



WMSC Commissioner Brief: W-0139 – Evacuation for Life-Safety Reasons – Minnesota Ave. Station – October 14, 2021

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

Safety event summary:

At 10:18 a.m., the D.C. Office of Unified Communications informed the Metro Transit Police Department (MTPD) that they had received a call indicating that bombs would be detonated at Benning Road and Minnesota Avenue Stations at approximately 2 p.m. Additionally, the caller indicated a shooting would occur at Minnesota Avenue station at approximately 1 p.m.

At approximately 10:21 a.m., MTPD notified the Incident Management Official and requested Minnesota Avenue Station be evacuated and that all trains bypass the station. MTPD K9 Explosive Ordnance Disposal (EOD) units arrived to conduct sweeps of both Minnesota Avenue and Benning Road stations.

At 10:45 a.m., MTPD notified ROCC of the reported bomb threat and requested to close Minnesota Avenue Station. The Rail Operations Control Center (ROCC) Radio Rail Traffic Controller (RTC) instructed all Orange Line Train Operators to bypass Minnesota Avenue Station and an Office of Rail Transportation (RTRA) Supervisor was dispatched to the station to assist. MTPD determined that no changes to service were required at Benning Road Station.

Trains bypassed Minnesota Avenue Station for 23 minutes as sweeps were conducted. The sweeps, conducted by MTPD K9 EOD units, yielded negative results at both stations. Minnesota Avenue Station was deemed clear and reopened for revenue service at 11:00 hours. Normal train service resumed and MTPD personnel remained on the scene conducting periodic sweeps.

Probable Cause:

The probable cause of the evacuation for life-safety reasons was a bomb and shooting threat.

Corrective Actions:

No corrective actions were identified during this investigation.

The WMSC is assessing Metrorail's emergency management and preparedness through ongoing audit work (draft report being finalized).

Staff recommendation: Adopt final report.



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

FINAL REPORT OF INVESTIGATION A&I E21503

Date of Event:	10/14/2021
Type of Event:	Evacuation for Life Safety Reasons
Incident Time:	10:18 hours
Location:	Minnesota Avenue and Benning Road Stations
Time and How received by SAFE:	10:32 hours SAFE/IMO On-call Phone
WMSC Notification Time:	11:29 hours
Responding Safety Officers:	WMATA: No WMSC: No Other: No
Rail Vehicle:	N/A
Injuries:	None
Damage:	None
SMS I/A Incident Number:	20211028#96472

Minnesota Avenue Station – Evacuation for Life Safety Reasons

October 14, 2021

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Abbreviations and Acronyms

AIMS	Advanced Incident Management System
ARS	Audio Recording System
CCTV	Closed-Circuit Television
EOD	Explosive Ordnance Disposal
FBI	Federal Bureau of Investigation
I/A	Incidents/Accidents
ICP	Incident Command Post
MSRPH	Metrorail Safety Rules and Procedures Handbook
MPD	Metro Police Department
MTPD	Metro Transit Police Department
NOAA	National Oceanic and Atmospheric Administration
ROCC	Rail Operations Control Center
ROCS	Rail Operations Control System
RTC	Radio Traffic Controller
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 Thursday, October 14, 2021, at approximately 10:18 hours, the Metro Transit Police Department (MTPD) Central Dispatch received a call for service via the Office of Unified Communications (OUC). OUC reported a caller had stated that at approximately 14:00 hours, bombs would be detonated in Benning Road and Minnesota Avenue Stations. In addition, OUC reported the caller also stated at approximately 13:00 hours, a shooting would occur at Minnesota Avenue Station. MTPD and MPD units responded to both stations for further investigation. MTPD established the incident command post (ICP) at Minnesota Avenue Station. MTPD K9 and Explosive Ordnance Disposal (EOD) Units responded and conducted sweeps of both stations. Both stations were swept and cleared, and no threat was found (see Appendix D). Units remained on scene and conducted periodic sweeps until approximately 14:30 hours. No injuries or damages occurred as a result of the incident.

