



WMSC Commissioner Brief: W-0251 – Collision – Metro Center Station – May 21, 2023

Prepared for Washington Metrorail Safety Commission meeting on January 23, 2024

Safety event summary:

On May 21, 2023, an out of service Silver Line train (no riders on board and not servicing stations as the system was preparing to open) struck a person who had fallen onto the roadway at Metro Center Station. Closed-circuit television reviewed for this investigation shows the person had entered Metro Center Station through a locked entrance gate at 6:00 a.m., when the station was closed. The gate includes narrow vertical openings in its system design that the person was able to maneuver their body through. The person then walked through parts of the station, appearing to be unsteady on their feet, before later falling onto the roadway.

At 6:59 a.m., the Train Operator of Train 613 reported an emergency at Metro Center Station, reporting that their train had struck a person who had been lying on the roadway. The Controller instructed the Train Operator to perform a ground walkaround. The Train Operator stated that they could not. Ground walk arounds are required to check on the condition and location of an injured or possibly injured person, validate the condition of the train and other systems, check for damage, and to otherwise confirm operational conditions. These are required throughout the system. At 7:03 a.m., the Metro Center Station Manager contacted the Rail Operations Control Center (ROCC) using the Emergency Trip Station (ETS) box to report that their radio wasn't working and that they could see the person on the roadway between the train and the wall.

A Rail Controller dispatched an Office of Rail Transportation Supervisor. The Mission Assurance Coordinator notified the Metro Transit Police Department (MTPD) of the event, and the ROCC Assistant Operations Manager requested an emergency response from the District of Columbia Fire and Emergency Medical Services (DCFEMS).

At 7:07 a.m., an MTPD Officer and Station Manager assisted the person who had been struck back to the platform. At 7:09 a.m., with no update regarding the person being removed from the roadway, DCFEMS arrived and established incident command. At 7:13 a.m., DCFEMS advised that the person was not trapped under the train and their command post was closed.

At 7:14 a.m., the Radio Rail Traffic Controller instructed the Rail Supervisor to enter the roadway to hot stick and confirm third rail power was deenergized and to conduct the ground walkaround that the Train Operator had not conducted. During the ground walkaround, the Rail Supervisor observed damage to the train-to-wayside communication (TWC) coil on car 6088.

Car Maintenance personnel were granted foul time to enter the roadway to repair the TWC coil and the incident train was moved to New Carrollton Rail Yard. Metrorail conducted other activities on the roadway, the incident command established at 7:38 a.m. was later transferred from MTPD to Rail Transportation, and normal service resumed at 9:01 a.m.

The injured person sustained various lacerations and was transported to a local hospital.



750 First St. NE • Ste. 900 • Washington, D.C. 20002

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

Review of Vehicle Monitoring Systems data showed that the Train Operator activated their air horn and emergency braking in an attempt to stop the train before making contact with the person on the roadway.

Office of Radio Communications personnel performed testing on June 6, 2023, and were unable to identify the radio communications issues experienced by personnel during the event. There was no associated work order created to track this issue.

Probable Cause:

The probable cause of this event was a person accessing a closed Metrorail station, falling onto the roadway, and remaining on the roadway.

Corrective Actions:

Examples of other related open CAPs

- C-0217 addresses the finding that Metrorail personnel are not effectively communicating, responding to and identifying issues related to trouble calls pertaining to communications systems. Metrorail closes communications-related "corrective maintenance" (repair) tickets without effectively identifying, documenting and addressing issues. (Expected completion date May 2025)

WMSC Staff Observations:

In summer 2023, after this event, Metrorail began implementation of a new Incident Management Framework as part of a corrective action plan to address findings from the WMSC's Emergency Management and Fire and Life Safety Programs Audit issued in 2022. Metrorail is continuing the implementation process for these corrective action plans.

Metrorail could consider reviewing station security gates for further enhancements.



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

FINAL REPORT OF INVESTIGATION A&I E23341

Date of Event:	May 21, 2023
Type of Event:	Collision
Incident Time:	06:59 hours
Location:	Metro Center Station
Time and How received by SAFE:	07:08 hours – Mission Assurance Coordinator - (MAC)
WMSC Notification Time:	07:08 hours
Responding Safety Officers:	WMATA: OEP WMSC: None Other: None
Rail Vehicle:	Train ID 613 L6088-6089.6077-6076-6091-6090T
Injuries:	Customer suffered lacerations to their torso.
Damage:	Damaged TWC cable
Emergency Responders:	Metro Transit Police Department (MTPD), District of Columbia Fire and Emergency Services (DCFEMS), Office of Emergency & Preparedness (OEP)
SMS I/A Incident Number:	20230522#108647

Metro Center Station Collision – Person Struck by Train

Incident Date: 5/21/2023 Time: 06:59 hours
Final Report – Collision
E23341

Drafted By: SAFE 706 – 07/13/2023
Reviewed By: SAFE 71 – 07/20/2023
Approved By: SAFE 71 – 07/20/2023

