



WMSC Commissioner Brief: W-0246 Evacuation for Life Safety Reasons – Pentagon City Station – April 9, 2023

Prepared for Washington Metrorail Safety Commission meeting on October 24, 2023

Safety event summary:

On Sunday, April 9, 2023, Pentagon City Station was evacuated for life safety reasons due to a fire in the space where there is lighting and other equipment behind the station's parapet wall (the wall between the platform area and the station vault). The fire was started by a cigarette that was discarded by a rider into an area with accumulated trash and debris

Review of closed-circuit television (CCTV) for this investigation showed three individuals smoking and then discarding smoking materials behind the parapet wall on the Track 1 platform where trash and debris had accumulated.

At 5:53 p.m., the Train Operator of Train 410 reported the smell of smoke in the station to a Rail Traffic Controller in the Rail Operations Control Center (ROCC). The Radio Rail Traffic Controller instructed all train operators via Radio Ops 3 to turn off their Environmental Ventilation systems when entering Pentagon City Station due to smoke conditions.

At 5:56 p.m., a Rail Operations Information Controller instructed a Station Manager to investigate the smell. The Station Manager reported smoke and fire coming from behind the parapet wall on Track 1. The Station Manager attempted to extinguish the fire with a fire extinguisher but was not able to put the fire out.

Ventilation fans were activated by Maintenance Operations Center personnel at 5:55 p.m. and at 5:59 p.m., the Station Manager reported that smoke was dissipating.

Personnel in the ROCC did not notify Metro Transit Police (MTPD) of the event as required by Metrorail procedure.

At 6:04, after being notified of the event by the Arlington County Police Department, MTPD dispatched personnel to the station and the Mission Assurance Coordinator in the ROCC notified MTPD via the MTPD Radio Ops that the station had been evacuated.

At 6:06 p.m. MTPD and ACFD arrived at the station. Initially, MTPD established incident command, despite Metrorail's SOPs requiring WMATA personnel to join command led by the fire department (note: Metrorail launched revised incident management procedures in July 2023, after this event). At approximately 6:13 p.m. MTPD personnel moved to the location outside the station where the fire department had established command, allowing for the required coordination.

During this time trains were allowed to continue traveling through the station (without stopping) despite active smoke and fire behind the parapet wall.

At 6:15 p.m., ACFD reported worsening conditions and the Mission Assurance Coordinator advised that trains should no longer move through the station. Simultaneously, MTPD requested a change to the fan configuration, and that third rail power be deenergized.

MTPD personnel experienced radio communication challenges and requested to switch from MTPD1 Radio Channel to MTPD2 at 6:17 p.m. MTPD personnel noted that it became necessary to use cellphones to communicate during this event due to poor radio transmission quality.



ACFD requested tunnel fan activation at 6:20 p.m. The ROCC confirmed that fans were on exhaust.

At 6:24 p.m., MTPD confirmed the source of the initial fire and reported a second fire inside a trash can on the platform. A review of CCTV as a part of the investigation showed the second fire resulted from smoldering materials from the first fire being disposed of in the trash can by a Metrorail Plant Maintenance employee. At approximately 6:32 p.m., ACFD reported that the fire had been extinguished and Unified Command was terminated.

MTPD requested power restoration on Track 1 at the Radio Rail Traffic Controller made the proper announcements before power was restored and normal service resumed at the station.

There were no injuries or damage reported.

Probable Cause:

The probable cause of this event was

Corrective Actions:

Metrorail is implementing recommended corrective actions to address related findings of other investigations such as work to improve removal of trash and debris from behind parapet walls and to design an engineering solution to reduce the accumulation.

Examples of other related open CAPs

- C-0162 was created to address the finding that Metrorail does not consistently follow the incident command system (ICS) structure and has procedures that do not comply with National Incident Management System (NIMS)/ ICS requirements such as the use of plain language. Further, Metrorail's training requirements are insufficient to prepare personnel to respond to and/or manage emergencies within the NIMS/ICS framework. These deficiencies have contributed to ineffective and improper emergency response and emergency management. (Expected date of completion January 2025)
- Metrorail is in the process of building an activating a new radio system and is addressing other radio communications deficiencies through CAPs such as C-0100, which was created to address the 2021 WMSC finding that Metrorail is not maintaining a fully functioning radio communications system in all rail yards and shops



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

FINAL REPORT OF INVESTIGATION A&I E23237

Date of Event:	April 9, 2023
Type of Event:	Evacuation For Life Safety Reasons - Smoke
Incident Time:	17:55 hours
Location:	Pentagon City Station
Time and How received by SAFE:	Mission Assurance Coordinator (MAC)
WMSC Notification Time:	17:53 hours
Responding Safety Officers:	WMATA: None WMSC: None Other: None
Rail Vehicle:	None
Injuries:	None
Damage:	None
Emergency Responders:	Arlington County Fire Department, Metro Transit Police Department
SMS I/A Incident Number:	20230409#107542

Pentagon City Station – Evacuation for Life Safety Events - Smoke

April 9, 2023

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Abbreviations and Acronyms

ACFD	Arlington County Fire Department
CAP	Corrective Action Plan
CCTV	Closed-Circuit Television
CRCS	Comprehensive Radio Communication Systems
MAC	Mission Assurance Coordinator
MSRPH	Metrorail Safety Rules and Procedures Handbook
NOAA	National Oceanic and Atmospheric Administration
ROIC	Rail Operation Information Center
RTC	Rail Traffic Controller
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 systems of record. **

On Sunday, April 9, 2023, at 17:53 hours, Train ID 410 reported a faint smell of smoke upon entering Pentagon City Station on track 1 by the eight-car marker. At 17:54 hours, the Pentagon City Station Manager received instructions from the Rail Operations Information Center (ROIC) to investigate a smoke condition on the platform on the track 1 side. At 17:56 hours, the Pentagon City Station Manager reported discovering smoke/fire emanating from behind the parapet wall by the eight-car marker on the track 1 side. At 18:00 hours, the Pentagon City Station Manager attempted to extinguish a trash fire located behind the parapet wall without success using fire extinguishers. The dispersal of the extinguishing agent caused the station to accumulate more smoke/dust.

At 18:04 hours, Metro Transit Police Department (MTPD) dispatcher assigned numerous units to respond to a report of smoke and fire conditions at Pentagon City Station behind the parapet wall. Also, at this time, the Mission Assurance Coordinator (MAC) informed the MTPD dispatcher over radio channel MTPD1x that the station was evacuated, a Bus Bridge was requested, and the Arlington County Fire Department was notified of this incident.

Pentagon City Station was closed while emergency personnel investigated. The Rail Operations Control Center (ROCC) Rail Traffic Controller (RTC) de-energized third rail power at Pentagon City Station on Track 1 and 2. ACFD determined that the source of the smoke/fire was trash burning behind the parapet wall, likely ignited by a discarded cigarette. Emergency personnel extinguished the burning trash, clearing the roadway without incident. MTPD released the scene to RTRA. No injuries or damage were reported as a result of this incident.

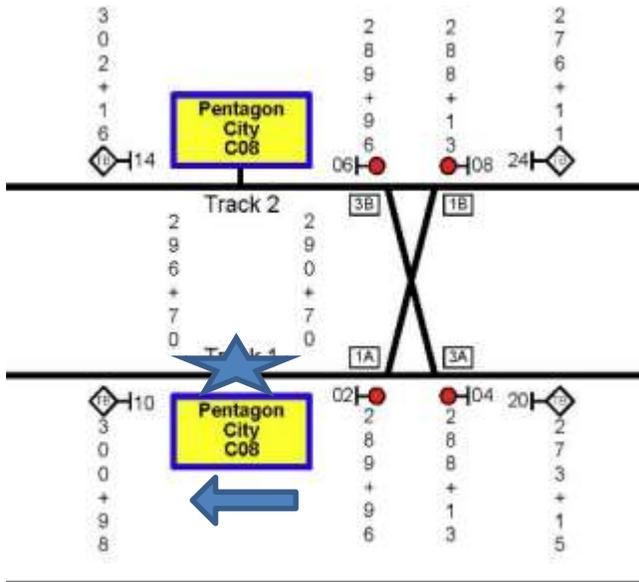
A video review of the event identified three persons smoking in the fire area several minutes before the event. One of them threw something, believed to be smoking material, behind the wall prior to boarding a train and departing the station.

The probable cause for this Evacuation for Life Safety Reasons at Pentagon City Station was combustible material accumulating behind the parapet wall, ignited by discarded smoking material. A Contributing Factor to the event was the accumulation of trash/debris behind the parapet wall. A Unified Command was established, and no significant deficiencies were identified with command and control of the event.

Incident Site

Pentagon City Station (C08)

Field Sketch/Schematics



Purpose and Scope

The purpose of this incident investigation and candid self-evaluation is to collect and analyze available facts, determine the probable cause(s) of the incident, identify contributing factors, and make recommendations to prevent a recurrence.

Investigation Methods

Upon receiving notification of the Evacuation for Life Safety Event at Pentagon City Station on April 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 preliminary investigative methodologies included the following:

- Physical Site assessment, video and documents review.
- Informal Interviews – Collected through conversations with individuals during the investigation to provide background and supporting information. Written statements were reviewed from personnel present during the event.
- Documentation Review – A collection of relevant work history information and process documentation contained in Metro systems of record. These records include:
 - Metrorail Safety Rules and Procedures Handbook (MSRPH)
 - National Oceanic and Atmospheric Administration (NOAA)
 - Train Operator's written statement.
 - RTRA Station Manager written statement.
 - OEP Incident Report

- MTPD Hotwash Report
- MTPD Incident Report
- Maximo Work Order

- System Data Recording Review – A collection of information contained in Metro Data Recording Systems. This data includes:
 - Audio Recording System (ARS) playback, including OPS 3, MTPD1x & MTPD2x Radio
 - Closed-Circuit Television (CCTV)
 - AIMS
 - SPOTS

Investigation

On Sunday, April 9, 2023, at 17:53 hours, Train ID 410 reported a faint smell of smoke upon their entry to Pentagon City Station on track 1 by the eight-car marker. At 17:54 hours, the Pentagon City Station Manager received notification from the ROIC to investigate a smoke condition on the platform on the track 1 side. At 17:56 hours, the Pentagon City Station Manager reported that they discovered smoke/fire emanating from behind the parapet wall by the eight-car marker on the track 1 side. At 17:57 hours, the Pentagon City Station Manager reported that the fire was located behind the parapet wall on the track one side. The Station manager further noted they were equipped with a fire extinguisher. At 17:59 hours, the Pentagon City Station Manager reported that fans were activated and the smoke was starting to dissipate.

At 18:00 hours, the Pentagon City Station Managers responded to the platform and discharged three fire extinguishers in an effort to extinguish a small trash fire located behind the parapet wall without success.