The Rail Operations Control Center (ROCC) Radio Traffic Controller (RTC) made initial announcements on the Ops 2 channel to bypass the station at approximately 10:27 hours. Based on the Advanced Information Management System (AIMS) playback, Train ID 914 was the first train to bypass Minnesota Avenue Station, Track 2, at approximately 10:46 hours during the station evacuation. At approximately 10:47 hours, Train ID 903 was the first train to bypass Minnesota Avenue Station, Track 1. After the station reopened for revenue service, Train ID 901 serviced Minnesota Avenue Station, Track 2, at approximately 11:10 hours. At approximately 11:25 hours, Train ID 904 serviced Minnesota Avenue Station on Track 1.

The probable cause of the evacuation for life safety reasons at Benning Road and Minnesota Avenue Stations was due to a bomb threat and threat of a shooting by an unknown individual. The investigation did not identify significant deficiencies with communication or adherence to established response procedures under direction of responding law enforcement personnel.

Incident Site

Benning Road and Minnesota Avenue Stations

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:

- Site Assessment via Records Review
 - 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 Summary
 - Metrorail Safety Rules and Procedural Handbook (MSRPH)
 - National Oceanic and Atmospheric Administration (NOAA) Data
 - Rail Operations Control Center (ROCC) Incident Report
 - Rail Operations Control System (ROCS) SPOTS 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 Thursday, October 14, 2021, at approximately 10:18 hours, MTPD received an assistance call from OUC concerning a bomb threat. MTPD reported OUC received a call stating that at approximately 14:00 hours, bombs would be detonated in Benning Road and Minnesota Avenue Stations. Additionally, OUC reported the caller also stated at approximately 13:00 hours, a shooting would occur at the Minnesota Avenue Station. MPD units responded to Minnesota Avenue Station and met with responding MTPD units. MTPD established the ICP at Minnesota Avenue Station and dispatched MTPD K9 and EOD Units to conduct sweeps of both stations. Based on the threat assessment performed by MPD, MTPD facilitated a request from OUC to bypass Minnesota Avenue station while the investigation was occurring. Both stations were cleared, and no threat was found. MTPD personnel remained on scene and conducted periodic sweeps of the Benning Road and Minnesota Stations until approximately 14:30 hours.

Chronological Event Timeline

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

Time	Description
10:18 hours	MTPD receives a call for service via OUC stating bombs would detonate at Benning Road and Minnesota Avenue Stations at approximately 14:00 hours. [MTPD Hot Wash]
10:21 hours	IMO receives report of bomb threat at Minnesota Avenue and Benning Road Stations and also a possible shooting at Minnesota Avenue Station at 1300 hours. IMO informs ROCC Assistant Superintendent. [Fire Liaison Landline]
10:24 hours	MPD arrives on scene at Minnesota Avenue Station and requests all trains to bypass the station. MTPD EOD units arrive on scene to conduct sweeps. [MTPD On-Scene Commander]
10:27 hours	ROCC Controller instructs all Orange Line Train Operators not to service Minnesota Avenue Station. [Radio Ops 2]
10:32 hours	IMO issued notification from MTPD of a reported bomb threat at Minnesota Avenue Station. [IMO Log]
10:45 hours	ROCC dispatched an RTRA Supervisor to assist MTPD. [MTPD Hot Wash]

Time	Description
10:47 hours	Train ID 914 first train to bypass Minnesota Avenue Station, Track 2. [ROCC Incident Report]
10:48 hours	Train ID 903 first train to bypass Minnesota Avenue Station, Track 1. [ROCC Incident Report]
11:00 hours	RTRA Supervisor reported Minnesota Avenue Station clear and reopened for revenue service. [Radio Ops 2]
11:10 hours	Train ID 901 first train to service Minnesota Avenue Station, Track 2. [ROCC Incident Report]
11:25 hours	Train ID 904 first train to service Minnesota Avenue Station, Track 1. [ROCC Incident Report]

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

Advanced Information Management System (AIMS)

