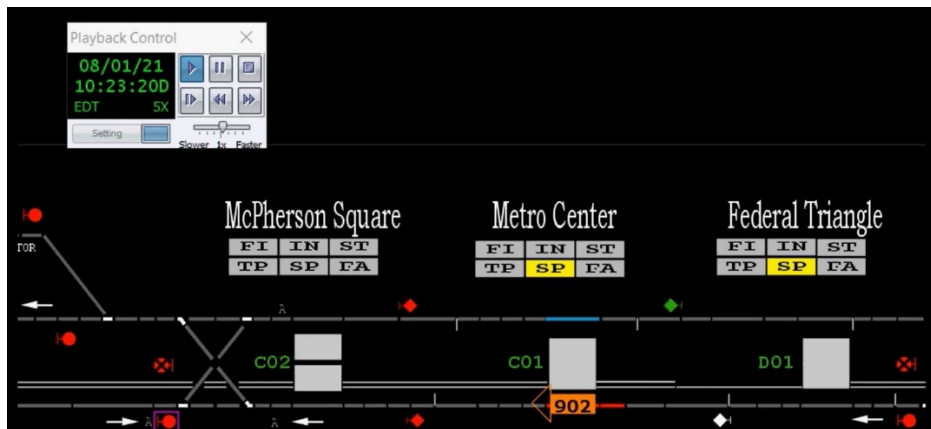


Illustration 3 - Based on the AIMS playback, Train ID 902 serviced Metro Center Station (C01), Track 1 at 10:23:20 hours during single tracking operations in the direction of Vienna Station.

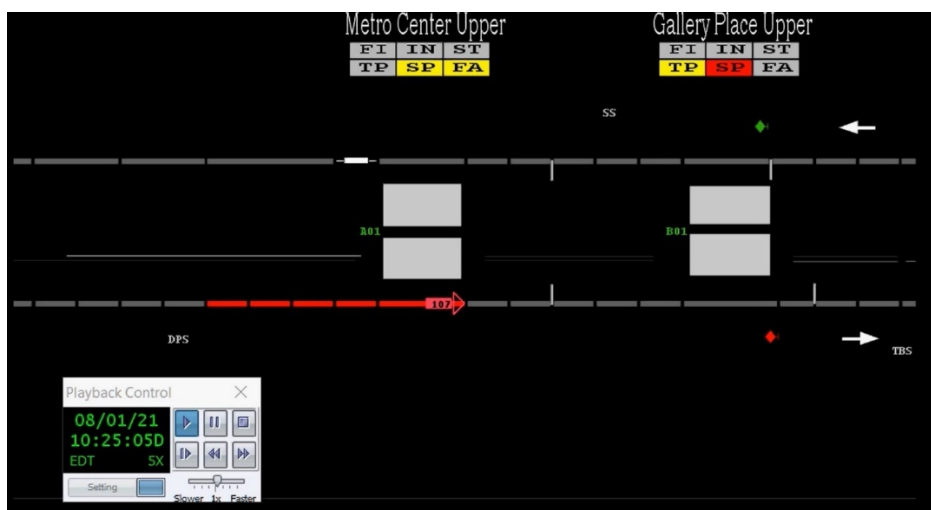


Illustration 4 - Based on the AIMS playback, Train ID 107 serviced Metro Center Station (A01), Track 1 at 10:25:05 hours.

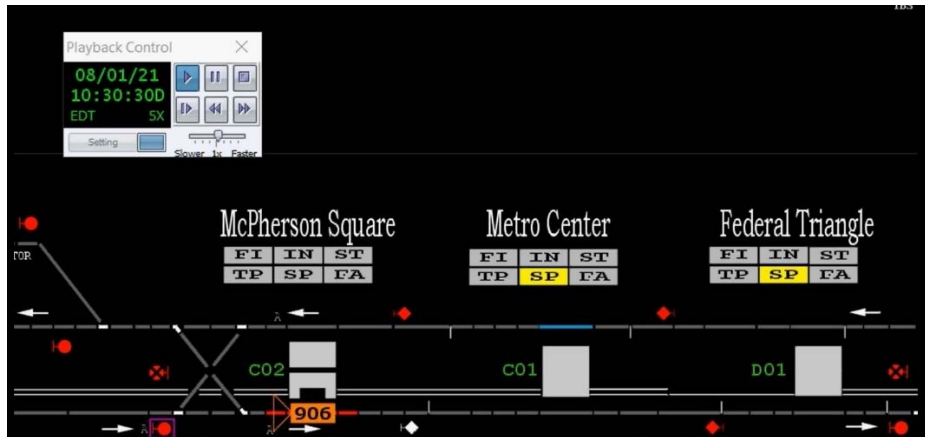


Illustration 5 - Based on the AIMS playback, Train ID 906 serviced McPherson Square Station, Track 1 at 10:30:30 hours and was redirected back in the service to Vienna Station, Track 2.

