



## **WMSC Commissioner Brief: W-0199 – Collision – Foggy Bottom Station – August 28, 2022**

*Prepared for Washington Metrorail Safety Commission meeting on January 24, 2023*

### **Safety event summary:**

A Metrorail rider placed themselves in front of an oncoming train at Foggy Bottom Station on Sunday morning, August 28, 2022. The Train Operator stopped the train with the front two cars on the platform. Riders on the train were led off the train directly onto the platform through those front cars. The individual struck by the train survived the collision and was able to move themselves out from under the train. The person suffered a hand injury.

Trains initially operated using single-tracking while bypassing Foggy Bottom Station. Trains were later allowed to service the station during single-tracking operations after first responders on scene confirmed it was safe and would not interfere with the response.

Third rail power was de-energized at 8:30 a.m. Metrorail did not have a hot stick and electrical gloves available to confirm that power was de-energized, and a rail supervisor with these tools was not yet present as the event was resolved quickly. The individual was brought to the platform by lifting them through the railcar door opposite the platform side.

Data demonstrates that the Train Operator initiated emergency braking when the train had slowed to 23 mph, just before the front of the train entered the station. The person was struck when the train was moving approximately 22.5 mph. The train stopped with two cars on the platform.

### **Probable Cause:**

The probable cause of this event was a person placing themselves in the path of a train.

### **Corrective Actions:**

- Ongoing
  - CAP C-0162 was created to address the WMSC's February 2022 audit report of WMATA's Emergency Management and Fire and Life Safety Program's finding that Metrorail does not consistently follow the incident command system (ICS) structure and has procedures that do not comply with National Incident Management System (NIMS)/ICS requirements. Under this CAP Metrorail must develop, implement and provide ongoing training on unified, Metrorail-wide procedures that comply with NIMS and ICS. This CAP is due for completion in January 2025.
  - CAP C-0217 resulted from the 2022 communications system audit finding that Metrorail personnel are not effectively communicating, responding to and identifying issues related to trouble calls pertaining to communications systems. Metrorail closes communications related "corrective maintenance" (repair) tickets without effectively identifying, documenting and addressing issues. At minimum Metrorail must require personnel to document detailed information regarding identification and troubleshooting procedures that were attempted when responding to corrective maintenance work orders. This CAP has an expected completion date of April 2024.



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**WMSC staff observations:**

Metrorail effectively communicated and generally acted in a timely manner to carry out this emergency response. There continues to be room for improvement in the timely and proper establishment of the incident command system.

The investigation again identified deficiencies related to Metrorail railcar onboard system communication. These did not contribute to the collision but represent gaps in Metrorail's opportunity to continuously improve safety.

During the investigation into this event, the WMSC identified that the initial vehicle data information analysis provided by Metrorail's vehicle engineering personnel in Metrorail's draft final report was incorrect. This is corrected in the final report.



Washington Metropolitan Area Transit Authority  
Department of Safety (SAFE)  
Office of Safety Investigations (OSI)  
**FINAL REPORT OF INVESTIGATION A&I E22554**

<b>Date of Event:</b>	August 28, 2022
<b>Type of Event:</b>	A-3 Collision
<b>Incident Time:</b>	08:28 Hours
<b>Location:</b>	Foggy Bottom Station. Track 1
<b>Time and How received by SAFE:</b>	08:28 Hours – SAFE/MAC
<b>WMSC Notification Time:</b>	09:17 Hours
<b>Responding Safety Officers:</b>	WMATA: No WMSC: No Other: N/A
<b>Rail Vehicle:</b>	Train ID 603, [L3232/3233x2034/2035x3251/3250]
<b>Injuries:</b>	Left Hand Laceration
<b>Damage:</b>	None
<b>Emergency Responders:</b>	District of Columbia Fire and Emergency Medical Services (DCFEMS), Metro Transit Police Department (MTPD), Office of Rail Transportation (RTRA), Emergency Response Team (ERT), Automatic Train Control (ATC), Office of Emergency Preparedness (OEP) and Office of Car Maintenance (CMNT)
<b>SMS I/A Incident Number:</b>	20220828#102484

# Foggy Bottom Station – Collision

August 28, 2022

## Table of Contents

Abbreviations and Acronyms-----	3
Executive Summary -----	4
Incident Site -----	5
Field Sketch/Schematics -----	5
Purpose and Scope -----	5
Investigative Methods-----	5
Investigation -----	6
Chronological Event Timeline-----	9
The Office of Chief Mechanical Officer (CMOR) / Vehicle Monitoring System (VMS) Timeline -----	12
Office of Car Maintenance (CMNT) -----	15
Office of Systems Maintenance, Office of Radio Communications (COMR) -----	15
Weather -----	15
Related Rules and Procedures -----	15
Human Factors -----	15
Fatigue-----	15
Post-Incident Toxicology Testing -----	16
Findings -----	16
Immediate Mitigation to Prevent Recurrence -----	16
Probable Cause Statement-----	16
Recommended Corrective Actions -----	16
Appendices -----	17
Appendix A – Train Operator Incident Report -----	17
Appendix B – RTRA Supervisor Report-----	19
Appendix C – MTPD Hotwash Report-Redacted -----	21
Appendix E – Root Cause Analysis -----	25

## **Abbreviations and Acronyms**

<b>AIMS</b>	Advanced Information Management System
<b>AOM</b>	Assistant Operations Manager
<b>ARS</b>	Audio Recording System
<b>ATCM</b>	Office of Automatic Train Control Maintenance
<b>BOCC</b>	Bus Operation Communication Center
<b>CAP</b>	Corrective Action Plan
<b>CCTV</b>	Closed Circuit Television
<b>CMNT</b>	Office of Car Maintenance
<b>CMOR</b>	Office of Chief Mechanical Officer
<b>COMR</b>	Office of Radio Communications
<b>CPEP</b>	Comprehensive Psychiatric Emergency Program
<b>DCFEMS</b>	District of Columbia Fire and Emergency Medical Services
<b>DVEU</b>	Digital Video Evidence Unit
<b>ERT</b>	Emergency Response Team
<b>FLO</b>	Fire Liaison Officer
<b>IIT</b>	Incident Investigation Team
<b>MPD</b>	Metropolitan Police Department
<b>MSRPH</b>	Metrorail Safety Rules and Procedures Handbook
<b>MTPD</b>	Metro Transit Police Department
<b>NOAA</b>	National Oceanic and Atmospheric Administration
<b>OEP</b>	Office of Emergency Preparedness
<b>OSC</b>	On Scene Commander
<b>RTC</b>	Rail Traffic Controller
<b>RTRA</b>	Office of Rail Transportation
<b>ROCC</b>	Rail Operations Control Center
<b>ROIC</b>	Rail Operations Information Center
<b>SAFE</b>	Department of Safety
<b>SMS</b>	Safety Measurement System
<b>SOP</b>	Standard Operating Procedure
<b>VMDS</b>	Vehicle Monitoring and Diagnostic System
<b>WMATA</b>	Washington Metropolitan Area Transit Authority
<b>WMSC</b>	Washington Metrorail Safety Commission

## **Executive Summary**

On Sunday, August 28, 2022, Audio Recording System (ARS) playback revealed that at approximately 08:28 hours, the Operator of Train ID 603 notified the Rail Operations Control Center (ROCC) that a person jumped in front of their train at Foggy Bottom Station, Track 1. The train arrived at Foggy Bottom and immediately stopped with two cars on the platform. The Train Operator was operating a Silver Line Train [ID 603, [L3232/3233x2034/2035x3251/3250].