At 18:04 hours, the MTPD Dispatcher assigned numerous units to respond to a report of smoke and fire conditions at Pentagon City Station behind the parapet wall, track one side. Also, at this time, the Mission Assurance Coordinator (MAC) advised that the station was evacuated, a Bus Bridge was requested, and that the Arlington County Fire Department was notified of this incident.

At 18:06 hours, MTPD and ACFD arrived on the scene to investigate. At 18:10 hours, MTPD officers established a Command Post by the Kiosk inside Pentagon City Station.

At 18:13 hours, MTPD repositioned the command post to the top side of Pentagon City Station, conjoining the ACFD and MTPD command (Unified Command established). At 18:15 hours, the MAC confirmed that the station would be bypassed until the investigation was completed. At that same time, MTPD requested that third rail power be de-energized.

At 18:16 hours, the Radio RTC granted the RTRA Supervisor foul time for track one only to hot stick and confirm power is de-energized.

At 18:17 hours, the MTPD Forward Liaison confirmed that third rail power was de-energized, as confirmed by ACFD. At 18:24 hours, MTPD confirmed the source of the fire as trash-related and reported a secondary fire inside of a trash container on the platform. Later review identified that smoldering material from the event was placed in the trash container, which resulted in a secondary event and was extinguished.

At 18:29 hours, ACFD broadcasted that the fire/smoke was contained and extinguished. At 18:31 hours, the Unified Command was terminated. At 18:33 hours, the MTPD Forward Liaison confirmed that all personnel and equipment had cleared the roadway.

At 18:41 hours, the Radio RTC transmitted that third rail power was being restored to track 1 and 2 at Pentagon City Station. At 18:48 hours, the MAC advised that power had been restored on MTPD TAC 2x.

The responding MTPD Officer's assigned to event reported poor radio reception throughout the event. The Officers noted that they used cellular devices as a means of communication to other officers assigned to the event. *****Noted in the MTPD Hot Wash – calls were captured on recorded phone lines*****

Pentagon City Station was closed while emergency personnel investigated. ROCC de-energized third rail power at Pentagon City Station on Tracks 1 and 2. ACFD determined the source of the smoke/fire was trash burning behind the parapet wall, likely ignited by discarded smoking material. The burning trash was extinguished, and all emergency personnel cleared the roadway without incident. MTPD cleared the roadway and released the scene to RTRA. No injuries or damage were reported because of this incident. At 18:51 hours, the MTPD returned Pentagon City Station to full revenue service.

At the time of the incident, the MAC observed via the station's CCTV system that at 17:44 hours, three individuals in the vicinity of the fire site and were observed smoking and then throwing likely smoking material behind the parapet wall on track 1 side.



Figure 1 Metal Grating System

The Office of Plant Maintenance (PLNT), Department of Safety (SAFE), and Engineering Department (ENGA) are developing a metal grating system to be installed behind the network's parapet walls to prevent the accumulation of trash. This grating system would also allow for easier cleanup and lower the chance of fire and smoke conditions from excessive trash behind the parapet walls.

This system is currently being used at the Gallery Place-Chinatown Station.

Below are the proposed construction plans for Pentagon City's Parapet grating wall installation:

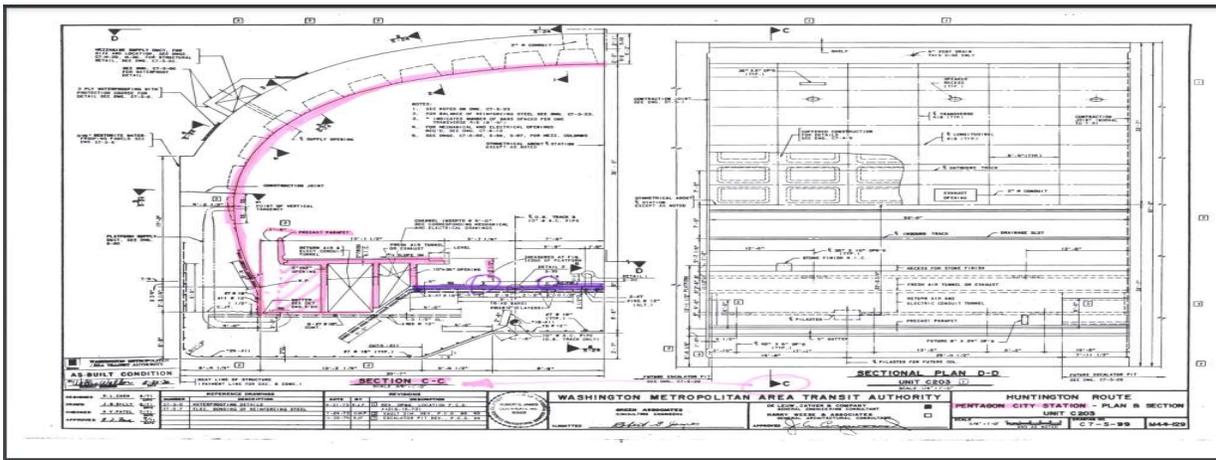


Figure 2 Highlighted area depicts graded barrier placement.

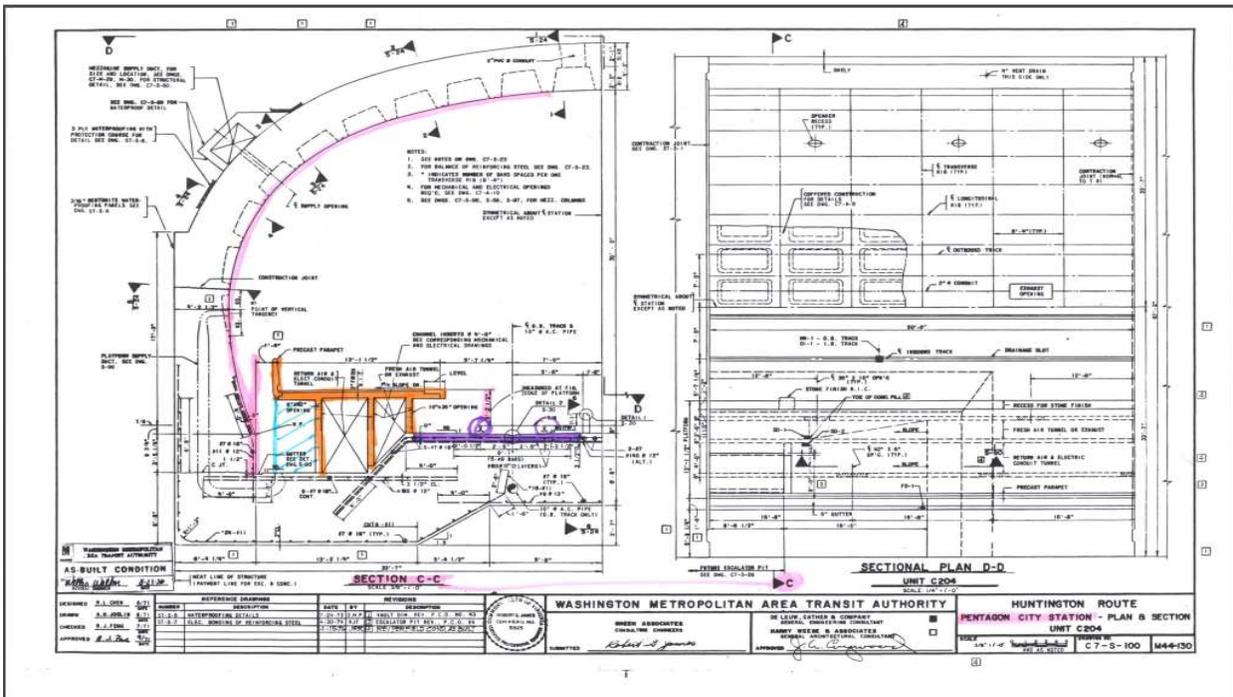


Figure 3 Highlighted area depicts graded barrier placement.

