



WMSC Commissioner Brief: W-0236 – Collision at Crystal City Station – March 9, 2023

Prepared for Washington Metrorail Safety Commission meeting on August 8, 2023

Safety event summary:

A Blue Line train toward Franconia-Springfield Station struck a rider who had deliberately placed themselves in the path of the train as the train entered Crystal City Station on March 9, 2023, at 8:23 p.m.

The Train Operator adhered to Metrorail procedures by reporting the collision to the Radio Rail Traffic Controller in the Rail Operations Control Center. The Radio Rail Traffic Controller correctly designated the Train Operator as On-Scene Commander. Third rail power was de-energized at Crystal City Station on track 1 at 8:24 p.m. and on track 2 at 8:26 p.m. Metrorail suspended train service between Arlington Cemetery and Reagan National Airport stations for the response.

Metrorail dispatched personnel, including Metro Transit Police Department personnel, and requested an Arlington County Fire Department response. Riders were offloaded from the train to the platform.

The person struck was removed from under rail car 3281 and transported to an area hospital with non-life-threatening injuries.

Probable Cause:

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

WMSC staff observations:

Metrorail effectively responded to this event.



Washington Metropolitan Area Transit Authority
Department of Safety (SAFE)
Office of Safety Investigations (OSI)
FINAL REPORT OF INVESTIGATION A&I E23163

Date of Event:	March 9, 2023
Type of Event:	Collision
Incident Time:	20:23 hours
Location:	Crystal City Station, track 2
Time and How received by SAFE:	20:24 hours-SAFE/MAC
WMSC Notification Time:	20:48 hours
Responding Safety Officers:	WMATA: Office of Emergency Preparedness (OEP) WMSC: None Other: None
Rail Vehicle:	Train ID 421 L3280x3281.2007x2006.2073x2072T
Injuries:	Customer Injury
Damage:	None
Emergency Responders:	Metro Transit Police Department (MTPD), Arlington County Fire Department (ACFD), Alexandria Fire Department (AFD)
SMS I/A Incident Number:	20230310#106772

Crystal City Station – Collision

March 9, 2023

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Abbreviations and Acronyms

AFD	Alexandria Fire Department
ACFD	Arlington County Fire Department
ARS	Audio Recording System
BOCC	Bus Operations Communications Center
ERT	Emergency Response Team
CAP	Corrective Action Plan
CCTV	Closed-Circuit Television
MTPD	Metro Transit Police Department
MSRPH	Metrorail Safety Rules and Procedures Handbook
NOAA	National Oceanic and Atmospheric Administration
OEP	Office of Emergency Preparedness
RTRA	Office of Rail Transportation
ROCC	Rail Operations Control Center
SAFE	Department of Safety
SMS	Safety Measurement System
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 record systems. **

On March 9, 2023, at 20:23 hours, the Train Operator of Train ID 421 (L3280x3281.2007x2006.2073x2072T) located at Crystal City Station, track 2, notified the Rail Operations Control Center (ROCC) that a customer was struck by their train. The Radio Rail Traffic Controller (RTC) dispatched an Office of Rail Transportation (RTRA) Rail Supervisor and Station Manager to Crystal City Station.

First responders were notified of the event, and personnel from the Metro Transit Police Department (MTPD), Arlington County Fire Department (ACFD), and Alexandria Fire Department (AFD) arrived at the scene. A review of the station video indicated that the person intentionally entered the roadway as the train entered the station platform.

RTRA removed the Train Operator from service for post-incident toxicology testing, per Standard Operating Procedure 102-1, Removing an Employee from Service. The incident train was removed from service for post-incident investigative efforts.

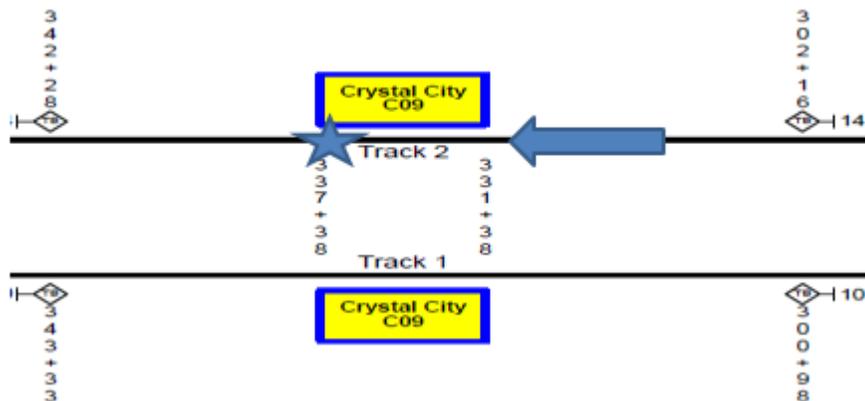
First responders safely extricated the victim from under the consist, who was subsequently transported by ambulance to George Washington University Hospital for treatment.

The probable cause of the Collision event on March 9, 2023, was a person's deliberate action to place themselves on the roadway for unknown reasons, resulting in injuries. There were no significant findings of deficiency with the vehicle, infrastructure, or human factors related to this event.