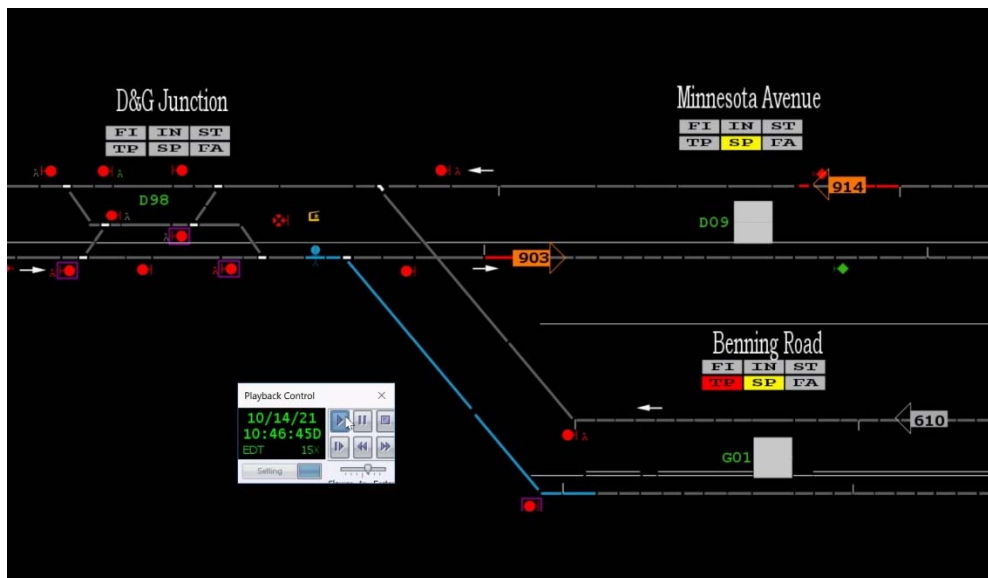


Figure 1 - Train ID 914 by passing Minnesota Avenue Station, Track 2 at approximately 10:46:45 hours during the station evacuation.

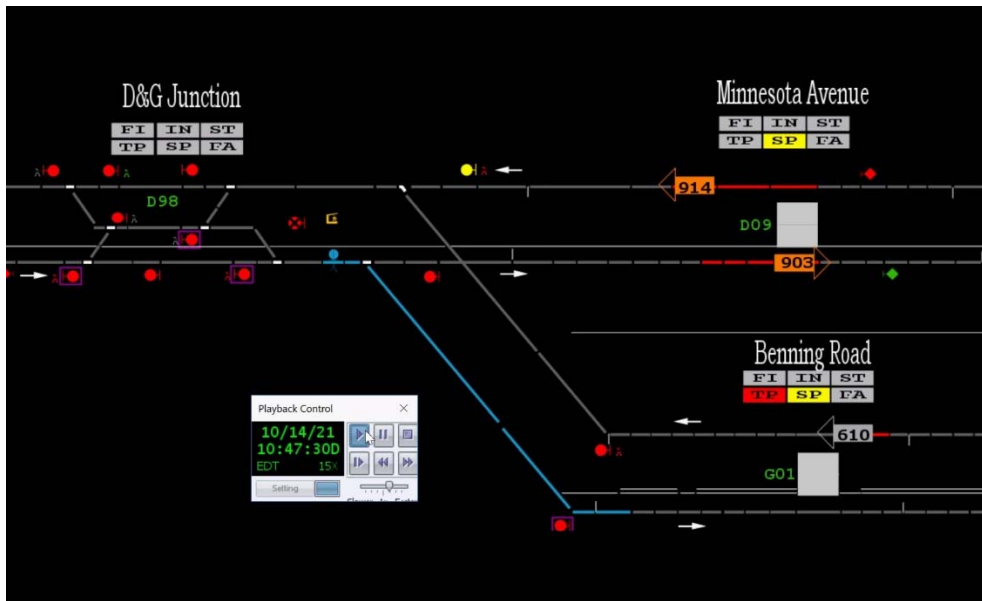


Figure 2 - Train ID 903 by passing Minnesota Avenue Station, Track 1 at approximately 10:47:30 hours during the station evacuation.