The ROCC Radio Rail Traffic Controller (RTC) acknowledged and initiated emergency notifications to the respective internal and external departments. ROCC de-energized third rail power at Foggy Bottom Station, Track 1, and began single-tracking on the orange and silver line trains between Foggy Bottom and Clarendon Stations and blue line trains between Foggy Bottom Station and Arlington Cemetery Stations on Track 2. At 08:29 hours, the MAC notified Metro Transit Police Department (MTPD) dispatch via radio. At 08:30 hours, the ROCC Assistant Operations Manager (AOM) placed a call to 911. At 08:30 hours, the Radio RTC dispatched an Office of Rail Transportation (RTRA) Supervisor to Foggy Bottom Station. At 08:32 hours, the Metropolitan Police Department (MPD) and District of Columbia Fire and Emergency Medical Services Department (DCFEMS) were dispatched to Foggy Bottom Station. Also, at 08:32 hours, the Station Manager was instructed by Rail Operations Information Center (ROIC) to assist with the offload of Train ID 603.

The Buttons RTC advised ROIC at 08:34 hours, that single tracking would commence. Initial reports at 08:35 hours, from the Train Operator to the Radio RTC and AOM were that the person crawled out from underneath the train and was uninjured, standing on the third rail coverboard and leaning against the wall. At 08:36 hours, the ROCC AOM requested that Bus Operations Communication Center (BOCC) dispatch a supervisor to assist as single-tracking trains were bypassing Foggy Bottom Station. At the same time, DCFEMS established Incident Command at 23<sup>rd</sup> Street. The Mission Assurance Coordinator (MAC) advised MTPD at 08:41 hours, that third rail power had been de-energized. No RTRA Supervisor was present to hot stick at that time. At 08:43 hours, MTPD advised of one person in custody with non-life-threatening injuries, only minor injuries to the left hand and right shin. The Office of Emergency Preparedness (OEP) advised that the person was retrieved from the roadway by opening the off-platform side door and escorting them to the platform where DCFEMS assessed their condition.

At 08:49 hours, an MTPD Unit assumed Unified Command. At 08:50 hours, MTPD advised that Train ID 603 was offloaded with no injuries reported. The RTRA Supervisor arrived on the scene at 08:51 hours. At 08:52 hours, DCFEMS concluded Unified Incident Command and turned the scene over to MTPD. At 08:53 hours, the MAC inquired with MTPD about the potential of resuming single-track operations, which commenced at 08:59 hours. MTPD directed Train 603 was not to be moved pending further processing. At 09:14 hours, the RTC advised the Power Desk that they had brought down power on Track 1 between the Traction Power and Tie Breaker Rooms at Foggy Bottom Station. At 09:22 hours, ATCM notified MOC that they were commencing a track inspection at Foggy Bottom Station. At that time, MTPD advised that they had concluded their crime scene analysis, and Train 603 was released, the scene had been turned over to RTRA, and third rail power could be re-energized when appropriate.

MTPD advised at 09:25 hours, that the person was transported by Medic 23 with an MTPD escort to the Comprehensive Psychiatric Emergency Program (CPEP) for follow-up care. At 09:30

hours, ROCC began making calls related to re-energizing third rail power which was initiating at 09:31 hours.

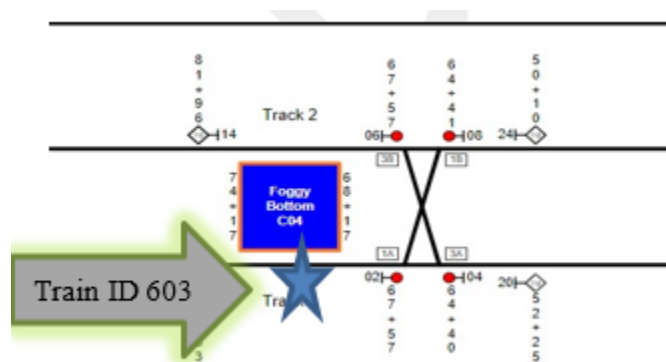
The probable cause of the Person Struck by Train at Foggy Bottom Station event on August 28, 2022, was that the person deliberately trespassed into the roadway on Track 1 in the path of Train 603 as it entered the Foggy Bottom Station. This resulted in the person entering the train's dynamic envelope and fouling the roadway.

Analysis of data collected from systems of record, interview results with staff, and MTPD event report review identified no safety deficiencies related to any WMATA station facility, vehicle, or human factor components that contributed to the person being struck by the train.

### **Incident Site**

Foggy Bottom Station, Track 1

### **Field Sketch/Schematics**



### **Purpose and Scope**

The purpose of this accident 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 through document review
- Formal Interviews – SAFE was unable to interview the Train Operator as part of this investigation due to extended administrative leave. A written statement by the Train Operator was reviewed and is included.
- Documentation Review – Collection of relevant work history information and process documentation contained in WMATA systems of record. These records include:
  - Employee Training Procedures & Records
  - Employee Certifications
  - Employee 30-Day work history
  - Metrorail Safety Rules and Procedures Handbook (MSRPH)
  - National Oceanic and Atmospheric Administration (NOAA)



- Rail Operations Control Center (ROCC) Procedures Manual
- Office of Systems Maintenance, Office of Radio Communications (COMR)
- Office of Chief Mechanical Officer (CMOR) / Incident Investigation Team (IIT) post-incident analysis data
- Office of Car Maintenance (CMNT) post-incident inspection data
- Maximo
- System Data Recording Review – Collection of information contained in Metro Data Recording Systems. This data includes:
  - ARS (Audio Recording System) playback [Radio and Landline Communications]
  - Vehicle Monitoring and Diagnostic System (VMDS)
  - Closed-Circuit Television (CCTV)

## **Investigation**

On Sunday, August 28, 2022, ARS playback revealed that at approximately 08:28 hours, the Operator of Train ID 603 notified the ROCC that a person jumped in front of their train at Foggy Bottom Station, Track 1. The train arrived at Foggy Bottom and immediately stopped with two cars on the platform. The Train Operator was operating a Silver Line Train ID 603, [L3232/3233x2034/2035x3251/3250].

The Radio RTC acknowledged and initiated emergency notifications to the respective internal and external departments. ROCC de-energized third rail power at Foggy Bottom Station, Track 1, and began single-tracking on the orange and silver line trains between Foggy Bottom and Clarendon Stations and blue line trains between Foggy Bottom Station and Arlington Cemetery Stations on Track 2. At 08:29 hours, the MAC notified MTPD dispatch via radio. At 08:30 hours, the ROCC AOM placed a call to 911, the Buttons RTC de-energized third rail power on Track 1, and the Radio RTC dispatched an RTRA Supervisor to Foggy Bottom Station. At 08:32 hours, the MPD and DCFEMS were dispatched to Foggy Bottom Station. Also, at 08:32 hours, the Station Manager was instructed by ROIC to assist with the offload of Train ID 603.

The Buttons RTC advised ROIC at 08:34 hours, that single tracking would commence. Initial reports at 08:35 hours, from the Train Operator to the Radio RTC and AOM were that the person crawled out from underneath the train and was uninjured, standing on the third rail coverboard and leaning against the wall. The person was removed from the roadway at 08:35 hours, the person was retrieved from the roadway by opening the off-platform side door and escorting them to the platform with minor injuries. At 08:36 hours, the ROCC AOM requested that BOCC dispatch a supervisor to assist as single-tracking trains were bypassing Foggy Bottom Station. At the same time, DCFEMS established Incident Command at 23<sup>rd</sup> Street.