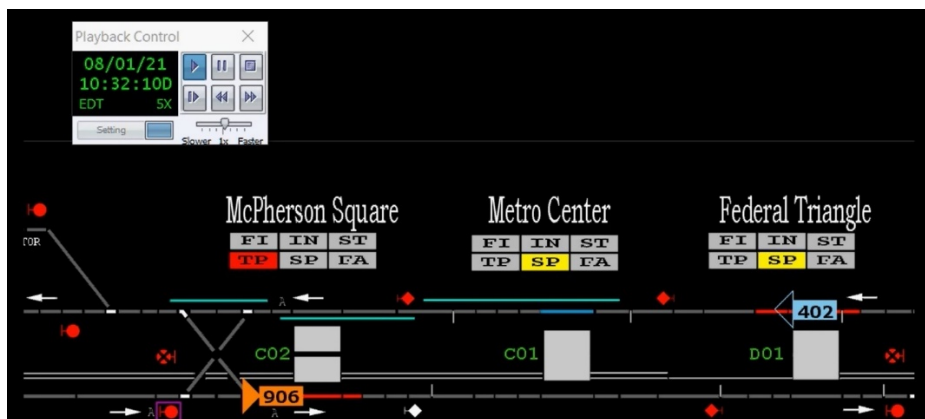


Illustration 6 - Based on the AIMS playback, Train ID 402 serviced Federal Triangle Station, Track 2 at 10:32:10 hours and was redirected back in the service to Largo Town Center Station, Track 1. Third rail power was de-energized at McPherson Square Station to Metro Center Station (C01), Track 2 from Chain Marker C2 29+28 to 5+41.

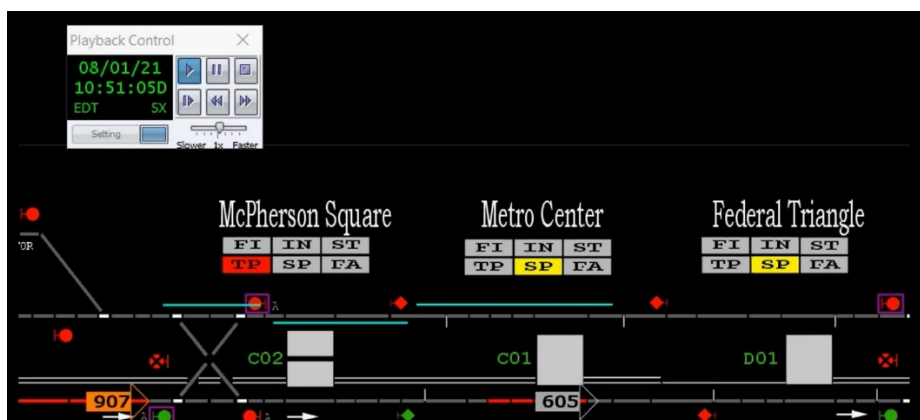


Illustration 7 - Based on the AIMS playback, Train ID 605 serviced Metro Center Station (C01), Track 1 at 10:51:05 hours during single tracking operations in the direction of Largo Town Center Station.

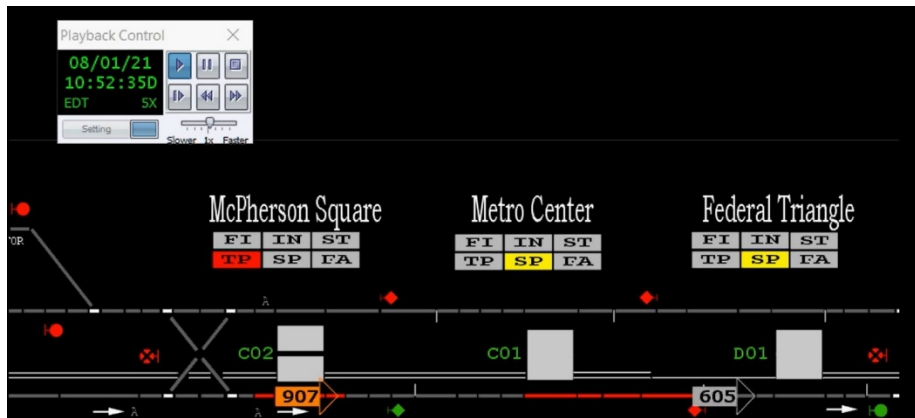


Illustration 8 - Based on the AIMS playback, third rail power was restored between McPherson Square Station and Metro Center Station (C01), Track 2 at 10:52:35 hours.

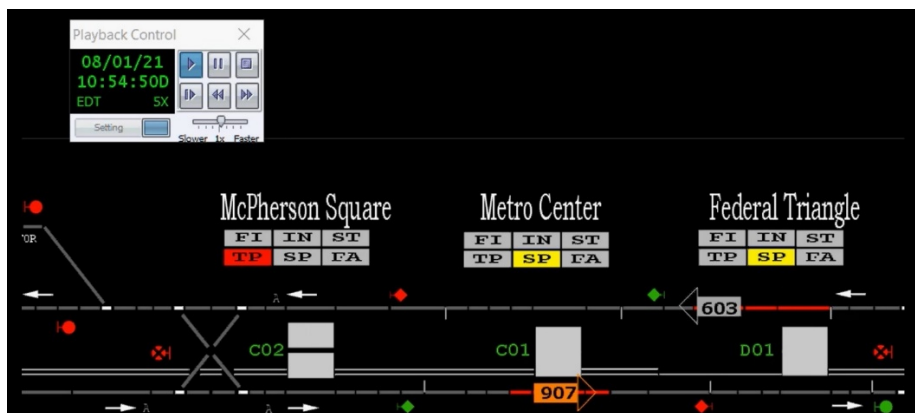


Illustration 9 - Based on the AIMS playback, Train ID 603 travels to Metro Center Station (C01), towards Wiehle-Reston East Station, Track 2 at 10:54:50 as normal services resumed.