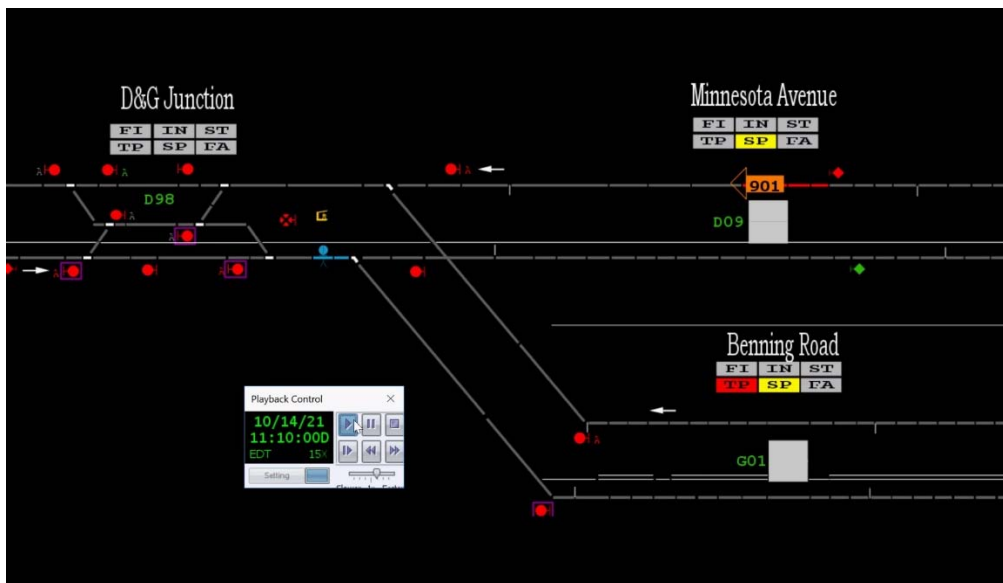


Figure 3 - Train ID 901 serviced Minnesota Avenue Station, Track 2 at approximately 11:10:00 after the station reopened.

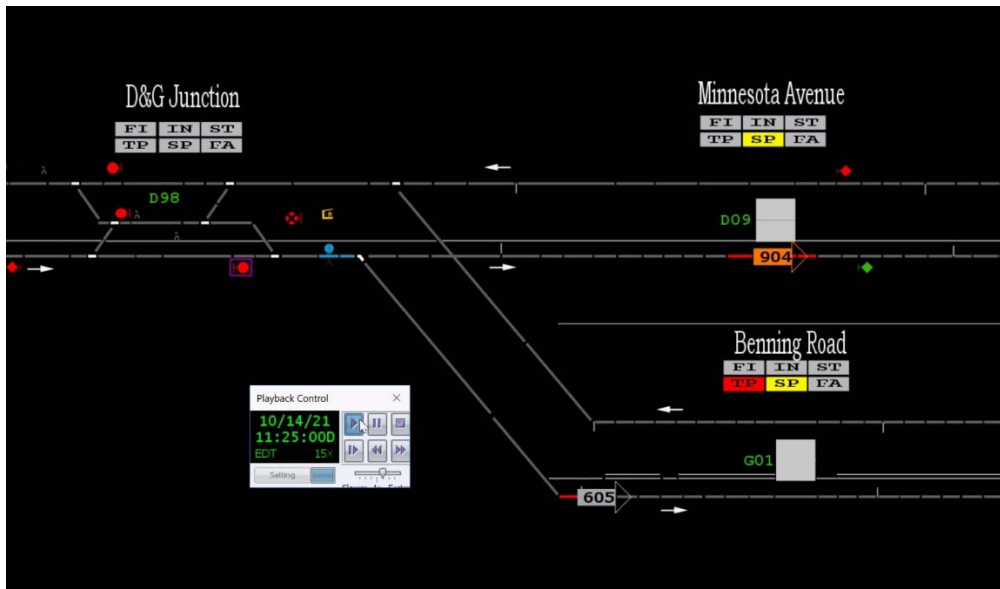


Figure 4 - Train ID 904 serviced Minnesota Avenue Station, Track 1 at approximately 11:25:00 after the station reopened.

Weather

At the time of the incident, NOAA recorded the temperature at 72° F, partly sunny, winds North to South at 7 mph, with a visibility of 10 miles. Humidity was at 68%. Based on findings, SAFE has concluded that weather was not a contributing factor in this incident (Weather source: NOAA – Location: Washington, DC.)

