



WMSC Commissioner Brief: W-0158 – Fatality – Franconia-Springfield – December 18, 2021

Prepared for Washington Metrorail Safety Commission meeting on April 12, 2022

Safety event summary:

On December 18, 2021, a person was discovered deceased in Franconia-Springfield Station's tail track during an emergency response to a fire. Review of closed-circuit television (CCTV) showed the person going past the end gate on the station's platform toward the tail track on December 17, 2021, at 10:55 p.m., hours before their body was found by fire department personnel.

Review of the Advanced Information Management System (AIMS) indicated a brief track circuit occupancy in the tail track interlocking at the same time a fire plume is visible on CCTV footage at 2:03 a.m. Footage also showed active flames in the trail track at 2:17 a.m. The tail track is a location at the end of the line where trains are stored and staged.

A non-Metrorail call led to Fairfax County Fire and Rescue Department (FCFRD) responding to a fire reported off of Metrorail property near Franconia-Springfield Station at 4:33 a.m., and establishing Incident Command (IC) at approximately 4:48 a.m. FCFRD identified brush fire spanning approximately two acres of wooded area in two separate sections off Springfield Center Drive and requested aerial support from Fairfax County Police Department (FCPD) helicopter, Fairfax 1, to determine the size and scope of the fire.

At 5:07 a.m., it was determined the brush fire area included Metrorail property. The Rail Operations Control Center (ROCC) de-energized third rail power in the tail track at approximately 5:18 a.m. At 5:29 a.m. fire department personnel notified Incident Command of a small fire on WMATA's property in the tail track area near the bump post. Due to electrical safety concerns, FCFRD could not extinguish the fire until they were able to determine what was burning in the tail track.

Metro Transit Police Department (MTPD) personnel arrived at 5:31 a.m. At approximately 5:34 a.m., FCFRD IC contacted WMATA for assistance and Incident Command support. The ROCC Fire Liaison notified FCFRD that third rail power was de-energized in the tail track on Tracks 1, 2 and 3. The fire was limited to the tail track and did not impact the station.

At approximately 5:46 a.m., the crew of the police helicopter reported seeing what appeared to be a body laying across the third rail. Later, FCFRD cut through the fence to access the tail track area because there was no access gate to enter the tail track from their location. At approximately 7:03 a.m., the fire was extinguished and FCFRD turned the scene over to MTPD, who deemed the area a potential crime scene.

Additional WMATA personnel from the Office of Rail Transportation (RTRA), Emergency Management, the Emergency Response Team (ERT), and Traction Power Maintenance (TRPM) responded to the incident.

AIMS review also indicated Blue Block and Human Form were not established until approximately 7:52 a.m., an hour after the first personnel entered the roadway. Blue Block and Human Form are indications on the AIMS screen that show personnel are on the roadway and that safety precautions are required. MTPD did not clearly communicate to ROCC Rail Traffic Controllers (RTC) when emergency personnel entered the roadway.



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Office: 202-384-1520 • Website: www.wmsc.gov

Probable Cause:

The probable cause of this event was a rider accessing the roadway unnoticed.

WMSC staff observations:

WMATA has the opportunity to improve safety and response time by proactively monitoring CCTV of all Metrorail facilities.

WMATA should ensure there are clear lines of communication between MTPD and the ROCC to ensure shared situational awareness of activities on the roadway. The WMSC will continue to monitor this through our ongoing oversight activities.

Staff recommendation: Adopt final report.



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

FINAL REPORT OF INVESTIGATION A&I E21666

Date of Event:	12/18/2021
Type of Event:	Fatality
Incident Time:	02:03 hours
Location:	Franconia-Springfield, Track 3 Storage Tail Track
Time and How received by SAFE:	05:55 hours, SAFE IMO
WMSC Notification Time:	05:55 hours
Event Scene Release	09:43 hours, WMSC
Responding Safety Officers:	WMATA SAFE: Yes WMSC: No Other: N/A
Rail Vehicle:	N/A
Injuries:	Fatality
Damage:	Fire damage to wooded area surrounding the tail track. Infrastructure damage to ATC cables, third rail and cover boards.
Emergency Responders:	Fairfax City Fire and Rescue Department (FCFRD), Metro Transit Police Department (MTPD), Office of Emergency Preparedness (OEP), Fairfax Police Department (FPD), and Office of Rail Transportation (RTRA)
SMS I/A Incident Number:	20211218#97444MX

Franconia-Springfield – Fatality

December 18, 2021

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Abbreviations and Acronyms

AIMS	Advanced Information Management System
ARS	Audio Recording System
CAD	Computer-Aided Dispatch
CID	Criminal Investigation Division
CSS	Crime Scene Search
FCFRD	Fairfax County Fire and Rescue Department
FCPD	Fairfax County Police Department
IC	Incident Commander
IMO	Incident Management Officer
MSRPH	Metro Safety Rules Procedures Handbook
MTPD	Metro Transit Police Department
OEP	Office of Emergency Preparedness
ROCC	Rail Operations Control Center
RTC	Rail Traffic Controller
RTRA	Office of Rail Transportation
SOP	Standard Operating Procedure
TSA	Transportation Security Administration
WMSC	Washington Metrorail Safety Commission
WSAD	Warning Strobe and Alarm Device

Washington Metropolitan Area Transit Authority

Department of Safety & Environmental Management

Executive Summary

On Friday, December 17, 2021, at approximately 20:55 hours, an unknown individual entered the Franconia-Springfield station tail track area from the platform end gate. The individual proceeded in the direction of the bump post area. After leaving view of the available cameras, the individual is not seen again. At approximately 02:03 hours on Saturday, December 18, 2021, a fire event resulting in a plume of flame occurs in area of the tail track.