Incident Site

Crystal City Station, track 2

Field Sketch/Schematics



**Locations are approximate. Not to scale.*

Purpose and Scope

This incident investigation and candid self-evaluation aims to collect and analyze available facts, determine the incident's probable cause(s), identify contributing factors, and make recommendations to prevent a recurrence.

Investigation Methods

Upon receiving notification of the Collision event on March 9, 2023, SAFE dispatched a cross-functional team to assess the scene and conduct the subsequent investigation. SAFE team members worked with relevant WMATA subject matter experts to review the incident's facts and data.

The investigative methodologies included the following:

- Site assessment through video and document review.
- Informal Interviews – Collected through conversations with individuals during the investigation to provide background and supporting information. Written statements were reviewed by personnel present during the event.
- Documentation Review – A collection of relevant work history information and process documentation in Metro record systems. These records include the following:
 - Metrorail Safety Rules and Procedures Handbook (MSRPH)
 - National Oceanic and Atmospheric Administration (NOAA)
 - Maximo Report
- System Data Recording Review – A collection of information in Metro Data Recording Systems. This data includes:
 - Audio Recording System (ARS) playback, including OPS 3 Radio
 - Vehicle Services Program (CENV) Analysis
 - System Performance On-Time Summary (Spots)
 - Closed-Circuit Television (CCTV)

Investigation

On March 9, 2023, at 20:23 hours, the Train Operator of Train ID 421 (L3280 X 3281-2007 X 2006-2073X2072T) notified ROCC that a person jumped in front of and was struck by the train at the Crystal City Station, track 2. The Radio RTC instructed the Train Operator to key down and check for signs of life.

The Button RTC notified the Rail Operations Information Center (ROIC) and MTPD of the event. The Station Supervisor at Braddock Road Station was instructed to report to National Airport Station.

At 20:24 hours, third rail power was de-energized at Crystal City Station on track 2. At 20:26 hours, third rail power was de-energized at Crystal City Station on track 1.



Figure 1 - Third rail power de-energized at Crystal City Station on track 2 at 20:24 hours and on track 1 at 20:26 hours.

Closed-Circuit Television (CCTV) revealed that the person was sitting on a bench when they noticed the train approaching the station. When the train entered the platform limits, the person stood to their feet and ran to the platform's edge, stopping briefly before jumping onto the roadway in the path of the train.

The Audio Recording System (ARS) playback revealed that at 20:26 hours, the Radio RTC granted foul time to the Train Operator to enter the roadway and advised the Train Operator that they were the On-Scene Commander. The ROIC Controller contacted the Bus Operations Communications Center (BOCC) for a bus bridge and notified ACFD of the event. Rail Supervisor #1, at Pentagon Station, was advised that MTPD would transport them to Crystal City Station. At 20:28 hours, the Train Operator advised that they did not see the person from the platform and were uncomfortable going to the roadway. The Radio RTC instructed the Train Operator to key the passengers off the train onto the platform. The Crystal City Station Manager was instructed to assist with offloading the train.

At 20:29 hours, the ACFD and AFD arrived on the scene. At 20:30 hours, MTPD personnel arrived. The Radio RTC announced that train service was suspended between Arlington Cemetery and National Airport.

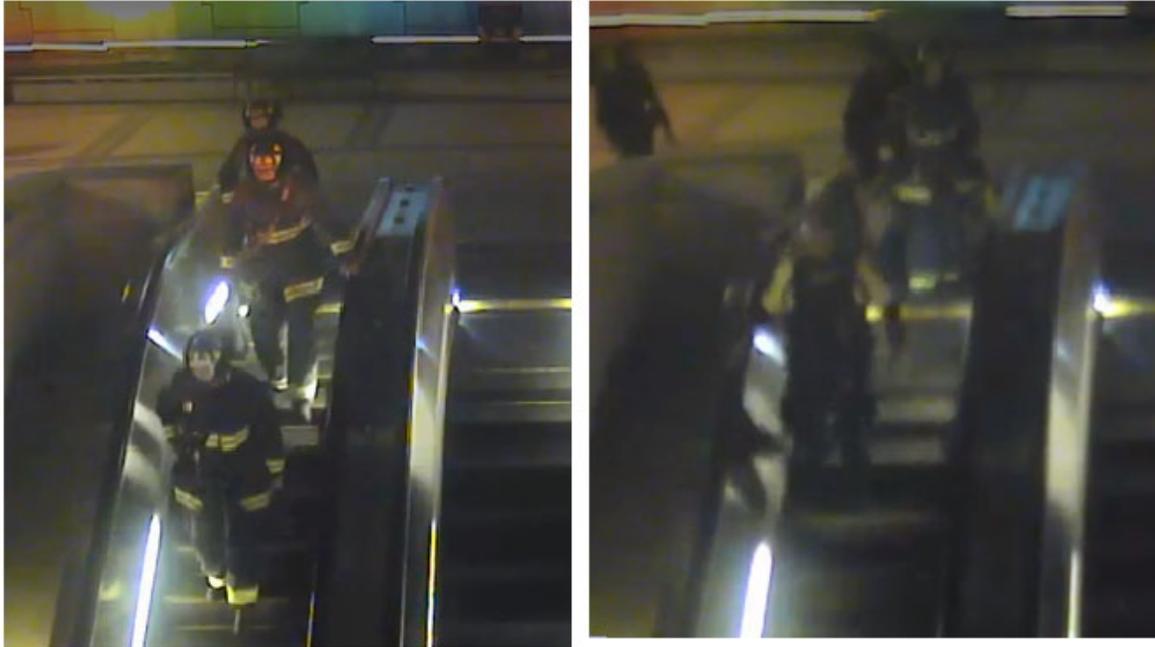


Image 1 – ACFD and MTPD are arriving at Crystal City Station.