Findings

- On-Scene MTPD and RTRA personnel complied with SOP #1A and SOP #14 procedures when responding to this event.
- MTPD personnel made a decision at bypass Minnesota Avenue Station and bypass Benning Road Station due to the threat not being substantiated as credible.
- MTPD determined due to the nature of the call, the situation did not warrant bypassing of the station as the threat was not specific enough.
- Federal Bureau of Investigation (FBI) EOD did not respond due to the threat not being substantiated.

Immediate Mitigation

- ROCC directed revenue trains to bypass Minnesota Avenue Station.
- ROCC dispatched an RTRA Supervisor to assist with the scene.
- MTPD personnel conducted a sweep of Minnesota Avenue Station.

Probable Cause Statement

The probable cause of the evacuation for life safety reasons at Benning Road and Minnesota Avenue Stations was due to a bomb threat and threat of a shooting by an unknown individual. The investigation did not identify significant deficiencies with communication or adherence to established response procedures under direction of responding law enforcement personnel.

SAFE Recommendations/Corrective Actions

SAFE has no recommendations or corrective actions related to this incident.

Appendices

Appendix A – ROCC Incident Report

View Approved Incident Report

INCIDENT ID: 2021287ORANGE3					
DATE 2021-10-14	TIME 1045	LINE Orange	ITEM 3		
LOCATION (STATION/YARD) Minnesota Ave (D09)		LOCATION/CHAIN MARKER (If Applicable)		REPORTED BY MTPD Dispatch	
TRAIN ID 914	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"/>	Caused Issue <input type="checkbox"/>	Caused Issue <input type="checkbox"/>
TRBL CODE MTPD-METRO TRANSIT POLICE DEPT		RESP CODE POL			
TYPE INCIDENT Bomb Threat					
ACTION PLAN Bypass Station, Dispatch RTRA Supervisor					
DELAYS IN MINUTES					
LINE	INCIDENT	TRAIN	TOTAL DURATION		
0	25	0	0		
TRIPS MODIFIED					
PARTIAL	GAP TRAIN	LATE DISPATCHES	REROUTED	NOT DISPATCHED	OFFLOADS
0	0	0	0	0	0
FIVE PRIMARY CONSOLE INDICATIONS					
BCP	BRAKES ON ILLUMINATED	ALL DOORS CLOSED ILLUMINATED	AUTO\MANUAL BPP ILLUMINATED		
			AUTO		
INCIDENT CHRONOLOGY					
TIME	DESCRIPTION				
1045	MTPD notified ROCC of a reported bomb threat at Minnesota Avenue Station. ROCC instructed all orange line trains to bypass the station until further notice. Unit 41, RTRA Supervisor Knight dispatched. ROCC Assistant Operations Manager, ROIC, MTPD and all concerned departments notified.				

Attachment 1 – Page 1 of 2.

Incident Date: 10/14/2021 Time: 10:18 hours
Final Report Rev. 1 – Evacuation for Life Safety
Reasons
E21503

Rev. 1 Drafted By: SAFE 702 – 11/26/2021
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

1047	Train 914 was the first train to bypass Minnesota Avenue Station on track two.
1048	Train 903 was the first train to bypass Minnesota Avenue Station on track one.
1100	Unit 41 reported Minnesota Avenue Station was clear and is reopened for revenue service.
1110	Train 901 was the first train to service Minnesota Avenue Station on track two.
1125	Train 904 was the first train to service Minnesota Avenue Station on track one. Normal service resumed.

MAXIMO TICKET#
8565221

REPORT PREPARED BY	NAME	CLICK TO SIGN
RADIO CONTROLLER 1	[REDACTED]	✓
BUTTON CONTROLLER 1	[REDACTED]	✓
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

APPROVED BY	NAME	CLICK TO SIGN
REPORT APPROVED BY SUPT. OR ASST SUPT.	[REDACTED]	✓

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Attachment 2 – Page 2 of 2.