At approximately 04:33 hours, Fairfax County Fire and Rescue Department (FCFRD) dispatched engine 405 for an outside fire at 6700 Springfield Center drive in Springfield, Virginia. At approximately 04:48 hours, Engine 405 established Incident Command along Spring Center drive near the Transportation Security Administration (TSA) building. At approximately 04:51 hours, FCFRD notified the Battalion Chief that about two acres were burning in the woods off Springfield Center drive in two separate pockets. At approximately 04:53 hours, the Incident Commander (IC) requested aerial support from Fairfax One [Helicopter] to determine the size and scope of the fire. At approximately 05:07 hours, local responders reported a brush fire in the area spreading towards Washington Metropolitan Area Transit Authority's (WMATA) property.

At approximately 05:29 hours, FCFRD Northern Division, which is responsible for the northern part of the county, notified the IC of a small fire on WMATA's property. At approximately 05:32 hours, Fairfax One aerial support confirmed the hotspot was contained to the tail track area near the bump post and reported to the IC that there was no brush near the hotspot area, and the fire might be electrical in nature. FCFRD IC inquired whether the Northern Division could extinguish the fire; however, the Northern Division declined until FCFRD was able to determine what was burning within the tail track area due to concern about an electrical fire.

The first Metro Transit Police Department (MTPD) unit arrived on the scene at approximately 05:31 hours. At approximately 05:35 hours, the Rail Operations Control Center (ROCC) Fire Liaison contacted FCFRD IC and reported third rail power was de-energized on Tracks 1, 2, and 3 in the tail track, and that MTPD and Power personnel were en route to the Incident Command Post. At approximately 05:36 hours, the ROCC Fire Liaison contacted the FCFRD IC to determine if the fire was impacting the station. The IC reported that the fire was contained in the tail track area. MTPD established Incident Command on Franconia-Springfield platform at 05:43 hours.

At approximately 05:45 hours, the FCFRD IC notified all personnel that the fire was extinguished, with exception of the fire in the tail track at Franconia-Springfield Station. At approximately 05:46 hours, Fairfax One aerial support reported a possible body in the tail track area. At approximately 05:48 hours, FCFRD IC notified the ROCC Fire Liaison of a possible body in the tail track area. At approximately 05:49 hours, Fairfax one aerial support reported the possible body was laying across the third rail.

At approximately 06:51 hours, FCFRD gained access to the tail track by cutting through a fence to support MTPD Detectives and personnel access to the scene to deploy WSAD's and extinguish the remaining small fire where the decedent's body was still in contact with the third rail. At approximately 06:54 hours, MTPD deemed the area to be a crime scene. At approximately 07:02 hours, FCFRD personnel notified FCFRD IC that the fire was extinguished. FCFRD turned the scene over to MTPD at approximately 07:03 hours.

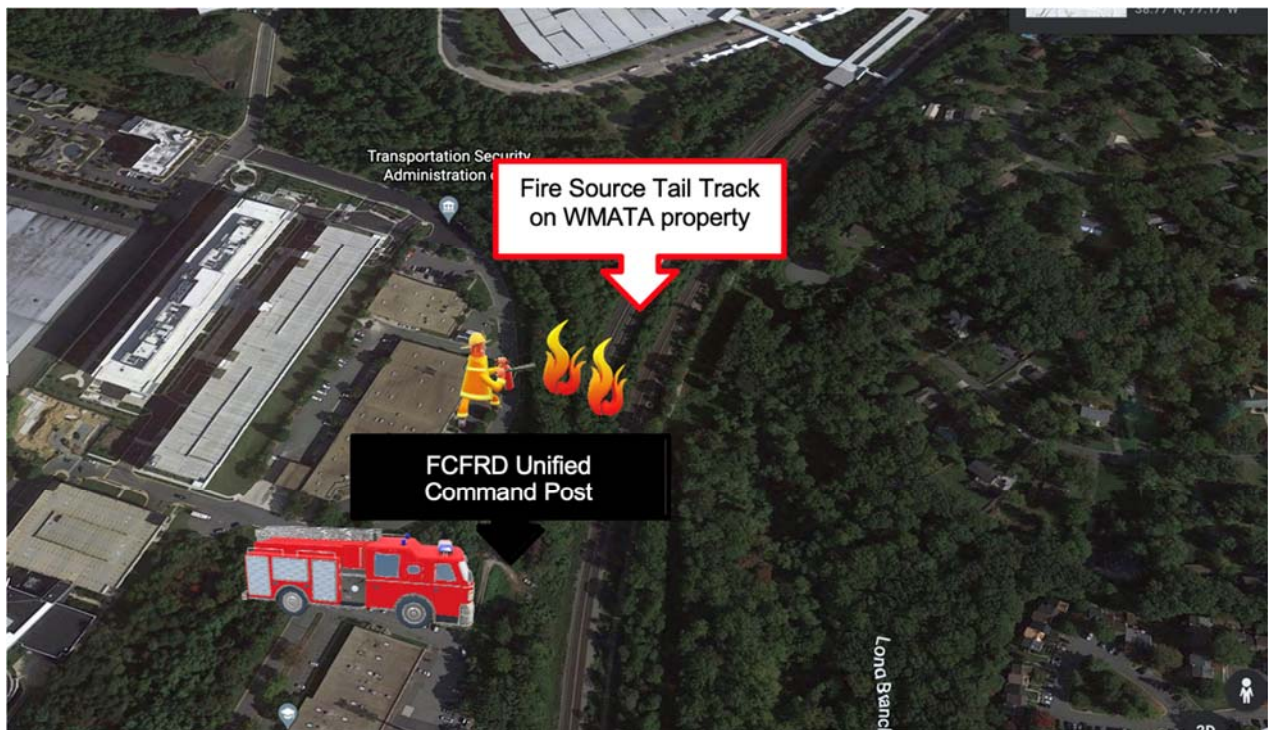
Based on review of the Advanced Information Management System (AIMS), the tail track interlocking showed a down circuit at 02:03 hours, which is in line with the CCTV viewing of a fire plume at the same time. The circuit remained down from 02:03 hours until repairs were made to the affected components.