At 20:35 hours, MTPD and ACFD established Unified Command at 18th & South Clark Street.

At 20:42 hours, the Emergency Response Team (ERT) arrived at Crystal City Station. At 20:56 hours, the Station Manager confirmed that the incident train was offloaded and cleared of customers after arriving at the Command Post.

At 20:57 hours, the person was extricated from under rail car 3281 and transported to George Washington University Hospital with non-life threatening injuries. At 21:01 hours, ACFD and AFD departed Crystal City Station.

MTPD Criminal Investigation Division (CID) personnel reported that the customer intentionally placed themselves in the path of the oncoming train.

At 21:00 hours, Rail Supervisor #1 arrived at Crystal City Station, and the Radio RTC appointed them as the RTRA Forward Liaison. Office of Car Maintenance (CMNT) personnel reported arriving at Crystal City Station. At 21:08 hours, Rail Supervisor #3 reported they were located at National Airport Station and was instructed to report to Crystal City Station. At 21:14 hours, Rail Supervisor #4 reported they were located at Crystal City Station and was instructed to report to the Incident Command Post as the Rail Forward Liaison. At 21:21 hours, CMNT reported no signs of damage to the lead car. At 21:31 hours, Rail Supervisor #3 reported they were located at Crystal City Station.

At 22:06 hours, ERT advised that the roadway was clear of personnel. At 22:07 hours, the Radio RTC announced a third rail power energization alert. At 22:08 hours, Rail Supervisor #3 advised that the roadway was clear of personnel. At 22:09 hours, third rail power was energized at Crystal City Station.

At 22:19 hours, the Radio RTC instructed Train ID 421 (now ID 721) to continue to Alexandria Yard for inspection.

After Train ID 721 departed Crystal City Station, at 22:28 hours CMNT requested permission to enter the roadway on track 2 to retrieve a tool. The Radio RTC granted foul time to retrieve the tool from the roadway. At 22:32 hours, foul time was relinquished.

At 22:32 hours, regular service resumed, and confirmation of all responding personnel was clear of the station. At 22:37 hours, Train ID 409 was the first train to service Crystal City Station, track 1. At 22:43 hours, Train ID 402 was the first train to service Crystal City Station, track 2.

Chronological ARS Timeline

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

Time	Description
20:23:22 hours	Person placed themselves in the path of the train entering Crystal City Station, track 2. [CCTV]
20:23:25 hours	<u>Train ID 421</u> : Reported to ROCC that a person jumped in front of the train at Crystal City, track 2. <u>Radio RTC</u> : Instructed the Train Operator to key down and check for signs of life. <u>Train ID 421</u> : Acknowledged and repeated. [Radio Ops 3]
20:24:02 hours	<u>Button RTC</u> : Notified ROIC of the event. [Phone]
20:24:31 hours	<u>Button RTC</u> : Notified MTPD of the event. [Phone]
20:26:09 hours	<u>Radio RTC</u> : Instructed the Station Supervisor at Braddock Road to report to National Airport Station. <u>Station Supervisor</u> : Acknowledged and repeated the RTC's instructions. [Radio Ops 3]
20:24:40 hours	Third rail power was de-energized on track 2. [AIMS]
20:26:15 hours	Rail Supervisor #1 at Pentagon Station was advised that MTPD would transport them to Crystal City Station. [Phone]
20:26:20 hours	Third rail power was de-energized on track 1. [AIMS]
20:26:33 hours	<u>Radio RTC</u> : Granted foul time to the Train Operator to enter the roadway. Advised the Train Operator that they were the On-Scene Commander. <u>Train ID 421</u> : Acknowledged and repeated. [Radio Ops 3]
20:26:42 hours	ROIC Controller contacted BOCC for a bus bridge. [Phone]
20:25:18 hours	ROIC Controller contacted ACFD about the event. [Phone]
20:28:12 hours	<u>Train ID 421</u> : Reported they did not see anything from the platform and were uncomfortable going to the roadway. <u>Radio RTC</u> : Instructed the Train Operator to key off the passengers to the platform. <u>Train ID 421</u> : Acknowledged and repeated. [Radio Ops 3]
20:29:05 hours	<u>Station Manager</u> : Reported located on the platform at Crystal City Station. <u>Radio RTC</u> : Instructed to assist with offloading the train. [Radio Ops 3]
20:29:27 hours	ACFD and AFD arrived on the scene. [CCTV]
20:30:07 hours	<u>Radio RTC</u> : Announced train service was suspended between Arlington Cemetery and National Airport. [Radio Ops 3]
20:30:48 hours	MTPD Units arrived on the scene. [CCTV]
20:35:00 hours	Unified Command was established at 18 th & South Clark Street. [MTPD Report]

