



WMSC Commissioner Brief: W-0213 – Evacuation for Life Safety Reasons – Pentagon City Station – November 29, 2022 and December 17, 2022

Prepared for Washington Metrorail Safety Commission meeting on April 11, 2023

Safety event summary:

Pentagon City Station was evacuated due to fire in the station on November 29, 2022, and December 17, 2022. These reports are combined for consideration due to the very similar nature of the two events at the same location.

Afternoon of November 29, 2022

On November 29, 2022, the Pentagon City Station Manager notified the Rail Operations Information Center (ROIC) inside the Rail Operations Control Center (ROCC) of black smoke emitting from behind the parapet wall on the Track 1 side of the platform at 2:10 p.m. A ROIC Information Controller requested a response from the Arlington County Fire Department. The ROCC Buttons Rail Traffic Controller requested fan activation at the station from the Maintenance Operations Control Fan Desk. The station was evacuated at 2:12 p.m. MTPD arrived at 2:14 p.m. and assumed Incident Command.

At 2:17, 7 minutes after the event was initially reported and approximately 5 minutes after the MOC Fan Desk activated fans, MOC contacted the Pentagon City Station Manager regarding an active fire alarm in the station. Third rail power was de-energized on both tracks at the station by a Power Desk Controller, and train service was suspended between Arlington Cemetery and National Airport stations.

Arlington County Fire Department established an Incident Command Post at approximately 2:21 p.m. and later extinguished the fire.

At approximately 2:36 p.m., third rail power was restored by the Power Desk on Track 2 and trains began single tracking, while bypassing Pentagon City Station. Third rail power was restored on Track 1 by the Power Desk at 2:53 p.m. and normal train service resumed at 2:57 p.m.

A review of closed-circuit television showed that approximately 40 minutes before smoke was reported, a person discarded a cigarette behind the parapet wall, which ignited debris and other flammable materials that had not been cleared.

Metrorail work orders demonstrated that the trash and debris had been identified, but that Metrorail had not removed this material. A series of work orders noted that Office of Plant Maintenance personnel responsible for this cleaning did not have the necessary tools or training to reach the base of the area behind the parapet wall to remove the trash.

Evening of December 17, 2022

The second evacuation for life safety reasons took place on December 17, 2022, on the Track 2 side of Pentagon City Station.

At 5:57 p.m., the Pentagon City Station Manager notified a ROIC Controller, who notified a Button Rail Traffic Controller of smoke on the platform of the station. An Office of Rail Transportation (RTRA) Supervisor, who was at the station,



confirmed the smoke was coming from behind the parapet wall on the Track 2 platform. The Button Controller notified MTPD and instructed trains to turn back at Arlington Cemetery and National Airport stations.

At approximately 5:58 p.m., the ROCC Assistant Operations Manager notified the Arlington County Fire Department and the Radio Controller designated the Rail Supervisor as On-scene Commander. At 5:59 p.m. personnel staffing the Fan Desk activated ventilation fans for the station and the Radio Controller announced service was suspended.

Arlington County Fire Department arrived at the station at approximately 6:01 p.m. and the Radio Controller changed the Rail Supervisor's designation from On-scene Commander to RTRA Forward Liaison.

At 6:04 p.m., prior to a determination by incident command, the Rail Supervisor contacted the Radio Controller to request the station evacuation be cancelled. The Fire Liaison inside the ROCC advised ACFD of the location of the fire and it was extinguished. At 6:08 p.m. the fire department confirmed it was safe to resume train service at the station.

Train service resumed at the station at 6:12 p.m.

A review of closed-circuit television video showed a customer smoking and then discarding a cigarette behind the parapet wall, igniting debris behind the parapet wall.

WMATA Office of Plant Maintenance removed debris and scheduled cleanings in the areas behind parapet walls.

Probable Cause:

The probable cause of this event was a person smoking and improperly disposing of a cigarette in the station. A contributing factor was the lack of tools and supervisory oversight to ensure that fire hazards such as trash and debris are identified and removed in accordance with Metrorail procedures.

Corrective Actions:

As a result of this event:

- Ongoing
 - Office of Plant Maintenance personnel remove trash and debris from the area behind parapet walls throughout the system weekly.
 - WMATA is designing an engineering solution to prevent accumulation of trash and debris behind parapet walls and enhance access to the area behind parapet walls. Current efforts:
 - Testing a tool that would allow employees to remove trash build up without having to physically go behind the parapet wall. (Prototype made and tested)
 - Use of a flame-resistant tarp or blanket to cover the lighting during cleaning operations.
 - Revisiting grate covering pilot installed at core stations.

WMSA staff observations:

Following the first event Metrorail did not take the necessary action to prevent recurrence, by ensuring the removal of debris and flammable materials in stations, specifically behind the parapet wall. Station Managers are required to perform hourly checks of their stations, which includes checking behind the parapet walls.



Washington Metropolitan Area Transit Authority
Department of Safety (SAFE)
Office of Safety Investigations (OSI)

FINAL REPORT OF INVESTIGATION A&I E22780 & E22819

Date of Event:	November 29, 2022 – E22780 December 17, 2022 – E22819
Type of Event:	Evacuation for Life Safety Reasons – Fire & Smoke
Incident Time:	14:10 Hours – 11/29/2022 17:57 Hours – 12/17/2022
Location:	Pentagon City Station, tracks 1 & 2 (Behind Parapet Wall)
Time and How received by SAFE:	14:15 Hours – 11/29/2022 – SAFE/MAC 17:57 Hours – 12/17/2022 – SAFE/MAC
WMSC Notification Time:	15:48 Hours – 11/29/2022 18:43 Hours – 12/17/2022
Responding Safety Officers:	WMATA: Office of Safety Investigations (OSI), Office of Emergency Preparedness (OEP)
Rail Vehicle:	None
Injuries:	None
Damage:	None
Emergency Responders:	Metro Transit Police Department (MTPD), and Arlington County Fire Department (ACFD)
SMS I/A Incident Number:	20221129#104519MX 20230103#105223

Pentagon City Station – Evacuation for Life Safety Reasons

November 29, 2022 and December 17, 2022

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Abbreviations and Acronyms

ACFD	Arlington County Fire Department
AIMS	Advanced Information Management System
ARS	Audio Recording System
ATCM	Office of Automatic Train Control Maintenance
CAP	Corrective Action Plan
CCTV	Closed-Circuit Television
CF	Contributing Factor
JSB	Job Safety Briefing
LVEM	Low Voltage Electric Maintenance
MAC	Mission Assurance Coordinator
MOC	Maintenance Operations Center
MSRPH	Metrorail Safety Rules and Procedures Handbook
MTPD	Metro Transit Police Department
NOAA	National Oceanic and Atmospheric Administration
OEP	Office of Emergency Preparedness
OSI	Office of Safety Investigations
PLNT	Office of Plant Maintenance
ROIC	Rail Operations Information Center
ROCC	Rail Operations Control Center
ROCS	Rail Operations Control System
RTC	Rail Traffic Controller
RTRA	Office of Rail Transportation
SAFE	Department of Safety
SMS	Safety Measurement System
SRC	Safety Risk Coordinator
TRST	Office of Track and Structure
WMATA	Washington Metropolitan Area Transit Authority
WMSC	Washington Metrorail Safety Commission

Washington Metropolitan Area Transit Authority
Department of Safety – Office of Safety Investigations

Executive Summary

**Note that all times listed are approximate and may contain minor variations due to differences between systems of record. **

On November 29, 2022, at 14:10 hours, the Station Manager located at Pentagon City Station reported a fire on the platform to the Rail Operations Information Center (ROIC). The ROIC Controller notified the Rail Operations Control Center (ROCC) Button Rail Traffic Controller (RTC). The Button RTC requested fan activation for Pentagon City Station. At 14:11 hours, the Radio RTC instructed Train ID 454 at Arlington National Cemetery Station, track 2 to offload the train, then reload the train in service to New Carrollton Station. Train service was suspended between Arlington National Cemetery Station and National Airport Station.

The Radio RTC instructed an Office of Rail Transportation (RTRA) Rail Supervisor located at Van Dorn Street Station to respond to Pentagon City Station. An ROIC Controller notified the Arlington County Fire Department (ACFD) of the report of smoke in the station. At 14:12 hours, the Station Manager reported to ROIC that black smoke was observed on track 1 behind the parapet wall, and the station was being evacuated. At 14:18 hours, third rail power was de-energized at Pentagon City Station.