Page 1

Table of Contents

Abbreviations and Acronyms-----	3
Executive Summary -----	4
Incident Site -----	5
Field Sketch/Schematics -----	5
Purpose and Scope -----	5
Investigation Methods-----	5
Investigation -----	6
Chronological ARS Timeline -----	9
Written Statement Findings-----	12
Train Operator -----	12
Rail Supervisor (Written Statement)-----	12
Station Manager-----	13
Weather -----	13
Advanced Information Management System (AIMS) -----	14
SPOTS Report-----	15
Office of Car Maintenance (CMNT) -----	16
The Office of Car Engineering Vehicles (CENV) Vehicle Monitoring and Diagnostic Systems (VMDS) -----	16
Office of System Maintenance, Office of Radio Communications (COMR)-----	17
Human Factors -----	17
Fatigue Risk -----	17
Post-Incident Toxicology Testing -----	17
Related Rules and Procedures -----	18
Findings -----	18
Immediate Mitigation to Prevent Recurrence -----	18
Probable Cause Statement-----	19
Recommended Corrective Actions -----	19
Appendices -----	20
Appendix A – Interview Summary -----	20
Train Operator (Written Statement) -----	20
RTRA Rail Supervisor (Written Statement)-----	20
Station Manager (Written Statement)-----	20
Appendix B – Maximo – Work Orders -----	22
Appendix C - MTPD Hotwash-----	24
Appendix D Train Operator’s Written Statement-----	28
Appendix E – RTRA Supervisor’s Report-----	30
Appendix F – Station Manager’s Written Statement -----	36
Appendix G – OEP Incident Response Report-----	37
Appendix H – Why-Tree Analysis-----	40

Abbreviations and Acronyms

AOM	Assistant Operations Manager
CCTV	Closed-Circuit Television
DCFEMS	District of Columbia Fire and Emergency Medical Services
MAC	Mission Assurance Coordinator
MSRPH	Metrorail Safety Rules and Procedures Handbook
MTPD	Metro Transit Police Department
NOAA	National Oceanic and Atmospheric Administration
RTRA	Office of Rail Transportation
ROCC	Rail Operations Control Center
RTC	Rail Traffic Controller
SAFE	Department of Safety
SMS	Safety Measurement System
WMATA	Washington Metropolitan Area Transit Authority
WMSC	Washington Metrorail Safety Commission

Executive Summary

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

On Sunday, May 21, 2023, at 06:59 hours, a non-revenue Silver Line Train without customers aboard with the ID 613 (L6088-6089.6077-6076-6091-6090T) was traveling on track one in the direction of Metro Center Station. The Train Operator transmitted an emergency broadcast to the Rail Operations Control Center (ROCC), reporting that the train contacted a person lying on track #1. The Radio Rail Traffic Controller (RTC) asked for the train's location and instructed the operator to secure the train and conduct a ground walk-around.

At 07:00 hours, the Radio RTC contacted an Office of Rail Transportation (RTRA) Rail Supervisor and requested them to respond to Metro Center Station for the report of a person struck by a train. The Rail Supervisor was designated as the On-Scene Commander.

At 07:01 hours, the Mission Assurance Coordinator (MAC) used a police radio channel to notify the Metro Transit Police Department (MTPD) about the incident. The notification included details of Train ID 613 striking a person on track one at Metro Center Station and the power on track one being down. The Assistant Operations Manager (AOM) also informed the District of Columbia Fire and Emergency Medical Services (DCFEMS) about the incident.

At 07:06 hours, the Metro Center Station Manager and an MTPD Officer arrived on the platform and observed an unidentified person walking toward the platform to exit the roadway. At 07:07 hours, the MTPD officer and Station Manager entered the roadway past the end gate and assisted the unidentified person off the roadway to the platform. The MTPD officer advised that the individual was conscious and alert. At 07:08 hours, the MAC notified the Washington Metrorail Safety Commission (WMSC) about the event.

At 07:09 hours, DCFEMS arrived at Metro Center Station and established a command post on the platform level. At 07:13 hours, the DCFEMS provided an update stating that the unidentified person was not trapped underneath the train and that the local EMS unit would transport them due to lacerations on their torso and lower extremities. The DCFEMS closed their command post and returned to service.

At 07:38 hours, the MTPD established a Command Post on the Metro Center Platform to coordinate further tactical efforts. At 07:40 hours, the MTPD informed that the injured customer was transported to the George Washington University Hospital for medical treatment by the local EMS unit.

At 08:57 hours, the Command Post was handed over to RTRA for further maintenance efforts. Single tracking was implemented between McPherson Square Station and Smithsonian Station on track 2, and there was normal train service on the red line. At 09:00 hours, the Rail Supervisor confirmed that all personnel and equipment had been cleared from the roadway, and the station was ready to resume revenue service. At 09:01 hours, the Radio RTC notified all RTRA Supervisors and Train Operators that normal service had resumed.