The probable cause of the fatality at Franconia Springfield Station tail track on December 18, 2021, was an unauthorized person intentionally trespassing into a marked employee-only area of the WMATA rail system. These actions subsequently resulted in the decedent making contact with an energized third rail in the tail track area. Prolonged contact with the third rail likely caused flammable materials carried by the individual to ignite and cause fire to the surrounding area.

Incident Site

Franconia-Springfield, Track #3

Field Sketch/Schematics*



**Not to scale*

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.

Investigation Process and Methods

Upon receiving the notification of a Fatality at Franconia-Springfield Station on December 18, 2021, SAFE launched an investigation into this event. SAFE team members worked with relevant WMATA subject matter experts to review the incident's facts and data.

Investigation Methods

The investigative methodologies included the following:

- Formal Interviews – SAFE did not conduct any interviews as part of this investigation.
- Documentation Review – A collection of relevant work history information and process documentation contained in Metro systems of record. These records include:
 - Metrorail Safety Rules and Procedures Handbook (MSRPH)
 - National Oceanic and Atmospheric Administration (NOAA)
 - Metro Transit Police Department (MTPD) Event Report
 - Metro Transit Police Department (MTPD) After Action Report
 - Computer Aided Dispatch (CAD) Report
 - Rail Operations Control Center (ROCC) Report
- System Data Recording Review – A collection of information in Metro Data Recording Systems. This data includes:
 - Audio Recording System (ARS) playback [Radio and Ambient]
 - Advance Information Management System (AIMS)
 - Open MHz Channel

Investigation

According to the MTPD event report, "the CID reviewed CCTV playback and determined that at 2055 hours on December 17, 2021, the decedent walked past the end gate towards the tail track. Further review indicated a ball of fire visible at 02:03 hours and the first fire visible around 02:17 hours. The medical examiner was contacted to respond; however, they declined to respond to the scene. Metropolitan funeral services responded to the scene to take custody of the decedent. On scene, identification was not made. The decedent's identity is not known at the time of this report. Based on the decedent's condition, it was obvious that they were deceased; no official time of death was recorded. "

On Saturday, December 18, 2021, at approximately 02:04 hours, the AIMS playback showed a down track circuit in the Franconia-Springfield Tail Track.

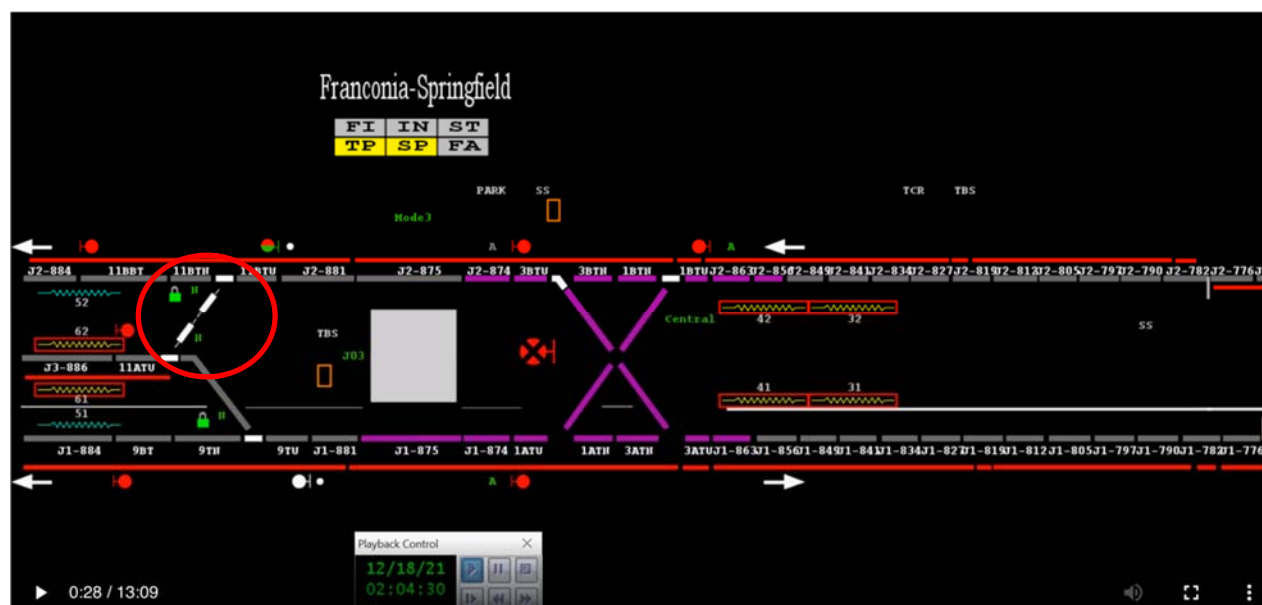


Figure 1 - AIMS Playback showing down track circuit.