Time	Description
20:38:52 hours	<u>Station Manager</u> : Reported that ACFD and MTPD were on scene. [Radio Ops 3]
20:42:00 hours	<u>ERT</u> : Reported on the scene. [Radio Ops 3]
20:48:00 hours	WMSC notified of the incident. [SAFE MAC Phone]
20:56:00 hours	<u>Station Manager</u> : Confirmed that the train was offloaded and clear of customers after they were located at the Command Post. [Radio Ops 3]
20:57:55 hours	The person was extricated from under car 3281. [CCTV]
21:00:26 hours	<u>Rail Supervisor #1</u> : Reported arrived at Pentagon City Station. [Radio Ops 3]
21:01:38 hours	ACFD and AFD departed Crystal City Station. [CCTV]
21:02:00 hours	<u>Radio RTC</u> : Announced trains were turning back at Pentagon City and National Airport. <u>Rail Supervisor #2</u> : Reported arrived at Pentagon City to assist with train turnbacks. [Radio Ops 3]
21:03:00 hours	<u>Radio RTC</u> : Appointed Rail Supervisor #1 as the RTRA Forward Liaison. [Radio Ops 3]
21:03:29 hours	<u>CMNT</u> : Reported on scene at Crystal City Station. [Radio Ops 3]
21:05:00 hours	Event Scene Release was granted. [SAFE MAC Phone]
21:08:08 hours	<u>Rail Supervisor #3</u> : Reported they were located at National Airport Station. <u>Radio RTC</u> : Instructed to report to Crystal City Station. [Radio Ops 3]
21:10:00 hours	<u>Rail Supervisor #1</u> : Reported the customer was located under car 3281 (second car). [Radio Ops 3]
21:11:00 hours	<u>Station Manager</u> : Advised that the customer was transported to GWU Hospital. [Radio Ops 3]
21:14:35 hours	<u>Radio RTC</u> : Rail Supervisor #4 reported they were located at Crystal City Station and was instructed to report to the Incident Command Post as the IC Liaison. [Radio Ops 3]
21:21:00 hours	<u>CMNT</u> : Reported no signs of damage to the lead car. [Radio Ops 3]
21:31:00 hours	<u>Radio RTC</u> : Announced trains turning back due to ongoing incident and shuttle bus service availability. [Radio Ops 3]
21:31:31 hours	<u>Rail Supervisor #3</u> : Reported they were located at Crystal City Station. [Radio Ops 3]
22:06:00 hours	<u>ERT</u> : Confirmed roadway was clear of personnel. [Radio Ops 3]
22:07:00 hours	<u>Radio RTC</u> : Announced third rail power energization alert. [Radio Ops 3]
22:09:06 hours	Third rail power was energized. [AIMS]
22:08:00 hours	<u>Rail Supervisor #3</u> : Confirmed all personnel were cleared of the roadway. [Radio Ops 3]
22:19:00 hours	<u>Radio RTC</u> : Train ID 421 (721) released to Alexandria Rail Yard. [Radio Ops 3]
22:28:00 hours	<u>Radio RTC</u> : Granted CMNT Foul Time to retrieve tools from the roadway. [Radio Ops 3]

Time	Description
22:30:00 hours	<u>Rail Supervisor #3</u> : Reported minor flats on Train ID 421. [Radio Ops 3]
22:32:00 hours	<u>CMNT</u> : Relinquished foul time. <u>Rail Supervisor</u> : Reported regular service ready and confirmed all personnel was cleared of the station. [Radio Ops 3]
22:32:54 hours	Regular service resumed, and confirmation of all responding personnel was clear of the station. [Radio Ops 3]
22:37:34 hours	Train ID 409 was the first train to service Crystal City Station, track 1. [Spots]
22:43:14 hours	Train ID 402 was the first train to service Crystal City Station, track 2. [Spots]

****Note: Times above may vary from other systems' timelines based on clock settings and reporting sources.**
Office of Systems Maintenance, Office of Radio Communications (COMR)

The Office of Radio Communications conducted comprehensive radio checks (TX/RX) at Crystal City Station on tracks one and two. No trouble was found.

Vehicle Program Services (CENV)

Adopted from CENV report:

“CENV has reviewed the VMS data and determined that the cars involved in the incident responded as designed. Please see the VMS snapshot and incident timeline below.



Time	Marker ID	MP Position	Speed	Distance Traveled	
20:23:04	F1	P3	44mph		
20:23:28	F2	P3	43mph	1489ft	
20:23:39	F3	B4	38mph	712ft	
20:23:41		B5	35mph	80ft	
20:23:44		B4	27mph	137ft	EMR Deenergized
20:23:47	F4	B4	17mph	97ft	
20:23:52		B4	0	48ft	

Figure 2 - Graphical representation of train behavior during the event. Note that the F1, F2, and F3 markers are outside the platform limits.

Interview Findings

As part of the investigation launched into the event, SAFE attempted to interview the Train Operator; however, they were on leave due to this event. A review of their written statement was conducted.

Train Operator

- Train Operator of Train ID 421 was not available for an interview and remains on leave following this event.
- Train Operator did make statements to responding MTPD officers and provided written notice to RTRA. In the written statement, Train Operator indicated that upon entering the Crystal City Station, an individual jumped from the platform in front of the train.
- Train Operator stopped the consist, notified ROCC of the incident, and assisted customers in disembarking the train.