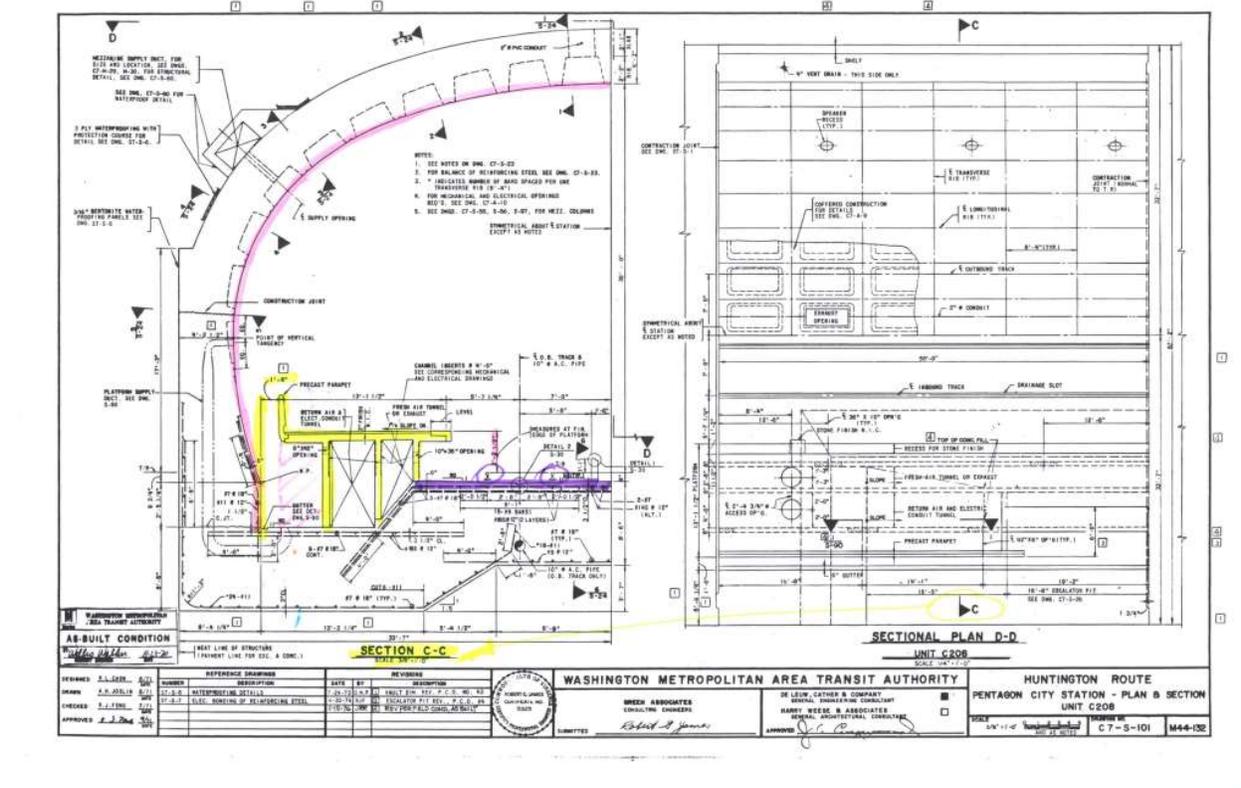
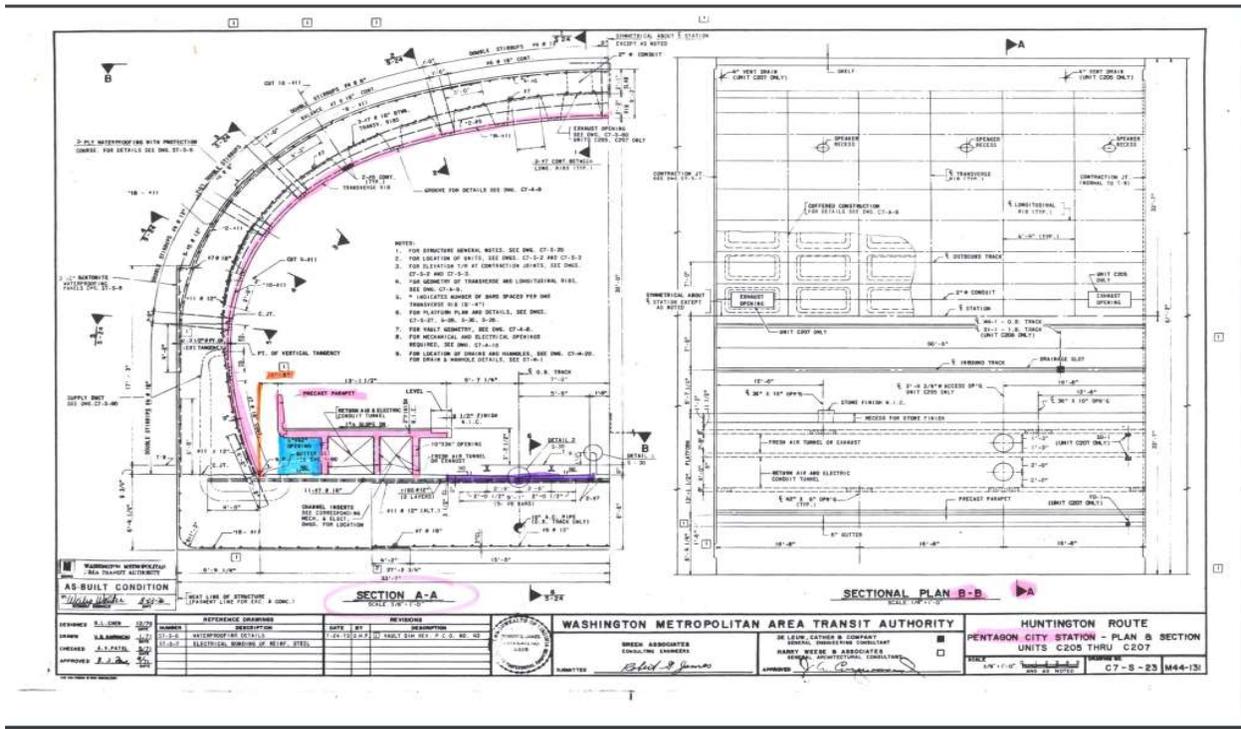


Figure 4 Highlighted area depicts graded barrier placement.

Chronological ARS Timeline

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

Time	Description
17:53:04 hours	<u>Train 410</u> : Reported a faint smell of smoke upon entry to Pentagon City Station. 410 further relates that there is no sign of fire, but smoke is emanating from the rear of their consist track 1 side. [Radio Ops3]
17:54:19 hours	<u>Radio RTC</u> : Made an announcement to all Ops3 operators to turn off EV's when entering Pentagon City and reported an unknown smoke condition. [Radio Ops3]
17:54:42 hours	<u>ROIC</u> : Called Station Manager and requested to investigate a smoke/fire condition on the Platform. [Radio ROIC2]
17:56:12 hours	<u>Station Manager</u> : Communicated with the ROCC that they were investigating the smoke condition on the platform on track 1 side. They further communicated that the smoke was emanating from behind the parapet wall by the eight-car marker. [Radio Ops3]
17:56:54 hours	<u>Radio RTC</u> : Instructed Train 410 to properly berth and inspect their train for damage or smoke. [Radio Ops3] <u>Train Operator</u> : Acknowledged and Repeated. [Radio Ops3]
17:57:56 hours	<u>Station Manager</u> : Reported that the fire was located behind the parapet wall on the track one side. The Station manager further noted they were equipped with a fire extinguisher. [Radio Ops3]
17:58:22 hours	<u>Radio RTC</u> : Instructed Train 410 to disregard their last instruction. <u>Train 410</u> : Acknowledged and Repeated. [Radio Ops3]
17:59:33 hours	<u>Station Manager</u> : Reported that fans were activated. The smoke was starting to dissipate. [Radio Ops3]
18:03:57 hours	RTRA Supervisor on the scene. [Radio Ops3]
18:04:48 hours	<u>MTPD Dispatcher</u> : Reported smoke at Pentagon City Station- smoke/fire is reported behind the parapet wall – Track 1- the Train has been offloaded. Assigned multiple units to respond. <u>MAC</u> : The Station has been evacuated, and a bus bridge has been established. [MTPD1x]
18:06:28 hours	MTPD on scene. Updated that the Arlington Fire Department is on the scene and presently on the platform. [MTPD1x]
18:10:00 hours	<u>MTPD</u> : Established Command by the Kiosk and requested a Rail and Bus supervisor respond. [MTPD1x]
18:11:53 hours	<u>MAC</u> : Advised that an RTRA Supervisor is present at Pentagon City. [MTPD1x]
18:12:20 hours	<u>MTPD</u> : Reported no injuries, further reported station has been evacuated, and only ACFD, RTRA, and MTPD personnel are present on the platform. [MTPD1x]
18:13:20 hours	<u>MTPD</u> : Repositioned command to the topside of Pentagon City, conjoining with the ACFD command post. Assigned a secondary MTPD Unit as the Forward Liaison. [MTPD1x]
18:15:10 hours	ACFD reported a smoke condition that is worsening and smells like paper burning. [Open Mhz]
18:15:47 hours	<u>MAC</u> : Advised that the station is being bypassed-no trains into Pentagon City. <u>MTPD</u> : Reports no source of fire/smoke found. ACFD is still investigating. Requests fan activation and for power to be brought down. [MTPD1x]

Time	Description
18:16:53 hours	<u>Radio RTC</u> : Granted RTRA Supervisor foul time for track one only to hot stick and confirm power is de-energized. <u>RTRA Supervisor</u> : Acknowledged and Repeated. [Radio Ops3]
18:17:13 hours	<u>MTPD</u> : requested to switch to channel MTPD2x. <u>MAC</u> : Acknowledged and Repeated [MTPD1x]
18:17:32 hours	<u>MTPD</u> : Radio communication is poor, and transmissions are distorted. Forward Liaison reports that power is down, confirmed by ACFD WSAD. ACFD is still investigating the source. [MTPD2x]
18:17:45 hours	<u>Radio RTC</u> : Made an announcement to all Ops 3 operators that they are turning trains at Pentagon City and the airport due to the smoke condition at Pentagon City. [Radio Ops3]
18:19:10 hours	RTRA Supervisor confirmed power is de-energized on Track 1 at Pentagon City. [Radio Ops3]
18:20:05 hours	RTRA Supervisor reported in a place of safety. Foul time is relinquished. [Radio Ops3]
18:20:15 hours	ACFD requested tunnel fan activation. [Open Mhz]
18:21:57 hours	The ROCC confirmed that fans are on the exhaust. [Open Mhz]
18:24:15 hours	<u>MTPD</u> : Reports source. Reported that smoke/fire was located behind the parapet wall and advised of a secondary trash can fire on track 1 heading towards Crystal City. [MTPD2x]
18:24:39 hours	<u>Open Mhz</u> : Unified Command designated, the top side of Pentagon City Station on 12 th street.
18:28:02 hours	<u>MTPD</u> : Transfer of Command reported. Command remains the same. [MTPD2x]
18:29:08 hours	MTPD: ACFD has cleared the roadway. Reports fire/smoke extinguished. [MTPD2x]
18:31:09 hours	Fire condition extinguished. [Open Mhz]
18:31:58 hours	<u>MTPD</u> : Requested for exhaust fans to be activated and a second request for a Bus Supervisor for the Bus Bridge. [MTPD2x]
18:32:00 hours	Exhaust Fans activated [AIMS Event Log]
18:32:22 hours	Fire extinguished; the Unified Command is terminated. [Open Mhz]
18:33:56 hours	<u>MTPD</u> : Forward Liaison confirmed all ACFD, WMATA personnel, and equipment have cleared the roadway/track. Forward Liaison notes that the fans are not working at full strength. [MTPD2x]
18:36:04 hours	<u>MTPD Dispatcher</u> : MAC stated that the fans are activated, and they are currently researching the ETA on the Bus Supervisor. [MTPD2x]
18:37:10 hours	<u>MAC</u> : Requested to restore power and begin to bypass the station or service the station. <u>MTPD</u> : inaudible- Acknowledged and Repeated. Will verify with the Forward Liaison. [MTPD2x]
18:39:59 hours	<u>MTPD</u> : Requested for power restoration, the roadway is clear of personnel and equipment. <u>MAC</u> : Acknowledged and Repeated. Track one and two. [MTPD2x]
18:41:28 hours	<u>Radio RTC</u> : Transmitted that third rail power was being restored to tracks 1 and 2 at Pentagon City Station. [Radio Ops3]

Time	Description
18:44:54 hours	ACFD returned the command to MTPD. The command post is repositioned to the platform of Pentagon City. [MTPD2x]
18:48:02 hours	MAC advised that power has been restored to tracks one and two. [MTPD2x]
18:51:28 hours	MTPD returned the station to full service. Confirmed that the fire was behind the parapet wall and all the smoke had dissipated. [MTPD2x]
18:53:13 hours	Pentagon City Station opened for revenue service. [MTPD2x]
18:53:40 hours	<u>Radio RTC</u> : Announced normal service was resumed on track and 2 at Pentagon City Station. [Radio Ops3]

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

Weather

On April 9, 2023, at the time of the incident, NOAA recorded the temperature as 50°F, with sunny skies. This event occurred within a tunneled section of the rail system. The weather was not a contributing factor in this incident (Weather source: NOAA – Location: Arlington, VA)

Advanced Information Management System (AIMS)