Closed-Circuit Television (CCTV)

Not reviewed

Metro Transit Police Department (MTPD)

The MTPD Hot Wash Summary revealed that at approximately 09:36 hours, MTPD personnel observed a pipe in the roadway at Metro Center Station, Track 2, lower level. The DVEU advised MTPD personnel on scene that at approximately 08:40, a person was observed discarding clothing onto the platform but was unable to confirm if they placed the pipe on the roadway. At approximately 09:40 hours, MTPD established OSC with the ICP at the 12th and G Street Kiosk. At approximately 10:10 hours, MPD EOD Unit arrived on scene at the command post and entered the roadway at approximately 10:39 hours. The suspicious item was removed from the roadway by MPD EOD Unit and Track 2 was deemed safe at approximately 10:42 hours. MTPD personnel reported they had trouble with radio reception and transmissions on the lower level at Metro Center Station. See Appendix B.

Office of Rail Transportation (RTRA)

Statements from the Station Manager at Mezzanine #35, Metro Center Station revealed they were informed by MTPD of a suspicious object found on the roadway at Metro Center Station, Track 2, lower level. The Station Manager reported they contacted ROCC, notified them of the situation and requested a Cherry Picker to assist MTPD. The Cherry Picker could not be located, and the Station Manager was informed by MTPD the lower level was being evacuated due to the suspicious object. The Station Manager deactivated the elevators going to the lower level and used accordion barriers to block off access to the escalator and stairs.

The RTRA Forward Liaison stated after they arrived on scene, ROCC requested they hot stick the third rail at Metro Center Station, Track 2, lower level to ensure it was de-energized. After the third rail power was confirmed to be de-energized, the RTRA Forward Liaison reported they escorted the MPD EOD Unit to the roadway to investigate the suspicious object. The MPD EOD Unit determined the object not to be suspicious and removed it from the roadway.

Weather

At the time of the incident, NOAA recorded the temperature at 74° F, winds S to N at 5 mph, mostly cloudy with visibility of 10 miles. Humidity was at 82%. Based on findings, SAFE has concluded that weather was not a contributing factor in this incident (Weather source: NOAA – Location: Washington, DC.)

Findings

- MTPD, ROCC and RTRA personnel complied with SOP #1A and SOP #14 procedures when responding to this event.
- Based on the MSRP 14.5.1.5, MTPD determines if facilities are to be evacuated or closed. The station was partially evacuated, limited to the lower level; upper level continued normal train service.
- MTPD OSC and MTPD Forward Liaison had radio miscommunication issues regarding the radio channel being used. The new OSC switched the communication channel without all MTPD personnel being aware of the channel change.
- ROCC was initially directed by MTPD to implement single tracking operations at Metro Center lower level and then suspended all train service to Metro Center lower level by rerouting trains at McPherson Square and Federal Triangle Stations. Single tracking operations were implemented again before normal service resumed.
- RTRA Forward Liaison escorted the MPD EOD Unit to the roadway after third rail power was de-energized.
- MTPD requested single tracking operations over 30 minutes after an object was found fouling the roadway. Single tracking should have occurred within 20 minutes of identifying the object.

Immediate Mitigation

- ROCC initiated single tracking operations to Metro Center Station (lower level), followed by turning back trains at McPherson Square and Federal Triangle Stations.

Probable Cause Statement

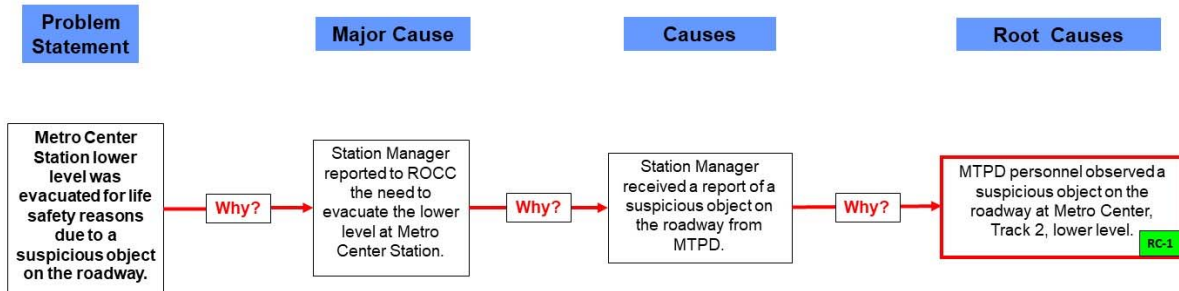
The probable cause of the evacuation for life safety reasons at Metro Center Station lower level was due to a report of a suspicious object on the roadway, left by an unknown person for unknown reason.