The first MTPD Unit arrived 14:14 hours establish Incident Command. At 14:22 hours, ACFD arrived at Pentagon City Station, established Incident Command Post at median, street level between station and Pentagon City Mall. ACFD units located, and extinguished the source of the fire behind the parapet wall. At 14:27 hours, MTPD established the Incident Command Post. At 14:33 hours, a Rail Supervisor arrived at Pentagon City Station and was assigned as the RTRA Forward Liaison.

At 14:36 hours, ACFD concurred with MTPD recommendation to allow single tracking could commence utilizing track 2, bypassing Pentagon City Station. Then power was restored on track 2. At 14:49 hours, ACFD departed Pentagon City Station. At 14:53 hours, the Button RTC requested power restoration on track 1. At 14:57 hours, Train ID 410 was the first train to service Pentagon City Station, track 2. At 15:01 hours, Train ID 405 was the first train to service Pentagon City Station, track 1.

A review of station video identified a customer in the area of the fire event, smoking and discarding the cigarette behind the parapet wall approximately 40 minutes before the smoke was reported. A site visit identified paper and other discarded combustible materials accumulated behind the parapet wall.

The probable cause for the Evacuation for Life Safety Reasons on November 29, 2022 was a customer discarding a cigarette behind the parapet wall. An additional contributing factor was trash and debris that was present behind the parapet wall igniting after the cigarette was discarded.

Nineteen days later, on December 17, 2022, at 17:57 hours, the Station Manager located at Pentagon City Station contacted ROIC and reported smoke at the platform area of Pentagon City Station. The ROIC Controller notified the Button RTC of the event.

At the same time, an RTRA Supervisor located at Pentagon City Station reported to the Radio RTC that smoke was coming from behind the parapet wall on track 2. The Button RTC notified MTPD of the event. Trains were instructed to turn back at Arlington Cemetery and National Airport Stations. There were no trains at Pentagon City Station at the time of the event.

At 17:58 hours, the Radio RTC advised the train operators to announce delays to the customers. The Assistant Operations Manager (AOM) notified ACFD. The Radio RTC designated the RTRA Supervisor as the on-scene commander.

At 17:59 hours, fans were activated at Pentagon City Station. The Radio RTC announced that service was suspended between Arlington Cemetery and National Airport Stations. MTPD Dispatch requested units to respond to Pentagon City Station, MTPD personnel reported already on scene and a faint smell of smoke with no fire visible. ACFD arrived on the scene.

At 18:01 hours, an MTPD unit reported that the smoke was dissipating with no signs of fire. The Radio RTC changed the RTRA Supervisor's status from On Scene Commander to RTRA Forward Liaison with arrival of MTPD staff.

At 18:03 hours, the Fire Liaison Officer (FLO) contacted ACFD, advised of the location of fire behind parapet wall on track 2. At 18:04 hours, the RTRA Forward Liaison inquired if the station was being evacuated. At 18:08 hours, ACFD Fire Command advised the MAC and ROCC Operations Manager (OM) that a small debris fire behind parapet wall track 2 was extinguished, the smoke had dissipated and with exhaust fans activated the station was safe for service. Power was not de-energized during the event and train service resumed with Train ID 410 (track 1) and 406 (track 2) servicing the station at 18:123 and 18:13 hours respectively.. An Event Scene Release was issued from the WMSC at 18:13 hours.

A review of station video identified a customer in the area of the fire event, smoking and discarding a cigarette behind the parapet wall before the smoke was reported. A site visit identified paper and other discarded combustible materials accumulated behind the wall.

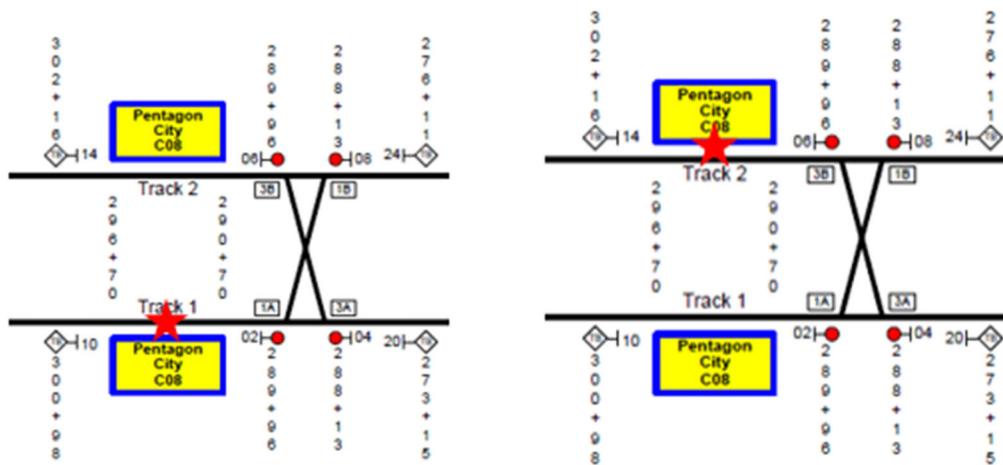
The probable cause of the Evacuation for Life Safety Reasons event on December 17, 2022 was the discarding of a lit cigarette behind the parapet wall. An additional contributing factor was trash and debris that was present behind the parapet wall igniting after the cigarette was discarded.

Incident Site

November 29, 2022 – Pentagon City Station, track 1, Behind the parapet wall adjacent to the platform elevator.

December 17, 2022 – Pentagon City Station, track 2, behind the parapet wall, adjacent to the platform elevator.

Field Sketch/Schematics



**Locations are approximate. Not to scale.*

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:

- Physical Site assessment, video, and documents review.
- Documentation Review – Collection of relevant work history information and process documentation contained in WMATA systems of record. These records include:
 - Metrorail Safety Rules and Procedures Handbook (MSRPH)
 - National Oceanic and Atmospheric Administration (NOAA)
 - MTPD Event Report
 - Hot Wash Summary
 - PLNT Work Order
- System Data Recording Review – Collection of information contained in Metro Data Recording Systems. This data includes:
 - Audio Recording System (ARS) playback [Radio and Landline Communications]
 - Closed-Circuit Television (CCTV)
 - AIMS playback
 - SPOTS Report

Investigation – November 29, 2022

On November 29, 2022, at 14:10 hours, the Station Manager at Pentagon City Station reported a fire on the platform to ROIC. The ROIC Controller notified the Button RTC and a fan activation request was made for Pentagon City Station.

M	MOC Emergency Tunnel Fan Operation Form	110-ROCC-ALL-04-01
<small>metro</small>	WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY	Approved: 3/3/2022
Call Time:	14:10 - 11/29/22	
Incident Description:	FIRE + SMOKE (Platform Area/SH)	
	<small>Arcing Insulator / Trash Fire / etc.</small>	
Nearest Station:	108- PENTAGON City	
	<small>Metro Center AO1</small>	
Chainmarker:	Unknown	
	<small>xxx + xx</small>	
Track #:	Unknown	
	<small>xxxx + xx</small>	
Train ID:	NA	
Proposed Evacuation Route:	105- Pentagon City	
	<small>(towards which station)</small>	
Playbook/Page Reference:	C88 27/58 (OSubel)	
Incident Zone(s):	NA	
Name:	[Redacted]	
Date:	11/29/2022	

SCANNED

*Maintenance Lead shall scan and save this form in the "R" Shared Network Drive per the ROCC Record Retention Process, 700-ROCC-ALL-04-XX. 51.931

Document 1 – MOC Emergency Fan Operation Form requested at 14:10 hours.

At 14:11 hours the Radio RTC instructed Train ID 454 at Arlington National Cemetery Station, track 2 to offload the train, then reload the train in service to New Carrollton Station. Train service was suspended between Arlington National Cemetery Station and National Airport Station.

The Radio RTC instructed an RTRA Rail Supervisor located at Van Dorn Street Station to respond to Pentagon City Station. A ROIC Controller notified the ACFD of the report of smoke in the station. At 14:12 hours, the Station Manager reported to ROIC that black smoke was observed on track 1 behind the parapet wall and the station was being evacuated. Tunnel Fans were activated on the inbound and outbound directions.