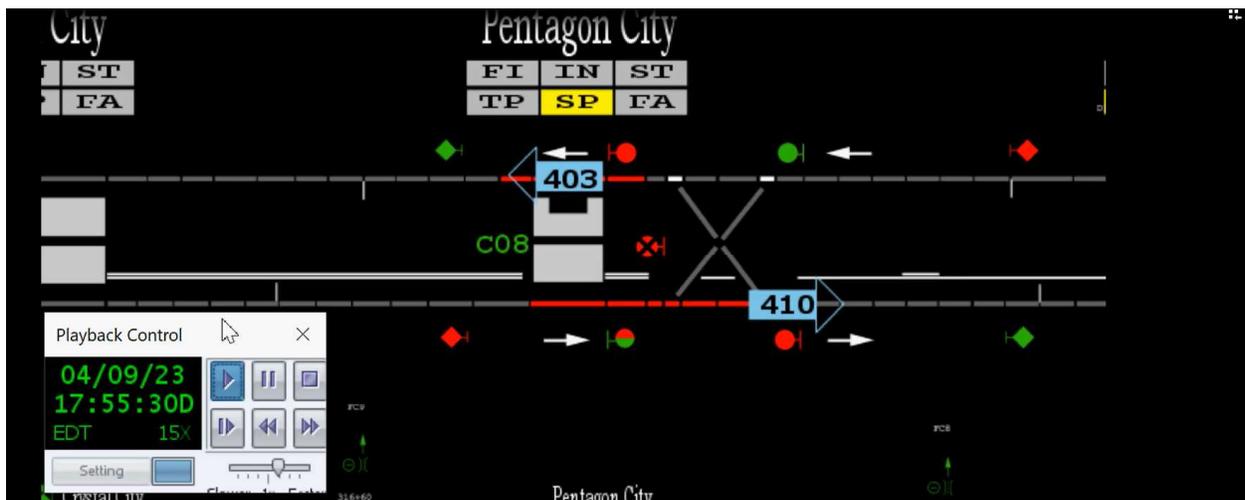


Figure 5 Train 410 on Platform in Pentagon City Station

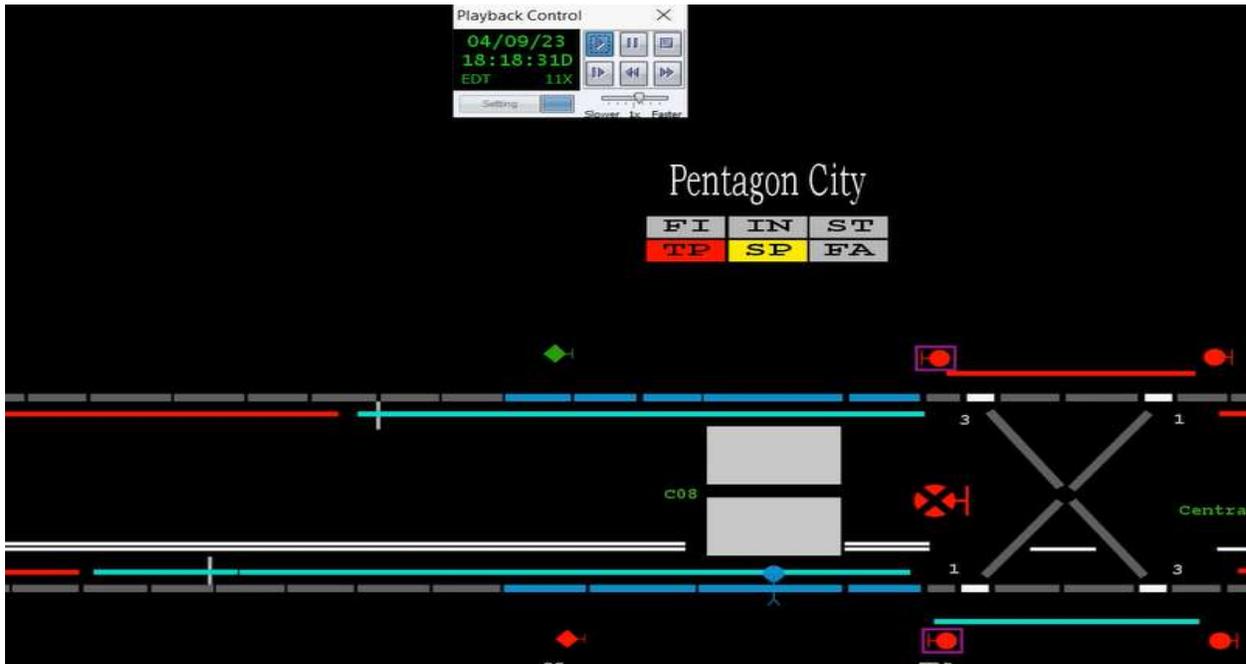


Figure 6 Power Down Pentagon City Station Track 1&2

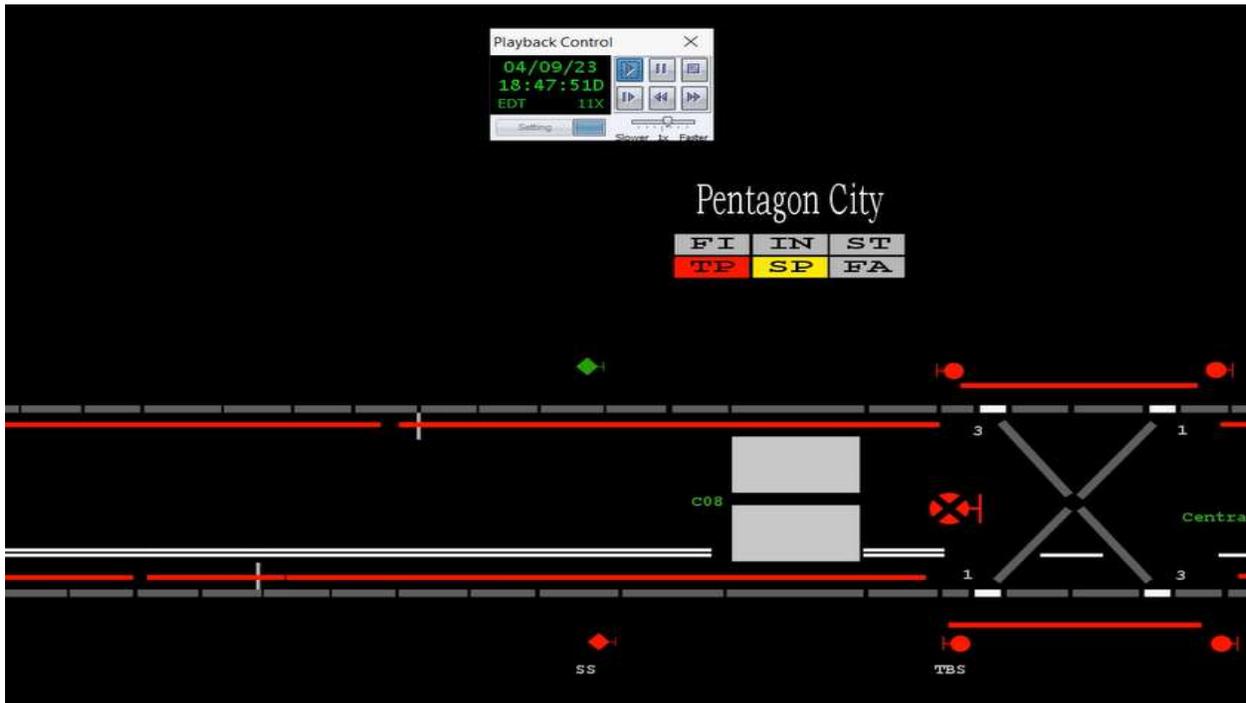


Figure 7 AIMS Pentagon City Power restored

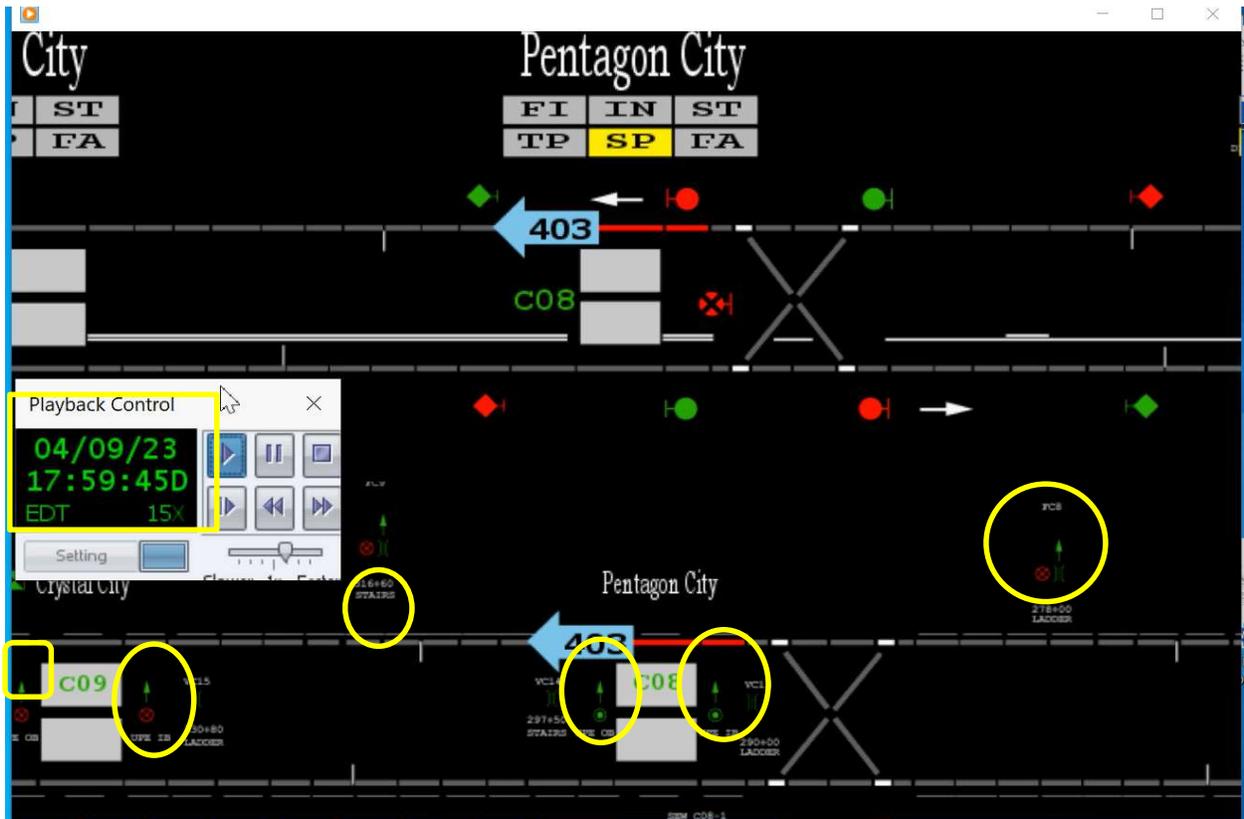


Figure 8 AIMS FANS ACTIVATION PG-1

18:32:05.851D	04/09/23	Pentagon City	FC8 Fan	Exhaust	COMMANDED	Exhaust	BY 006286	AT vawksfacil2pp
18:32:05.851D	04/09/23	Pentagon City	FC8 Fan	On	COMMANDED	Emergency On	BY 006286	AT vawksfacil2pp
18:32:06.007D	04/09/23	Fort Totten L	E06-3	Substation	Inverter	Output	CURRENT STATE =	Invalid 00
18:32:07.226D	04/09/23	Pentagon City	FC8 Fan	Status	COMMANDED	CHANGE =	Emergency	On

Figure 9 AIMS Event log – Fan Activation

Office of System Maintenance, Office of Radio Communication (COMR)

Adopted from COMR report:

“Work order #17703821 has been open for a communication issue between Stations C07- C09. The IT (Information Technology) Fiber group identified a low-fiber-optic signal cable and connectors that are not in compliance. The Fiber group has ordered replacement equipment and work commenced on April 10th, 2023. The Comprehensive Radio Communication System (CRCS) communication radio is working as designed in the area.”