At approximately 04:33 hours, FCFRD dispatched engine 405 for an outside fire at 6700 Springfield Center drive in Springfield, Virginia. At approximately 04:48 hours, Engine 405 established Incident Command along Spring Center drive near the TSA building. At approximately 04:51 hours, FCFRD notified the Battalion Chief that about two acres were burning in the woods off Springfield Center drive in two separate pockets. At 04:53 hours, the IC requested aerial support from Fairfax one to ascertain the scope of the fire. At 05:07 hours, local responders reported a brush fire in the area spreading towards WMATA's property.

AIMS playback shows ROCC de-energized third rail power at approximately 05:18 hours.

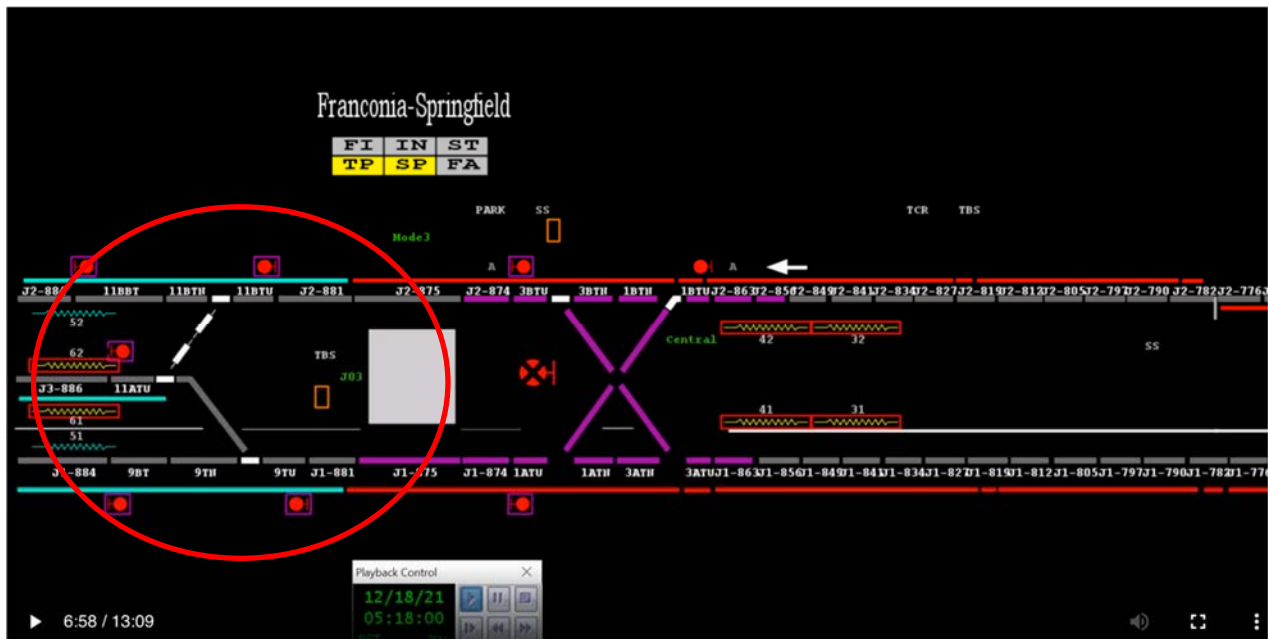


Figure 2 - AIMS Playback shows third rail power de-energized at 05:18 hours.

At approximately 05:29 hours, FCFRD Northern Division responsible for northern part of the county notified the IC of a small fire on WMATA property. At 05:32 hours, Fairfax one aerial support confirmed the hotspot was contained in the tail track area near the bump post and reported to IC that there was no brush near the hotspot area, and that the fire might be electrical. FCFRD IC asked if the Northern Division could extinguish the fire; however, the Northern Division declined until FCFRD could determine what was burning within the tail track area due to nearby electrical components.

According to the CAD report, the first MTPD unit arrived on scene at 05:31 hours. At approximately 05:34 hours, FCFRD IC requested dispatch contact WMATA for assistance and Incident Command Support. At approximately 05:35 hours, the ROCC Fire Liaison contacted FCFRD IC and reported that third rail power was de-energized on Tracks 1, 2, and 3 in the tail track station. MTPD and Power personnel were en route to the Incident Command Post. At approximately 05:36 hours, the ROCC Fire Liaison contacted the FCFRD IC to determine if the fire had reached the Station platform. The IC reported that the fire was contained in the tail track area. MTPD established Incident Command on Franconia-Springfield platform at 05:43 hours.

At approximately 05:45 hours, the FCFRD IC notified all personnel that the fire was extinguished, with the exception of the fire in the tail track at Franconia-Springfield Station. At approximately 05:46 hours, Fairfax one aerial support reported a possible body in the tail track area that may have caused the ignition. At around 05:48 hours, FCFRD IC notified the ROCC Fire Liaison of a possible body in the tail track area. At approximately 05:49 hours, Fairfax one aerial support reported the object was laying across the third rail.

At approximately 06:51 hours, FCFRD gained access by cutting the fence in the tail track area to support MTPD Detectives and personnel access to the scene to deploy WSAD's and extinguish the small fire.



Figure 3 - Entry location for fire personnel

At 06:54 hours, MTPD confirmed the incident as a crime scene; at approximately 07:02 hours, FCFRD personnel notified FCFRD IC that they extinguished the fire.

AIMS playback indicated Blue Block Human form established at approximately 07:52 hours.