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14:12:09.230 11/29/22 Pentagon City UPE OB Fan Exhaust COMMANDED Exhaust
14:12:09.230 11/29/22 Pentagon City UPE OB Fan On COMMANDED Emergency On BY 01
14:12:10.481 11/29/22 Pentagon City UPE OB Fan Status COMMANDED CHANGE = Emergency On
14:12:19.806 11/29/22 Pentagon City UPE IB Fan Exhaust COMMANDED Exhaust
14:12:19.806 11/29/22 Pentagon City UPE IB Fan On COMMANDED Emergency On BY 01
14:12:21.062 11/29/22 Pentagon City UPE IB Fan Status COMMANDED CHANGE = Emergency On

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Document 2 – Tunnel Fans activation according to AIMS.

At 14:13 hours, the active fire alarm was alerted for Pentagon City Station.

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14:13:20.496 11/29/22 Pentagon City C08-1 Fire Alarm CURRENT STATE = Active

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Document 3 – Active Fire Alarm alert according to AIMS.

At 14:15 hours, an ROIC Controller requested a bus bridge. At 14:17 hours, MOC contacted the Station Manager for an active fire alarm report. At 14:18 hours, third rail power was de-energized at Pentagon City Station. At 14:20 hours, the Power Desk advised ROCC that power maintenance units were dispatched to Pentagon City Station.

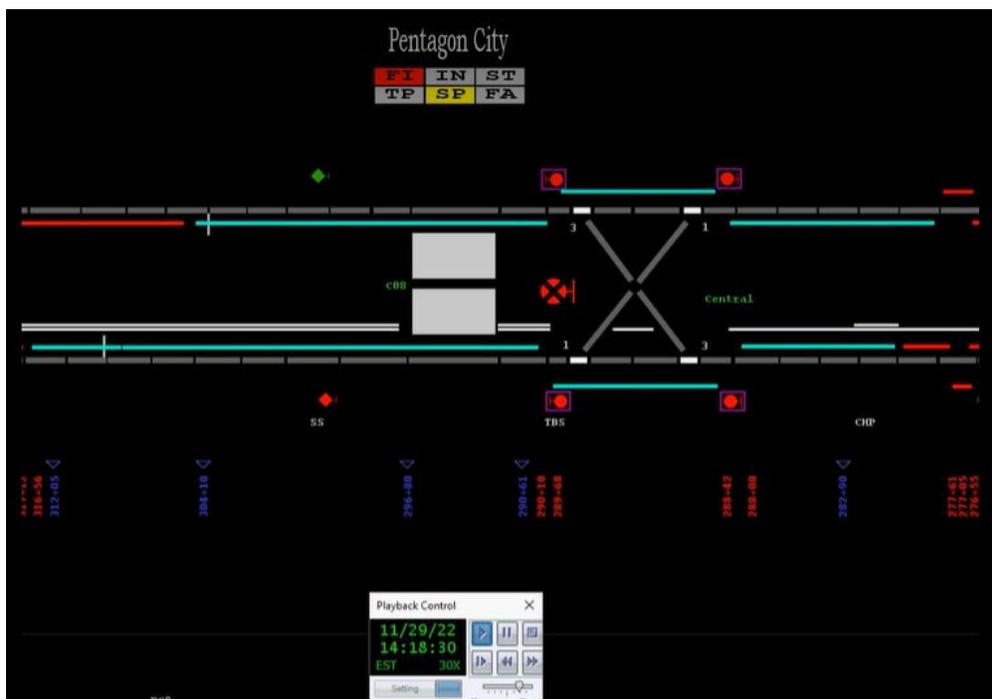


Figure 1 – Third rail power de-energized at Pentagon City Station at 14:18 hours.

At 14:21 hours, ACFD arrived at Pentagon City Station, established the Command Post on the street level at the median strip between the station and a shopping center. ACFD located and extinguished the source of the fire.

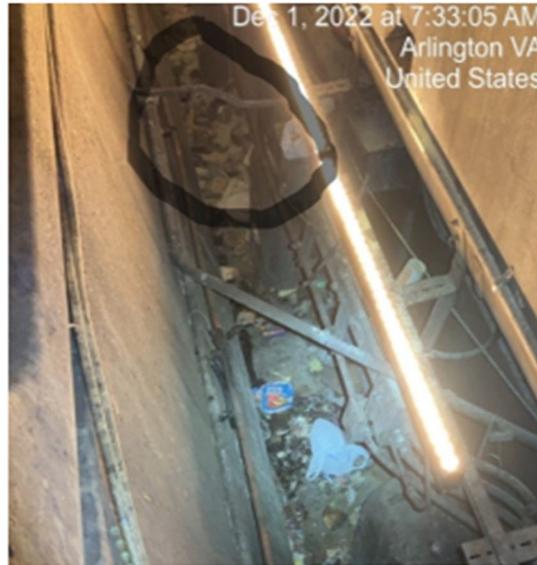
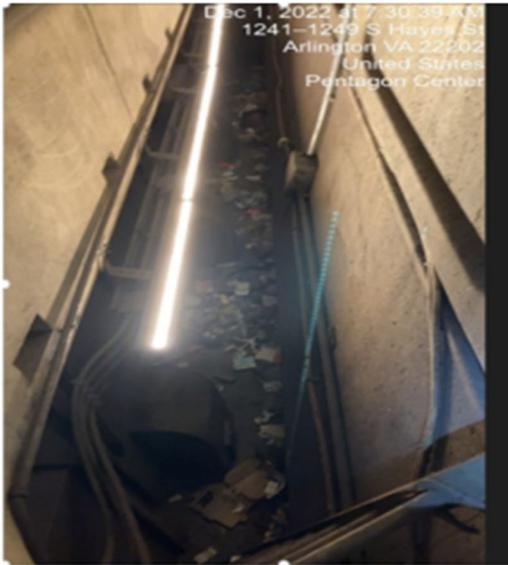


Image 1 – Burned trash and debris located behind the parapet wall.

At 14:24 hours, ATCM advised ROCC that units were dispatched to Pentagon City Station for support. At 14:27 hours, MTPD reported located at the Incident Command Post at street level between station and Pentagon City Mall. At 14:33 hours, a Rail Supervisor arrived at Pentagon City Station and was designated the RTRA Forward Liaison.

At 14:36 hours, MTPD advised that single tracking could commence utilizing track 2, bypassing Pentagon City Station. At 14:38 hours, the Button RTC contacted the Power Desk and requested power restoration on track 2. At 14:47 hours, the Rail Supervisor notified ROCC that ACFD advised the station could re-open for service. At 14:49 hours, ACFD departed Pentagon City Station. At 14:53 hours, the Button RTC contacted the Power Desk to request power restoration on track 1.

At 14:57 hours, Train ID 410 was the first train to service Pentagon City Station, track 2.

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

Generate Report

ID	Platform	length	dcode	Right door open	Right door close	dwel	Left door open	Left door close	dwel	Head Arrived	Tail cleared	cars	Headway door open to door open
453	C08-2	0	21							14:00:54	14:02:09	6084-6085 6175-6174 6095-6094	-
407	C08-2	6	16	14:09:37	14:09:56	19				14:09:12	14:10:16	3204-3205 3198-3199 3248-3249	-
410	C08-2	6	16	14:57:28	14:57:51	23				14:57:02	14:58:14	3159-3158 2066-2067 2018-2019	47:51
599	C08-2	4	99							14:58:36	14:59:01	unknown	-
457	C08-2	6	21	15:02:34	15:02:53	19				15:02:06	15:03:15	6008-6009 6179-6178 6049-6048	5:06

Table 1 - SPOTS Reports depicting Train ID 410 the first train to service Pentagon City Station, track 2.

At 15:01 hours, Train ID 405 was the first train to service Pentagon City Station, track 1.