SAFE Recommendations/Corrective Actions

SAFE does not have any new recommendations for this event as MTPD Roadway Worker Protection Corrective Action Plans are in progress per Event Report E20488. Those Corrective Actions are included below for reference:

Corrective Action Code (E20488)	Description (E20488)
90755_SAFECAPS_MTPD_001	OEM shall undertake a review of the Fire Liaison turnover process to identify opportunities for improvement under COVID 19 pandemic cleaning restrictions. OEM spoke with the Program Manager to ensure Fire Liaison Officer Personnel verify the switch has occurred before departure.
90755_SAFECAPS_MTPD_002	Shall develop an incident response / IC quick [tick] checklist to identify responsibilities, respective equipment, processes upon arrival
90755_SAFECAPS_MTPD_003	MTPD shall retrain MTPD Management on post-incident drug and alcohol testing requirements for their staff.
90755_SAFECAPS_SAFE_004	MTPD RWP training materials shall be reviewed at least annually by OPMS, to ensure process changes and rule updates are reflected in the material.
90755_SAFECAPS_SAFE_005	OEM instructors shall be evaluated and approved by OPMS training leadership. The approval process would mirror that followed by SAFE's contractor RWP instructors. Approval would ensure RWP material is presented in a consistent manner regardless of instructor group.
90755_SAFECAPS_SAFE_006	The newly-created Incident Management Official's role shall be clearly defined when emergency response procedures are enacted. This includes supporting the Incident Commander when SOP 1A is followed.
90755_SAFECAPS_MTPD_007	Annual MIRs shall include reviews of the ROCC emergency SOPs, which are covered during new recruit training.
90755_SAFECAPS_MTPD_008	MTPD Hot Washes shall include an evaluation of RWP practices.
90755_SAFECAPS_MTPD_009	ROCC and MTPD shall conduct after action reviews after each emergency response incident; this is in addition to MTPD's field Hot Wash reviews. Lessons learned will be documented, as well as mitigations that would address issues experienced.
90755_SAFECAPS_MTPD_010	Until all IMO personnel have been trained in MTPD procedures, an MTPD officer should be deployed to the ROCC to ensure proper communications are maintained in the event of an emergency.
90755_SAFECAPS_MTPD_011	The Incident Commander shall communicate to ROCC the full section of track that is part of their oversight when SOP 1A is enacted.

Appendix A - Root Cause Analysis



Root Cause Analysis



Appendix B – ROCC Incident Report

View Approved Incident Report

INCIDENT ID: 2021213BLUE1

DATE 2021-08-01	TIME 1000	LINE Blue	ITEM 1
LOCATION (STATION/YARD) Metro Center (C01)		LOCATION/CHAIN MARKER (If Applicable) C2 003+00	REPORTED BY ROIC
TRAIN ID 603	DIRECTION I/B	TRACK NUMBER 2	DEPTS NOTIFIED Everbridge Alert/Messaging
CAR NUMBERS (XXXX-XXXX) Lead Car			
-	-	-	-
Caused Issue <input type="checkbox"/>	Caused Issue <input type="checkbox"/>	Caused Issue <input type="checkbox"/>	Caused Issue <input type="checkbox"/>
TRBL CODE THSP- THREATS AND SUSPICIOUS PACKAGES		RESP CODE POL	

TYPE INCIDENT
Suspicious item on the roadway.

ACTION PLAN
Cancel service to Metro Center (Lower Level). Turn back trains at McPherson Square and Federal Triangle.

DELAYS IN MINUTES

LINE	INCIDENT	TRAIN	TOTAL DURATION
24	24	0	53

TRIPS MODIFIED

PARTIAL	GAP TRAIN	LATE DISPATCHES	REROUTED	NOT DISPATCHED	OFFLOADS
4	1	0	4	0	4

FIVE PRIMARY CONSOLE INDICATIONS

BCP	BRAKES ON ILLUMINATED	ALL DOORS CLOSED ILLUMINATED	AUTO\MANUAL BPP ILLUMINATED
			AUTO

INCIDENT CHRONOLOGY

TIME	DESCRIPTION
1000	Ops 2 received a call from ROIC reporting MTPD on the platform due to a suspicious item on the roadway track two Metro Center. RTRA Unit #40 Supervisor [REDACTED] dispatched. ROCC Assistant Superintendent, MOC, IMO and all concerned personnel notified.

Attachment 1 – Page 1 of 2.