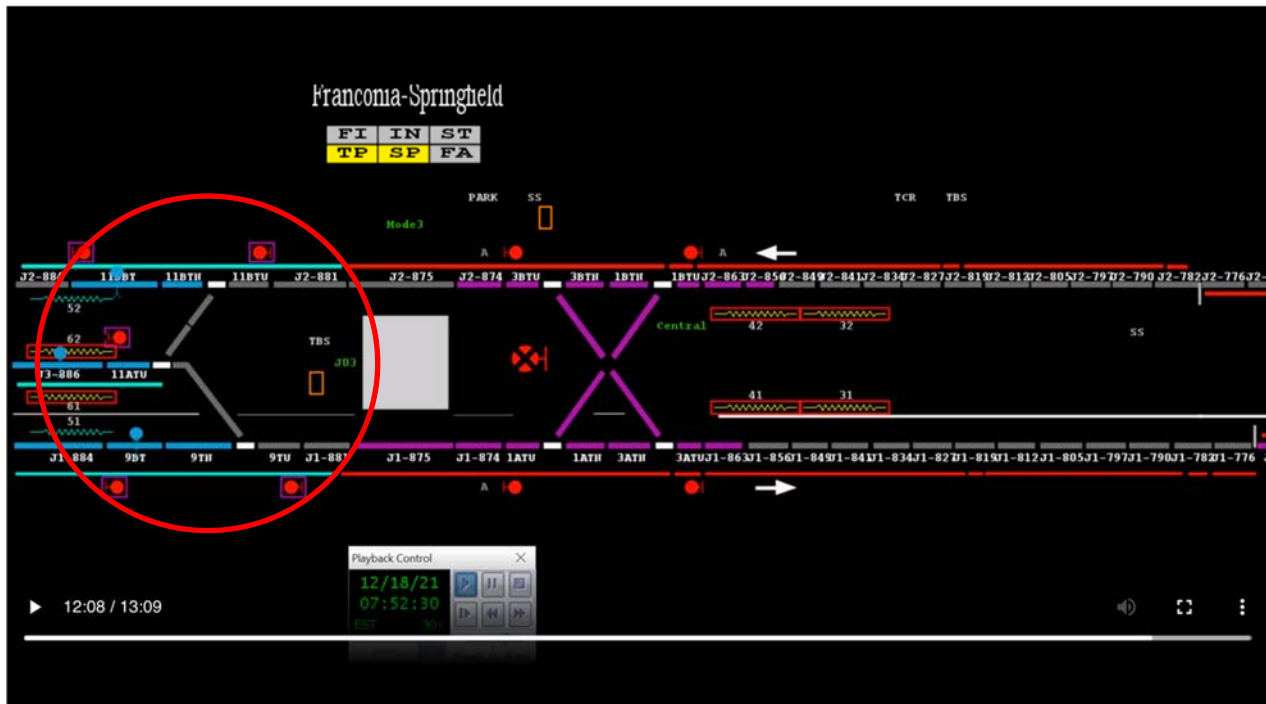


Figure 4 - AIMS playback indicates Blue Block Human established approximately 07:52 hours.

An inspection of the incident location showed the cover boards were in place at the time of the incident. Vandalism (graffiti) was observed on the bumping post; however, it has not been confirmed whether the decedent was responsible for this action.



Figure 5 - Incident location near J03 X3 signal. Graffiti visible on bump post



Figure 6 – Additional angle of incident location showing damage to ATC cables, third rail, cross ties, insulated joint bar and cover boards.

Chronological Event Timeline

A review of ARS playback, i.e., phone, radio, and ambient communications, incident reports, and CCTV revealed the following:

Time	Description
20:55 hours	The decedent went beyond the end gate at the end of Franconia-Springfield platform. [CCTV]
02:03 hours	Ball of fire visible in the Franconia-Springfield tail track. [CCTV]
02:17 hours	First time active fire is visible in tail track area. [CCTV]
04:33 hours	<u>FCFRD</u> : automated dispatch of engine 405 for an outside fire at 6700 Springfield Center drive in Springfield, Virginia. [Open Mhz Channel 1]
04:51 hours	<u>FCFRD</u> : notified the Battalion Chief that about two acres were burning in the woods off Springfield Center drive in two separate pockets. [Open Mhz Channel 1]
05:07 hours	Local FD reported a brush fire in the area spreading towards WMATA's property. [MTPD Report]
05:18 hours	Third rail power deenergized in the tail track area on tracks 1, 2 and 3. [AIMS]
05:34 hours	<u>FCFRD IC</u> : Requested dispatch contact WMATA for assistance and Incident Command Support [Open Mhz Channel 1]
05:43 hours	MTPD established Incident Command on Franconia-Springfield platform. [MTPD Event Report]
05:46 hours	Fairfax one aerial support: reported a possible warm body in the tail track area that may have caused the ignition. [Open Mhz Channel 1]
05:48 hours	FCFRD: FCFRD IC notified the ROCC Fire Liaison of a possible body in the tail track area. [Open Mhz Channel 1]
06:51 hours	FCFRD gained access by cutting the fence in the tail track area to support MTPD Detectives and personnel access to the scene to deploy WSAD's and extinguish the small fire. [Open Mhz Channel 1]
06:54 hours	MTPD confirmed the incident as a crime scene. [CAD Report]
07:02 hours	FCFRD personnel notified FCFRD IC that they extinguished the fire. [Open Mhz Channel 1]
07:52 hours	Blue Block Human form established. [AIMS]
08:23 hours	Red Tag executed. [Ops Radio Channel]
09:43 hours	WMSC event scene release authorized. [IMO Log]
10:19 hours	Decedent removed from the roadway. [MTPD After Action Report]
10:56 hours	MTPD turned incident scene over to RTRA personnel. [MTPD After Action Report]

Note: Times above may vary from other systems' timelines based on clock settings.