Following the incident, the Train Operator of ID 613 was removed from service for post-incident testing. The train consist was also taken out of service for post-incident inspection. The inspection revealed minimal damage to the TWC coil on car 6088, and no structural damage was found with the consist.

- National Oceanic and Atmospheric Administration (NOAA)
 - Train Operators written statement
 - RTRA Station manager's 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 2, MTPD1x & MTPD2x Radio
 - Closed-Circuit Television (CCTV)
 - AIMS
 - SPOTS

Investigation

On Sunday, May 21, 2023, at 06:59 hours, an emergency broadcast was transmitted by a non-revenue, without customers aboard Silver Line Train [ID 613] (L6088-6089.6077-6076-6091-6090T). The train was traveling on track one in the direction of Metro Center Station when it reported to the ROCC Radio RTC that it had made contact with an unknown person lying on track 1. In response to this report, the RTC requested the location of Train ID 613 and instructed the Operator to key down and conduct a ground walk-around.

At 07:00 hours, the RTC contacted an RTRA Rail Supervisor and requested their presence at Metro Center Station to investigate the report of a person struck by a train. The Rail Supervisor was designated as the On-Scene Commander for the incident.

A minute later, at 07:01 hours, the MTPD was notified of the incident via the MAC, over the MTPD 1X channel. The notification indicated that a person had been struck by Train 613 on track one at Metro Center Station. Power was deenergized on that track. Simultaneously, the AOM informed the DCFEMS about the incident.

At 07:06 hours, the Metro Center Station Manager and an MTPD Officer arrived at the platform and observed an unidentified person walking toward the platform to exit the roadway. By 07:07 hours, the MTPD officer and Station Manager followed the person beyond the end gate. They safely assisted the individual away from the roadway and onto the platform, where temporary medical assistance was provided until DCFEMS arrived. The MTPD officer reported that the person was conscious and alert.

Shortly after, at 07:08 hours, the MAC notified the WMSC of the incident. Furthermore, the MAC informed the MTPD on the scene that the third rail power had been de-energized on track 1. DCFEMS arrived at Metro Center Station at 07:09 hours and established a command post on the platform level.

At 07:10 hours, an RTRA Supervisor arrived at the scene and assumed the role of On-Scene Commander. By 07:11 hours, the MAC requested permission to single track on track 2 to conduct a track inspection. This request was made to the MTPD personnel present.

At 07:13 hours, DCFEMS confirmed that the unidentified individual was not trapped underneath the train and would be transported to the hospital by the local EMS unit due to lacerations on their

torso and lower extremities. Following this update, DCFEMS concluded their command post operations and returned to service.

The Rail Supervisor conducted a ground walkaround of the incident train at 07:15 hours after confirming third rail power de-energized. During the inspection, the supervisor discovered a damaged TWC coil.

At 07:22 hours, the Radio RTC announced to the Train Operator's on radio ops 2 that single tracking would be implemented between McPherson Square Station and Smithsonian Station on track 2.

By 07:38 hours, MTPD established a Command Post on the Metro Center Platform to coordinate further tactical efforts. At 07:40 hours, MTPD relayed that the injured individual was transported to the George Washington University Hospital for medical treatment.

At 07:42 hours, MTPD designated an officer as the On-Scene Commander, assuming command from RTRA. The command post was set up on the lower platform.

At 08:02 hours, the MAC notified the command that the unidentified person had entered the roadway at 06:59 hours, as observed through CCTV footage. At 8:07 hours, the MTPD Criminal Investigation Division (CID) completed its investigation into the incident.

Following the investigation, at 08:27 hours, the CMNT team completed the repair of the damaged TWC coil. Additionally, the Emergency Response Team (ERT) thoroughly inspected the track, ensuring its safety.

At 08:45 hours, the MAC informed the On-Scene Commander that third rail power had been restored on track 1 to begin preparation for the resumption of normal operations.

At 08:54 hours, MTPD notified the MAC that the incident train was en route to the New Carrollton Rail Yard for further evaluation and maintenance.

At 08:57 hours, the Command Post was transferred to Rail Transportation for ongoing maintenance efforts and coordination.

At 09:00 hours, the Rail Supervisor confirmed the all-clear status for personnel and equipment on the roadway. They affirmed that the station was ready to resume revenue service. Shortly after, at 09:01 hours, the Radio RTC notified all Rail Supervisors and Train Operators that normal service had been restored.

In response to the incident, RTRA removed the Train ID 603 Train Operator from service per Standard Operating Procedure (SOP) 102-01, *Removing an Employee from Service*. The entire consist was also taken out of service for a post-incident inspection. During the inspection, minimal damage was found to the TWC coil on car 6088, and no structural damage was detected throughout the consist.

During the Hotwash, the overall consensus among the responding departments was that the Unified Command Structure was established utilizing the Incident Command System (ICS). The incident concluded in agreeance that the collective response from WMATA personnel and the DCFEMS was deemed effective in achieving the intended outcome, maintaining compliance with established safety protocols, and promoting interagency coordination.