Select Platform: C08-1 and/or Select ID: Leave blank to remove criteria
 and/or Select 4-digit car number: Leave blank to remove criteria
 Select Date: Nov 29 2022 Select Times (0-24HR5): From 14:00 To 16:00

Generate Report

ID	Platform	length	dcode	Right door open	Right door close	dwell	Left door open	Left door close	dwell	Head Arrived	Tail cleared	cars	Headway door open to door open
403	C08-1	6	72	14:07:05	14:07:26	21				14:06:36	14:07:45	3219-3218 3212-3213 3134-3135	-
460	C08-1	8	19	14:09:02	14:09:14	12				14:08:31	14:09:35	7524-7525 7713-7712 7666-7667 7635-7634	1:57
405	C08-1	8	72	15:01:31	15:01:45	14				15:00:52	15:02:04	7110-7111 7287-7286 7594-7595 7647-7646	52:29
453	C08-1	6	19	15:07:51	15:08:14	23				15:07:23	15:08:37	6094-6095 6174-6175 6085-6084	6:20
406	C08-1	6	72	15:10:50	15:11:09	19				15:10:22	15:11:29	3249-3248 3199-3198 3205-3204	2:59
455	C08-1	6	19	15:19:43	15:20:04	21				15:19:14	15:20:21	3267-3266 3101-3100 2048-2049	8:53

Table 2 - SPOTS Reports depicting Train ID 405 the first train to service Pentagon City Station, track 1.

The Office of Low Voltage Electric Maintenance reported performing an inspection of the lighting equipment after the event. The light bank consists of LED bulbs and wiring in conduit. The equipment was not damaged by the event and no defects were observed that would have contributed to the fire.

The investigation identified a series of Work Orders from the Office of Plant Maintenance (PLNT) documenting the inability to access the area behind the parapet wall to remove trash, resulting in limited removal of trash and debris.

Chronological Event Timeline

Time	Description
14:10:28 hours	Station Manager contacted ROIC and reported a fire on the platform at Pentagon City Station. [Phone]
14:10:51 hours	ROIC reported the fire to the Button RTC. [Phone]
14:11:00 hours	Radio RTC instructed an RTRA Supervisor to respond to Pentagon City Station. Radio RTC advised Train ID 454 at Arlington Cemetery Station, track 2 to offload. [Radio Ops 3]
14:11:49 hours	ROIC Controller notified ACFD regarding the fire at Pentagon City Station. [Phone]
14:12:11 hours	Button RTC contacted MTPD to report the fire and advised that service was suspended. [Phone]
14:12:32 hours	MTPD dispatched units to Pentagon City Station. [Radio MTPD 1X]
14:12:43 hours	Station Manager reported to ROIC observing black smoke and the station was being evacuated. [Phone]
14:12:54 hours	Rail Supervisor advised ROCC they were en route to Pentagon City Station from L'Enfant Plaza Station. [Phone]
14:13:12 hours	MAC advised MTPD that the station was being evacuated and service was suspended. [Radio]
14:13:14 hours	Fire Liaison made notification to ACFD. [Phone]
14:13:20 hours	Fire Alarm activated at Pentagon City Station. [AIMS]
14:15:44 hours	ROIC contacted BOCC to request a bus bridge and advised that train service was suspended-between Arlington Cemetery and National Airport. [Phone]

Time	Description
14:17:02 hours	MOC contacted the Station Manager for the active fire alarm. [Phone]
14:18:30 hours	Third rail power was de-energized at Pentagon City Station. [AIMS]
14:20:41 hours	Power Desk advised ROCC that personnel were dispatched to Pentagon City Station. [Phone]
14:21:00 hours	ACFD established Command Post at median strip street level. [Radio]
14:22:50 hours	ACFD arrived at Pentagon City Station platform area. [CCTV]
14:24:48 hours	ATCM advised ROCC that personnel were dispatched to Pentagon City Station. [Phone]
14:27:00 hours	MTPD reported located at Incident Command. [MTPD 1X]
14:32:22 hours	Radio RTC advised trains to turn back at Arlington Cemetery. [Radio]
14:33:59 hours	Rail Supervisor reported on scene. Radio RTC advised they were the RTRA Forward Liaison. [Radio]
14:36:36 hours	ACFD concurred with MTPD recommendation to allow single tracking could commence utilizing track 2, bypassing Pentagon City Station. [Radio]
14:38:34 hours	Radio RTC announced a power energization alert for Pentagon City Station, track 2. [Radio Ops 3]
14:38:59 hours	Button RTC contacted the Power Desk and requested power restoration on track 2 only. [Phone]
14:47:29 hours	Rail Supervisor notified ROCC that ACFD advised the station could re-open for service at Pentagon City Station. [Radio]
14:48:31 hours	Rail Supervisor advised ROCC that ACFD advised a test train was not required, the fire was located behind the parapet wall and nothing to do with the tracks. [Radio]
14:49:00 hours	ACFD departed Pentagon City Station. [CCTV]
14:49:03 hours	Radio RTC announced a power energization alert for Pentagon City Station, track 1. [Radio]
14:53:22 hours	Button RTC contacted the Power Desk to request power restoration on track 1. [Phone]
14:56:02 hours	Radio RTC advised that trains are utilizing both tracks bypassing Pentagon City Station. [Radio Ops 3]
14:56:23 hours	MTPD released the scene to RTRA. [Radio]
14:56:54 hours	Radio RTC announced normal service at Pentagon City Station. [Radio Ops 3]
14:57:28 hours	Train ID 410 was the first train to service Pentagon City Station, track 2. [SPOTS]
15:01:31 hours	Train ID 405 was the first train to service Pentagon City Station, track 1. [SPOTS]

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

Office of Plant Maintenance (PLNT)

The Office of Plant Maintenance (PLNT) provided a copy of weekly cleanings scheduled for the area behind the parapet wall. The frequency and scope of the cleaning is under review. Additional equipment is also being considered to improve the ability to keep these and similar areas clear of debris and enhance worker safety.

Office of Systems Maintenance. Office of Low Voltage Electrical Maintenance (LVEM)

LVEM performed an inspection of the lighting equipment after the event. The equipment was not damaged in the event and no defects were observed that would have contributed to the fire.

Weather

On November 29, 2002, at the time of the incident, NOAA recorded the temperature as 52°F, with clear skies. This event occurred within a tunneled section of the rail system. Weather was not a contributing factor in this incident. (Weather source: NOAA – Location: Arlington, VA.)

Related Rules and Procedures

- MSRPH SOP #1A - Command Control and Coordination of Emergencies on the Rail System
- MSRPH SOP #6,7,8 – Fire and Smoke on the Metrorail System

Human Factors

Fatigue

Evidence of Fatigue

The biomathematical fatigue modeling application (SAFTE-FAST Web SFC) was not applicable for this event.

Post-Incident Toxicology Testing

Post-Incident Toxicology Testing was not conducted for this event.

Findings

- A customer was observed via CCTV smoking in the area where the fire started.
- Smoke and fire initiated from behind the parapet wall on track 1.
- Accumulated trash and debris were found behind the parapet wall.
- Two minutes elapsed between the time that the fire being reported and the ACFD notification.
- Ventilation fans were activated within two minutes of the request.
- ACFD arrived on the platform within ten minutes of the service call.

Immediate Mitigation to Prevent Recurrence

- Customers on the platform were evacuated and train service was suspended.
- ACFD, MTPD, Rail Supervisor, Station Manager and OEP Primary Responder were dispatched to the scene.
- PLNT staff removed debris and scheduled cleanings in the areas behind parapet walls.

Probable Cause Statement

The probable cause for the Evacuation for Life Safety Reasons event on November 29, 2022, was a customer discarding a lit cigarette behind the parapet wall. An additional contributing factor was trash and debris that was present behind the parapet wall igniting after the cigarette was discarded.

Investigation – December 17, 2022

On December 17, 2022, an unknown caller contacted ACFD for a response to Pentagon City Station, at 17:56 hours, ACFD dispatched units to Pentagon City Station for a “Transportation Incident”. At 17:57 hours, the Station Manager located at Pentagon City Station contacted ROIC and reported smoke at the platform area of Pentagon City Station. The ROIC Controller notified the Button RTC of the event. At the same time, an RTRA Supervisor located at Pentagon City Station when the event occurred reported to the Radio RTC that smoke was coming from behind the parapet wall on track 2. The Button RTC notified MTPD of the event. Trains were instructed to turn back at Arlington Cemetery and National Airport Stations. There were no trains at Pentagon City Station at the time of the event.

At 17:58 hours, the Radio RTC advised the train operators to announce delays to the customers. The Assistant Operations Manager (AOM) notified ACFD. The Radio RTC designated the RTRA Supervisor as the on-scene commander.