Weather

On March 9, 2023, at the time of the incident, NOAA recorded the temperature as 38° F, with clear skies. The weather did not contribute to this event (Weather source: NOAA – Location: Arlington, VA.)

Human Factors

Evidence of Fatigue

Conditions were evaluated at the time of the incident to distinguish whether evidence of fatigue was present. The Train Operator reported feeling fully alert at the time of the incident. The Train Operator reported experiencing no symptoms of fatigue in the time leading up to the incident.

Fatigue Risk

The incident data was evaluated for fatigue risk factors for the Train Operator. Risk factors for fatigue were not present for the Train Operator. Since fatigue evidence and risk factors were absent, the biomathematical fatigue modeling application (SAFTE-FAST Web SFC) was not applied.

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.

Training and Work History

The Train Operator had one safety violation (Station Overrun) within the last three years. The 30-Day work history did not reflect any indications of fatigue risk. The Train Operator holds a Roadway Worker Protection (RWP) Level 2 certification that expires in July 2023. They last certified as a Train Operator in July 2022, qualifying at a QL-1 rating.

Findings

- The Train Operator immediately stopped the train after observing the person in the roadway.
- The event was due to a person's action to place themselves in the path of an oncoming train, resulting in injuries.
- The Train Operator had one safety violation (Station Overrun) within the last three years.

Immediate Mitigation to Prevent Recurrence

- The Train Operator was removed from service during the initial investigation.
- Train ID 421 was removed from service for inspection.
- Emergency Response Team (ERT) inspected the tracks for any hazards before restoring revenue service; none were observed.

Probable Cause Statement

The probable cause of the Collision event on March 9, 2023, was a person's action to place themselves on the roadway for unknown reasons, resulting in injuries. There were no significant findings of deficiency with the vehicle, infrastructure, or human factors related to this event.

Recommended Corrective Actions

The investigation did not identify any significant procedural or infrastructure deficiencies that contributed to this event. There are no Recommended Corrective Actions.

Appendices

Appendix A – Interview Summary

The narrative below summarizes the statements made by the personnel involved. As such, times and details may conflict with the data contained in systems of record.

RTRA

Train Operator

The Train Operator is a WMATA employee with approximately nine years of service and four 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 of Train ID 421 was unavailable for an interview and was on leave due to a traumatic event. The Train Operator did make statements to responding MTPD officers and provided a written notice to RTRA (Please see Appendix D). In the statement, the Train Operator reported that an individual jumped from the platform in front of the train when entering Crystal City Station. The Train Operator stopped the consist, notified ROCC of the incident, and assisted the customers in disembarking the train.

Appendix B – MTPD Event Report

Event Report					
Metro Transit Police Department				ORI-DCMTP0000	
Type of Report Closed		MTPD CCN 2023-02011-001	Local Jurisdiction Arlington, VA		Local CCN
Event Location					
Street 1750 S Clark St	Station Acronym CSTL - CRYSTAL CITY	City, State ARLINGTON, VA 22202	County ARL- Arlington County	MTP District District 2	Local District ARL-Arlington County
Date and Time of Event From 3/9/2023 8:25:00 PM To			Date and Time Reported 3/9/2023 8:26:30 PM		
Category					
Rail Station, Line or Right-of-Way CSTL - CRYSTAL CITY		On Bus	Property Rail Station	Other MSA4	
Specific Location (Foot Bridge, Kiosk, Platform, Tracks, Etc.) Rail/Tracks/In Tunnel			For Burglary or B&E Only		
Location Description					
Rail Station					
Event Information					
If Incident Use This Block		Offense #	INJURED/SICK PERSON TO THE HOSPITAL		
Incident Classification		Offense Classification			
Incident Description		Description	INJURED/SICK PERSON TO THE HOSPITAL		
		Weapon/Force Type of Activity	/		
Entry Type:			Number Premises Entered:		
Hate Crime Motivation: None (no bias) (mutually exclusive)					
Bias Motivation: None (no bias) (mutually exclusive)					
Offender Suspected of Using:			Modus Operandi (MO):		
Case Status Information			If Case Cleared Exceptionally:		Clearance Date
Case Status (Completed by the Official who signs this report):					
Reporting Officer (Print)		Badge #	Second Officer (Print)		Badge #

MTPD CCN:
ORI-DCMTP0000

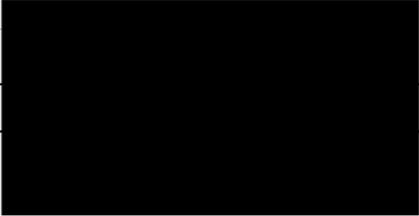
Event Report Page 1 of 6

Document 1 – MTPD Event Report, Page 1 of 5

Incident Date: March 9, 2023 Time: 20:23 hours
Final Report – Collision
E23163

Drafted By: SAFE 711 – 05/02/2023
Reviewed By: SAFE 707 – 05/08/2023
Approved By: SAFE 71 – 05/08/2023

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Supervisor's Name (Electronically Approved)		ID#

MTPD CCN:
ORI-DCMTP0000

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Document 2 - MTPD Event Report, Page 2 of 5