Figure 1 Trespasser pushing through the closed station gate at Metro Center Station.

The CCTV footage determined that the unidentified trespasser entered Metro Center Station at 05:56 hours, utilizing the 12th and G street-level entrance. The individual forcibly entered through the scissor gates from the escalators at 06:00 hours and scaled the turnstile gates at 06:01 hours.

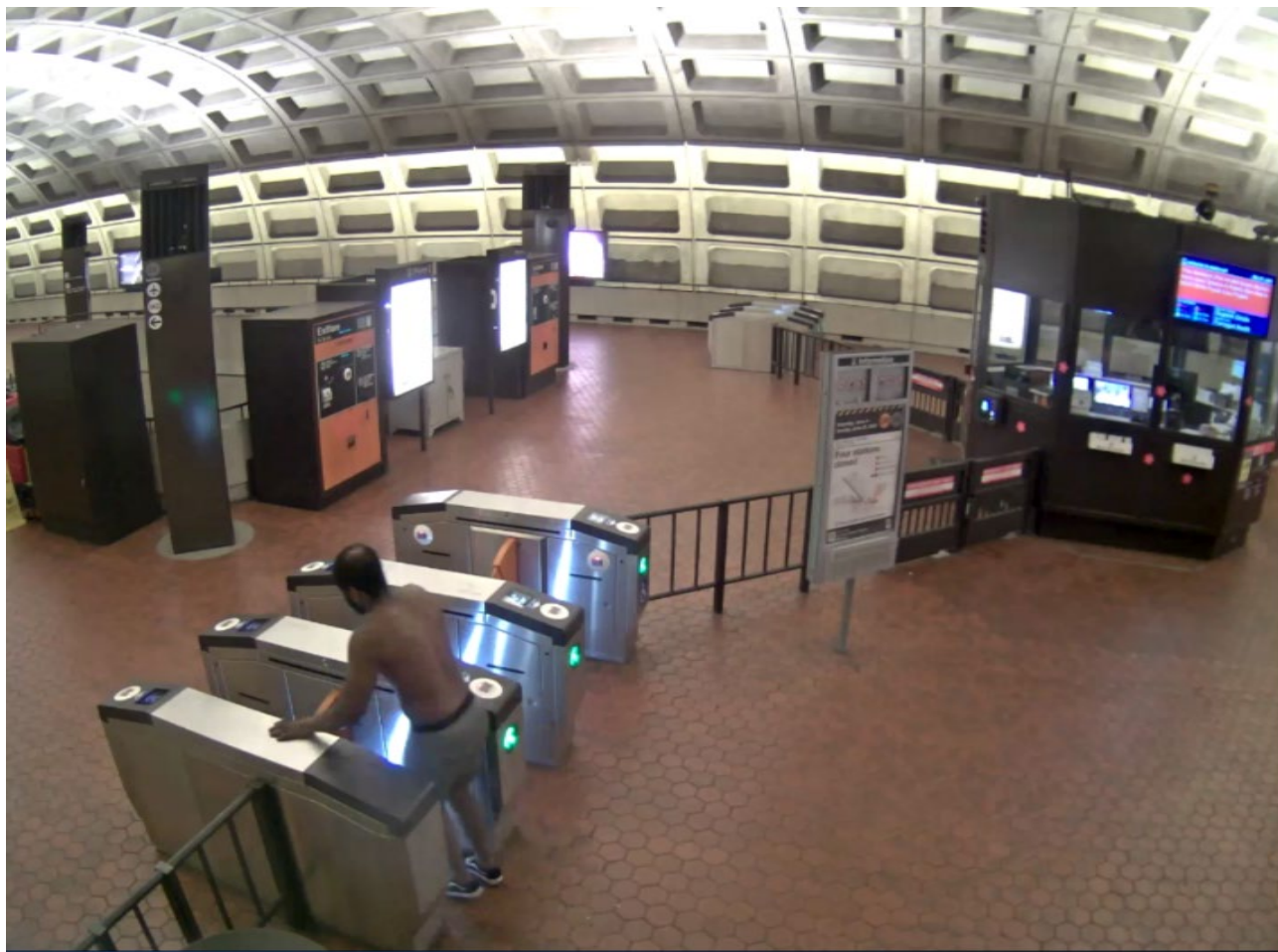


Figure 2 Trespasser scaling turnstile gate

Chronological ARS Timeline

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

Time	Description
06:01:04 hours	An unauthorized person entered Metro Center Station by squeezing their body through a scissor-style locked gate at the 12 th & G Street entrance. [CCTV]
06:01:05-06:52:00 hours	The unauthorized person was observed walking around and sitting on the platform benches. The Station was closed at this time. [CCTV]
06:52:15 hours	The person was unsteady on their feet and fell onto the roadway on track 1. [CCTV]
06:59:29 hours	<p><u>Train 613</u>: Transmitted emergency reported a person laying on track 1 Metro Center and the train making contact with an unknown person.</p> <p><u>Radio RTC</u>: Request Train Operator to key down and conduct a ground walkaround.</p> <p><u>Train 613</u>: Negative cannot complete, passed the eight-car marker.</p> <p><u>Radio RTC</u>: Request RTRA Supervisors to respond to Metro Center for a report of a person struck by a train. [Radio Ops 2]</p>
07:00:19 hours	<u>ROCC Button RTC</u> : Notification to AOM. [Phone Ops 2]
07:01:09 hours	<u>ROCC Button RTC</u> : Notification to ROIC. [Phone Ops 2]