Maximo work order#17703821 was completed on April 24, 2023. The radio communication system was tested, and return results were loud and clear.

*****Note: CRCS is an abbreviation of Comprehensive Radio Communication System, a name given to the UHF SmartX system to differentiate it from the then decommissioned VHF System.*****

System Performance On-Time Summary (SPOTS)

Spots Report 1 Spots Report 2 Spots Wild cards

ROCS SPOTS REPORT

based on up-to-the-second operational performance data from the Rail Operations Control System

Current date/time: Tue Aug 22 08:41:55 2023

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: Apr 9 2023 Select Times (0-24HRS): From 17:00 To 19:00

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
454	C08-1	6	19	17:00:34	17:00:51	17				17:00:01	17:01:14	3181-3180.3111-3110.3095-3094	-
407	C08-1	8	72	17:04:58	17:05:13	15				17:04:29	17:05:35	6102-6103.6120-6121.6098-6099.6166-6167	4:24
455	C08-1	6	19	17:15:10	17:15:35	25				17:14:44	17:15:55	6067-6066.6059-6058.6035-6034	10:12
408	C08-1	6	72	17:21:32	17:21:46	14				17:21:06	17:22:07	2051-2050.2065-2064.3227-3226	6:22
810	C08-1	6	94							17:24:00	17:24:32	unknown	-
456	C08-1	6	19	17:30:22	17:33:07	165				17:29:22	17:33:29	6089-6088.6173-6172.6155-6154	8:50
409	C08-1	8	72	17:44:44	17:45:04	20				17:44:16	17:45:28	6018-6019.6122-6123.6178-6179.6072-6073	14:22
457	C08-1	6	19	17:47:49	17:48:05	16				17:47:15	17:48:37	6170-6171.6033-6032.6150-6151	3:05
410	C08-1	6	72	17:53:32	17:54:59	87				17:52:25	17:55:37	6136-6137.6130-6131.6147-6146	5:43
460	C08-1	0	19							18:59:34	19:00:46	6044-6045.6052-6053.6005-6004	-

Figure 10 SPOTS report indicating last train to service Pentagon City Station

Human Factors

Evidence of Fatigue

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

Fatigue Risk

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.

Written Statement Findings

Adopted from Written Report with minor formatting and grammatical edits

Station Manager (Written Report)

- I received a call from ROIC informing me that there was a fire or smoke in the station reported and to give a radio check to go investigate.
- While walking down track 1 side platform, I noticed smoke coming from behind the parapet wall.
- I updated ROIC so we could evacuate the station and call the fire department.

Incident Date: 04/09/2023 Time: 17:55 hours
Final Report – Evacuation for Life Safety Reasons
E23237

Drafted By: SAFE 706 – 06/01/2023
Reviewed By: SAFE 704 – 06/02/2023
Approved By: SAFE 71 – 06/08/2023

- The Station manager and I (redacted) attempted to extinguish the fire with extinguishers in the fire cabinet.
- Supervisor (redacted) and Station manager (redacted) came with the kiosk extinguishers to help out as well.
- The remaining Station Managers (redacted) went to secure the gate.

Station Manager #2 (Written Report)

- I noticed Station Manager (redacted) running in the Kiosk at Pentagon City to get a fire extinguisher and then run to the end of the Platform track#1 direction of Crystal City.
- I noticed Station Manager redacted spraying a fire extinguisher behind the parapet wall then (redacted) sprayed their extinguisher and then mine.
- When the Fire Department arrived, I updated them and consistently gave Central information related to the incident and asked them to turn on the fans.
- I had to go down and hot stick and verify with foul time that third rail power was deactivated.
- Once, I verified, I told Central the information and that I was in a place of safety.
- I informed Central that the fire/smoke was not on the roadway but located behind the parapet wall.
- The Fire Department determined the source of the fire was trash burning behind the parapet wall.

Station Manager#3 (Written Report)

- *Station manager (redacted) received a call from the ROIC to investigate smoke coming from the platform.*
- *I along with (redacted) went to investigate the smoke and fire condition on the platform.*
- *Once I arrived on the scene, at the parapet wall with the fire extinguishers, I assisted the other station managers with attempting to extinguish the smoke/fire.*
- *We evacuated Pentagon City until the fire Department arrived.*

Findings

- Customers were observed smoking and discarding spent smoking material in the area of the fire nine minutes before the first report of smoke odor.
- Trash and combustible debris were found in the area of the fire event.
- Radio transmissions were poor/low quality, requiring cellphones to be used for communication throughout the event.
- Tunnel Fans were initially reported as not being effective at the outset of the event. It was determined that the spent fire extinguisher material contributed to the haze in the station.
- There were no significant findings related to the evacuation of the station or recovery.
- The original fire alert service call came from the Arlington County Fire Department.

Immediate Mitigation to Prevent Recurrence

- The station was evacuated at 18:04 hours.
- Station Managers located and attempted to extinguish the fire/smoke condition.
- ACFD responded, located, and extinguished the fire/smoke condition.
- Tunnel Fans were activated.

Related Rules and Procedures

- MSRP SOP #1A - Command Control and Coordination of Emergencies on the Rail System
- MSRP SOP #678 – Fire and Smoke on the Metrorail System.

Incident Sites of Recent Fire Events

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.

Probable Cause Statement

The probable cause for this Evacuation for Life Safety Reasons at Pentagon City Station was combustible material accumulating behind the parapet wall, ignited by discarded smoking material. A Contributing Factor to the event was the accumulation of trash/debris behind the parapet wall. A Unified Command was established, and no significant deficiencies were identified with command and control of the event.

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: <ol style="list-style-type: none">0. 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)1. Procedure enhancement - Use of a flame-resistant tarp or blanket to cover the lighting during cleaning operations.2. Engineering Control - Revisiting grate covering pilot installed at core stations.	PLNT	Pending
107542_SAFE CAPS_COMR_ 001	Evaluate and repair radio communications deficiencies at Pentagon City Station. (Completed per Work Order 17703821)	COMR	Completed

Appendices

Appendix A –Summaries of Written Statements

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

Adopted from Written Report with minor formatting and grammatical edits

Station Manager (Written Report)

“I received a call from ROIC informing me that there was a fire or smoke in the station reported and to give a radio check to go investigate. While walking down track 1 side platform. I noticed smoke coming from behind the parapet wall, I updated ROIC so we could evacuate the station and call the fire department. Station manager (redacted) and I attempted to extinguish the fire with extinguishers in the fire cabinet. Supervisor (redacted) and Station manager (redacted) came with the kiosk extinguishers to help as well. Station Managers (redacted) went to secure the gate.”

Station Manager #2 (Written Report)

Adopted from Written Report with minor formatting and grammatical edits

“I noticed Station Manager (redacted) running in the Kiosk at Pentagon City to get a fire extinguisher and then run to the end of the Platform track#1 direction of Crystal City. I noticed Station Manager (redacted) spraying a fire extinguisher behind the parapet wall then (redacted) sprayed their extinguisher and then mine. When the Fire Department arrived, I updated them and consistently gave Central information related to the incident and asked them to turn on the fans. I had to go down and hot stick and verify with foul time that third rail power was deactivated. Once, I verified, I told Central the information and that I was in a place of safety. I informed Central that the fire/smoke was not on the roadway but located behind the parapet wall. The Fire Department determined the source of the fire was trash burning behind the parapet wall.”

Station Manager #3 (Written Report)

Station manager (redacted) received a call from the ROIC to investigate smoke coming from the platform. I along with (redacted) went to investigate the smoke and fire condition on the platform. Once I arrived on the scene, at the parapet wall with the fire extinguishers, I assisted the other station managers with attempting to extinguish the smoke/fire. We evacuated Pentagon City until the fire Department arrived.