The MAC advised MTPD at 08:41 hours, that third rail power had been de-energized. No RTRA Supervisor was present to hot stick at that time. At 08:43 hours, MTPD advised of one person in custody with non-life-threatening injuries, only minor injuries to the left hand and right shin. OEP advised that the person was retrieved from the roadway by opening the off-platform side door and escorting them to the platform where DCFEMS assessed their condition.

Based on ARS playback, at 08:46 hours, the ROCC Radio RTC announced Standard Operating Procedure (SOP) 1A was in effect per the Metrorail Safety Rules and Procedures Handbook (MSRPH). At 08:49 hours, an MTPD Unit assumed Unified Command. Additionally, upon arrival of the RTRA Supervisor at 08:50 hours, the ROCC Radio RTC appointed them as the RTRA Forward Liaison. RTRA removed the Train Operator from service for post-incident toxicology



testing per RTRA's SOP 102-1, *Removing an Employee from Service*. At 08:50 hours, MTPD advised that Train ID 603 was offloaded with no injuries reported.

At 08:52 hours, DCFEMS concluded Unified Incident Command and turned the scene over to MTPD. At 08:53 hours, the MAC inquired with MTPD about the potential of resuming single-track operations, which commenced at 08:59 hours. MTPD directed Train 603 was not to be moved pending further processing. At 09:14 hours, the RTC advised the Power Desk that they had brought down power on Track 1 between the Traction Power and Tie Breaker Rooms at Foggy Bottom Station. At 09:22 hours, ATCM notified MOC that they were commencing a track inspection at Foggy Bottom Station. At that time, MTPD advised that they had concluded their crime scene analysis, and Train 603 was released, the scene had been turned over to RTRA, and third rail power could be re-energized when appropriate.

MTPD advised at 09:25 hours, that the person was transported by Medic 23 with an MTPD escort to the Comprehensive Psychiatric Emergency Program (CPEP) for follow-up care. At 09:30 hours, ROCC began making calls related to re-energizing third rail power which was initiating at 09:31 hours.

Based on the Vehicle Monitoring System (VMS) data, Train ID 603 entered Foggy Bottom Station, Track 1, with a train speed of 22 MPH. The Train Operator initiated the emergency brake sequence after the emergency push button was depressed with a train speed of 23 MPH and 8 feet before entering the station. The train came to a complete stop approximately 104 feet after entering the station, stopping with almost two full cars on the platform. The Office of Chief Mechanical Officer (CMOR) / Incident Investigation Team (IIT) post-incident analysis revealed that there was no data to support any anomalies with the consist that may have contributed to this incident.

In support of the incident investigation, MTPD provided SAFE their hot wash summary report that revealed at 08:28 hours, the person jumped into the roadway at the Foggy Bottom Station, Track 1, and was struck by a train. A review of CCTV confirmed the event and that the person was able to remove themselves from beneath the train after it passed over them. Per the MTPD report, the individual appeared to intentionally enter the roadway and placed their body in harm's way.

At 09:22 hours, Emergency Response Team (ERT) personnel reported a good track inspection, and all personnel and equipment were clear of the roadway. Based on ARS playback, at 09:24 hours, the RTRA Forward Liaison reported to the ROCC that MTPD personnel were clear of the roadway and completed their investigation. Normal rail service resumed at 09:30 hours.

Based on ARS playback, at 08:28 hours, Train Operator operating a Silver Line train [Train ID 603, [L3232/3233X2034/2035X3251/3250] notified the ROCC Radio RTC that their consist struck a person within the platform limits at Foggy Bottom Station, Track 1.



Based on ARS playback, at 08:35 hours, the fire department began treating the injured person on the platform and subsequently transported the person to a nearby facility (CPEP). At 09:32 hours, third rail power was restored on Track 1. Incident Train ID 603 moved towards West Falls Church Yard for post-incident inspection.

## Chronological Event Timeline

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

Time	Description
08:28:54 hours	<p><u>Train ID 603 Train Operator</u>: Reported to the Radio RTC a person jumped in front of the train.</p> <p><u>Radio RTC</u>: Requested, "if the customer was struck by the train."</p> <p><u>Train ID 603 Train Operator</u>: Reported, they were unsure, but the customer was under the train.</p> <p><u>Radio RTC</u>: Asked how many cars were on the platform.</p> <p><u>Train ID 603 Train Operator</u>: Reported two cars on the platform. [Radio Ops 2]</p>
08:29:22 hours	<u>Radio RTC</u> : "Copy that Train ID 603, standby and make good announcements to your customers." [Radio Ops 2]
08:29:38 hours	<u>Train ID 603 Train Operator</u> : Notified the Radio RTC they had approximately two cars within the platform limits.
08:29:40 hours	<u>MAC</u> : Advised MTPD communications of a person struck at Foggy Bottom Station, track 1. Train Operator in the process of a ground walkaround. [MTPD-1X]
08:30:06 hours	<p><u>ROIC Specialist</u>: Called DCFEMS communications and advised of a person struck by a train at Foggy Bottom Station, located at 890 23<sup>rd</sup> street Northwest. The customer struck was located on Track 1, on the lower level in the direction towards Largo and New Carrollton Station.</p> <p><u>DCFEMS</u>: Notified the WMATA personnel, emergency personnel and MPD were en route to the location. The DCFEMS requested if the person was conscious or breathing.</p> <p><u>ROIC Specialist</u>: Reported, unknown if the person is conscious/breathing. The ROIC Specialist did not have any additional information at the time to provide. [Phone]</p>
08:30:16 hours	<u>Radio RTC</u> : Instructed Train ID 603 Train Operator to key down, apply handbrake and key customers off [offload] train. [Radio Ops 2]
08:30:37 hours	<u>Radio RTC</u> : RTC Dispatched an RTRA Supervisor for a person possibly struck by a train. [Radio Ops 2]
08:31:07 hours	<p><u>Train ID 603 Train Operator</u>: "Central, give me a chance to put the handbrake on."</p> <p><u>Radio RTC</u>: Acknowledged radio transmission and instructed Train ID 603 to notify what car number the brake is applied when complete. [Radio Ops 2]</p>
08:31:51 hours	<u>Station Manager</u> : Reported that they were on the platform for assist. [Radio OPS 2]
08:32:02 hours	<u>Radio RTC</u> : Requested an update from Station Manager on Foggy Bottom Platform. [Radio Ops 2]
08:32:08 hours	<u>MAC</u> : Advised MTPD Dispatch that one person is underneath the train. Third rail power was de-energized. The Station Manager was on the platform, organizing the offload of Train ID 603 through the lead car. [MTPD-1X]
08:32:17 hours	<u>DCFEMS Dispatch</u> : Dispatched local MPD, DCFEMS and EMS personnel to Foggy Bottom Station for a person struck by train. [Open MHz]