Metro Transit Police Department (MTPD) Event Report

"On December 18, 2021, at approximately 0507Hrs at the Franconia-Springfield metro station tail track (6880 Frontier Drive, Springfield, Fairfax County, VA), MTPD was notified of a large brush fire encroaching WMATA right of way. Multiple Fairfax County fire department and Fairfax County Police department assets responded.

Initial MTPD response consisted of Cr. 91 Sgt [redacted] along with Ofc [redacted] C-23. At approximately 06:04 hours, FCFRD advised of a possible body on the tracks. Additional MTPD units responded to the scene to include Crime Scene Search (CSS) personnel Ofc [redacted], Ofc [redacted], Ofc [redacted]. Also, Ofc [redacted] C-25 responded to Franconia-Springfield metro. Ofc [redacted] (A-23) responded to Franconia-Springfield with a WSAD and was then redirected to the command post. Ofc [redacted] responded to the command post.

The command post was located at 6700 Springfield Center Dr. Cr. 91 was the initial on-scene commander. Cr. 52 was the forward liaison. FCFRD personnel cut a hole in the fence to provide access to the scene. At 06:52 hours, it was confirmed that a body was located slumped over the third rail. Criminal Investigation Division (CID) Detective Sergeant [redacted] D905 and Detective [redacted] D952 responded to the scene. Multiple WMATA personnel responded to the command post from Power, RTRA, Emergency Management, ERT, and TRPM. At 08:23 hours, red tag 2021-352511A was initiated. FCFRD units Tower and Engine 422 responded back to the scene to address hotspots.

The fire on-scene command was held by Battalion Chief [redacted]. Chief [redacted] transferred command to Chief [redacted] at 0715hrs. Power units responded to the crime scene to coordinate power and ensure the third rail was de-energized. At 0658, the power down was confirmed. At 07:03 hours, Cr. 50 assumed on-scene command.

CID's surveillance review indicated that at 20:55 hours on December 17, 2021, the decedent walked past the end gate towards the tail track. According to Sgt [redacted], OEM/Safe Personnel stated video review indicated a ball of fire visible at 02:03 hours and the first fire visible around 02:17 hours, according to Sgt [redacted]. The medical examiner was contacted to respond however declined to respond to the scene. TSOC [redacted] was contacted however stated they would not be taking a report.

Metropolitan funeral services responded to the scene to take custody of the decedent. On-scene identification was not made. The decedent's identity is not known at the time of this report. Based on the decedent's condition, it was evident that he was deceased; no official time of death was recorded. CID Detective [redacted] is handling the investigation. CSS Officer [redacted] is the lead on the crime scene processing."

MTPD stated, there is nothing that leads us to believe that this is a criminal act. The autopsy was inconclusive due to the severity of damage to the decedent's body.

Immediate Mitigation to Prevent Recurrence

- Power was deenergized in the tail track of Franconia-Springfield Station.
- FCFRD extinguished the fire in the tail track area.

Findings

- The decedent trespassed beyond the marked end gate at the end of Franconia-Springfield platform at 20:55 hours and walked in the direction of the tail track.
- The AIMS playback indicates a down track circuit in Franconia-Springfield tail track at 02:03 hours, which is adopted as the incident time.
- CCTV playback shows a flame plume at approximately 02:03 hours. CCTV footage shows active flames in the tail track area at approximately 02:17 hours.
- A caller notified 911 of an active outside fire at approximately 04:38 hours.
- FCFRD established Incident Command Post at approximately 05:30 hours at 6700 Springfield Center Drive. On arrival of MTPD units, command transitioned to Unified Command.
- MTPD established a Command Post at 05:43 hours on Franconia-Springfield Platform.
- Red Tag was executed at approximately 08:23 hours.
- FCFRD transferred command to MTPD at approximately 07:03 hours. MTPD terminated Incident Command at approximately 11:00 hours.

Weather

At the time of the incident, National Oceanic and Atmospheric Administration (NOAA) recorded the temperature as 38°F with overcast conditions. Weather was not a contributing factor in this incident (Weather source: NOAA – Location: Fairfax, VA.)

Probable Cause

The probable cause of the fatality at Franconia Springfield Station tail track on December 18, 2021, was an unauthorized person intentionally trespassing into a marked employee-only area of the WMATA rail system. These actions subsequently resulted in the decedent making contact with an energized third rail in the tail track area. Prolonged contact with the third rail likely caused flammable materials carried by the individual to ignite and cause fire to the surrounding area.

Recommendations/Corrective Actions

Based on the events surrounding this fatality, there are no recommendations associated with this event. According to the system record of data, the incident response actions did reveal any significant deviations.

Appendices

Metro Transit Police Department After Action Report

ADMINISTRATION HANDLING INSTRUCTIONS

This After Action Report (Report) will be completed after a debriefing or "hot wash" in accordance with applicable Metro Transit Police Department (MTPD) 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 and equipment needs, and to identify areas that require improvement. After completion of this Report, it should be forwarded to the division commander.