At 17:59 hours, fans were activated at Pentagon City Station. The Radio RTC announced that service was suspended between Arlington Cemetery and National Airport Stations. MTPD Dispatch requested Units to respond to Pentagon City Station, MTPD Units reported already on scene and a faint smell of smoke with no fire visible. ACFD arrived on the scene.

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17:59:32.871 12/17/22 Pentagon City UPE OB Fan Exhaust COMMANDED Exhaust BY 052004 AT
jgwksfacillpp
17:59:32.871 12/17/22 Pentagon City UPE OB Fan On COMMANDED Emergency On BY 052004 AT
jgwksfacillpp
17:59:34.145 12/17/22 Pentagon City UPE OB Fan Status COMMANDED CHANGE = Emergency On
17:59:47.375 12/17/22 Pentagon City UPE IB Fan Exhaust COMMANDED Exhaust BY 052004 AT
jgwksfacillpp
17:59:47.375 12/17/22 Pentagon City UPE IB Fan On COMMANDED Emergency On BY 052004 AT
jgwksfacillpp
17:59:47.375 12/17/22 Pentagon City UPE OB Fan Exhaust COMMANDED Exhaust BY 052004 AT
jgwksfacillpp
17:59:47.375 12/17/22 Pentagon City UPE OB Fan On COMMANDED Emergency On BY 052004 AT
jgwksfacillpp
17:59:49.067 12/17/22 Pentagon City UPE IB Fan Status COMMANDED CHANGE = Emergency On
18:00:02.129 12/17/22 Pentagon City FC8 Fan On COMMANDED Emergency Off BY 052004 AT
jgwksfacillpp
18:00:03.493 12/17/22 Pentagon City FC8 Fan Status COMMANDED CHANGE = Emergency Off
```

Document 1 - Tunnel Fans activation according to AIMS.

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

Call Time: 18:00

Incident Description: Arising Incident / Fresh Fire / etc.
Smoke at Station

Nearest Station: Name Center/ADP
C08

Chainmarker: ... / ...
N/A

Track #: N/A

Train ID: N/A

Proposed Evacuation Route: (towards which station)
C08

Playbook/Page Reference:
C88

Incident Zone(s):
N/A

Name: [Redacted] Date: 12/17/22

*Maintenance Lead shall scan and save this form in the "R" Shared Network Drive per the ROCC Record Retention Process, 700-ROCC-ALL-04-XX, 5/19/11

Document 2 – MOC Tunnel Fan Operation Form

At 18:00 hours, an MTPD unit on the platform advised MTPD dispatch of faint smell of smoke with no fire visible. At 18:00 hours, ROCC advised MOC of the event. The Radio RTC requested that RTRA Supervisor advise when MTPD arrived on scene. The MAC inquired over the MTPD radio whether the station was safe for service.

At 18:01 hours, an MTPD unit reported that the smoke was dissipating with no signs of fire. The Radio RTC changed the RTRA Supervisor's status from On Scene Commander to RTRA Forward Liaison with arrival of MTPD units.

At 18:02 hours, ACFD arrived on scene at the platform. The Radio RTC directed train operators to announce a travel delay. The RTRA Supervisor notified the Radio RTC, that MTPD advised the station was clear for service. MTPD advised MTPD Dispatch that the station was clear for service and then the Radio RTC advised that the station was safe for train service. The MAC asked for confirmation from MTPD dispatch, who relayed the request to officers on the scene and advised that the station was safe for travel and advised them ACFD was on the scene.

At 18:03 hours, the FLO contacted ACFD, advised of the location of fire behind parapet wall on track 2. The FLO also inquired how ACFD was initially notified of the event. No information was found within WMATA's phone and radio logs that determined that the initial report was placed from a WMATA facility.

At 18:04 hours, the RTRA Forward Liaison inquired if the station was being evacuated. At 18:08 hours, ACFD Fire Command reported that a small debris fire was located behind parapet wall on track 2 and was extinguished, the smoke had dissipated and with exhaust fans activated the station was safe for service.



Image 2 – Burned residue of trash and debris floor behind parapet wall and platform view of parapet wall

At 18:04 hours, the RTRA Supervisor requested to cancel the station evacuation. At 18:05 hours, trains begin keying up and loading passengers in advance of the station. At 18:07 hours, the MAC inquired about the location of the Fire Command Post and requested MTPD to respond there. At 18:08 hours, ACFD Fire Command advised MAC and Rail One that a small debris fire behind a parapet wall on track 2 was out, that the smoke had dissipated, and with exhaust fans in use, the station was safe for service. Power was not de-energized and train service was resumed with Train ID 406 (track 2) and 410 (track 1) servicing the station at 18:11 hours. An Event Scene Release was issued from the WMSC at 18:13 hours.

ROCS SPOTS REPORT

based on up-to-the-second operational performance data from the Rail Operations Control System
 Current date/time: Tue Dec 27 11:13:42 2022

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

Generate Report

ID	Platform	length	dcode	Right door open	Right door close	dwll	Left door open	Left door close	dwll	Head Arrived	Tail cleared	cars	Headway door open to door open
454	C08-1	6	19	17:06:06	17:06:29	23				17:05:38	17:06:48	6013-6012 6057-6056 6095-6094	-
403	C08-1	8	72	17:12:54	17:13:17	23				17:12:09	17:13:36	7510-7511 7625-7624 7562-7563 7529-7528	6.48
455	C08-1	6	19	17:24:56	17:25:48	52				17:24:21	17:26:08	6014-6015 6123-6122 6164-6165	12.02
404	C08-1	0	72							17:29:32	17:30:40	3275-3274 3115-3114 2045-2044	-
456	C08-1	6	19	17:37:52	17:38:09	17				17:37:19	17:38:29	6011-6010 6127-6126 6166-6167	12.56
405	C08-1	6	72	17:45:50	17:46:24	34				17:45:23	17:46:46	3159-3158 3199-3198 3268-3269	7.58
457	C08-1	6	19	17:55:01	17:55:45	44				17:54:32	17:56:06	3104-3105 2003-2002 3045-3044	9.11
406	C08-1	8	72	18:13:33	18:13:48	15				18:12:58	18:14:07	7448-7449 7549-7548 7576-7577 7115-7114	18.32
458	C08-1	6	19	18:15:02	18:15:33	31				18:14:34	18:15:53	6115-6114 6104-6105 6044-6045	1.29
407	C08-1	6	72	18:21:56	18:22:21	25				18:21:28	18:22:41	6039-6038 6098-6099 6072-6073	6.54
459	C08-1	6	19	18:27:17	18:27:36	19				18:26:47	18:27:57	2024-2025 2009-2008 3277-3276	5.21
408	C08-1	6	72	18:35:52	18:36:10	18				18:35:24	18:36:29	3013-3012 3239-3238 3165-3164	8.35
451	C08-1	6	19	18:47:31	18:47:54	23				18:47:01	18:48:14	2057-2056 2022-2023 3270-3271	11.39
409	C08-1	6	72	18:52:00	18:52:23	23				18:51:29	18:52:42	6173-6172 6080-6081 6155-6154	4.29
452	C08-1	6	19	18:59:23	18:59:44	21				18:58:53	19:00:03	6048-6049 6125-6124 6006-6007	7.23

Table 1 - SPOTS Reports depicting Train ID 406 the first train to service Pentagon City Station, track 1.

ROCS SPOTS REPORT

based on up-to-the-second operational performance data from the Rail Operations Control System
 Current date/time: Tue Dec 27 11:16:07 2022

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

Generate Report

ID	Platform	length	dcode	Right door open	Right door close	dwll	Left door open	Left door close	dwll	Head Arrived	Tail cleared	cars	Headway door open to door open
407	C08-2	0	16							17:10:21	17:11:32	6073-6072 6099-6098 6038-6039	-
457	C08-2	6	21	17:16:23	17:16:42	19				17:15:56	17:17:02	3044-3045 2002-2003 3105-3104	-
408	C08-2	6	16	17:25:14	17:25:29	15				17:24:39	17:25:51	3164-3165 3238-3239 3012-3013	8.51
458	C08-2	6	21	17:28:42	17:29:01	19				17:28:13	17:29:23	6045-6044 6105-6104 6114-6115	3.28
409	C08-2	6	16	17:42:09	17:42:32	23				17:41:40	17:42:54	6154-6155 6081-6080 6172-6173	13.27
459	C08-2	6	21	17:45:08	17:45:25	17				17:44:42	17:45:50	3276-3277 2008-2009 2025-2024	2.59
410	C08-2	6	16	18:11:50	18:12:11	21				18:11:27	18:12:31	3168-3169 2013-2012 3264-3265	26.42
451	C08-2	6	21	18:14:24	18:15:00	36				18:13:56	18:15:21	unknown	2.34