Appendix B – Photographs

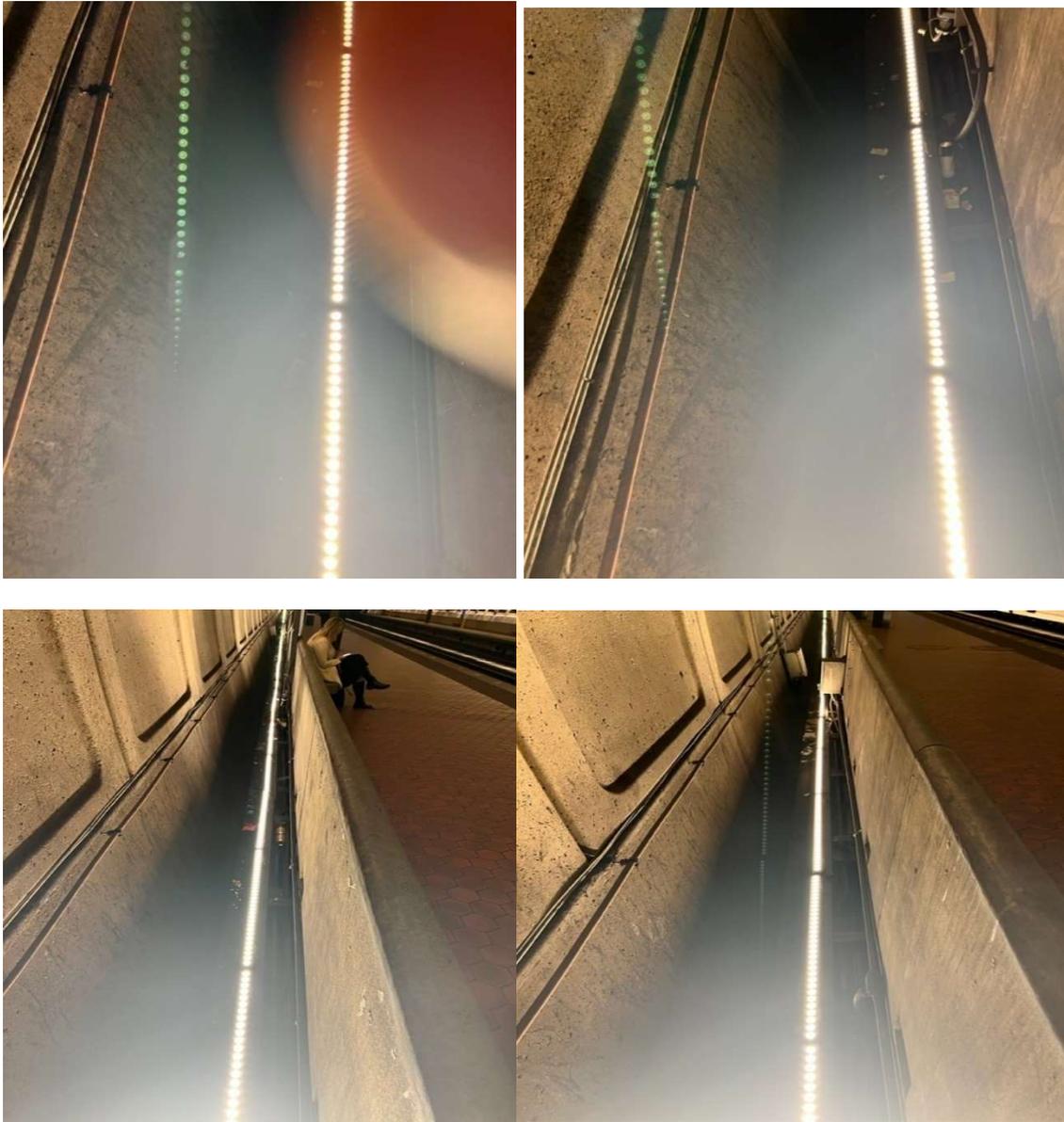


Figure 11 Photos of trash behind Parapet Wall Track 1 side



Figure 12 Photographs behind the Parapet walls on Track 1 side



Figure 13 Metal Grates installed behind the Parapet walls located at Gallery Place Station

Appendix B – Work Orders



Washington Metropolitan Area Transit Authority
Maintenance and Material Management System
Work Order Details

Page 1 of 4
M076PROD

Work Order #: 17703821
Type: CM



Status: CLOSE
04/26/2023 01:25

Work Description: C07 - C09 PSRS tunnel to Crystal City, OOR
Job Plan Description:

Station: Crystal City
DAQ Readings:
Entrance 1 DAQ - 5.00
Kiosk 1 - 1.00
Mezzanine 1 DAQ - 1.00
Inbound Platform 1 DAQ - 1.00
Center Platform 1 DAQ - 1.00
Outbound Platform 1 DAQ - 1.00
Notes: Bonk on mezzanine/kiosk level and platform levels. Was able to receive but not transmit.

Work Information

<p>Asset: COMM009 COMM, COMMUNICATIONS SYSTEM, C09 Asset Tag: Asset S/N: COMM C09 Location: 792D C09, CRYSTAL CITY, STATION, PLATFORM 2, ROOM 107, COMMUNICATIONS ROOM</p>	<p>Owning Office: COMM-TSSM Maintenance Office: COMM-TSSM-CFLD Labor Group: COMMR3RADO Crew:</p>	<p>Parent: Create Date: 02/27/2023 14:19 Actual Start: 04/26/2023 01:24 Actual Comp: 04/26/2023 01:24</p>
<p>Work Location: Failure Class: COMR006 PSS TUNNEL SYSTEM Problem Code: 3653 UPLINK COMM PROBLEM Requested By: Arlington County, PSRS Chain Mark Start: Create-Mileage: 0.0</p>	<p>Lead: [REDACTED] GL Account: WMATA-02-33540-50499280-042-*****-OPR** Supervisor: [REDACTED] Requestor Phone: Chain Mark End: Complete-Mileage: 0.0</p>	<p>Item: R6000001 Target Start: Target Comp: Scheduled Start:</p>

Task IDs

Task ID	See description	Work Accompl:	Reason:	Status:	Position:	Warranty?:
10	See description 363 and 3075 checked the HE at C09 and found alarm. Also, the the ARL PSRS radio goes out of range. Checked the DL out at the Penthouse which is ~236ftm. At the penthouse we noticed K01 HE and C09 HE has alarm. Need to check the fiber Tx/Rx to and from the HE's.			CLOSE		N
20	See Description 365 and 3129 responded to this ticket - Performed ARL PSRS radio check C07 to C09, found Unable to transmit nor Received in the tunnel. - Checked ARL PSRS Head End at C09, found low DL signal present and no Uplink - Checked all cables and power to the equipment; all OK Need to check fiber link between C09 and Ar. Donor site			CLOSE		N

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Figure 14 Maximo Work order#17703821 Pg-1



Washington Metropolitan Area Transit Authority
 Maintenance and Material Management System
 Work Order Details

Work Order #: 17703821
 Type: CM



Status: CLOSE
 04/26/2023 01:25

Work Description: C07 - C09 PSRS tunnel to Crystal City, OOR
 Job Plan Description:

Task ID	Task Description	Component:	Work Accomp:	Reason:	Status:	Position:	Warranty?:
30	See description - Com unit 3075, 363 and 366 responded to this ticket and performed fiber link test with IT department work crew. After so many trials, even we could get the indicator light at penthouse, still the issue is not solved. As per the IT crew C09 is far from penthouse the light test couldn't reach at C09. due to time, they couldn't further trouble shoot. Therefore, it is better to call them and do further troubleshoot to solve this problem.				CLOSE		N
40	Was instructed per supervisor to go C09 DL found C07- C09 out of range. 3062 and 3051 found a known issue with Crystal City PSRS known fiber issue. It was troubleshooting but according to the previous ticket that need to do some more investigation.				CLOSE		N
50	See Description 3051 and 363 worked with the IT fiber personnel. They found some issue from Pentagon to Crystal city and are working on it.				CLOSE		N
60	IT informed us that the fiber was back up and working Went to C09 to check communication. At this point there is still no communication. Checked amp for DI signal. DL was present at +7 at the output. Could not check the UI due to time.				CLOSE		N
70	See description 3051 and 363, with IT personnel (Fiber issue), find out that: - For C09 HE, the fiber to RF TixRx box at the Pent House have a problem, needs to be replaced or maintained. - For C04 HE there seems to be a fiber issue between the pent house and C04. Work in progress.				CLOSE		N
80	Met up with the Fiber techs to escort to Arlington penthouse They checked the fiber for Crystal City and reported that the fiber was up and working. Observe that the uplink link light was still off. Went to the station to see if radio was working. Still have a uplink issue. Downlink appears to be ok.				CLOSE		N
90	Attempted to radio checks from C09-C07 no uplink. C05 to C04 OOR both tracks as well. Forwarded pictures to Leo Acors of penthouse equipment and headends fiber modules.				CLOSE		N
100	See description - Rechecked the DL signal for C04 PSRS Radio system but still the DL link issue is not solved. - At penthouse also we observed that for Crystal city card has power cable issue and it needs to be solder. - The power fuse (3.15 Amp) also should replace to restore the upper 3 cards.				CLOSE		N

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Figure 15 Maximo Work order#17703821Pg 2



Washington Metropolitan Area Transit Authority
Maintenance and Material Management System
Work Order Details

Work Order #: 17703821
Type: CM



Status: CLOSE
04/26/2023 01:25

Work Description: C07 - C09 PSRS tunnel to Crystal City, OOR

Job Plan Description:

Task IDs						
Task ID	Component:	Work Accomp:	Reason:	Status:	Position:	Warranty?:
110	See description			CLOSE		N
The power fuse (3.15 Amp) could not be replaced to restore the upper 3 cards. Need to acquire the right fuse for replacement. 3075 has the blown fuse.						
120	We replaced the right fuse at Arlington Penta house and restore the power issue. but due to the card issue at Penta house, the link issue still not solved.			CLOSE		N
- We replaced the right fuse at Arlington Penta house and restore the power issue. but due to the card issue at Penta house, the link issue still not solved.						
130	RETESTED C07-C09 PSRS OCC. RADIO LOUD AND CLEAR			CLOSE		N
100-112-203-002 600MHZ TUNNEL PSRS						
Component:	EQUIPMENT	Work Accomp: TESTED	Reason: IMPROVED RELIABILITY	Status: CLOSE	Position:	Warranty?: N

Actual Labor									
Task ID	Labor	Start Date	End Date	Start Time	End Time	Approved?	Regular Hours	Premium Hours	Line Cost
		02/28/2023	02/28/2023	08:00	11:00	Y	03:00	00:00	\$139.80
		03/05/2023	03/05/2023	08:00	11:00	Y	03:00	00:00	\$139.80
		02/28/2023	02/28/2023	08:00	11:00	Y	03:00	00:00	\$139.80
		03/01/2023	03/01/2023	19:00	22:00	Y	03:00	00:00	\$140.49
		03/01/2023	03/01/2023	19:00	22:00	Y	03:00	00:00	\$138.42
		03/03/2023	03/03/2023	10:00	14:00	Y	04:00	00:00	\$188.23
		03/01/2023	03/01/2023	06:00	14:00	Y	08:00	00:00	\$372.80
		03/01/2023	03/01/2023	06:00	14:00	Y	08:00	00:00	\$372.80
		03/01/2023	03/01/2023	06:00	14:00	Y	08:00	00:00	\$372.80
		03/03/2023	03/03/2023	10:00	14:00	Y	04:00	00:00	\$197.42
		03/09/2023	03/09/2023	08:00	14:00	Y	06:00	00:00	\$279.60
		03/09/2023	03/09/2023	08:00	14:00	Y	06:00	00:00	\$296.13
		03/13/2023	03/13/2023	10:00	14:00	Y	04:00	00:00	\$197.42
		03/14/2023	03/14/2023	08:00	14:00	Y	06:00	00:00	\$279.60
		03/14/2023	03/14/2023	08:00	14:00	Y	06:00	00:00	\$296.13
		04/11/2023	04/11/2023	10:30	14:00	Y	03:30	00:00	\$172.74

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06/1/2023 09:50

Figure 16 Maximo Work Order# 17703821 Pg -3

Incident Date: 04/09/2023 Time: 17:55 hours
Final Report – Evacuation for Life Safety Reasons
E23237