Incident Date: 08/01/2021 Time: 09:36 hours
Final Report Rev. 1 – Evacuation for Life Safety
Reasons
E21339

Rev. 1 Drafted By: SAFE 702 – 11/24/2021
Rev. 1 Reviewed By: SAFE 70 – 11/26/2021
Rev. 1 Approved By: SAFE 70 – 11/26/2021

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View Approved Incident Report

1003	MTPD on scene at Metro Center. SOP 1A in effect. Unit #40 appointed RTRA Forward Liaison.
1007	Single track operations implemented between McPherson Square to Federal Triangle via track one.
1022	Service suspended at Metro Center by order of MTPD. Train #902 was the last train to service Metro Center track one in the direction of Vienna. Command Post located at 12th and G St NW. Shuttle bus service requested.
1025	Train #402 was offloaded at Smithsonian track two.
1030	Train #906 was offloaded at McPherson Square track one, was instructed to reverse ends and go in-service to Vienna. Train #402 reversed ends at Federal Triangle track two and placed back in service to Largo Town Center via track one.
1032	Third rail power de-energized Metro Center track two.
1037	Unit #40 granted foul time Metro Center track two to hot stick and confirm third rail power was de-energized.
1038	Unit #40 confirmed third rail power was de-energized at chain marker C2 003+00 and granted permission to escort MTPD personnel to the roadway Metro Center track two.
1043	Unit #40 reported all personnel and equipment clear Metro Center track two and relinquished her foul time. MTPD returned the scene back over to RTRA. ROCC given permission to restore third rail power at its discretion.
1045	Third rail power restoration efforts in effect with confirmation from the IMO. Train #406 offloaded and reversed ends at McPherson Square and placed back in-service from McPherson Square to Franconia-Springfield.
1052	Power restored between McPherson Square and Metro Center track two.
1053	Train #603 towards Wiehle-Reston on the move. Normal service resumed.

MAXIMO TICKET#

8551549

REPORT PREPARED BY	NAME	CLICK TO SIGN
RADIO CONTROLLER 1		
BUTTON CONTROLLER 1	Frederick Williams	✓
RADIO CONTROLLER 2		
BUTTON CONTROLLER 2		

SUPERINTENDENTS OR ASSISTANTS SECTION

ADDITIONAL FOLLOW-UP CORRECTIVE ACTIONS OR REMARKS

FOLLOW-UP INFORMATION OBTAINED FROM SUPPORT DEPARTMENTS

NOTIFICATIONS/PAGE GROUPS #1/CEO ☐ #2/DGM & BELOW ☒

ADDITIONAL NOTIFICATIONS MADE BY PHONE IMO

APPROVED BY	NAME	CLICK TO SIGN
REPORT APPROVED BY SUPT. OR ASST SUPT.	Takisha M. Thomas	✓

Attachment 2 – Page 2 of 2.

Incident Date: 08/01/2021 Time: 09:36 hours
Final Report Rev. 1 – Evacuation for Life Safety Reasons
E21339

Rev. 1 Drafted By: SAFE 702 – 11/24/2021
Rev. 1 Reviewed By: SAFE 70 – 11/26/2021
Rev. 1 Approved By: SAFE 70 – 11/26/2021

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Appendix C – Suspicious Object Photograph



Photograph 1 – Photograph of the suspicious object retrieved from the roadway at Metro Center Station, Track 2, lower level.

Appendix D – MTPD Hot Wash Summary



Metro Transit Police Department Hot Wash Summary



ADMINISTRATION HANDLING INSTRUCTIONS

This report will be completed after a debriefing or "hot wash" in accordance with applicable department policies/directives and procedures; at the request of the Chief of Police or designee or following any incident or event requiring the activation of the Incident Command System (ICS). The purpose of the report is to provide information, assess response, identify training, equipment needs, and to identify areas that may require improvement. After completion of this report, it should be forwarded to the Deputy Chief through the chain of command for review.

This report and any attachments are classified as For Official Use Only. This report may be used for emergency incidents, special events, and exercises. **Items marked with an asterisk (*) will be completed by the last official designated as the Incident Commander (IC) as there may be more than one IC during the incident.**

INCIDENT SUMMARY			
Incident Requiring ICS Activation:		SUSPICIOUS DEVICE	
*Incident Commander (IC):		SERGEANT [REDACTED]	
MTPD CCN:	2021-03625	Local CCN:	
*Date ICS Initiated:	8/1/21	*Time ICS Initiated:	0936
*Date ICS Terminated:	8/1/21	*Time ICS Terminated:	1053
*Duration of Incident:	1 HOUR 20 MINUTES	*Service Disrupted (Type and Time):	1025AM - 1052AM
Incident Location:	MTRC Lower Level	Command Post Location:	MTRC 12th & G KIOSK
MTPD On-Scene Commander (OSC):	Sgt. [REDACTED] CR-22	Command Aid for OSC:	N/A
Forward Liaison:	Officer [REDACTED] #780	Unified Command:	N/A
OCC Liaison:	[REDACTED]	Alternate Channel:	N/A
Single Tracking (Time & Track No.):	Track 1	Bus Bridge Established (From /To):	N/A
Inner and/or Outer Perimeter:	N/A	Power De-energized:	YES 1038 M -1042 AM
OSC Relinquished Scene Command to Name _____ Dept: _____	N/A	Medical Attention Required/Requested:	N/A
Entry/Exit Log:		CID Response:	

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Attachment 3 – Page 1 of 4.