Incident Date: March 9, 2023 Time: 20:23 hours
Final Report – Collision
E23163

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Reviewed By: SAFE 707 – 05/08/2023
Approved By: SAFE 71 – 05/08/2023

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Victim Information				
Other Person Information				
Last Name, First MI		Entity Type		DOB
[REDACTED]		Injured		[REDACTED]
Address Type	Address (Street) City, State Zip			
H - Home	[REDACTED]			
Work/School Address - Addl. Contact Info				
Age	Sex	Race	Ethnicity	DL State/Number
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]

MTPD CCN:
ORI-DCMTP0000

Event Report Page 3 of 6

Document 3 - MTPD Event Report, Page 3 of 5

Incident Date: March 9, 2023 Time: 20:23 hours
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Approved By: SAFE 71 – 05/08/2023

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Has a DWR been requested?
Narrative information

[Redacted]

If second CCN is available, insert here: | Additional Narrative on Supplemental Report

MTPD CCN:
ORI-DCMTP0000

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Document 4 - MTPD Event Report, Page 4 of 5

Incident Date: March 9, 2023 Time: 20:23 hours
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Additional Narrative

On March 10, 2023 at approximately 2025hrs at the Crystal City Metro Station located at 1750 South Clark St, Arlington, Virginia, [REDACTED] intentionally placed [REDACTED] in the path of an oncoming train.

MTPD units received the call for person struck by train at approximately 2025hrs and multiple units responded to the scene. Ofc Case (B-24) along with Ofc Baldaras #819 responded to the scene. I, Ofc J.T. Mercure #570 (B-25) established unified command with Arlington County Fire Department Battalion Chief Burrell at 18th and South Clark St. CID Detective Sergeant Minson confirmed [REDACTED] intentionally placed [REDACTED] in the path of the oncoming train. I was subsequently relieved of command upon the arrival of Sgt Henderson. Ofc Case was relieved of forward liaison duties by Sgt Cox.

Multiple Arlington County and Alexandria County Fire department units responded to the scene. Fire Department safely extricated [REDACTED] from under rail car 3281. [REDACTED] was subsequently transported by Ambulance [REDACTED] to [REDACTED] Hospital with serious injuries.

Rail service was interrupted from 2025hrs to 2212hrs. Bus bridge was established.

At the time of this report [REDACTED] is in stable condition at [REDACTED] hospital suffering from a pelvic fracture. [REDACTED] is in the custody of [REDACTED] Mother [REDACTED]

CID Detective Egerton is handling the investigation. DVR Requested.

TSOC IRIZARRY notified at 0054hrs by Sgt. S Henderson Cr-224
TSA-03-07573-23.

Appendix C – Train Operator Certification



TRAIN OPERATOR AND ROAD SUPERVISOR JOB TASK PROFICIENCY EVALUATION



Name: [REDACTED]	Emp. No: [REDACTED]	Division: <i>Akey</i>	Date: <i>7/17/22</i>
------------------	---------------------	-----------------------	----------------------

Reason for Certification: <i>Please place a check in an area below.</i>	Training Time Received: <i>Please record training time in an area below.</i>
<input type="checkbox"/> Certification: Student <input type="checkbox"/> Pre-certification: Student <input type="checkbox"/> Division Request <input type="checkbox"/> Re-Certification <input type="checkbox"/> Return to Duty <input type="checkbox"/> Other: _____	Rail Training: Weeks: _____ Days: _____ Hours: _____ DJT: _____ Division Training: Weeks: _____ Days: _____ Hours: _____ DJT: _____ NOTE: DJT time is not separate from Weeks/Days/Hours.

Exam Administered	Score	Date Taken
MSRPH version #:	%	
TVOIM/TOIM	%	
Supervisor Combination	%	
Practical (attempt #: <i>1</i>) QL- <i>1</i>		<i>7/17/22</i>

Equipment (<i>current/working condition</i>)	Yes	No
MSRPH		
Perm/Temp/Special Orders		
Troubleshooting Guide		
Flashlight		
Safety Vest		
Footwear		
Identification (One Badge, RWP)		

Corrective Actions Required	Date Due	Complete	Initials
<i>Run 504 = L15 Mainline Only & Trouble Starting</i>			

Forwarded to:	Date:
---------------	-------

Certification Information: <i>To be completed by QA/QC Staff</i>	Signatures:	Date:
[REDACTED]	[REDACTED]	<i>7/17/22</i> <i>7/17/22</i>
	Reviewed by:	

TRAIN OPERATOR AND ROAD SUPERVISOR JOB TASK PROFICIENCY EVALUATION (continuation sheet)

Emp No. [REDACTED]