411	C08-2	6	16	18:18:01	18:18:22	21				18:17:27	18:18:45	3202-3203 3117-3116 3079-3078	3.37
452	C08-2	6	21	18:21:10	18:21:28	18				18:20:41	18:21:48	6007-6006 6124-6125 6049-6048	3.09
401	C08-2	6	16	18:32:18	18:32:41	23				18:31:48	18:33:01	3287-3286 3148-3149 2036-2037	11.08
453	C08-2	6	21	18:34:44	18:35:01	17				18:34:14	18:35:22	3267-3266 3212-3213 3134-3135	2.26
402	C08-2	6	16	18:45:52	18:46:12	20				18:45:24	18:46:32	3228-3229 3194-3195 3215-3214	11.08
454	C08-2	6	21	18:50:34	18:50:51	17				18:49:56	18:51:14	6094-6095 6056-6057 6012-6013	4.42

Table 2 - SPOTS Reports depicting Train ID 410 the first train to service Pentagon City Station, track 2.

A review of station video identified a customer in the area of the fire event, smoking and discarding a lit cigarette behind the parapet wall before the smoke was reported.

OSI performed site visit and identified paper and other discarded materials accumulated behind the parapet wall. On December 18, 2022, PLNT performed cleaning behind the parapet walls at Pentagon City Station, a total of 14 bags of trash was removed from behind the parapet walls on both tracks.

PLNT provided a copy of weekly cleanings scheduled for the area behind the parapet wall. Adjustments to the frequency and scope of the cleaning is are currently being modified. Additional equipment and methods are being considered to improve the ability to keep the all areas behind the parapet walls throughout the system clear of debris.

Chronological Event Timeline

Time	Description
17:56:56 hours	Call placed by unknown caller to ACFD. ACFD dispatched Units to Pentagon City Station for Transportation Incident.
17:57:15 hours	Station Manager contacted ROIC and reported smoke on the platform at Pentagon City Station. [Phone]
17:57:36 hours	RTRA Supervisor confirmed smoke at Pentagon City. [Radio Ops 3]
17:57:48 hours	<u>Button RTC</u> : Notified MTPD of the smoke behind the parapet wall, track 2. [Phone]
17:57:49 hours	<u>Radio RTC</u> : Advised that fan activation was requested and advised that trains would be turning back. [Radio Ops 3]
17:58:22 hours	Radio RTC: Advised Train ID 451 to make announcement to customers. [Radio Ops 3]
17:58:23 hours	AOM: Notified ACFD regarding the fire at Pentagon City Station. [Phone]
17:58:59 hours	Radio RTC: Designated RTRA Supervisor on platform as On Scene Commander. Acknowledged by RTRA Supervisor [Radio Ops 3]
17:59:11 hours	Radio RTC: Announced suspending service between National Airport and Arlington Cemetery. [Radio Ops 3]
17:59:32 hours	Exhaust Fans Activated. [AIMS Log]
17:59:41 hours	ACFD Unit arrived on scene [Radio]
17:59:53 hours	MTPD Dispatch: Acknowledged Units already on scene and dispatched additional units to Pentagon City Station. [Radio]
18:00:10 hours	<u>MTPD Unit</u> : Advised faint smell of smoke, no fire. [Radio]
18:00:17 hours	<u>Button RTC</u> : Asks MOC whether fans were activated, MOC advised already done [Phone]
18:01:03 hours	Radio RTC: Reassigned RTRA Supervisor to RTRA Forward Liaison and advised that MTPD OSC. [Radio Ops 3]
18:01:26 hours	<u>Radio RTC</u> : Inquires of the RTRA Forward Liaison if safe for train movement or keep service suspended. Acknowledged and advised they were checking. [Radio Ops 3]
18:02:07 hours	ACFD Units arrived on the platform. [Radio]
18:02:09 hours	<u>ROIC Controller</u> : Advised MTPD Dispatch they were suspending service and evacuating the station. MTPD Dispatch updated ROIC no fire, smoke dissipating, no need suspend service. [Phone]

Time	Description
18:02:26 hours	<u>Radio RTC</u> : Instructed all Train Operators to make announcements to customers, service suspended Arlington Cemetery to National Airport, expect delays. [Radio Ops 3]
18:02:26 hours	<u>ROCC Fire Liaison</u> : Contacted ACFD. [Phone]
18:02:28 hours	<u>MTPD OSC</u> : Advised MTPD Dispatch it was safe for trains to travel through the station. [Radio]
18:02:46 hours	<u>RTRA Forward Liaison</u> : Advised Radio RTC that the OSC advised safe for train movement. [Radio Ops 3]
18:02:47 hours	<u>MAC</u> : Contacted MTPD Dispatch inquiring with officer on scene is safe to travel and Fire Department is on the scene. [Radio]
18:03:08 hours	Additional ACFD units arrived at Pentagon City Station platform area. [CCTV]
18:04:26 hours	<u>RTRA Forward Liaison</u> : Requested to cancel station evacuation since no fire or smoke and service anticipated to resume. [Radio]
18:04:37 hours	<u>Radio RTC</u> : Requested RTRA Forward Liaison to clarify whether safe for service or bypass. [Radio Ops 3]
18:04:54 hours	<u>Radio RTC</u> : Advised all Train Operators to prepare to resume service. [Radio Ops 3]
18:05:20 hours	<u>MTPD OSC</u> : Inquired to MAC whether Station Manager was instructed to evacuate the station. [Radio]
18:05:44 hours	<u>MAC</u> : Calls to Station Manager (OPS 5), no response. [Radio]
18:05:51 hours	<u>MAC</u> : Advised that the Station Manager began the evacuation, but some people were still on the mezzanine. [Radio]
18:07:05 hours	Radio RTC: Announced Regular Service resumed. [Radio Ops 3]
18:07:14 hours	<u>OM</u> : Requested ACFD for the location of the Unified Command Post. ACFD advised no fire, light smoke, continue fans, continued servicing station. [Radio]
18:08:53 hours	<u>MAC</u> : Requested an MTPD Officer to Unified Command Post in front median of station. OSC acknowledged and responded. [Radio]
18:09:22 hours	<u>MTPD OSC</u> : Advised source ignition a cigarette in pack as identified by ACFD heat sensors. [Radio]
18:11:09 hours	<u>MTPD OSC</u> : ACFD advised a small trash fire behind parapet wall out, all ok, recommended leaving 3 units on scene, others clear and release Fire Channel. [Radio]
18:11:50 hours	Train ID 410 was the first train to service Pentagon City Station, track 2. [SPOTS]
18:12:38 hours	<u>MTPD OSC</u> : Arrived at Unified Command Post. [Radio]
18:13:17 hours	<u>MAC</u> : Contacted WMSC, advised of the event, no injuries or damages and received an event scene release. [Phone]
18:13:33 hours	Train ID 406 was the first train to service Pentagon City Station, track 1. [SPOTS]
18:16:00 hours	<u>ACFD</u> : Departed Pentagon City Station [CCTV]

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

Office of Plant Maintenance (PLNT)

The Office of Plant Maintenance (PLNT) provided a copy of weekly cleanings scheduled for the area behind the parapet wall. Adjustments to the frequency and scope of the cleaning are currently being modified. Additional equipment and methods are being considered to improve the ability to keep the all areas behind the parapet walls throughout the system clear of debris.

Office of Systems Maintenance, Office of Low Voltage Electrical Maintenance (LVEM)

LVEM performed an inspection of their lighting equipment after the event The equipment was not damaged in the event and no defects were observed that would likely have contributed to the fire.

Weather

On December 17, 2002, at the time of the incident, NOAA recorded the temperature as 45° F, with clear skies. This event occurred within a tunneled section of the rail system. Weather was not a contributing factor in this incident. (Weather source: NOAA – Location: Arlington, VA.)

Human Factors

Evidence of Fatigue

The biomathematical fatigue modeling application (SAFTE-FAST Web SFC) was not applied for this event.

Post-Incident Toxicology Testing

Post-Incident Toxicology Testing was not conducted for this event.

Related MSRPH Rules and Procedures

- MSRPH SOP #1A - Command Control and Coordination of Emergencies on the Rail System