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:		Fire/Death 6700 Springfield Center Dr	
*IC: XXXXXXXXXX			
MTPD Complaint Control No. (CCN):	2021-06095	Local CCN:	
*Date ICS Initiated:	12.18.21	*Time ICS Initiated:	0543 hours
*Date ICS Terminated:	12.18.21	*Time ICS Terminated:	1100 hours
*Duration of Incident:	5 hrs 17 mins	*Service Disrupted (Type and Time):	None
Incident Location:	FRSP Tail Track (#3)	Command Post Location:	Platform
MTPD On-Scene Commander (OSC):	XXXXXXXXXX	Command Aid for OSC:	XXXXXXXXXX
Forward Liaison:	XXXXXXXXXX	Unified Command:	Yes
On-Call Liaison:		Alternate Channel:	MTPD 2X
Single Tracking (Time & Track No.):	N/A	Bus Bridge Established (From /To):	N/A
Inner and/or Outer Perimeter:	N/A	Power De-energized:	0521 hours
OSC Relinquished Scene Command To (Name and Dept.):	N/A	Medical Attention Required/Requested:	N/A
Entry/Exit Log:	XXXXXXXXXX	Criminal Investigations Division Response:	XXXXXXXXXX

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MTPD-OSP-TMPL-009-01_After Action Report

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Effective: 03/22/2021

Attachment 1 - MTPD After Action Report page 1 of 4.

Incident Date: 12/18/2021 Time: 02:03 hours.
Final Report Rev. 1 – Fatality
E21666

Drafted By: Rev.1 SAFE 704 – 03/29/2022
Reviewed By: Rev. 1 SAFE 71 – 03/31/2022
Approved By: Rev.1 SAFE 71 – 04/01/2022

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Metro Transit Police Department After Action Report

WMATA ON-SCENE PERSONNEL		
Name	Department/Office	Title/Roll
Sergeant [REDACTED]	MTPD	IC
Lieutenant [REDACTED]	MTPD	IC
Sergeant [REDACTED]	MTPD	IC2
Officer [REDACTED]	MTPD	Forward Liaison/OPS
Sergeant [REDACTED]	MTPD	Forward Liaison/OPS
Officer [REDACTED]	MTPD	Utility
Officer [REDACTED]	MTPD	CSS Technician
Officer [REDACTED]	MTPD	CSS Technician
Officer [REDACTED]	MTPD	CSS Technician
Sergeant [REDACTED]	MTPD	Detective/CID
Detective [REDACTED]	MTPD	Detective/CID
Mr. [REDACTED]	SAFE/OEM	Safety Officer
Mr. [REDACTED]	Power	Power Liaison/Hot stick

EXTERNAL ON-SCENE PERSONNEL		
Name	Agency/Department	Title/Roll
Ms. [REDACTED]	WMATA-RTRA	RTRA Liaison
Mr. [REDACTED]	WMATA-RTRA	RTRA Liaison
Battalion Chief [REDACTED]	FFX Fire Department	IC2
Battalion Chief [REDACTED]	FFX Fire Department	IC2
Mr. [REDACTED]	FFX Fire Marshall	Investigation Support
Inv. [REDACTED]	FFX Fire Department	Arson Detection Team

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MTPD-OSP-TMPL-009-01_After Action Report

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Effective: 03/22/2021

Attachment 1 - MTPD After Action Report page 2 of 4.

Incident Date: 12/18/2021 Time: 02:03 hours.
Final Report Rev. 1 – Fatality
E21666

Drafted By: Rev.1 SAFE 704 – 03/29/2022
Reviewed By: Rev. 1 SAFE 71 – 03/31/2022
Approved By: Rev.1 SAFE 71 – 04/01/2022

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Metro Transit Police Department After Action Report

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

OBSERVATIONS
<p>Units responded to the area of the Franconia-Springfield tail track for the report of a brush fire encroaching on WMATA property. Officer [REDACTED] arrived on scene at 0541 hours and was advised that the fire had breached the tail track and was advancing toward the station. Officer [REDACTED] initiated ICS and requested additional resources. I, Sergeant [REDACTED], arrived on scene at 0550 hours and assumed command. The IMO advised third rail power had already been de-energized within the platform limits and on the tail track. I was then advised by Battalion Chief [REDACTED] that his units discovered a body within the tail track roadway that was on fire and showed no signs of life. The request was made for CSS and CID response. The initial Incident Action Plan was to place WSADs from the platform all the way down to the incident scene at the end of the tail track and have resources respond wayside. After consulting with the Battalion Chief, the decision was made to change the ingress route by cutting the fence line directly at the incident scene in order to conserve resources and reduce response times. The IMO was advised and RAIL 1 concurred. Sergeant [REDACTED], 3 CSS Officers, and 2 Power units breached the fence along with FFX Fire units. The Power units confirmed the power status via hot stick and placed WSADs on the affected rail segments. The body was in contact with the third rail and still burning. The FFX fire units extinguished the fire on the body of the decedent. The IMO was advised third rail power could be restored within the platform limits only and normal service could commence at 0700 hours. At 0703 hours, Lieutenant [REDACTED] assumed command and I continued to act as her command aide until 0942 hours.</p>

Use separate sheet if additional space is required.

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MTPD-OSP-TMPL-009-01_After Action Report	Page 3 of 4	Effective: 03/22/2021

Attachment 1 - MTPD After Action Report page 3 of 4.

Metro Transit Police Department After Action Report

NOTES

-MTPD units responded in an appropriate and expedient manner without prompting or hesitation.

-There was not enough CCU personnel to switch to an alternate channel. Once enough MTPD resources arrived on scene, the incident was switched to an alternate channel but was not able to be monitored by CCU.

-Communication between the fire and police personnel on scene went well. Plans were worked through and executed without incident.

-Miscommunication errors between WMATA personnel on scene were minimal and mainly resulted from the relay of information and practical application of foul time & work zone practices.