Date: 7/7/22

CATEGORIES / SUBCATEGORIES	QUALITY LEVEL	REMARKS (Remarks are required for a quality level score of 2 or 3) - ALL TIMES (are in minutes)
I. Preparation for Service		
1. Exterior Inspection		Cars Used:
2. Interior Inspection - Trailing Cab		
3. Interior Inspection - Each Car		
4. Interior Inspection - Oper. Cab		
5. Rolling Test / Rolling Brake Test		Time Allotted: 35:00 / Actual Time: :
II. Mainline Operation		
6. Communications	2	
7. Door Oper. & Station Stopping	1	
8. Use of Horn	1	
9. Speed Adherence/Manual Oper.	1	Time Allotted: 02:00 / Actual Time: 1 : 00
10. Turn Back Moves	1	Location: CH
11. Manual Route Selection	1	Location:
12. EV Shutoff	1	Time Allotted: 00:30 (01:00) / Actual Time: : 20
III. Yard Operation		
13. Communications		
14. Yard Movements		
15. Coupling		Time Allotted: 08:00 (12:00) / Actual Time: : Cars Used: +
16. Uncoupling		Time Allotted: 05:00 (07:30) / Actual Time: : Cars Used: <
17. Isolation (Self-Recovery)		Time Allotted: 15:00 (22:30) / Actual Time: : Cars Used:
18. Manual Switch Operation		
IV. Miscellaneous		
19. Recovery Train Operation		Time Allotted: 12:00 (18:00) / Actual Time: : Cars Used: +
20. Troubleshooting	1	
1. Door problem (BFE) Self recovery		

Document 7 - Train Operator Certification, Page 2 of 4

Incident Date: March 9, 2023 Time: 20:23 hours
 Final Report – Collision
 E23163

Drafted By: SAFE 711 – 05/02/2023
 Reviewed By: SAFE 707 – 05/08/2023
 Approved By: SAFE 71 – 05/08/2023



TRAIN OPERATOR AND ROAD SUPERVISOR JOB TASK PROFICIENCY EVALUATION



Name:		Emp.No:		Division:	Alexandria	Date:	7-11-22
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Reason for Certification: <i>Please place a check in an area below.</i>	Training Time Received: <i>Please record training time in an area below.</i>
<input type="checkbox"/> Certification: Student <input type="checkbox"/> Pre-certification: Student <input type="checkbox"/> Division Request <input checked="" type="checkbox"/> Re-Certification <input type="checkbox"/> Return to Duty <input type="checkbox"/> Other _____	Rail Training: Weeks: _____ Days: _____ Hours: _____ OJT: _____ Division: _____ Training: Weeks: _____ Days: _____ Hours: _____ OJT: _____ <small>NOTE: OJT time is not separate from Weeks/Days/Hours.</small>

Exam Administered	Score	Date Taken
MSRPH version #:	91 %	7/11/22
TVOIM/TOIM	86 %	7/11/22
Supervisor Combination	n/a %	
Practical attempt #: 1	QL-	7/11/22
<i>Incomplete</i>		

Equipment (current/working condition)	Yes	No
MSRPH	✓	
Perm/Temp/Special Orders	✓	
Troubleshooting Guide	✓	
Flashlight	✓	
Safety Vest	✓	
Footwear	✓	
Identification (One Badge, RWP)		

Corrective Actions Required	Date Due	Complete:	Initials
- Train was not cleared to go mainline, this certification is incomplete & must be completed at a later date			
- On 1 st troubleshooting problem, Oper. did not ^{put} ISB in the Bypass position			
Forwarded to: QA/QC Group & Div. Mgmt.	Date:	7/11/2022	

Certification Information: To be completed by QA/QC Staff	
Emp. No: [REDACTED]	Date of Birth: _____
Date Last Qualified: _____	Certification Class: _____
Due Date Next Qualification: _____	Corrective Lenses: _____
Date Qualification Expires: _____	Restrictions: _____

Signatures:	Date:
[REDACTED]	7/11/22
[REDACTED]	7/11/22
Reviewed by:	

TRAIN OPERATOR AND ROAD SUPERVISOR JOB TASK PROFICIENCY EVALUATION (continuation sheet)

Emp: [Redacted]

Date: 7/11/22

CATEGORIES/SUBCATEGORIES	QUALITY LEVEL	REMARKS (Remarks are required for a quality level score of 2 or 3) - ALL TIMES (are in minutes)
I. Preparation for Service	QL-1	Cars Used: 7654/55 - 7721/20
1. Exterior Inspection	1	7655-Elc. Rot. Door, 7721-APRO % & Truck %
2. Interior Inspection - Trailing Cab	1	None
3. Interior Inspection - Each Car	1	7655-TM Light, 7721-Horn % 7720 - Valance over #182 doors
4. Interior Inspection - Oper. Cab	1	7720 - Emrg. bag missing
5. Rolling Test / Rolling Brake Test	1	Time Allotted: 35:00 / Actual Time: 24m: 42s
II. Mainline Operation		
6. Communications		
7. Door Oper. & Station Stopping		
8. Use of Horn		
9. Speed Adherence/Manual Oper.		
10. Turn Back Moves		Location: : Time Allotted: 02:00 / Actual Time: :
11. Manual Route Selection		Location: : Time Allotted: 00:30 (01:00) / Actual Time: :
12. EV Shutoff		
III. Yard Operation	QL-1	
13. Communications	1	
14. Yard Movements	1	
15. Coupling	1	Time Allotted: 08:00 (12:00) / Actual Time: 5m : 08s Cars Used: 7525 + 7581
16. Uncoupling	1	Time Allotted: 05:00 (07:30) / Actual Time: 4m : 21s Cars Used: < 7580 > 7654
17. Isolation (Self-Recovery)	1	Time Allotted: 15:00 (22:30) / Actual Time: 12m : 46s Cars Used: Bad Quad 7654 & 7721
18. Manual Switch Operation	1	Sw. Tel #175
IV. Miscellaneous		
19. Recovery Train Operation	1	Time Allotted: 12:00 (18:00) / Actual Time: 8m : 41s Cars Used: 7654 + 7580
20. Troubleshooting	3	
#1 ATR Power Supply w/ belly on 7580 8m: 21s OL3		
*Didn't put 180 in the Bypass position *		
#2 Friction Brake % trip out on 7581 6m: 43s OL1		