Incident Date: 10/14/2021 Time: 10:18 hours
Final Report Rev. 1 – Evacuation for Life Safety Reasons
E21503

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

Appendix B – Rail Operations Control System (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	dwell	Left door open	Left door close	dwell	Head Arrived	Tail cleared	cars	Headway door open to door open
901	D09-1	2	20				10:08:01	10:08:19	18	10:07:28	10:08:44	3165-3164.3287-3286.3071-3070.3249-3248	-
902	D09-1	6	20				10:23:41	10:23:58	17	10:23:07	10:24:25	3083-3082.3069-3068.3179-3178.3010-3011	15:40
903	D09-1	8	20				10:48:01	10:48:05	4	10:47:30	10:48:26	7128-7129.7261-7260.7372-7373.7007-7006	24:20
904	D09-1	8	20				11:25:18	11:25:34	16	11:24:31	11:25:55	7354-7355.7095-7094.7538-7539.7011-7010	37:17
907	D09-1	2	20				11:52:10	11:52:24	14	11:51:24	11:52:47	7506-7507.7391-7390.7528-7529.7501-7500	26:52

Figure 5 - SPOTS Report showing Train ID 904 serviced Minnesota Avenue Station, Track 1 after station reopened at 11:25:18 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	dwell	Left door open	Left door close	dwell	Head Arrived	Tail cleared	cars	Headway door open to door open
912	D09-2	8	23				10:21:12	10:21:33	21	10:20:32	10:22:00	7386-7387.7679-7678.7302-7303.7241-7240	-
914	D09-2	8	23							10:47:05	10:47:38	3119-3118.3152-3153.3063-3062.3148-3149	-
901	D09-2	8	23				11:10:09	11:10:28	19	11:09:37	11:10:55	3248-3249.3070-3071.3286-3287.3164-3165	48:57
816	D09-2	8	84							11:11:28	11:11:59	7274-7275.7257-7256.7174-7175.7721-7720	-
902	D09-2	6	23				11:36:38	11:36:54	16	11:36:07	11:37:25	3011-3010.3178-3179.3068-3069.3082-3083	26:29
903	D09-2	8	23				12:00:23	12:00:37	14	11:59:49	12:01:05	unknown	23:45

Figure 6 - SPOTS Report showing Train ID 901 serviced Minnesota Avenue Station, Track 2 after station reopened at 11:10:09 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
613	G01-1	8	51				10:11:16	10:11:32	16	10:10:40	10:12:00	7120-7121.7157-7156.7110-7111.7367-7366	-
614	G01-1	8	51				10:29:29	10:29:44	15	10:28:44	10:30:08	unknown	18:13
604	G01-1	8	51				10:52:43	10:53:01	18	10:52:05	10:53:29	7496-7497.7563-7562.7334-7335.7245-7244	23:14
605	G01-1	8	51				11:26:42	11:26:59	17	11:26:03	11:27:24	7482-7483.7525-7524.7262-7263.7517-7516	33:59
606	G01-1	8	51				11:54:09	11:54:33	24	11:53:33	11:54:57	3132-3133.3004-3005.3251-3250.3289-3288	27:27

Figure 7 - SPOTS Report for Benning Road Station, Track 1 during the incident.

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
609	G01-2	8	64				10:22:00	10:22:30	30	10:21:11	10:23:01	7204-7205.7013-7012.7384-7385.7083-7082	-
610	G01-2	8	64				10:48:12	10:48:29	17	10:47:31	10:48:58	7366-7367.7111-7110.7156-7157.7121-7120	26:12
611	G01-2	8	64				11:12:50	11:13:11	21	11:12:13	11:13:49	7118-7119.7607-7606.7112-7113.7151-7150	24:38
611	G01-2	8	64							11:13:51	11:13:57	7118-7119.7607-7606.7112-7113.7151-7150	-
612	G01-2	8	64				11:35:30	11:35:47	17	11:34:50	11:36:13	7244-7245.7335-7334.7562-7563.7497-7496	22:40
612	G01-2	8	64							11:36:15	11:36:18	7244-7245.7335-7334.7562-7563.7497-7496	-

Figure 8 - SPOTS Report for Benning Road Station, Track 2 during the incident.