Time	Description
08:34:50 hours	<u>ROIC Specialist</u> : Advised Metro Information Center that single tracking would commence between Foggy Bottom and Arlington Cemetery. [Phone]
08:35:26 hours	<u>Train ID 603 Train Operator</u> : Reported to the Radio RTC, "the customer did not make contact. They are walking down to the end gate." [Radio Ops 2]
08:35:35 hours	<u>Radio RTC</u> : Confirmed the transmission and advised the Train Operator MTPD was en route to their location. [Radio Ops 2]
08:32:41 hours	<u>Station Manager</u> : "Central, be advised I have the customer. He is over by the third rail." Station Manager heard advising the customer to "stay where you are." [Radio Ops 2]
08:33:06 hours	<u>Station Manager</u> : "Central, did you deenergize third rail or do you need me to do that?" [Radio Ops 2]
08:33:14 hours	<u>Radio RTC</u> : "That's a negative, You can standby. We have deenergized third rail, are there signs of life? over" [Radio Ops 2]
08:33:20 hours	<u>Station Manager</u> : "He is standing over by the wall on track 1." [Radio Ops 2]
08:33:45 hours	<u>Station Manager</u> : "Calling Central" No response [Radio Ops 2]
08:33:48 hours	<u>Radio RTC</u> : I copy that, standby for me. 603 Operator come in to Control." [Radio Ops 2]
08:34:00 hours	<u>Radio RTC</u> : "Affirm, would you be able to try to get the customer back on platform" [Radio Ops 2]
08:34:50 hours	<u>ROIC Specialist</u> : Advised the Metro Information Center that single tracking would commence.
08:34:58 hours	<u>Radio RTC</u> : "603 come in to Central over?" No response from 603. [Radio Ops 2]
08:35:04 hours	<u>Radio RTC</u> : "Walk them down to" [Radio Ops 2]
08:35:06 hours	<u>Radio RTC</u> : "The tracks and get him on the platform that way." [Radio Ops 2]
08:35:12 hours	<u>Radio RTC</u> : Affirm, that's a good copy, just verify for me the train did not make contact; and I copy you did say you were going to walk customer down to end gate to platform." [Radio Ops 2]
08:35:26 hours	<u>Train ID 603 Train Operator</u> : "Affirm, he didn't make contact, so I am going to walk him down to end gate." [Radio Ops 2]
08:35:44 hours	<u>Train ID 603 Train Operator</u> : Requested the Radio RTC send assistance with getting the customers off the train as they were getting impatient.
08:35:58 hours	<u>Buttons RTC</u> : Contacted the AOM and advised that the person was not struck, and they were still attempting to get the customer off the roadway. The AOM requested confirmation if the Train Operator applied a handbrake and engaged the mushroom due to power being de-energized under the train.  The AOM notified the Buttons RTC they would be down at the console. [Phone]
08:36:00 hours	<u>ROIC Specialist</u> : Requested assistance from BOCC and advised that trains would single track from Rosslyn to Foggy Bottom Station but bypass Foggy Bottom Station due to a person struck by train. BOCC reported that they would send a supervisor to the location [Phone]
08:36:12 hours	<u>Radio RTC</u> : Dispatched RTRA Supervisor from Metro Center to Foggy Bottom Station [Radio Ops 2]
08:36:56 hours	<u>DCFEMS</u> : Engine 23 notified DCFEMS communications they were on scene and Incident Command was established at 23 <sup>rd</sup> Street [Open MHz]

Time	Description
08:41:01 hours	<u>MAC</u> : Advised MTPD Dispatch that third rail power had been de-energized, and they were sending an RTRA supervisor on the scene to hot stick. [MTPD-1X]
08:42:45 hours	<u>Radio RTC</u> : Reported single tracking around Foggy Bottom station and trains will not service the location. [Radio Ops 2]
08:43:18 hours	<u>DCFEMS</u> : Notified Incident Command that MTPD had one person in custody [Open MHz]
08:43:22 hours	<u>Radio RTC</u> : Gave permission to Train ID 604 to stop at Foggy Bottom Station and allow the RTRA Supervisor to key off the train. [Radio Ops 2]
08:43:36 hours	<u>Train ID 604 Train Operator</u> : "Copy direct not going to service Foggy Bottom, let the supervisor key self-off." [Radio Ops 2]
08:43:43 hours	<u>DCFEMS</u> : Reported to communications they were keeping one engine on scene. [Open MHz]
08:44:06 hours	<u>MAC</u> : Advised OEP that the person crawled out from under the train and stood on top of the 3 <sup>rd</sup> Rail Cover. The person was pulled through the open door on the right side by MTPD of the Train to safety. Sustained lacerations to both hands only. [Phone]
08:44:45 hours	<u>MTPD</u> : Notified dispatch that they were out with a subject with injuries to their right shin and left hand, non-life threatening. MTPD advised that medical assets on the scene are attending to the Person. [MTPD-1X]
08:49:07 hours	<u>MTPD</u> : Assumed control of the Incident Command Post at the Station Kiosk and switched communications to MTPD 2X. [MTPD-1X]
08:50:51 hours	<u>MTPD</u> : Advised Train ID 603 offloaded, of 77 passengers. No customers complained of any injuries. [MTPD-2X]
08:51:28 hours	<u>MTPD</u> : Advised RTRA Supervisor had arrived on scene [MTPD-2X]
08:52:46 hours	<u>MTPD</u> : Advised that DCFEMS devolved Unified Incident Command and turned the scene over to MTPD. The person is still out with EMS on the platform. [MTPD-2X]
08:53:33 hours	<u>MAC</u> : Requested MTPD to advise on the commencement of single-track operations. MTPD advised still assessing the subject and that ERT and PLNT were both on scene. [MTPD-1X]
08:54:31 hours	<u>BOCC</u> : Advised ROIC Foggy Bottom Station would be serviced, however they would still be single tracking. BOCC advised ROIC buses were placed on standby for the bridge. [Phone]
08:59:59 hours	<u>MTPD</u> : Advised it was clear to commence single-track operations. [MTPD-2X]
09:00:28 hours	<u>MTPD</u> : Advised the MAC that Train ID 603 is not to move; still an active crime scene. MTPD also advised that CID is not on the scene yet. [MTPD-2X]
09:01:43 hours	<u>MAC</u> : OEP advised MTPD awaiting CID. [Phone]
09:14:24 hours	<u>Buttons RTC</u> : Notified Power Desk that they brought down power at Track 1, between the Traction and the Tie Breaker C04 and would call when they are ready to restore. [Phone]
09:17:54 hours	<u>MAC</u> : Called WMSC for code classification and advised the WMSC of series of events and injuries. The MAC did say the customer made contact with some type of equipment under the train.  <u>WMSC</u> : Event Scene Release 09:19 hours. [Phone]

Time	Description
09:22:19 hours	<p><u>MAC</u>: Contacted Foggy Bottom command and reported the RTRA Supervisor confirmed third rail power de-energized. The MAC further requested if CID completed their efforts.</p> <p><u>MTPD</u>: Advised the MAC that CID had concluded the crime scene analysis. [MTPD-2X]</p>
09:24:34 hours	<p><u>MTPD</u>: Advised the MAC that Train ID 603 was released, the scene had been turned over to RTRA, and that third rail power could be brought back up. [MTPD-2X]</p>
09:25:55 hours	<p><u>MTPD</u>: Advised dispatch the person was transported by Medic 23 to the Comprehensive Psychiatric Emergency Program (CPEP) with MTPD escort. [MTPD-2X]</p>
09:30:33 hours	<p><u>Buttons RTC</u>: RTC made multiple calls to ops channels third rail power restoration track 1 Foggy Bottom and to make announcements. [Phone]</p>
09:32:28 hours	<p><u>Buttons RTC</u>: Called Power Desk and reported Power Restoration ready to be commenced Foggy Bottom track 1.</p> <p><u>Power Desk</u>: Authorized power restoration between Charlie Zero 4 Traction Power and Charlie Zero 4 Tie Breaker Track 1 only. [Phone]</p>

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

## The Office of Chief Mechanical Officer (CMOR) / Vehicle Monitoring System (VMS) Timeline

### Event Recorder (ER) Data Graph/Sequence of Events

Based on the CMOR IIT analysis of the downloaded VMS and ER, details from the data analysis are as follows:

Train ID 603, Lead Car 3232 ATC was not communicating with the VMS at the Time of the Incident. The Belly Car 2034-35 VMS Data was used to analyze this incident. According to the Data, Lead Car 3232 initiated emergency Braking at a Speed of 23MPH 8 Feet before entering Foggy Bottom Station (C04) Platform, on Track-1. Train ID 603 entered Foggy Bottom Station (C04) at speed 22 MPH Master Controller in B5. Train ID 603 came to a complete stop 104 Feet on to the Foggy Bottom Platform, 496 Feet short of the Station 8 Car Marker on Track-1.