Appendix D – WMATA/RTRA Incident/Accident Report

WMATA/RTRA Incident/Accident Report (Other than Motor Vehicle) Page 1 of 1

Incident Information: This page must be completed for all incidents

Date: 3-9-23 Incident Time: 8:15 pm Time Reported: 8:15 pm Reported by: Customer Employee
 ROCC Other

Location

Station: Crystal City Mezzanine: N/A Track #/Destination: 2 Chain Marker/Signal Number: N/A

TYPE OF INCIDENT

Property Damage Smoke Fire Customer Complaint
 Customer injury Customer illness Employee Injury Employee illness
 Criminal Activity Elevator Entrapment Rail Vehicle Incident Other (Explain in description of incident)

WEATHER Clear Rain Snow Sleet/Ice **LIGHT CONDITIONS (natural lighting)** Dawn/Dusk Daylight Dark Tunnel/Underground **LIGHTING (artificial lighting)** Lights On Lights Off Lights Not Working

STATION INCIDENTS: Always include equipment number you use for MOC/AFC/EOC

Elevator/Escalator #: N/A AFC #: N/A Room Number/Location: N/A

Failure Number(s): N/A

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

Name of Responding Supervisor: N/A Name/Department of PLNT/AFC or other WMATA responder: N/A

TRAIN INCIDENTS

Train ID: 421 Destination: Franconia Car Numbers (list all cars in consist): 3280-3281 Lead Car: 3280

Name of Responding Supervisor: [Redacted] Name/Department of CMNT/TRST or other WMATA responder: [Redacted]

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.

I was operating train ID 421 entering track #2 when female customer jumped down onto the roadway in front of my train. When I saw her jump onto the track bed, I put the train in emergency braking to stop the train. After the train was stopped I contacted central control.

Employee Completing Report

Employee Name (print): [Redacted] Employee Signature (sign): [Redacted] Employee #: [Redacted] Date: 3-9-23

Division: Alex Run #: 505 Block #: 421 Assigned Days: M/T

To Be Completed By Reviewing Manager

Supervisor Name (print): [Redacted] Supervisor Signature: [Redacted] Employee #: [Redacted] Date: 3/10/2023

Action taken/needed: Entered into SMS
 SMS Number: 20230310#106772

50_753A 09/11 White Copy: Division or Supervisor Yellow Copy: For any incident involving escalators or elevators, remains in kiosk for use of elevator/escalator inspectors

Document 10 – RTRA Incident Accident Report, Page 1 of 2

Incident Date: March 9, 2023 Time: 20:23 hours
 Final Report – Collision
 E23163

Drafted By: SAFE 711 – 05/02/2023
 Reviewed By: SAFE 707 – 05/08/2023
 Approved By: SAFE 71 – 05/08/2023

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

Additional Information- Complete this page for any incident where the information is available and when additional space is needed for incident description.

Customer Involved Employee Involved Witness

Last Name, First Name Employee #

Date of Birth Sex Home Phone Work Phone Cell Phone

Home Address Email Address

Nature of Injury/Illness

Nature of Injury/Illness

Assistance Offered: Accepted Declined

If Transported:

Hospital: *N/A* Ambulance Number: *N/A* Arrival: *N/A* Departure: *N/A*

Customer Involved Employee Involved Witness

Last Name, First Name Employee #

Date of Birth Sex Home Phone Work Phone Cell Phone

Home Address Email Address

Nature of Injury/Illness

Assistance Offered: Accepted Declined

If Transported:

Hospital: Ambulance Number: Arrival: Departure:

Police/Fire/Other Agencies Involved

Jurisdiction/Arrival Time Name Badge/Unit Number

Jurisdiction/Arrival Time Name Badge/Unit Number

DESCRIBE THE INCIDENT (continued or witness statement): Include what you did to correct the problem and who you notified and when. Describe any property damage and the extent of any injuries.

I was operating train ~~421~~ 421 track #2 when I entered Crystal City station. A female customer jumped onto the track bed in front of my train. When I saw her jump down on the roadway, I put the train in ~~emergency~~ ^{emergency} braking and pushed the mushroom. Once the train was stopped I contacted central control.

Employee Completing report

Employee Name (print) Employee # Date:

[Redacted Name] *[Redacted #]* *3-9-23*

507530 09/11 White Copy: Division or Supervisor Yellow Copy: For agencies involving escalators or elevators; remains in block for use of elevator/escalator inspectors

Document 11 - RTRA Incident Accident Report, Page 2 of 2

Incident Date: March 9, 2023 Time: 20:23 hours
Final Report – Collision
E23163

Drafted By: SAFE 711 – 05/02/2023
Reviewed By: SAFE 707 – 05/08/2023
Approved By: SAFE 71 – 05/08/2023

Appendix E – Root Cause Analysis