Time	Description
07:01:11 hours	MAC contacted the MTPD dispatcher and advised of a person struck at Metro Center by Train ID 613. MTPD officer dispatched to Metro Center with a priority call. [MTPD1x]
07:01:13 hours	<u>AOM</u> : Notified DCFEMS [Phone Rail 2]
07:01:41 hours	<u>MTPD Dispatch</u> : Requested units to respond to Metro Center Station. [MTPD 1X]
07:01:51 hours	<u>ROCC Button RTC</u> : Notification to MTPD. [Phone Ops 2]
07:01:59 hours	<u>Radio RTC</u> : Notified incoming trains to hold their position. [Radio Ops2]
07:02:51 hours	<u>Radio RTC</u> : Instructed Train Operator to apply their hand brake. [Radio Ops2]
07:04:23 hours	<p><u>Radio RTC</u>: Asked the Train Operator if they had a visual with the injured customer.</p> <p><u>Train Operator</u>: Responded in the negative and advised that the Station Manager had a visual. [Radio Ops2]</p> <p>****Note-between the hours of 07:01-07:04, the RTC Radio and the above communications communicated and coordinated train movement of inbound and outbound trains due to the emergency reported.****</p>
07:04:50 hours	<u>DCFEMS Dispatcher</u> : Dispatched emergency response to Metro Center. [Open Mhz]
07:05:51 hours	MTPD Officer arrived at Metro Center. [MTPD1x]
07:06:14 hours	<p><u>Station Manager</u>: Reported a person walking towards the front of the train trying to exit the roadway.</p> <p><u>Train Operator</u>: I communicated that the customer was lying flat on the roadway, and I could not see them. [Radio Ops 2]</p>
07:07:50 hours	MTPD officer on the roadway (tunnel) with the Station Manager with one person walking back towards the platform.
07:07:55 hours	MTPD officer advised "one male" off the roadway, conscious and alert. [MTPD1x]
07:08:15 hours	MAC: Advised third rail power is de-energized. [MTPD1x]
07:08:30 hours	<u>Station Manager</u> : Advised that MTPD was on scene and that the customer was off the roadway with MTPD. [Radio Ops2]
07:09:32 hours	<u>Station Manager</u> : Reported DCFEMS on the scene. [Radio Ops2] [CCTV]
07:10:35 hours	<u>Rail Supervisor #1</u> : Reported on scene. [Radio Ops 2]
07:11:44 hours	<p><u>MAC</u>: Requested to single track on track 2 to conduct a track inspection.</p> <p>MTPD: Affirm track 2. [MTPD1X]</p>
07:12:28 hours	<u>Rail Supervisor #2</u> : Reported on scene. [Radio Ops2]
07:13:12 hours	<u>Radio RTC</u> : Requested the RTRA supervisor conduct a wellness check on the operator.
07:13:14 hours	<u>DCFEMS</u> : Updated scene, no person trapped, EMS to transport-turn all units around, the command, and release Tac channel. [Open Mhz]
07:14:10 hours	<u>Radio RTC</u> : Requested RTRA supervisor to enter the roadway and hot stick, confirm power is down, and conduct a ground walk around. [Radio Ops2]
07:15:01 hours	<u>Rail Supervisor #1</u> : Updated the Train Operator's condition and requested foul time to enter the road. [Radio Ops2]
07:15:37 hours	<u>Radio RTC</u> : Foul time granted on track 1, Metro Center to hot stick, confirm, and conduct a ground walk around. [Radio Ops2]
07:16:05 hours	<u>Radio RTC</u> : Designated RTRA supervisors as RTRA Forward Liaison and Incident Command Post Forward Liaison. [Radio Ops2]