A combined use of VMS DATA and Foggy Bottom Double Track map confirmed the Train ID603 was 104 Feet into the Foggy Bottom Station Platform when it completely came to a stop which is approximately 2 Cars on the Station Platform as viewed in the Platform Video. This implies, Train ID 603 stopped 496 Feet short of the End of Station 8 car Marker.

Lead Car 3232 Master Controller was placed in P3 at 09:39:43:46 and the Train began to move in the direction of Farragut West Station.

Additional recommendation sent to CMNT to troubleshoot and fix the TL21\_B not reporting to VMS. The interview with ROCC showed regular Door keys were used to open the doors to get the customers out. There were no faults in equipment logs that would have contributed to this incident. The emergency Brake system worked as designed."



## Time Event Chart VMS Belly Car 2032-35

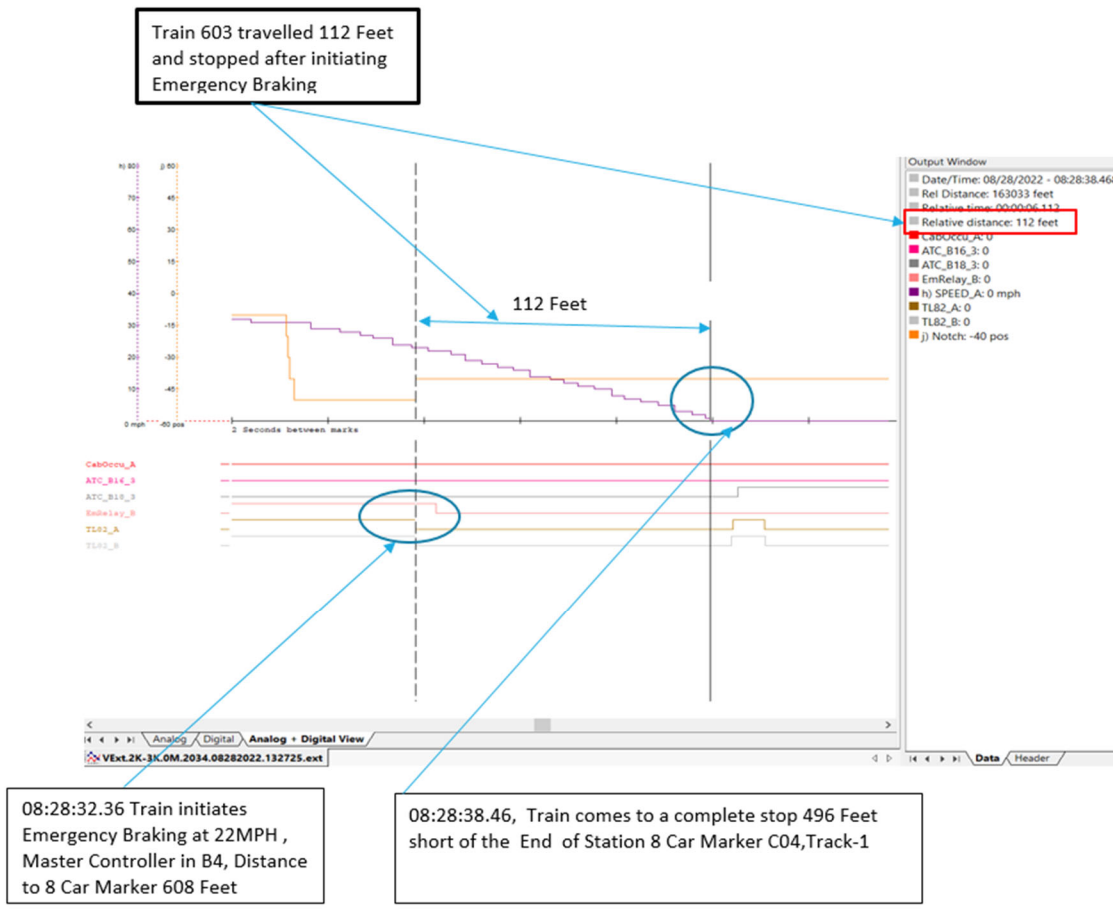
**\*\*Note:** Times above may vary from other systems' timelines based on clock settings and reporting sources

Time	Description of Event	MC Position	Speed	Distance to 8 Car Marker
08:28:25.32	Train ID 603 Master controller placed in B1, speed 39MPH, 336 Feet BEFORE Foggy Bottom Station Platform	B1	39MPH	936 Feet
08:28:25.51	Train ID603 speed 38MPH with Master Controller placed in B2, 325 Feet BEFORE Foggy Bottom Station Platform	B2	38MPH	925 Feet
08:28:28.26	Master Controller placed in B1, Train speed 33MPH, 181 Feet BEFORE Foggy Bottom Station Platform	B1	33MPH	781 Feet
08:28:29.83	Master controller placed in B5, speed 31MPH, 109 Feet BEFORE Foggy Bottom Station Platform	B5	31MPH	709 Feet
08:28:32.36	Emergency Braking initiated on Train ID 603, at SPEED 23MPH, 8 Feet BEFORE Foggy Bottom Station Platform	Emergency	23MPH	608 Feet
08:28:32.61	Train ID 603, Lead Car 3232 entered Foggy Bottom Station (C04) on Track-1 Platform at speed 22MPH with Master Controller in B5	B5	22MPH	600 Feet
08:28:38.46	Train ID 603 came to a complete stop 104 Feet on to the Foggy Bottom Platform	B4	00	496 Feet short of the 8 Car Marker
09:39:43.46	Master Controller placed in P3, and the Car began to move to the next Station	P3		

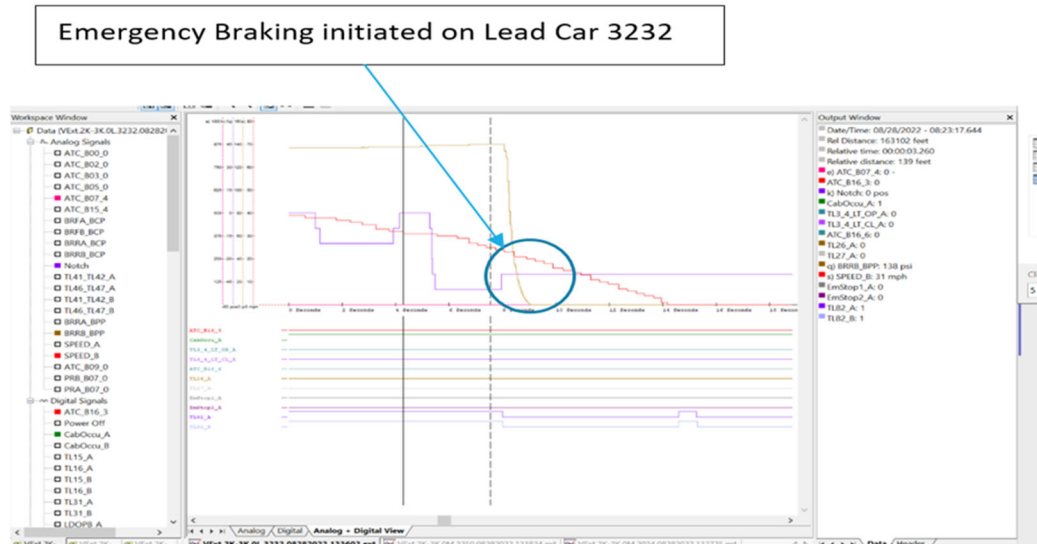
**Note:** The VMS data does not show any abnormalities with the railcar's operations contributing to this incident. All the subsystems' safety components, such as Automatic Train Control (ATC), brakes, and propulsion, acted as designed to bring the consist to a complete stop.