- MSRPH SOP #6,7,8 – Fire and Smoke on the Metrorail System

Findings

- A smoldering cigarette pack that was located by ACFD using heat sensor was believed to be the ignition source for the debris.
- Smoke and fire initiated from behind the parapet wall on track 2.
- Accumulated trash and debris were found behind the parapet wall.
- One minute elapsed between the fire being reported to ROIC and the call to ACFD.
- Ventilation fans were activated.
- The ACFD arrived on the platform within two minutes of the service call.

Immediate Mitigation to Prevent Recurrence

- No trains were at the station during the event.
- Service was suspended to the station.
- ACFD, MTPD, Rail Supervisor, Station Manager were dispatched to the scene.

- PLNT staff removed remaining debris from the floor area behind the parapet wall.
- Follow-up discussions with staff about increased frequency, scope and effectiveness of scheduled cleaning were held.
- Additional solutions to address challenges with access and securement of the parapet wall areas are being pursued by PLNT.

Probable Cause Statement

The probable cause for the Evacuation for Life Safety Reasons event on December 17, 2022, was a customer discarding a cigarette behind the parapet wall. An additional contributing factor was trash and debris that was present behind the parapet wall igniting after the cigarette was discarded.

SAFE Recommended Corrective Actions

Corrective Action Code	Description	Responsible Party	Estimated Completion Date
104519_SAFE CAPS_PLNT_ 001	Remove trash and debris from the area behind parapet walls throughout the system. Cleaning effort is supported by Systems Maintenance to turn off the lights before cleaning is done every Tuesday.	PLNT	Completed Ongoing – weekly interval
104519_SAFE CAPS_PLNT_ 002	Design an engineering solution to prevent accumulation of trash and debris behind parapet walls and enhance access to the area behind parapet walls. Current efforts: <ul style="list-style-type: none"> • Procedure enhancement - Testing a tool that would allow employees to remove trash build up without having to physically go behind the parapet wall. (Prototype made and tested) • Procedure enhancement - Use of a flame-resistant tarp or blanket to cover the lighting during cleaning operations. • Engineering Control - Revisiting grate covering pilot installed at core stations. 	PLNT	8/31/2023

Additional Narrative

On 11/29/2022 at approximately 1213 hours at the Pentagon Metro Station, 1201 S. Hayes Street Arlington Va, I Officer [REDACTED] responded to the station for the call of an active fire. Upon my arrival, I observed smoke coming from the escalators leading out of the station. I established command (Incident Commander, IC). I took on the role of the On-Scene Commander (OSC) for WMATA until Sergeant [REDACTED], Sergeant [REDACTED] and Sergeant [REDACTED] arrived. Sergeant [REDACTED] took the role of OSC upon his arrival, and I became the Accountability Officer. Officer [REDACTED] took the role of Forward Liaison and responded into the station. Arlington County Fire Department Trucks 161 entered the station and Battalion Chief took command. Both entrances were then closed with an officer placed at the entrance to allow for personnel to move between the staging area topside and the incident location on the platform. Supervisors were requested to the impacted stations and a bus bridge was established with officers at each station to assist with crowd control and directing patrons. The fire was coming from behind the parapet wall at the end of the platform. The fire was extinguished by a bystander and the station manager prior to Arlington County Fire Department's arrival causing a moderate amount of smoke to fill the station. The vent fans were activated alleviating the smoke. Once the smoke began to dissipate, the Incident Commander had trains begin bypassing the station on track 1 and track 2. It was determined trash and paper debris behind the parapet wall had ignited. ROCC re-opened the station for service. A hot wash was conducted. There were no reported injuries. There was an approximately 60 minute delay to rail service. TSOC [REDACTED] was notified at 1700 hours and the event was considered a shift entry.

MTPD CCN:
ORI-DCMTP0000

Event Report Page 2 of 3

MTPD Event Report, Page 2 of 2

Incident Dates: 11/29/2023 & 12/17/2022
Time: 14:10 hours & 17:57 hours
Draft Final Report – Evacuation for Life Safety Reasons
E22780 & E22819

Drafted By: SAFE 709 - 02/16/2023
Reviewed By: SAFE 71 –02/17/2023
Approved By: SAFE 71 –02/17/2023

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Appendix B – MTPD Hot Wash Summary

Metro Transit Police Department Hot Wash Summary

ADMINISTRATION HANDLING INSTRUCTIONS

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

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

INCIDENT SUMMARY			
Incident Requiring ICS Activation:	Fire/Smoke Local Alarm		
*Incident Commander (IC):	SGT [REDACTED]		
MTPD CCN:	2022-07017	Local CCN:	
*Date ICS Initiated:	11/29/2022	*Time ICS Initiated:	2:27:00 PM
*Date ICS Terminated:	11/29/2022	*Time ICS Terminated:	2:56:00 PM
*Duration of Incident:	29 Mins	*Service Disrupted Disrupted Type: Disrupted Time:	Y - Yes Power Down on track 1 due to Debris ignited by the lighting Fixture behind the wall. 11/29/2022 2:33:00 PM
Incident Location:	1201 S Hayes St	Command Post Location:	TOP SIDE OF STATION
MTPD On-Scene Commander (OSC):	[REDACTED]	Command Aid for OSC:	[REDACTED]
Forward Liaison:	[REDACTED] S-49	Unified Command:	[REDACTED]
OCC Liaison:	[REDACTED]	Alternate Channel:	Y - Yes MTPD X2
Single Tracking Track No.: Time Started:	Y - Yes 2 11/29/2022 2:33:00 PM	Bus Bridge Established From: To:	Y - Yes CSTL PENT

Time End:	11/29/2022 2:52:00 PM		
Inner and/or Outer Perimeter:		Power De-energized: De-energized Time:	Y - Yes 11/29/2022 2:33:00 PM
OSC Relinquished Scene Command to Name	Y - Yes [REDACTED]	Medical Attention Required/Requested:	N - No
Dept:		CID Response:	N - No

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
[REDACTED]		[REDACTED]
[REDACTED]		SRT
[REDACTED]		A section Patrol
[REDACTED]	ACFD	B. Chief
[REDACTED]		A section Patrol
Rescue Engine 102	ACFD	Fire rescue

MTPD Hot Wash Summary, Page 2 of 4

Safety 111	ACFD	Fire Safety
Fire Engine 102	ACFD	Fire Engine
██████████	ACPD	Motors Unit
██████████		K9
Fire Truck 161	ACFD	Fire Fighter

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

On 11/29/2022 at approximately 2:27 PM hours at the Pentagon Metro Station, 1201 S. Hayes Street Arlington Va, I ██████████ responded to the station for the call of an active fire. Upon my arrival, I observed smoke coming from the escalators leading out of the station. I established command (Incident Commander, IC). I took on the role of the On-Scene Commander (OSC) for WMATA. Sergeant ██████████ took the role of Forward liaison upon his arrival. Arlington County Fire Department Trucks 161 entered the station and Battalion Chief took command. Both entrances were then closed with an officer placed at the entrance to allow for personnel to move between the staging area topside and the incident location on the platform. Supervisors were requested to

MTPD Hot Wash Summary, Page 3 of 4

Incident Dates: 11/29/2023 & 12/17/2022
Time: 14:10 hours & 17:57 hours
Draft Final Report – Evacuation for Life Safety Reasons
E22780 & E22819

Drafted By: SAFE 709 - 02/16/2023
Reviewed By: SAFE 71 –02/17/2023
Approved By: SAFE 71 –02/17/2023