Incident Date: 08/01/2021 Time: 09:36 hours
Final Report Rev. 1 – Evacuation for Life Safety Reasons
E21339

Rev. 1 Drafted By: SAFE 702 – 11/24/2021
Rev. 1 Reviewed By: SAFE 70 – 11/26/2021
Rev. 1 Approved By: SAFE 70 – 11/26/2021

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Metro Transit Police Department Hot Wash Summary

WMATA ON-SCENE PERSONNEL		
Name	Department/Office	Title/Role
	MTPD / D1	Sergeant OSC
	MTPD / D1	Officer/Forward Liaison
	MTPD / D1	Officer/Entry/Exit
	MTPD / D1	Officer/Crowd Control
	MTPD / D2	OfficerCrowd Control
	Watch Commander	Captain/Watch Commander
	WMATA / RAIL	Rail Supervisor
	WMATA / RAIL	Rail Supervisor

EXTERNAL ON-SCENE PERSONNEL		
Name	Agency/Department	Title/Role
	MPD	EOD 10 / Bomb Tech
	MPD/POB	EOD 3 / Bomb Tech

Use separate sheet if additional space is required.

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MTPD-OSP-TMPL-009-00

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Effective: 12/30/20

Attachment 4 – Page 2 of 4.

Incident Date: 08/01/2021 Time: 09:36 hours
Final Report Rev. 1 – Evacuation for Life Safety
Reasons
E21339

Rev. 1 Drafted By: SAFE 702 – 11/24/2021
Rev. 1 Reviewed By: SAFE 70 – 11/26/2021
Rev. 1 Approved By: SAFE 70 – 11/26/2021

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Metro Transit Police Department Hot Wash Summary

REQUESTS	
*Radio Run Requested (Yes/No):	
If "Yes," location where tape is stored:	
*Digital Video Evidence Unit (DVEU) Video Requested (Yes/No):	YES
If "Yes," location where video is stored:	DVEU

OBSERVATIONS
<p>0936 Officers [REDACTED] arrived on scene at MTRC and observed a pipe on the Track 2 side of the lower level of MTRC.</p> <p>DVEU advised at 0840 a person was observed discarding clothing onto the platform but was unable to confirm if they placed the pipe on the roadway.</p> <p>0940 Officer [REDACTED] established OSC with command post at 12th/G Kiosk</p> <p>1001 Rail Supervisor [REDACTED] on arrived on scene</p> <p>1006 Single tracking initiated</p> <p>1010 MPD Bomb Squad/ EOD 10 [REDACTED] and EOD 3 [REDACTED] responded to MTRC.</p> <p>1025 Sgt. [REDACTED] arrived and assumed OSC.</p> <p>1025 The lower level of LFPL was closed to patrons.</p> <p>1027 Rail Supervisor [REDACTED] arrived on scene.</p> <p>1038 Rail Supervisor [REDACTED] hot stick the third rail.</p> <p>1039 MPD EOD entered the track bed</p> <p>1042 MPD deemed the item safe and removed it from the tracks</p> <p>1052 Power restored to Track 2 lower level</p> <p>1053 All WMATA personnel are clear and back in service.</p>

Use separate sheet if additional space is required.

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MTPD-OSP-TMPL-009-00

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Effective: 12/30/20

Attachment 5 – Page 3 of 4.

Incident Date: 08/01/2021 Time: 09:36 hours
Final Report Rev. 1 – Evacuation for Life Safety
Reasons
E21339

Rev. 1 Drafted By: SAFE 702 – 11/24/2021
Rev. 1 Reviewed By: SAFE 70 – 11/26/2021
Rev. 1 Approved By: SAFE 70 – 11/26/2021

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Metro Transit Police Department Hot Wash Summary

NOTES

Captain [REDACTED] along with Sergeant [REDACTED] conducted a Hot Wash top side MTRC 12th & G Street. The un-availability & necessity of EOD/K9 on a suspicious package was discussed. Officer [REDACTED] addressed concerns regarding the Rail Supervisors Communication to her during the time that she was OSC regarding taking down power to the rail. She had concerns as to the timeliness of when the rail supervisor received the information and then the information was passed on to MTPD. At some points the rail supervisor walked off from the Officer. She also had concerns about the radio reception. After Sergeant [REDACTED] took over OSC and asked for all units to transfer to channel 2, she was unable to copy on the lower level. She did not transfer to channel 2 until OSC advised her in person of the switch.

Use separate sheet if additional space is required.

On Scene Commander's Title, Printed Name, and Signature/Date

Sgt. [REDACTED] prepared the report and Cpt. [REDACTED] made changes.

Watch Commander's Title, Printed Name and Signature/Date

[REDACTED]

Patrol Operations Bureau Commander's, Printed Name and Signature/Date

[REDACTED]

Office of Emergency Management Director's, Printed Name and Signature/Date

[REDACTED]

8/9/2021

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MTPD-OSP-TMPL-009-00

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Effective: 12/30/20

Attachment 5 – Page 4 of 4.