Time	Description
07:16:43 hours	<u>MTPD</u> : Advised that DCFEMS is on the scene. [MTPD1x]
07:19:26 hours	<u>Rail Supervisor #1</u> : Reported power is de-energized, and Car 6088 has damage to TWC Coil. <u>Radio RTC</u> : Acknowledged and requested CMNT to repair the damaged TWC coil. [Radio Ops 2]
07:21:01 hours	Rail Supervisor #3 reported present on the scene. [Radio Ops2]
07:21:39 hours	Rail Supervisor #1 reported minor injuries to the customer (abrasions) [Radio Ops2]
07:22:53 hours	<u>ROCC Radio RTC</u> : Announced single tracking between McPherson Square Station and Smithsonian Station. [Radio Ops 2]
07:25:41 hours	Rail Supervisor #1 reported that the ground walk-around is completed. No further damage was found, and it is berthed on the platform. [Radio Ops2]
07:34:22 hours	<u>ROCC Radio RTC</u> : Announced single tracking between McPherson Square Station and Smithsonian Station. [Radio Ops 2]
07:38:00 hours	<u>MTPD</u> : CR-115 initiated Command Post located on the Platform. [MTPD1X]
07:39:02 hours	<u>MAC</u> : Confirmed that Command was established on the platform. [MTPD 1x]
07:40:52 hours	<u>MTPD</u> : Advised that DCFEMS are transporting the injured customer to George Washington Hospital. [MTPD1x]
07:40:53 hours	Rail Supervisor #1 reported that DCFEMS is transporting the injured customer, and the operator is out with MTPD. [Radio Ops2]
07:42:42 hours	MTPD designated an officer as On-Scene Commander. [MTPD1x]
07:53:35 hours	<u>MTPD Unit</u> : Established Incident Command at Metro Center Station and switched to MTPD2x. [MTPD 1x]
08:00:15 hours	<u>Incident Command</u> : Reported person was transported to GW Hospital. [MTPD 2X]
08:01:47 hours	Rail Supervisor #1 reported that the customer was removed to George Washington Hospital. [Radio Ops2]
08:02:02 hours	<u>MAC</u> : Reported that the customer entered the roadway at 06:52 hours, observed via CCTV. [MTPD2x]
08:07:55 hours	<u>MTPD</u> : Relayed that CID has completed their investigation-request CMNT to inspect the incident train. [MTPD2x]
08:08:19 hours	<u>Rail Supervisor #1</u> : Requested roadway access for CMNT to repair the broken TWC coil. [Radio Ops2]
08:12:02 hours	<u>Rail Supervisor #1</u> : Advised that Train Operator of ID 613 was transported to L'Enfant Plaza for post-incident testing. [Radio Ops2]
08:15:06 hours	<u>MTPD</u> : Informed the MAC that ERT entered the roadway to hot stick and confirm that the third rail was de-energized and place a WSAD. [MTPD2x]
08:15:40 hours	<u>Rail Supervisor #1</u> : Advised Radio RTC that ERT were entering the roadway to place a WSAD. [Radio Ops2]
08:18:10 hours	<u>ERT</u> : Confirmed third rail power is down, and WSAD is in place. [MTPD2x]
08:19:28 hours	<u>MTPD</u> : Informed the MAC that WSAD in place granted CMNT to enter the roadway to perform the train inspection. [MTPD2x]
08:20:08 hours	<u>Radio RTC</u> : Granted CMNT foul time to enter the roadway on track 1 to repair the TWC coil. [Radio Ops2]
08:26:18 hours	<u>CMNT Road Mechanic</u> : Exits the roadway. Repaired TWC coil. No damage was observed. Safe for train movement. [Radio Ops2]
08:27:55 hours	<u>MTPD</u> : CMNT has completed the inspection. No issues were found. [MTPD2x]

Time	Description
08:29:15 hours	<u>MTPD</u> : ERT has entered the roadway to remove the WSAD in preparation to move the train to New Carrollton Rail Yard. [MTPD2x]
08:33:20 hours	<u>MTPD</u> : Gave all clear of personnel and equipment are off the track-request power restoration on track 1. [MTPD2x]
08:37:53 hours	<u>MAC</u> : Advised that the roadway is clear of personnel and equipment. Restoration is in progress. [MTPD2x]
08:40:30 hours	<u>Rail Supervisor #1</u> : Requested to re-energize third rail power. All personnel and equipment are clear. [Radio Ops2]
08:41:05 hours	<u>ROCC Radio RTC</u> : Announced power energization alert at Federal Triangle to McPherson Square Stations on track 1. [Radio Ops 2]
08:45:35 hours	<u>MAC</u> : Informed MTPD that power has been restored. [MTPD2x]
08:54:30 hours	<u>MTPD</u> : Advised the MAC that the incident train was en route to New Carrollton Yard. [MTPD2x]
08:54:37 hours	<u>ROCC Radio RTC</u> : Dispatched Train ID 713 to New Carrollton Yard. [Radio Ops 2]
08:55:31 hours	<u>Rail Supervisor #1</u> : Advised Metro Center was clear and ready for revenue service. [Radio Ops2]
08:57:49 hours	<u>Incident Command</u> : Transferred command to RTRA. [MTPD 2X]
08:59:40 hours	ERT performed a visual inspection from the platform level. [Radio Ops2]
09:00:20 hours	<u>MTPD</u> : Closes command – requested personnel for HOTWASH. [MTPD2x]
09:00:49 hours	<u>ERT</u> : Completed inspection, and no damage was found. Metro Center is clear for service. [Radio Ops2]
09:01:25 hours	Radio RTC notified all RTRA Supervisors and Train Operators that normal service has resumed. [Radio Ops2]