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the impacted stations and a bus bridge was established with officers at each station to assist with crowd control and directing patrons. The fire was coming from behind the parapet wall at the end of the platform. The fire was extinguished by a bystander and the station manager prior to Arlington County Fire Department's arrival causing a moderate amount of smoke to fill the station. The vent fans were activated alleviating the smoke. Once the smoke began to dissipate, trains begin bypassing the station on track 1 and track 2. It was determined trash and paper debris behind the parapet wall had ignited.

ROCC re-opened the station for service.

A hot wash was conducted. There were no reported injuries.

TSOC [REDACTED] was notified at 1700 hours and the event was considered a shift entry.

On Scene Commander's Title, Printed Name, and Signature/Date
[REDACTED] [REDACTED]
11/29/2022 2:27:00 PM

Watch Commander's Title, Printed Name and Signature/Date
[REDACTED] [REDACTED]
11/30/2022 8:15:00 AM

Patrol Operations Bureau Commander's Printed Name and Signature/Date
[REDACTED] [REDACTED]

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

MTPD Hot Wash Summary, Page 4 of 4

Appendix C – PLNT Work Order

OFFICE OF PLANT MAINTENANCE
PARAPET WALL DEBRIS REMOVAL WEEKLY CHECKLIST

RAIL STATION: Pentagon City DATE: 11-29-22

DESCRIPTION: Custodians are responsible for the removal of debris and maintenance of areas behind the parapet walls at 17 rail stations.

REQUIREMENT: This task should be completed once each week. The checklist below must be completed by the team assigned to each station.

SAFETY: Use caution when working in narrow spaces. Follow safe work practices, wear PPE, and use the appropriate cleaning tools to safely remove debris and protect against the possibility of exposure to hazardous situations.

Required personal protective equipment include the following:

- Gloves
- Goggles
- Dust mask
- Tyvek suit
- Safety-toe boots

Recommended tools for cleaning behind parapet walls include the following:

- Short handle garden rake (small and wide heads)
- Long handle garden rake (small and wide heads)
- 10' extension ladder
- Short handle shovel
- Broom & dust pan
- Window cleaner (to clean the lenses of light fixtures)
- Damp mop & bucket
- Contractor trash bags
- Absorbent rags
- Flashlight
- 96-inch Pick Stick

Completed?	Task Description	
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Conduct safety briefing and advise employees they must not go beyond 10 feet from the edge of the catwalk.	
Completed?	Task Description	Method of Removal
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Remove debris and loose items from behind the platform #1 parapet wall. *NOTE THE NUMBER OF BAGS OF DEBRIS COLLECTED: <u>1/2</u>	<input checked="" type="checkbox"/> Pick-up Stick <input type="checkbox"/> Entered Area behind wall (on foot) to remove debris
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Remove debris and loose items from behind the platform #2 parapet wall. *NOTE THE NUMBER OF BAGS OF DEBRIS COLLECTED: <u>1/2</u>	<input type="checkbox"/> Pick-up Stick <input type="checkbox"/> Entered Area behind wall (on foot) to remove debris
Completed?	Task Description	
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Clean-up any residue and spillage which occurred during debris removal.	

*Tracking amount of debris is critical to the scheduling of work.

Comment Section

Custodian tired to remove trash as much as possible but couldn't Complete due to lighting.
Safety Briefing: Beware of your surrounding with using pick stick to clean behind parapet wall and do not look directly into the lights.

Date Completed: 11-29-22

Custodians Names: _____

Supervisor's Signature: _____ QC Performed

WO #: 17285968

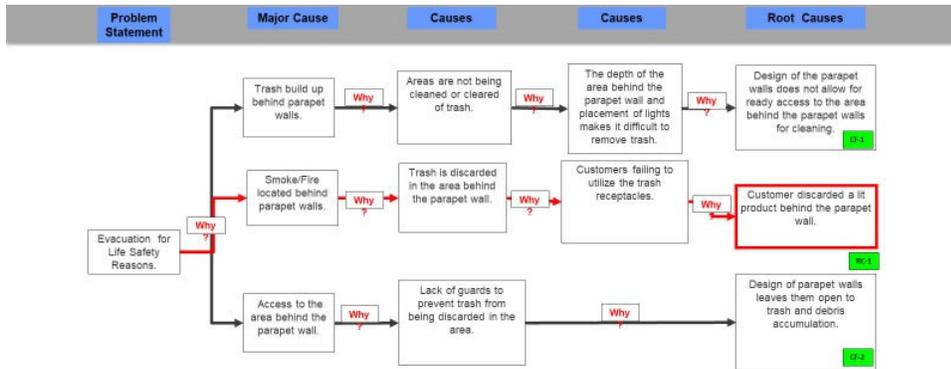
PLNT FORM 209-31 (07/2020)

PLNT Work Order, Page 1 of 1

Incident Dates: 11/29/2023 & 12/17/2022
Time: 14:10 hours & 17:57 hours
Draft Final Report – Evacuation for Life Safety Reasons
E22780 & E22819

Drafted By: SAFE 709 - 02/16/2023
Reviewed By: SAFE 71 –02/17/2023
Approved By: SAFE 71 –02/17/2023

Appendix D - Root Cause Analysis



Appendices (December 17, 2022)

Appendix A – MTPD Event Report



Event Report			
Metro Transit Police Department		MTPD CCN 2022-07421	ORI-DCMTP0000
Closed		Local Jurisdiction Arlington, VA	
Event Location		City, State	
Street 1201 S Hayes St		ARLINGTON, VA 22202	
Date and Time of Event		Date and Time Reported	
From 12/17/2022 5:59:15 PM		To 12/17/2022 5:59:15 PM	
Reporting Officer (Print)	Badge #	Second Officer (Print)	Badge #
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
Supervisor's Name (Electronically Approved)			
Incidents			
Incident: Fire/Smoke Local Alarm		Location Type: Rail Station	
Incident Detail:			
Involved Party			
Last Name, First, MI: Department, Arlington County Fire			DOB:
Address Type: W - Work			
Address (Street) City, State Zip: 2100 Clarendon Blvd #400Arlington, VA 22201			
Type Phone:		Phone Number:	
W - Work		(703) 228-3362	
Email:			
Age:	Sex:	Race:	Ethnicity:
Description	Height:	Weight:	Eyes Color:
Complex:	Clothing:	Driver's License #:	D/L State:
SSN:	Occupation:	Place of Employment:	Place of Birth:
Work/School Address - Adit. Contact info:			
Notes: Battalion Chief [REDACTED] was on scene.			

MTPD CCN:
ORI-DCMTP0000

Event Report Page 1 of 3

MTPD Event Report, Page 1 of 3

Incident Dates: 11/29/2023 & 12/17/2022
 Time: 14:10 hours & 17:57 hours
 Draft Final Report – Evacuation for Life Safety Reasons
 E22780 & E22819

Drafted By: SAFE 709 - 02/16/2023
 Reviewed By: SAFE 71 -02/17/2023
 Approved By: SAFE 71 -02/17/2023

Narrative Information

On 12/17/2022 at PNTC Metro Station there was light smoke coming from behind the parapet wall on the track #2 side of the station. Fire Department responded and deemed the area safe.

If second CCN is available, insert here:

Additional Narrative on Supplemental Report

MTPD CCN:
ORI-DCMTR0000

Event Report Page 2 of 3

MTPD Event Report, Page 2 of 3

Incident Dates: 11/29/2023 & 12/17/2022
Time: 14:10 hours & 17:57 hours
Draft Final Report – Evacuation for Life Safety Reasons
E22780 & E22819

Drafted By: SAFE 709 - 02/16/2023
Reviewed By: SAFE 71 -02/17/2023
Approved By: SAFE 71 -02/17/2023

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Additional Narrative

On 12/17/2022 at approximately 1759 hours at Pentagon City Metro Station located at 1201 S Hayes St. 1 Officer [REDACTED] and [REDACTED] received a radio run for fire coming from behind the parapet wall on the track #2 side of the station. While on scene there was a burning smell coming from the area. Arlington fire truck 105 responded to the scene and advised that the burning smell and light smoke came from smoldering trash that was sitting on the light grate. The fire department extinguished the smoldering trash and deemed the area safe.

ROCC held trains from entering the station from 1757-1812 hours while the situation was being handled by the fire department. There were no crowding or significant issues caused by this incident.

MTPD CCN:
ORI-DCMTP0000

Event Report Page 3 of 3

MTPD Event Report, Page 3 of 3

Incident Dates: 11/29/2023 & 12/17/2022
Time: 14:10 hours & 17:57 hours
Draft Final Report – Evacuation for Life Safety Reasons
E22780 & E22819

Drafted By: SAFE 709 - 02/16/2023
Reviewed By: SAFE 71 -02/17/2023
Approved By: SAFE 71 -02/17/2023

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Appendix B - Root Cause Analysis