Drafted By: SAFE 706 – 06/01/2023
Reviewed By: SAFE 704 – 06/02/2023
Approved By: SAFE 71 – 06/08/2023



Washington Metropolitan Area Transit Authority
Maintenance and Material Management System
Work Order Details

Work Order #: 17703821
Type: CM



Status: CLOSE
04/26/2023 01:25

Work Description: C07 - C09 PSRS tunnel to Crystal City, OOR
Job Plan Description:

Actual Labor									
Task ID	Labor	Start Date	End Date	Start Time	End Time	Approved?	Regular Hours	Premium Hours	Line Cost
		04/11/2023	04/11/2023	14:00	16:00	Y	00:00	02:00	\$148.06
		04/12/2023	04/12/2023	10:00	14:00	Y	04:00	00:00	\$186.40
		04/12/2023	04/12/2023	10:00	14:00	Y	04:00	00:00	\$197.42
		04/13/2023	04/13/2023	06:00	14:00	Y	08:00	00:00	\$394.63
		04/13/2023	04/13/2023	06:00	14:00	Y	08:00	00:00	\$372.80
		04/14/2023	04/14/2023	11:00	14:00	Y	03:00	00:00	\$139.80
		04/14/2023	04/14/2023	11:00	14:00	Y	03:00	00:00	\$148.06
		04/20/2023	04/20/2023	11:00	14:00	Y	03:00	00:00	\$139.80
		04/21/2023	04/21/2023	11:00	14:00	Y	03:00	00:00	\$139.80
		04/26/2023	04/26/2023	00:00	02:00	Y	02:00	00:00	\$85.02
		04/26/2023	04/26/2023	00:00	02:00	Y	02:00	00:00	\$96.41
Total Actual Hour/Labor:							118:30	02:00	\$5,772.36

Failure Reporting					
Cause	Remedy		Supervisor		Remark Date
3192 TESTED / INSPECTED	3191	TESTED - NO TROUBLE FOUND	E006020 Jackson, Kenneth F.		04/26/2023
Remarks: RETESTED C07-C09 PSRS OCC. RADIO LOUD AND CLEAR.					

Figure 17 Maximo Work Order#17703821 Pg 4

Work Order: 17795346 REPORT OF A SMOKE BEHIND THE PARAPET WALL  Long Description

Asset: IC08  Detail Menu C08 PENTAGON CITY STATION

Work Location: >  Long Description

Asset Tag: C08 PENTAGON CITY STATION 

Domicile Location: C > ORIM, C Line, Huntington 

RPM Loc: _____

Equipment Belongs To: IC0

Facility Location: C08  PENTAGON CITY STATION

Work Type: CM 

Operational Status: OPERATING  

Status Reason:  Select Value

Maintenance Alert?

Asset/Location Priority: _____

Asset Up?

WO Priority: 3 

MSDS?: _____

Maintenance Information 

Start	End
Chain Marker: 290	Chain Marker: 296
Offset(ft): 70	Offset(ft): 70

Job Details 

Work Location: > 

Component Code: 200-Q07 > PARAPET WALL-RIGHT OF WAY  Long Description

Position Code: 

Appendix C – Supervisor Report



Washington Metropolitan Area Transit Authority
Rail Operations Supervisor Report



Incident Date	Incident Time	Location (Station/Division)	Track/Mezz Number
4-210-23	5:55pm	Pentagon City	Trk.#1Mezz.44
Type of Incident			
Rule Violation (SOP #)	Commendation (Yes/No)	Other	
N/A	N/A	Fire behind the parapet wall	
Equipment Involved in the Incident			
Train ID and Car Numbers	Escalator Number	Elevator (Platform/Street)	Room Number
N/A	N/A	N/A	N/A
WMATA Employee/Contractor Involved Information			
Name	Employee Number	Division	
N/A	N/A	N/A	
N/A	N/A	N/A	
N/A	N/A	N/A	
Customer Involved Information			
Name	Address		
N/A	N/A		
N/A	N/A		
N/A	N/A		
Miscellaneous Information			
Customer Injury (Yes/No)	N/A		
Employee/Contractor Injury (Yes/No)	N/A		
Post Incident Transport (Yes/No)	N/A		
Responding Personnel			
Department	Arrival Time	Unit/Engine/Ambulance/Badge Number	Contact Person
N/A	6:02pm	Engine 105	N/A
N/A	6:02pm	Engine 161	N/A
N/A	6:14pm	[REDACTED]	N/A
N/A	N/A	N/A	N/A

Page 1 of 2

Figure 18 RTRA Supervisor Report Page-1

Incident Date: 04/09/2023 Time: 17:55 hours
 Final Report – Evacuation for Life Safety Reasons
 E23237

Drafted By: SAFE 706 – 06/01/2023
 Reviewed By: SAFE 704 – 06/02/2023
 Approved By: SAFE 71 – 06/08/2023



Washington Metropolitan Area Transit Authority
 Rail Operations Supervisor Report



Please Provide a Chronological Account of the Incident

On 4-9-23 I noticed Station Manager [REDACTED] running in the kiosk at Pentagon City to get a fire extinguisher and then down to the end of the platform Trk. #1 direction Crystal City. I noticed Station Manager [REDACTED] spraying a fire extinguisher behind the parapet wall then Mr. Freeman sprayed his and then myself. When the Fire Department arrived I updated them and also consistently gave Central information related to the incident and also asked them to turn on the fans. I had to go down and hot stick and verify with foul time that third rail power was deactivated. Once I verified I told Central the information and that I was back on the platform and relinquished my foul time rights. The Fire Department went down on the roadway Trk. 1 to make sure that there was no fire on the roadway. I did tell them earlier that I noticed smoke coming from behind the parapet wall. They determined the source of the fire was trash burning behind the parapet wall. Failure number for replacement fire extinguisher's 17795355. Failure number for trash clean up behind the parapet wall 17795346.

Supervisor Name and Email	Signature	Date
[REDACTED]	[REDACTED]	4-10-23
Reviewed By	Signature	Date
[REDACTED]	[REDACTED]	4/11/2023

figure 19 RTRA's Supervisor Report PG-2

Appendix D – Station Manager’s Incident Report

WMATA/RTRA Incident/Accident Report (Other than Motor Vehicle) Page 1 of 2			
Incident Information: This page must be completed for all incidents			
Date: 4-9-2023	Incident Time: 5:55pm	Time Reported: 5:55pm	Reported by: Customer <input type="checkbox"/> Employee <input type="checkbox"/> ROCC <input type="checkbox"/> Other <input checked="" type="checkbox"/> ROIC
Location			
Station PENTAGON CITY	Mezzanine # 44	Track #/Destination TRACK #1 PARA D+ wall	Chain Marker/Signal Number N/A
TYPE OF INCIDENT			
<input type="checkbox"/> Property Damage	<input checked="" type="checkbox"/> Smoke	<input checked="" type="checkbox"/> Fire	<input type="checkbox"/> Customer Complaint
<input type="checkbox"/> Customer injury	<input type="checkbox"/> Customer Illness	<input type="checkbox"/> Employee Injury	<input type="checkbox"/> Employee Illness
<input type="checkbox"/> Criminal Activity	<input type="checkbox"/> Elevator Entrapment	<input type="checkbox"/> Rail Vehicle Incident	<input type="checkbox"/> Other (Explain in description of incident)
WEATHER		LIGHT CONDITIONS (natural lighting)	LIGHTING (artificial lighting)
Clear <input checked="" type="checkbox"/> Rain <input type="checkbox"/>	Dawn/Dusk <input type="checkbox"/> Daylight <input checked="" type="checkbox"/>	Lights On <input checked="" type="checkbox"/> Lights Off <input type="checkbox"/>	Lights Not Working <input type="checkbox"/>
Snow <input type="checkbox"/> Sleet/Ice <input type="checkbox"/>	Dark <input type="checkbox"/> Tunnel/Underground <input type="checkbox"/>		
STATION INCIDENTS: Always include equipment number you use for MOC/AFC/EOC			
Elevator/Escalator#: N/A	AFC #: N/A	Room Number/Location: PARA D+ wall (1779 5355)	
Failure Number(s): PARA D+ wall cleaning (1779 5346), Fire Extinguishers			
Parking Lot <input type="checkbox"/> Paid Area <input type="checkbox"/> Free Area <input type="checkbox"/> Garage <input type="checkbox"/> Station Entrance <input type="checkbox"/> Stairway # <input type="checkbox"/> Platform <input checked="" type="checkbox"/> Ancillary Room <input type="checkbox"/>			
Injury/Illness reported aboard Train <input type="checkbox"/> Other <input type="checkbox"/>			
Name of Responding Supervisor: [REDACTED]		Name/Department of PLNT/AFC or other WMATA responder ERT / POWER	
TRAIN INCIDENTS			
Train ID N/A	Destination N/A	Car Numbers(list all cars in consist): N/A	Lead Car: N/A
Name of Responding Supervisor: N/A		Name/Department of CMNT/TRST or other WMATA responder N/A	
DESCRIBE THE INCIDENT: Include what you did to correct the problem and who you notified and when.			
Describe any property damage and the extent of any injuries.			
<p>I recieved a call from ROIC informing me that it was Fire or Smoke in the Station reported and to give a radio check to go investigate. While walking down track 1 side platform I notice smoke coming from behind the Para D+ wall. I updated ROIC so we could evacuate the station and call fire department. Myself and [REDACTED] attempted to extinguish the fire with extinguishers in fire cabinet. [REDACTED] and [REDACTED] came with knock extinguisher to help out as well. Station [REDACTED] went to secure the Gate</p>			
Employee Completing Report			
Employee Name (print): [REDACTED]	Employee Signature (print): [REDACTED]	Employee #: [REDACTED]	Date: 4-9-2023
Division: [REDACTED]	Run #: [REDACTED]	Block #: [REDACTED]	Assigned Days: [REDACTED]

Figure 20 Station Mangers Incident Report PG-1

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** N/A

Last Name, First Name				Employee #
N/A				N/A
Date of Birth	Sex	Home Phone	Work Phone	Cell Phone
N/A	N/A	N/A	N/A	N/A
Home Address			Email Address	
N/A			N/A	
Nature of Injury/Illness				
N/A				
Assistance Offered: Accepted <input type="checkbox"/> Declined <input checked="" type="checkbox"/> N/A				
If Transported: N/A				
Hospital:		Ambulance Number:	Arrival:	Departure:
N/A		N/A	N/A	N/A