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

Written Statement Findings

Train Operator

Adopted from Written Report with minor formatting and grammatical edits

- The Train Operator entered Metro Center track 1, lower level, with a speed of 26 mph for lighting/deadhead to Largo non-revenue without customers aboard.
- Midway onto the track, the Train Operator noticed an object lying on the way and immediately initiated emergency braking.
- As the train came to a stop, the Train Operator realized that the object was a person and heard a thump.
- The Train Operator depressed the mushroom while the train was stopping and called ROCC to report the presence of a person on the track and the possibility of striking them.
- Central asked for a radio check and ground walk-around, but the Train Operator couldn't comply as they were already past the gate.
- ROCC instructed the Train Operator to remain on the train, apply the hand brake, and wait for assistance.

Rail Supervisor (Written Statement)

Adopted from Written Report with minor formatting and grammatical edits

- Train ID 613, a non-revenue train, pulled into Metro Center Track #1 at 06:59 hours.

- Train Operator observed a person on the tracks with their arms crossed.
- Train operator initiated the Mushroom and stopped the train.
- At 07:00 hours, Station Manager was contacted by ROIC to report to track 1 regarding a possible jumper on the tracks.
- Station Manager arrived and heard a person requesting help and walking from the tunnel, possibly near the catwalk side.
- The Customer stated that they came from L'Enfant Plaza, then changed their story to Gallery Place.
- Took the position of Incident Commander and Hot Stick, confirming no power to the rails.
- Started a ground walkaround and noticed that the TWC coils on car 6088 were damaged. No other damage occurred, and no body fluids were found near the train platform area.

Station Manager

Adopted from Written Report with minor formatting and grammatical edits

- At approximately 0700 hours, ROIC notified of a person on the tracks of the lower level of track 1. Proceeded to track 1 and located a person along the wall, and the train
- The customer was alert and mobile on arrival.
- Notified ROIC via the ETS box and verified the de-energization of the 3rd rail power.
- The customer walked to the front of the train onto the roadway, crossed the tracks, and jumped up on the platform.

Weather

On May 21, 2023, at the time of the incident, NOAA recorded the temperature as 62°F, with sunny skies. This event occurred within a tunneled section of the rail system. The weather did not contribute to this incident (Weather source: NOAA – Location: Washington D.C.)

Advanced Information Management System (AIMS)

07:00:34.508D 05/21/23	Metro Center	L	C01-35 DC Feeder Tie Breaker COMMANDED Trip	BY 006327 AT ctwksob-wkstpp
07:00:34.508D 05/21/23	Metro Center	L	C01-33 DC Feeder Tie Breaker COMMANDED Trip	BY 006327 AT ctwksob-wkstpp
07:00:34.508D 05/21/23	Federal Tria		D01-43 DC Feeder Tie Breaker COMMANDED Trip	BY 006327 AT ctwksob-wkstpp
07:00:34.508D 05/21/23	Metro Center	L	C01-31 DC Feeder Tie Breaker COMMANDED Trip	BY 006327 AT ctwksob-wkstpp
07:00:34.508D 05/21/23	McPherson Sq		C02-41 DC Feeder Tie Breaker COMMANDED Trip	BY 006327 AT ctwksob-wkstpp
07:00:34.715D 05/21/23	Metro Center	L	C01-D01A Third Rail Power - Deenergize COMPLETED	BY 006327 AT ctwksob-wkstpp

08:44:31.542D 05/21/23	Metro Center	L	C01-33 DC Feeder Tie Breaker COMMANDED CHANGE = CLOSED	
08:44:31.542D 05/21/23	Metro Center	L	C01-D01 Third Rail Power CURRENT STATE = Energize	