Appendix C – 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:		Bomb Threat MINA/ BNRD	
*Incident Commander (IC):		[REDACTED]	
MTPD CCN:	2021-04945	Local CCN:	21-149-290
*Date ICS Initiated:	10/14/2021	*Time ICS Initiated:	1032
*Date ICS Terminated:	10/14/2021	*Time ICS Terminated:	1113
*Duration of Incident:	41 minutes	*Service Disrupted (Type and Time):	1028-1057 MINA Bypass
Incident Location:	MINA/ BNRD	Command Post Location:	Bus Bay
MTPD On-Scene Commander (OSC):	MINA- [REDACTED] BNRD- [REDACTED]	Command Aid for OSC:	MINA- [REDACTED]
Forward Liaison:	MINA- [REDACTED]	Unified Command:	N/A
OCC Liaison:	N/A	Alternate Channel:	MTPD2X
Single Tracking (Time & Track No.):	N/A	Bus Bridge Established (From /To):	N/A
Inner and/or Outer Perimeter:	N/A	Power De-energized:	N/A
OSC Relinquished Scene Command to Name Dept:	N/A	Medical Attention Required/Requested:	N/A
Entry/Exit Log:	Y	CID Response:	[REDACTED]

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Attachment 3 – Page 1 of 4.

Incident Date: 10/14/2021 Time: 10:18 hours
Final Report Rev. 1 – Evacuation for Life Safety Reasons
E21503

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

Metro Transit Police Department Hot Wash Summary

WMATA ON-SCENE PERSONNEL		
Name	Department/Office	Title/Role
	MTPD	OSC/ MINA
	MTPD	MINA
	MTPD	OCS/ Forward liaison MINA
	MTPD	MINA
	MTPD	MINA
	MTPD	EOD
	RTRA	MINA
	MTPD	OSC/ BNRD
	MTPD	EOD/ BNRD
	MTPD	BNRD
	MTPD	BNRD
	MTPD	BNRD
	MTPD	K9 BNRD

EXTERNAL ON-SCENE PERSONNEL		
Name	Agency/Department	Title/Role
	MPDC	MINA
	MPDC	MINA
	MPDC	BNRD
	MPDC	BNRD
	MPDC	BNRD

Use separate sheet if additional space is required.

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Attachment 4 – Page 2 of 4.

Incident Date: 10/14/2021 Time: 10:18 hours
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Rev. 1 Reviewed By: SAFE 70 – 11/26/2021
Rev. 1 Approved By: SAFE 70 – 11/26/2021

Metro Transit Police Department Hot Wash Summary

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

OBSERVATIONS
<p>At approximately 1018 hours MTPD CD received a call for service via MPDC Unified Communications. MPDC stated that a caller had stated that at approximately 1400 bombs would be detonated in the stations at BNRD and MINA. The caller also stated at approximately 1300 hours a shooting would occur at MINA. MTPD and MDPC units responded to both stations.</p> <p>██████████ responded to MINA and established incident command. While there he interacted with MPDC units who requested that trains bypass the station. MPDC closed one lane of the bus bay.</p> <p>MTPD K9/EOD units responded to both stations. Station sweeps were conducted with negative results for both.</p> <p>Trains bypassed MINA for approximately 29 minutes as the sweeps were conducted. Detectives ██████████ responded to BNRD.</p> <p>██████████ was notified. FBI EOD did not respond due to the threat not being substantiated.</p> <p>POB units remained at MINA and BNRD and periodic sweeps were conducted of both stations until 1430 hours.</p> <p>Units returned to service at approximately 1113 hours.</p> <p>TSA-10-35702-21</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: 10/14/2021 Time: 10:18 hours
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 E21503

Rev. 1 Drafted By: SAFE 702 – 11/26/2021 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

A how wash was conducted at MINA. Of note we discussed that separate the request from MPDC the nature of the call did not warrant the bypassing of the station as the threat was not specific enough.

Use separate sheet if additional space is required.

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

--	--

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

--	--

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

--	--

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

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Attachment 6 – Page 4 of 4.

Incident Date: 10/14/2021 Time: 10:18 hours
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Reasons
E21503

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