Customer Involved **Employee Involved** **Witness** N/A

Last Name, First Name				Employee #
N/A				N/A
Date of Birth	Sex	Home Phone	Work Phone	Cell Phone
N/A	N/A	N/A	N/A	N/A
Home Address			Email Address	
N/A			N/A	
Nature of Injury/Illness				
N/A				
Assistance Offered: Accepted <input type="checkbox"/> Declined <input checked="" type="checkbox"/> N/A				
If Transported: N/A				
Hospital:		Ambulance Number:	Arrival:	Departure:
N/A		N/A	N/A	N/A

Police/Fire/Other Agencies Involved

Jurisdiction/Arrival Time	Name	Badge/Unit Number
ENGINE 105 / 6:02pm	N/A	N/A
ENGINE 161		
Jurisdiction/Arrival Time	Name	Badge/Unit Number
Transit Police / 6:14pm		

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.

for the evacuation of the station. Engine 105 and 161 arrived at 6:02pm to further investigate. We evacuated the station and closed it until everything was back to normal. I received Failure #15 number for the fire extinguisher, used as well as Para Put wall cleaning. The station reopened at 6:55pm. — nothing follows —

Figure 21 Station Managers Incident Report PG-2

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

Incident Information: This page must be completed for all incidents

Date: 4-9-2023 Incident Time: 5:55/P Time Reported: 5:57/P Reported by: Customer Employee
 ROCC Other ROIC

Location
 Station: PENTAGON CITY Mezzanine #: 244 Track #/Destination: TRK #2 PARA P:it WALL 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: PARA P:it WALL

Failure Number(s): FIRE EXTINGUISHERS (3) 17795356
 Parking Lot Paid Area Free Area Garage Station Entrance Stairway # Platform Ancillary Room
 Injury/Illness reported aboard Train Other

Name of Responding Supervisor: [REDACTED] Name/Department of PLNT/AFC or other WMATA responder: EERT/POWER

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

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.
Station Manager [REDACTED] received a call from ROIC to investigate smoke in the station coming from the platform. Myself, along with [REDACTED] went to investigate. Once I arrived on the scene at the PARA P:it wall with the fire extinguisher, I assisted the other Station Managers with the attempt to extinguish the smoke/fire. We evacuated Pentagon City Station until the Fire Dept. arrived.

Employee Completing Report
 Date: 4-18-23
 Division: ALEX Roll #: 812 Block #: Assigned Days: W/T
 To Be Completed By Reviewing Manager

Figure 22 Station Mangers#2 Incident Report Pg-1

Appendix – E – MTPD – Event Report

	Event Report		ORI-DCMTP0000
	Metro Transit Police Department		
Open	Type of Report	MTPD CCN 2023-03009	Local Jurisdiction Arlington, VA
Event Location			
Street 1250 S Hayes St		City, State ARLINGTON, VA 22202	
Date and Time of Event From To 4/9/2023 6:04:00 PM		Date and Time Reported 4/9/2023 6:04:02 PM	
Reporting Officer (Print) Badge # [REDACTED]		Second Officer (Print) Badge #	
Supervisor's Name (Electronically Approved)			
Incidents			
Incident: Fire/Smoke Local Alarm		Location Type: Rail Station	
Incident Detail:			
Narrative Information			
Trash fire behind the parapet wall at the PNTC station.			
If second CCN is available, insert here:		Additional Narrative on Supplemental Report	

Figure 24 MTPD Event Incident Report PG-1

Incident Date: 04/09/2023 Time: 17:55 hours
 Final Report – Evacuation for Life Safety Reasons
 E23237

Drafted By: SAFE 706 – 06/01/2023 Reviewed By: SAFE 704 – 06/02/2023 Approved By: SAFE 71 – 06/08/2023
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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):	[REDACTED]		
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
*Date ICS Initiated:	4/9/2023	*Time ICS Initiated:	1804 Hours
*Date ICS Terminated:	4/9/2023	*Time ICS Terminated:	1850 Hours
*Duration of Incident:	46 Mins	*Service Disrupted Disrupted Type:	Y - Yes full shutdown of station
		Disrupted Time:	4/9/2023 6:13:00 PM
Incident Location:	PNTC Station	Command Post Location:	Top Side outside Chase Bank
MTPD On-Scene Commander (OSC):	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	Unified Command:	
OCC Liaison:		Alternate Channel:	Y - Yes 2x
Single Tracking Track No.:	N - No	Bus Bridge Established From:	Y - Yes PENT
Time Started:		To:	ARCE
Time End:		Power De-energized:	Y - Yes
Inner and/or Outer Perimeter:	Bottom of each escalators Top of escalators	De-energized Time:	4/9/2023 6:47:00 PM

Figure 26 HOTWASH REPORT PG-1

OSC Relinquished Scene Command to Name	N - No	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
		IC then scene assistance
		Entry/Exit log
		Scene assistance
		Forward liaison, scene assistance
		scene assistance
		ICS
		ERT
		ERT

Figure 27 HOTWASH REPORT PG-2

OBSERVATIONS

Units responded for a report of smoke coming from the parapet wall at PNTC. RTRA evacuated the station and stopped all trains from servicing the station. A bus bridge was requested from PENT to ARCE. Officer [REDACTED] and the FD arrived on scene and established ICS. Officer [REDACTED] responded and responded to platform and took role as

forward liaison. The fire department located a debris fire behind the parapet wall and extinguished the fire. The exhaust fans were activated. Initially there was some confusion of the source of the fire, due to a member of the fire department throwing some debris away which caused smoke to emit from a platform trashcan. Once the fire department and ERT members assessed the scene and confirmed that there were no immediate life safety issues the scene was turned over to MTPD.

Power was restored and no further issues arose. The station was returned to normal service.

Figure 28 HOTWASH REPORT PG-3

forward liaison. The fire department located a debris fire behind the parapet wall and extinguished the fire. The exhaust fans were activated. Initially there was some confusion of the source of the fire, due to a member of the fire department throwing some debris away which caused smoke to emit from a platform trashcan. Once the fire department and ERT members assessed the scene and confirmed that there were no immediate life safety issues the scene was turned over to MTPD.

Power was restored and no further issues arose. The station was returned to normal service.

HOTWASH NOTES:

- 1) Radio issues continue and unit had to use phones to communicate.
- 2) RTRA Supervisor shut the gates causing Officers to key in fire department. [REDACTED] was advised to not do that in the future.
- 3) BRTA supervisor never responded to the scene.
- 4) The original call to MTPD came from Arlington PD. Rail did not report the smoke incident to MTPD although several employees were present.

On Scene Commander's Title, Printed Name, and Signature/Date
[REDACTED]
4/9/2023 1804 Hours

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

Figure 29 HOTWASH REPORT PG-4



M OEP
metro Office of Emergency Preparedness

SAFE OEP Incident Response Report

Overview

<u>Incident Date/Time:</u>	<u>Responder 1:</u>	<u>Additional Responders:</u>
2023-04-09	[REDACTED]	N/A
1756	<u>MAC 1:</u> [REDACTED]	<u>Incident Type:</u>
<u>Incident Location:</u>	<u>MAC 2:</u> N/A	Fire/Smoke in Station
Pentagon City		

Incident Metrics

<u>OPS Channel:</u> OPS 2	<u>On Scene Time:</u> 1820
<u>MTPD Channels:</u>	<u>Disregard Time:</u> N/A
["MTPD 1x ", "MTPD 2x"]	<u>Time of Recovery:</u> 1834
<u>Bus/Rail Yard Channel:</u> N/A	<u>In-Service Time:</u> 1858
<u>Initial Incident Time:</u> 1741	<u>Command Est. Time:</u> 1810
<u>Dispatch Time:</u> 1755	<u>Transfer of Command Time:</u> N/A
<u>Response Time:</u> 1807	

Incident Personnel

Metro [REDACTED]	Maintenance Lead (ERT): N/A
Jurisdictional IC [REDACTED]	Investigations Lead (MTPD):
Fire Liaison ROCC: [REDACTED]	N/A
Forward Liaison (RTRA Supervisor):	Investigations Lead (Safety): [REDACTED]
N/A	Transportation Lead (Bus TFS): N/A
Forward Liaison (MTPD): B 34	

Figure 30 OEP Incident Response Report Pg-1

Submitted by: [REDACTED]

Incident Overview

Was Power removed: Yes - Supervisory

Red Tag (if applicable):N/A

Incident Narrative:

Report of trash fire behind the parapet wall at Pentagon City Station. Station Manager attempted to extinguish it with fire extinguisher but was unsuccessful. Arlington FD arrived and extinguished the fire. Power and ERT conducted an inspection and determined that the fire did not impact any other infrastructure. Power was restored and station was cleared for normal service at 1858 hrs.

Incident Successes:

Unified command was established early and worked well. MAC provided good information and directions.

Opportunities for Improvement:

Radios were not working. Phones were needed to coordinate between the command post, forward liaison and Rocc. Metro needs to clear out the accumulated trash behind the parapet wall.

Figure 31 OEP INCIDENT Report PG-2

Appendix – H – Tunnel Fan Activation Sheets

M RTC Emergency Tunnel Fan Operation Form 110-ROCC-ALL-03-02
metro WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY Approved : 3/3/2022

Incident Description: *Arcing Insulator / Trash Fire / etc.*

Smoke in Station, Debris Fios Behind parapet

Wall

CO2 PENTAGON City

Nearest Station: *Metro Center A01*

PLAT FORM Limits of PENTAGON City

Chainmarker: *xxx + xx*

ONE

Track #:

N/A

Train ID:

Station Exits

Proposed Evacuation Route: *(towards which station)*



Carbon Copy Distribution
White: RAIL 2 *Green:* MAC *Yellow:* Maintenance Lead *Pink:* Information Lead *Gold:* ROCC FLO
*RAIL 2 shall scan and save this form in the "R" Shared Network Drive per the ROCC Record Retention Process, 700-ROCC-ALL-04-XX. 51.930

Figure 32 Tunnel Fan Activation Report PG-1



PLNT Desk Emergency Tunnel Fan Operation Form

110-RDCC-ALL-04-00

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

Incident Description: *Arcing Insulator / Trash Fire / etc.*

Trash fire

Nearest Station: *Metro Center AD1*

C07

Chainmarker: *xxx + xx*

Platform lights at C08

Track #:

Train ID:

Proposed Evacuation Route: *(towards which station)*

Station exits

Playbook/Page Reference:

C88

Incident Zone(s)

Date:

04/09/23



Approved 06/24/2021

51.931 11/21

*Maintenance Lead will archive this form for record keeping purposes.

Figure 33 Tunnel Fan Activation Report PG-2

Incident Date: 04/09/2023 Time: 17:55 hours
Final Report – Evacuation for Life Safety Reasons
E23237

Drafted By: SAFE 706 – 06/01/2023
Reviewed By: SAFE 704 – 06/02/2023
Approved By: SAFE 71 – 06/08/2023

Appendix I – Why-Tree Analysis