## Belly Car 2034-35 VMS Data Analysis Graph #1



## Lead Car 3232-33 VMS Data Analysis Graph #2



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

## Office of Car Maintenance (CMNT)

Upon arrival at the scene, CMNT performed an on-site exterior and interior inspection of the affected car. No damage was identified, and the train operated safely back via permissive block as Train ID 703 to West Falls Church Railyard. Additionally, CMNT performed a post-incident inspection on the brake system, propulsion system, and master controller operational checks. CMNT found these subsystems worked as designed. CMNT did note some communications issues with the lead car R3232, which are not in their report but did not impact the operation. CMNT did not identify any anomalous conditions that contributed to the collision event.

## Office of Systems Maintenance, Office of Radio Communications (COMR)

COMR personnel performed a comprehensive radio operational test at Foggy Bottom Station, Tracks 1 and 2. The test was successful, and the signal was at an optimal level.

After reviewing the Audio Recording System playback, there did not appear to be any communication deficiencies over the radio.

## Weather

At the time of the incident, NOAA recorded the temperature at 86 ° F. Based on findings, weather was not a contributing factor in this incident (Weather source: NOAA – Location: Washington, DC)

## Related Rules and Procedures

- SOP # 1A - COMMAND, CONTROL AND COORDINATION OF EMERGENCIES ON THE RAIL SYSTEM
- SOP # 102-1 – REMOVING AN EMPLOYEE FROM SERVICE
- SOP # 26 – PERSON HIT BY A TRAIN
- MSRP Rule 3.82.3 – Train Operators, operating in manual mode while in revenue service, shall enter the station at speed no greater than 40 MPH and be prepared to properly berth the train at the “8” car marker.

## Human Factors

### Fatigue

Evidence of Fatigue:

Conditions at the time of the incident were evaluated to distinguish whether evidence of fatigue was present. Video of the incident was reviewed for behaviors suggesting fatigue. No indications of fatigue were evident from the video. The Train Operator reported feeling fully alert at the time of the incident. The employee reported experiencing no symptoms of fatigue in the time leading up to the incident.

Fatigue Risk:

Incident data was evaluated for fatigue risk factors. There were no major risk factors for fatigue identified. The incident time of day (08:28 hours) does not suggest an increased risk of fatigue-related impairment. The employee worked day shifts in the days leading up to the incident. The employee reported a total of 6 hours and 15 minutes of sleep in the last sleep period preceding the incident and was awake for 4.2 hours at the time of the incident. The off-duty period preceding

the incident was 13.4 hours long, which provided the opportunity for 7-9 hours of sleep. The employee reported usual workday sleep durations of 8 hours and no issues with sleep.

### **Post-Incident Toxicology Testing**

WMATA's Drug and Alcohol Program determined that the Train Operator complied with the Drug and Alcohol Policy and Testing Program 7.7.3/6.

### **Findings**

- The Train Operator entered Foggy Bottom station at 22 MPH, which is below the maximum speed of 40 MPH when entering a station.
- The AIMS display shows that at 08:30 hours third rail power was de-energized at Foggy Bottom Station, Track 1 within two minutes of the reported event.
- WMATA personnel complied with SOP #1A and SOP #26 procedures when responding to this event.
- Based on CCTV playback, the person appeared to have intentionally jumped on the roadway in front of the incoming Train ID 603.
- Based on a post-incident station inspection, SAFE did not identify any slip or trip hazards that may have contributed to this event.

### **Immediate Mitigation to Prevent Recurrence**

- Third rail power was de-energized for MTPD and other emergency services personnel to enter the roadway to rescue the person and conduct their investigation at Foggy Bottom Station, Track 1.
- RTRA removed the Train Operator from service for post-incident toxicology testing.
- RTRA removed Train ID 603 from service for post-incident inspection.

### **Probable Cause Statement**

The probable cause of the Person Struck by Train at Foggy Bottom Station event on August 28, 2022, was that the person deliberately trespassed into the roadway on Track 1 in the path of Train 603 as it entered the Foggy Bottom Station. This resulted in the person entering the train's dynamic envelope and fouling the roadway.

Analysis of data collected from systems of record, interview results with staff, and MTPD event report review identified no safety deficiencies related to any WMATA station facility, vehicle, or human factor components that contributed to the person being struck by the train.

### **Recommended Corrective Actions**

The investigation did not identify major procedural or personnel actions requiring recommended corrective actions.

## Appendices

The below narratives summarize the incident and represent the statements made by the involved individual. As such, times and details may present a conflict with the data contained in systems of record.

### Appendix A – Train Operator Incident Report

The Train Operator is a WMATA employee with fourteen years of service and eight years of experience as a Train Operator. The Train Operator holds a Roadway Worker Protection (RWP) Level 2 certification that expires in July 2023. The Train Operator successfully completed the Train Operator Job Task Proficiency Evaluation in September 2020.