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OSC's Name and Title:	
Digital Signature/Date:	 <div style="text-align: right;">Date: 2021.12.18 11:33:55 -05'00'</div>

Watch Commander's Name:	
Digital Signature/Date:	 <div style="text-align: right;">Date: 2021.12.18 14:57:14 -05'00'</div>

Patrol Operations Bureau Commander's Name:	
Digital Signature/Date:	

Office of Emergency Management Director's Name:	
Digital Signature/Date:	

For Official Use Only

MTPD-OSP-TMPL-009-01_After Action Report

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Effective: 03/22/2021

Attachment 1 - MTPD After Action Report page 4 of 4.

Appendix B - ROCC Report

View Approved Incident Report

INCIDENT ID: 2021352BLUE1

DATE 2021-12-18	TIME 0517	LINE Blue	ITEM 1
LOCATION (STATION/YARD) Franconia-Springfield (J03)		LOCATION/CHAIN MARKER (If Applicable) Tail Tracks one, two, and three.	REPORTED BY Fairfax County Fire Department
TRAIN ID 401	DIRECTION I/B	TRACK NUMBER 1	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 FIRW-FIRE ON WAYSIDE		RESP CODE PUB	
TYPE INCIDENT Fire On The Roadway			
ACTION PLAN De-Energize Third Rail Power, Dispatch MTPD, Power, TRST, ATC, SAFE and Implement SOP 1A			
DELAYS IN MINUTES			
LINE	INCIDENT	TRAIN	TOTAL DURATION
16	16	0	546
TRIPS MODIFIED			
PARTIAL	GAP TRAIN	LATE DISPATCHES	REROUTED
0	0	1	0
FIVE PRIMARY CONSOLE INDICATIONS			
BCP	BRAKES ON ILLUMINATED	ALL DOORS CLOSED ILLUMINATED	AUTO\MANUAL BPP ILLUMINATED
			AUTO
INCIDENT CHRONOLOGY			
TIME	DESCRIPTION		
0506	Fairfax County Fire Department contacted ROCC to report a brush fire adjacent to WMATA property near the Franconia Springfield Metro Station tail tracks. Operations Manager, IMO, ROIC, MOC, MTPD and all concerned personnel were notified.		
0517	Third rail power was de-energized in tail tracks one, two, and three at Franconia Springfield due to the brush fire that spread onto the property. MTPD personnel en-route.		

Attachment 1 – ROC report page 1 of 3.

View Approved Incident Report

0530	Command Post was established at 6700 Springfield Center Drive by Fairfax County Fire Department.
0545	Fairfax County Fire Department reported a possible body on the roadway.
0554	MTPD requested for Third rail power to be de-energized within the platform limits tracks one and two at Franconia-Springfield. Command Post re-established at Franconia Springfield Station.
0611	MTPD Officer [REDACTED] arrived on the scene to assist.
0644	A Crime Scene was declared by MTPD in the trail tracks. The boundary fenced was cut for access to the roadway in the tail tracks per the Unified Command. Platform tracks one and two at Franconia Springfield were released back to WMATA by MTPD for revenue service. RTRA Supervisor [REDACTED] was dispatched to the command post.
0651	All personnel and equipment declared clear of the roadway within the platform limits tracks one and two at Franconia Springfield per the Station Manager on duty. Third rail power restoration procedures in effect for the platform limits tracks one and two only.
0700	Train 401 scheduled to depart Franconia Springfield.
0709	Power re-energized within the platform limits only tracks one and two at Franconia Springfield.
0716	Train 401 departed Franconia Springfield ending the longest customer delay. An emergency red tag was executed for Franconia Springfield tail tracks one, two and three.
0748	EM [REDACTED] and Line Director [REDACTED] (RTRA Forward Liaison) arrived at the Command Post.
0750	Power Unit [REDACTED] arrived on the scene and requested the red tag.
0812	Power Unit [REDACTED] was issued the red tag and granted foul time into the roadway (tail tracks) to hot stick and confirm third rail power de-energized.
0820	Power Unit [REDACTED] confirmed third rail power de-energized and established a work zone.
0910	Power Unit [REDACTED] requested third rail power to be de-energized track two only within the platform limits at Franconia Springfield to place the ETEC cart on the roadway.
0914	Third rail power de-energized track two Franconia Springfield platform limits.
0936	EM10 arrived with the key to access the ETEC cart.
0940	The ETEC cart was placed on the roadway.
1006	Fairfax County Fire Department reported clear of the roadway and the scene was relinquished to MTPD.
1019	MTPD reported the body was removed from the roadway.
1024	ERT [REDACTED] granted foul time to the work location from the platform.
1044	Line Director [REDACTED] reported clear from the scene.
1056	MTPD relinquished the scene to RTRA. Power Unit [REDACTED] became the RWIC of the work location.
1118	EM [REDACTED] reported clear from the scene.
1215	Track Unit [REDACTED] reported the boundary fence repaired.
1242	Third rail power restoration procedures in effect track two Franconia Springfield within the platform limits only.
1244	Third rail power energized track two Franconia Springfield platform limits only.
1402	Power Unit [REDACTED] reported all personnel and equipment was clear of the roadway and red tag turned in for tail tracks one, two and three. Permission granted to restore third rail power. Third rail power restoration procedures in effect.
1423	Power energized tracks one, two and three Franconia Springfield. Normal service resumed.

Attachment 1 – ROC report page 2 of 3.

View Approved Incident Report

MAXIMO TICKET#



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

SUPERINTENDENTS OR ASSISTANTS SECTION

ADDITIONAL FOLLOW-UP CORRECTIVE
ACTIONS OR REMARKS

FOLLOW-UP INFORMATION OBTAINED FROM SUPPORT DEPARTMENTS Repairs to the damaged components will be made by ATC at a later date.

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.		✓

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Attachment 1 – ROC report page 3 of 3.