Incident Date: 08/01/2021 Time: 09:36 hours
Final Report Rev. 1 – Evacuation for Life Safety
Reasons
E21339

Rev. 1 Drafted By: SAFE 702 – 11/24/2021
Rev. 1 Reviewed By: SAFE 70 – 11/26/2021
Rev. 1 Approved By: SAFE 70 – 11/26/2021

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Appendix E – ROCS SPOTS Report

Select Platform: and/or Select ID: Leave blank to remove criteria
 and/or Select 4-digit car number: Leave blank to remove criteria
 Select Date: Select Times (0-24HRS): From To

Generate Report

ID	Platform	length	dcode	Right door open	Right door close	dwelt	Left door open	Left door close	dwelt	Head Arrived	Tail cleared	cars	Headway door open to door open
604	C01-1	8	51				09:00:59	09:01:17	18	09:00:21	09:01:49	7250-7251.7167-7166.7234-7235.7033-7032	-
413	C01-1	8	72				09:04:32	09:04:48	16	09:03:53	09:05:11	7552-7553.7597-7596.7588-7589.7659-7658	3:33
907	C01-1	8	20				09:07:13	09:07:32	19	09:06:30	09:07:57	7714-7715.7675-7674.7510-7511.7489-7488	2:41
401	C01-1	8	72				09:12:41	09:13:09	28	09:11:52	09:13:36	unknown	5:28
605	C01-1	8	51				09:15:03	09:15:22	19	09:14:21	09:15:47	7248-7249.7665-7664.7526-7527.7657-7656	2:22
908	C01-1	2	20				09:19:36	09:19:57	21	09:18:52	09:20:22	7550-7551.7493-7492.7692-7693.7709-7708	4:33
402	C01-1	2	72				09:25:14	09:25:37	23	09:24:38	09:26:03	7732-7733.7639-7638.7578-7579.7737-7736	5:38
606	C01-1	8	51				09:34:03	09:34:22	19	09:33:23	09:34:47	7272-7273.7107-7106.7198-7199.7185-7184	8:49
909	C01-1	8	20				09:36:29	09:36:46	17	09:35:52	09:37:10	7730-7731.7101-7100.7726-7727.7169-7168	2:26
403	C01-1	8	72				09:38:50	09:39:06	16	09:38:12	09:39:31	7282-7283.7245-7244.7258-7259.7069-7068	2:21
607	C01-1	8	51				09:42:52	09:43:07	15	09:42:19	09:43:35	7026-7027.7111-7110.7210-7211.7205-7204	4:02
910	C01-1	8	20				09:47:22	09:47:41	19	09:46:40	09:48:12	7034-7035.7149-7148.7030-7031.7037-7036	4:30
404	C01-1	8	72				09:49:51	09:50:21	30	09:49:13	09:50:48	7268-7269.7067-7066.7206-7207.7113-7112	2:29
608	C01-1	8	51				09:55:35	09:55:55	20	09:54:49	09:56:28	7558-7559.7705-7704.7648-7649.7505-7504	5:44
912	C01-1	8	20				09:57:38	09:58:14	36	09:57:04	09:58:36	7190-7191.7213-7212.7012-7013.7123-7122	2:03
405	C01-1	8	72				10:02:49	10:03:04	15	10:02:07	10:03:37	unknown	5:11
609	C01-1	8	51				10:10:51	10:11:18	27	10:10:15	10:11:41	7506-7507.7011-7010.7252-7253.7047-7046	8:02
913	C01-1	8	20				10:13:24	10:13:38	14	10:12:39	10:14:06	7104-7105.7139-7138.7016-7017.7217-7216	2:33
406	C01-1	8	72				10:16:23	10:16:46	23	10:15:44	10:17:10	7022-7023.7239-7238.7194-7195.7209-7208	2:59
610	C01-1	8	51				10:25:00	10:25:55	55	10:24:23	10:26:24	7160-7161.7015-7014.7280-7281.7103-7102	8:37
901	C01-1	8	20				10:27:23	10:28:00	37	10:26:50	10:28:29	3224-3225.3213-3212.3272-3273.3177-3176	2:23
407	C01-1	8	72				10:29:33	10:29:59	26	10:29:02	10:30:28	3083-3082.3022-3023.3028-3029.3103-3102	2:10
611	C01-1	8	51				10:31:34	10:31:53	19	10:30:57	10:32:15	7716-7717.7603-7602.7672-7673.7557-7556	2:01
599	C01-1	4	74							10:35:23	10:35:45	unknown	-
902	C01-1	8	20				10:38:28	10:38:52	24	10:37:53	10:39:35	7574-7575.7585-7584.7544-7545.7621-7620	6:54
408	C01-1	8	72				10:41:36	10:41:56	20	10:40:10	10:42:37	unknown	3:08
612	C01-1	8	51				10:43:43	10:44:17	34	10:42:59	10:44:57	7060-7061.7065-7064.7172-7173.7271-7270	2:07
903	C01-1	8	20				10:46:06	10:46:27	21	10:45:31	10:47:17	7490-7491.7593-7592.7632-7633.7483-7482	2:23
409	C01-1	8	72				10:49:14	10:49:39	25	10:47:36	10:50:12	7684-7685.7487-7486.7680-7681.7613-7612	3:08
815	C01-1	8	74							10:51:01	10:51:54	unknown	-
613	C01-1	8	51				10:53:16	10:53:33	17	10:52:45	10:53:57	7002-7003.7543-7542.7174-7175.7229-7228	4:02
904	C01-1	8	20				10:57:18	10:57:42	24	10:56:42	10:58:09	7132-7133.7001-7000.7222-7223.7163-7162	4:02

Attachment 6 – SPOTS Report for Metro Center Station, Track 1, lower level from 09:00 – 10:58 hours.