WMATA/RTA Incident/Accident Report (Other than Motor Vehicle) Page 1 of 2			
Incident Information: This page must be completed for all incidents			
Date: 8/28/22	Incident Time: 8:50 AM	Time Reported: Around 8:20 AM	Reported by: Customer <input type="checkbox"/> Employee <input checked="" type="checkbox"/> ROCC <input type="checkbox"/> Other <input type="checkbox"/>
Location			
Station: Foggy Bottom	Mezzanine #	Track #/Destination: 1	Chain Marker/Signal Number
TYPE OF INCIDENT			
<input type="checkbox"/> Property Damage	<input type="checkbox"/> Smoke	<input type="checkbox"/> Fire	<input type="checkbox"/> Customer Complaint
<input type="checkbox"/> Customer injury	<input type="checkbox"/> Customer Illness	<input type="checkbox"/> Employee Injury	<input type="checkbox"/> Employee Illness
<input type="checkbox"/> Criminal Activity	<input type="checkbox"/> Elevator Entrapment	<input type="checkbox"/> Rail Vehicle Incident	<input type="checkbox"/> Other (Explain in description of incident)
WEATHER			
Clear <input checked="" type="checkbox"/> Rain <input type="checkbox"/>	LIGHT CONDITIONS (natural lighting)		LIGHTING (artificial lighting)
Snow <input type="checkbox"/> Sleet/Ice <input type="checkbox"/>	Dawn/Dusk <input type="checkbox"/> Daylight <input checked="" type="checkbox"/>		Lights On <input checked="" type="checkbox"/> Lights Off <input type="checkbox"/>
	Dark <input type="checkbox"/> Tunnel/Underground <input type="checkbox"/>		Lights Not Working <input type="checkbox"/>
STATION INCIDENTS: Always include equipment number you use for MOC/AFC/EOC			
Elevator/Escalator#:	AFC #:	Room Number/Location:	
Failure Number(s):			
Parking Lot <input type="checkbox"/> Paid Area <input type="checkbox"/> Free Area <input type="checkbox"/> Garage <input type="checkbox"/> Station Entrance <input type="checkbox"/> Stairway # <input type="checkbox"/> Platform <input type="checkbox"/> Ancillary Room <input type="checkbox"/>			
Injury/Illness reported aboard Train <input type="checkbox"/> Other <input type="checkbox"/>			
Name of Responding Supervisor:		Name/Department of PLNT/AFC or other WMATA responder	
TRAIN INCIDENTS			
Train ID: 603	Destination: LARGO	Car Numbers (list all cars in consist): 3232 2034 3250	Lead Car: 3232
Name of Responding Supervisor:		Name/Department of CMNT/TRST or other WMATA responder	
		TRANSIT, DC Fire, DC Police, ERT	
DESCRIBE THE INCIDENT: Include what you did to correct the problem and who you notified and when.			
Describe any property damage and the extent of any injuries.			
<p>I left Wiehle Reston at 750 Track 1 enroute to Largo traveling inbound. After servicing Rosslyn station, I proceeded on to Foggy Bottom track 1. Upon entering the station at 39.38 mph, I saw the individual jump from the platform to the track bed. I immediately sounded the horn and dumped the train to prevent from hitting the individual. I contacted ROCC reported to them what just occurred. ROCC instructed me to put a handbrake on the lead car and offload the first two cars. As I was making announcements to the</p>			
Employee Completing Report			
Employee Name: (print),	Employee Signature: (sign)	Employee #:	Date: 8/28/22
Division: West Falls	Run #	Block #	Assigned Days: 1/2
To Be Completed By Reviewing Manager			
Supervisor Name: (print)	Supervisor Signature	Employee #	Date: 9-1-2022
Action taken/needed			
Incident documented			
SMS Number: 20220828 #102484M2			
50.753A 04/12 White Copy: Division or Supervisor Yellow Copy: For any incident involving escalators or elevators; remains in kiosk for use of elevator/escalator inspectors			

Train Operator Incident Report, Page 1 of 2

Incident Date: 08/28/2022 Time: 08:28 hours  
Final Report – Collision Rev 2  
E22554

Drafted By: Rev 1 SAFE 709 – 10/26/2022  
Reviewed By: Rev 1 SAFE 71 – 10/26/2022  
Approved By: Rev 1 SAFE 71 – 10/27/2022

Page 17

## WMATA/RTRA Incident/Accident Report (Other than Motor Vehicle) Page 2 of 2

Incident Information: This page must be completed for all incidents

Date:	Incident Time:	Time Reported:	Reported by: Customer <input type="checkbox"/> Employee <input type="checkbox"/> ROCC <input type="checkbox"/> Other <input type="checkbox"/>
<b>Location</b>			
Station	Mezzanine #	Track #/Destination	Chain Marker/Signal Number
<b>TYPE OF INCIDENT</b>			
<input type="checkbox"/> Property Damage	<input type="checkbox"/> Smoke	<input type="checkbox"/> Fire	<input type="checkbox"/> Customer Complaint
<input type="checkbox"/> Customer injury	<input type="checkbox"/> Customer Illness	<input type="checkbox"/> Employee Injury	<input type="checkbox"/> Employee Illness
<input type="checkbox"/> Criminal Activity	<input type="checkbox"/> Elevator Entrapment	<input type="checkbox"/> Rail Vehicle Incident	<input type="checkbox"/> Other (Explain in description of incident)
<b>WEATHER</b>			
Clear <input type="checkbox"/> Rain <input type="checkbox"/>	<b>LIGHT CONDITIONS (natural lighting)</b>		<b>LIGHTING (artificial lighting)</b>
Snow <input type="checkbox"/> Sleet/Ice <input type="checkbox"/>	Dawn/Dusk <input type="checkbox"/> Daylight <input type="checkbox"/>		Lights On <input type="checkbox"/> Lights Off <input type="checkbox"/>
	Dark <input type="checkbox"/> Tunnel/Underground <input type="checkbox"/>		Lights Not Working <input type="checkbox"/>
<b>STATION INCIDENTS: Always include equipment number you use for MOC/AFC/EOC</b>			
Elevator/Escalator#:	AFC #:	Room Number/Location:	

Failure Number(s):

Parking Lot ☐ Paid Area ☐ Free Area ☐ Garage ☐ Station Entrance ☐ Stairway # ☐ Platform ☐ Ancillary Room ☐  
 Injury/Illness reported aboard Train ☐ Other ☐

Name of Responding Supervisor:

Name/Department of PLNT/AFC or other WMATA responder

**TRAIN INCIDENTS**

Train ID	Destination	Car Numbers(list all cars in consist):	Lead Car:
Name of Responding Supervisor:		Name/Department of CMNT/TRST or other WMATA responder	

**DESCRIBE THE INCIDENT: Include what you did to correct the problem and who you notified and when.**

Describe any property damage and the extent of any injuries.

customers what just took place. The individual crawled from under the train and was standing on the track bed lights next to the train. I contacted ROCC and told them the individual was standing by the train. Once MTPD showed up and became the on scene commander, I escorted upstairs to be interviewed by detective [REDACTED] and released.

**Employee Completing Report**

Employee Name:(print)	Employee Signature:(sign)	Employee #:	Date:
[REDACTED]	[REDACTED]	[REDACTED]	8/28/22
Division:	Run #	Block #	Assigned Days:
West Falls	[REDACTED]	[REDACTED]	1/17

To Be Completed By Reviewing Manager

Supervisor Name:(print)	Supervisor Signature	Employee #	Date:
[REDACTED]	[REDACTED]	[REDACTED]	9-1-2022

Action taken/needed

Incident documented

SMS Number:

20220828 # 102484mx

50.753A 04/12

White Copy: Division or Supervisor Yellow Copy: For any incident involving escalators or elevators; remains in kiosk for use of elevator/escalator inspectors

Train Operator Incident Report, Page 2 of 2

Incident Date:08/28/2022 Time: 08:28 hours  
 Final Report – Collision Rev 2  
 E22554

Drafted By: Rev 1 SAFE 709 – 10/26/2022  
 Reviewed By: Rev 1 SAFE 71 – 10/26/2022  
 Approved By: Rev 1 SAFE 71 – 10/27/2022

Page 18



# Appendix B – RTRA Supervisor Report

 <b>RTRA Supervisor Report</b>				
Date August 28, 2022	Incident Time 8:30 am.	Incident Location (Station/ Mezzanine#) Foggy Bottom	Track/Mezzanine #. one	
Equipment Number (Train ID & Car Numbers; Escalator/Elevator #; Room #) Train # 601 (Lead car 3232-2034, 3250)				
Incident Description person struck by train				
WMATA Personnel Involved	Employee#	Rule Violation? List Rule(s)	Home Division	Post Incident?
[REDACTED]	[REDACTED]	N/A	West Falls	yes
[REDACTED]	[REDACTED]	N/A	Transit	No
N/A	n/a	n/a	n/a	n/a
Customer Information (Detailed information must be recorded on Station Manager Incident Report)				
Name [REDACTED]	Address unknown		Injury? leg	
Name n/a	Address n/a		Injury? n/a	
Name n/a	Address n/a		Injury? n/a	
Fire Department/EMS/Other External Agency Responding (Use supplemental sheet if necessary)				
Arrival Time	Unit Number	Person in charge	Remarks	
8:50 am.	# 23	unknown	transported customer to G.W. Hospital	
n/a	n/a	n/a	n/a	
<b>Chronological Account of Incident</b> (Note time for each entry; Include statement of Employee or witness at conclusion)				
Your Arrival Time: - 8:58 am. I responded to Foggy Bottom station, due to a report of a customer struck by a train. Officer [REDACTED] was on scene, He was completing the offload of customers from the incident train # 603 I started my duty as RTRA forward liaison. The train was stopped with one car on the platform on track one. Operator [REDACTED] was away from the scene. OEM [REDACTED] arrived at 9:11 am. Car equipment 2. [REDACTED] arrived at 9:12 am. Crime Scene Investigators arrived at 9:04 am. The investigation was completed at 9:26 am.				