Select Platform: and/or Select ID: Leave blank to remove criteria
 and/or Select 4-digit car number: Leave blank to remove criteria
 Select Date: Select Times (0-24HRS): From To

Generate Report

ID	Platform	length	dcode	Right door open	Right door close	dwel	Left door open	Left door close	dwel	Head Arrived	Tail cleared	cars	Headway door open to door open
612	C01-2	8	64				09:02:53	09:03:13	20	09:02:13	09:04:06	7270-7271.7173-7172.7064-7065.7061-7060	-
408	C01-2	8	16				09:07:05	09:07:33	28	09:06:24	09:07:59	unknown	4:12
901	C01-2	8	23				09:09:07	09:09:27	20	09:08:35	09:09:54	3176-3177.3273-3272.3212-3213.3225-3224	2:02
880	C01-2	4	76							09:10:38	09:11:15	3130-3131.3158-3159	-
613	C01-2	8	64				09:13:33	09:13:50	17	09:12:55	09:14:21	7228-7229.7175-7174.7542-7543.7003-7002	4:26
409	C01-2	8	16				09:19:39	09:19:58	19	09:19:03	09:20:22	7612-7613.7681-7680.7486-7487.7685-7684	6:06
409	C01-2	8	16							09:20:26	09:20:29	7612-7613.7681-7680.7486-7487.7685-7684	-
614	C01-2	8	64				09:22:43	09:23:01	18	09:22:10	09:23:31	3049-3048.3069-3068.3070-3071.3099-3098	3:04
902	C01-2	8	23				09:25:02	09:25:27	25	09:24:25	09:25:55	7620-7621.7545-7544.7584-7585.7575-7574	2:19
410	C01-2	8	16				09:30:57	09:31:15	18	09:30:24	09:31:43	unknown	5:55
903	C01-2	8	23				09:34:16	09:34:33	17	09:33:35	09:35:06	7482-7483.7633-7632.7592-7593.7491-7490	3:19
813	C01-2	8	94							09:35:39	09:38:06	unknown	-
813	C01-2	8	94							09:38:11	09:38:14	unknown	-
601	C01-2	8	64				09:39:22	09:39:42	20	09:38:44	09:40:07	7042-7043.7131-7130.7164-7165.7197-7196	5:06
411	C01-2	8	16				09:42:27	09:42:45	18	09:41:56	09:43:11	unknown	3:05
904	C01-2	8	23				09:44:58	09:45:18	20	09:44:24	09:45:44	7162-7163.7223-7222.7000-7001.7133-7132	2:31
	C01-2	0	0							09:45:59	09:46:32	unknown	-
602	C01-2	8	64				09:49:09	09:49:28	19	09:48:32	09:49:55	7564-7565.7671-7670.7594-7595.7587-7586	4:11
	C01-2	0	0							09:50:15	09:50:50	unknown	-
412	C01-2	8	16				09:56:51	09:57:12	21	09:56:10	09:57:38	7546-7547.7607-7606.7562-7563.7569-7568	7:42
905	C01-2	8	23				09:59:12	09:59:32	20	09:58:35	09:59:59	3059-3058.3065-3064.3043-3042.3038-3039	2:21
603	C01-2	8	64				10:03:17	10:03:35	18	10:02:36	10:04:01	7478-7479.7533-7532.7554-7555.7669-7668	4:05
413	C01-2	8	16				10:07:54	10:08:15	21	10:07:19	10:08:43	7658-7659.7589-7588.7596-7597.7553-7552	4:37
906	C01-2	2	23				10:10:56	10:11:15	19	10:10:23	10:11:40	7008-7009.7025-7024.7116-7117.7083-7082	3:02
604	C01-2	8	64				10:14:15	10:14:30	15	10:13:33	10:14:55	7032-7033.7235-7234.7166-7167.7251-7250	3:19
401	C01-2	0	16							10:19:59	10:21:25	unknown	-
907	C01-2	8	23				10:23:23	10:23:38	15	10:22:41	10:24:03	7488-7489.7511-7510.7674-7675.7715-7714	9:08
907	C01-2	8	23							10:24:09	10:24:18	7488-7489.7511-7510.7674-7675.7715-7714	-
605	C01-2	8	64				10:25:20	10:26:10	50	10:24:48	10:26:40	7656-7657.7527-7526.7664-7665.7249-7248	1:57
402	C01-2	2	16				10:33:04	10:33:25	21	10:32:27	10:33:51	7736-7737.7579-7578.7638-7639.7733-7732	7:44
908	C01-2	8	23				10:36:17	10:36:36	19	10:35:40	10:37:01	7708-7709.7693-7692.7492-7493.7551-7550	3:13
606	C01-2	8	64				10:38:38	10:38:56	18	10:38:03	10:39:20	7184-7185.7199-7198.7106-7107.7273-7272	2:21

Attachment 7 – SPOTS Report for Metro Center Station, Track 2, lower level from 09:00 – 10:38 hours.