RTRA Supervisor Report, Page 1 of 2



## RTRA Supervisor Report

Date <i>August 28, 2022</i>	Incident Time <i>N/A</i>	Incident Location (Station/ Mezzanine#)	Track/Mezzanine #.	
Equipment Number (Train ID & Car Numbers; Escalator/Elevator #; Room #)				
Incident Description				
WMATA Personnel Involved	Employee #	Rule Violation? List Rule(s)	Home Division	Post Incident
Customer Information (Detailed information must be recorded on Station Manager Incident Report)				
Name	Address			Injury?
Name	Address			Injury?
Name	Address			Injury?
Fire Department/EMS/Other External Agency Responding (Use supplemental sheet if necessary)				
Arrival Time	Unit Number	Person In charge	Remarks	

### Chronological Account of Incident

(Note time for each entry; Include statement of Employee or witness at conclusion)

Your Arrival Time: -

The scene was turned back over to RTRA. I was given four time to go and verify third rail was still deenergized. It was still deenergized.

Third rail was re-energized. Car equipment Testers inspected the train for damaged. None was found.

I operated the train to Smithsonian. The train was turned back to West Falls Yard.

RTRA Supervisor Report, Page 2 of 2

Incident Date: 08/28/2022 Time: 08:28 hours  
Final Report – Collision Rev 2  
E22554

Drafted By: Rev 1 SAFE 709 – 10/26/2022  
Reviewed By: Rev 1 SAFE 71 – 10/26/2022  
Approved By: Rev 1 SAFE 71 – 10/27/2022

Page 20



## 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:		Other Incident	
*Incident Commander (IC):		[REDACTED]	
MTPD CCN:	2022-04906	Local CCN:	
*Date ICS Initiated:	8/28/2022	*Time ICS Initiated:	8:46:00 AM
*Date ICS Terminated:	8/28/2022	*Time ICS Terminated:	9:24:00 AM
*Duration of Incident:	38 minutes	*Service Disrupted Type:	Y - Yes
		Disrupted Time:	
Incident Location:	Foggy Bottom Metro Station	Command Post Location:	Kiosk
MTPD On-Scene Commander (OSC):	[REDACTED]	Command Aid for OSC:	[REDACTED]
Forward Liaison:	[REDACTED]	Unified Command:	Other, Agency
OCC Liaison:	[REDACTED]	Alternate Channel:	Y - Yes MTPD 2X
Single Tracking Track No.:	Y - Yes 2	Bus Bridge Established From:	N - No
Time Started:	8/28/2022 8:30:00 AM	To:	
Time End:	8/28/2022 9:53:00 AM		
Inner and/or Outer Perimeter:	Yes Yes	Power De-energized:	Y - Yes
		De-energized Time:	8/28/2022 8:40:00 AM

OSC Relinquished Scene Command to Name Dept:	N - No	Medical Attention Required/Requested:	Y - Yes Medical Attention for potential injuries from being struck by a train
		CID Response: Y - Yes	

For Official Use Only

The information in this document marked FOUO is the property of the Washington Metropolitan Area Transit Authority's Metro Transit Police Department (MTPD) and may be distributed within the Federal Government (and its contractors) to law enforcement, public safety and protection, intelligence officials and individuals with a need to know. Distribution to other entities without prior MTPD authorization is prohibited. Precautions shall be taken to ensure this information is stored and destroyed in a manner that precludes unauthorized access. Information bearing the FOUO marking may not be used in legal proceedings without prior authorization from the originator. Recipients are prohibited from posting information marked FOUO on a website or unclassified network.

## Metro Transit Police Department Hot Wash Summary

WMATA and EXTERNAL ON-SCENE PERSONNEL		
Name	Department/Office	Title/Role

MTPD Hotwash Report, Page 2 of 4

Incident Date: 08/28/2022 Time: 08:28 hours  
Final Report – Collision Rev 2  
E22554

Drafted By: Rev 1 SAFE 709 – 10/26/2022  
Reviewed By: Rev 1 SAFE 71 – 10/26/2022  
Approved By: Rev 1 SAFE 71 – 10/27/2022

Page 22

	Rail Supervisor	

*Use separate sheet if additional space is required.*

MTPD-OSP-TMPL-009-00

## Metro Transit Police Department Hot Wash Summary

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

### OBSERVATIONS

0830 hours: MAC advise individual struck at Foggy Bottom Metro by train 603 direction of Largo

0834 hours: MAC advises that the individual climbed from underneath the train and is standing on the light fixtures

0834 hours: A-24 arrives on scene and confirms incident

0836 hours: A-2, 226 and 871 arrive on scene and assist with getting the individual back onto the platform

0838 hours: A-27 secures train operator in vehicle for arrival of CID

0840 hours: Power has been de-energized

0841 hours: Subject was assisted into the train car by A-2 and A-24 with non life threatening injuries.

MTPD Hotwash Report, Page 3 of 4

Incident Date:08/28/2022 Time: 08:28 hours  
Final Report – Collision Rev 2  
E22554

Drafted By: Rev 1 SAFE 709 – 10/26/2022  
Reviewed By: Rev 1 SAFE 71 – 10/26/2022  
Approved By: Rev 1 SAFE 71 – 10/27/2022

Page 23

0850 hours: CR [REDACTED] arrives on scene and assumes OSC.  
 0853 hours: DC Fire breaks down Unified Command and turns scene over to MTPD  
 0853 hours: DC Ambulance 23 is on platform with individual and A-2 and 871  
 0930 hours: OEP [REDACTED] arrives on scene  
 0907 hours: CID members arrive on scene to preform interviews.  
 0908 hours: [REDACTED] performs CSS on incident scene  
 0924 hours: Scene is turned over to RTRA Supervisor [REDACTED].  
 0925 hours: MTP OSC broken down and hot wash conducted.

\*\*\*\*\*  
 \*\*\*\*\*

Hot wash of incident conducted following a person struck by train at FOGB:

All MTPD Officers and Officials were present at the hot wash along with OEP [REDACTED].

Command post was not established in a timely manner leading rail to believe they were still in charge on the scene.

Radio communications was spotty throughout the event with transmissions and reception.

Only 1 CSS officer working for the entire Department during A-Section

All WMATA personnel responded to the command post to check in with OSC.

The MAC was providing pertinent updates as he was receiving them from rail.

The MAC knew that SOP 1A was put in place and was going through MTPD OSC for all decisions regarding movement of the train and power being brought back up.

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

## Appendix E – Root Cause Analysis