Figure 3 AIMS Event Log showing Power Operations

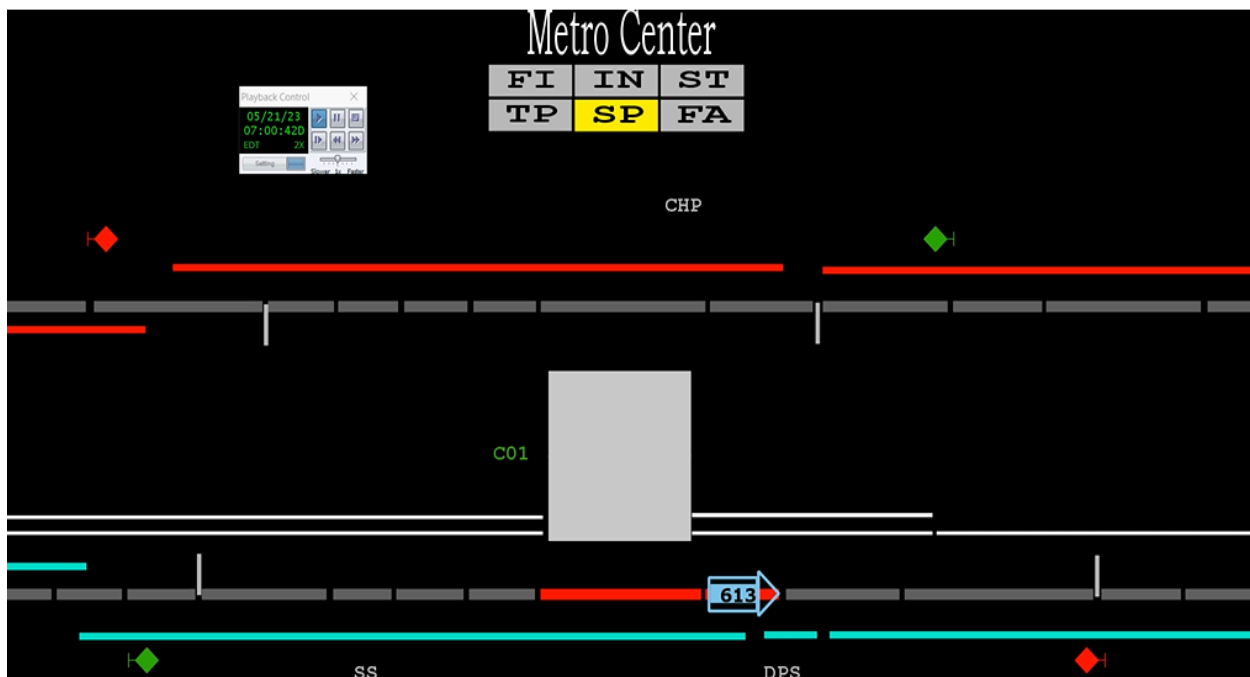


Figure 4 – AIMS Playback Track 1 Metro Center. Third Rail Power De-energized.

SPOTS Report

ROCS SPOTS REPORT

based on up-to-the-second operational performance data from the Rail Operations Control System
Current date/time: Sun May 28 11:49:13 2023

Select Platform: and/or Select ID: 713 Leave blank to remove criteria
and/or Select 4-digit car number: Leave blank to remove criteria
Select Date: May 21 2023 Select Times (0-24HRS): From 06:00 To 10:00

Generate Report													
ID	Platform	length	dcode	Right door open	Right door close	dwell	Left door open	Left door close	dwell	Head Arrived	Tail cleared	cars	Travel Time door open to door open
713	D01-1	6	74							08:59:07	08:55:43	6088-6089-6077-6076-6091-6090	-
713	D02-1	6	74	09:00:33	09:00:34	1				08:56:02	09:00:52	6088-6089-6077-6076-6091-6090	-
713	D03-1	6	74							09:01:23	09:01:59	6088-6089-6077-6076-6091-6090	-
713	D04-1	6	74							09:02:28	09:03:22	6088-6089-6077-6076-6091-6090	-
713	D05-1	6	74							09:03:36	09:04:09	6088-6089-6077-6076-6091-6090	-
713	D06-1	6	74							09:05:14	09:05:46	6088-6089-6077-6076-6091-6090	-
713	D07-1	6	74							09:07:20	09:07:51	6088-6089-6077-6076-6091-6090	-
713	D08-1	6	74							09:08:58	09:09:27	6088-6089-6077-6076-6091-6090	-
713	D09-1	6	74				09:12:29	09:12:47	18	09:11:03	09:13:44	6088-6089-6077-6076-6091-6090	11:56
713	D10-1	6	74							09:29:26	09:29:53	6088-6089-6077-6076-6091-6090	-
713	D11-1	6	74							09:31:02	09:31:33	6088-6089-6077-6076-6091-6090	-
713	D12-1	6	74							09:32:56	09:33:22	6088-6089-6077-6076-6091-6090	-
713	D13-2	6	74							09:35:31	09:35:57	6088-6089-6077-6076-6091-6090	-
713	D13-2	6	77							09:38:07	09:41:47	6088-6089-6077-6076-6091-6090	-

Figure 5 SPOTS record of incident train entering the station

Incident Date: 5/21/2023 Time: 06:59 hours
Final Report – Collision
E23341

Drafted By: SAFE 706 – 07/13/2023
Reviewed By: SAFE 71 – 07/20/2023
Approved By: SAFE 71 – 07/20/2023

Office of Car Maintenance (CMNT)

Under-car inspections of all the consists were completed, and no structural or car body damage was found. A damaged TWC cable was replaced and is fully operational. All train cars successfully passed the Daily Inspection and were released for service.



Figure 6 - Car 6088 damaged TWC cable

The Office of Car Engineering Vehicles (CENV) Vehicle Monitoring and Diagnostic Systems (VMDS)

Adopted from CENV Report with minor formatting and grammatical edits

“The VMS data analysis has concluded Train 613 achieved and decelerated close to 3.0 and responded as designed. No issues with the train could be attributed to this incident. Below and attached VMS is the sequence of events that occurred during and after this occurred. CMNT to make certain brakes and propulsion are communicated with VMS- and upon a good DNF, CENV has no hold on id 613.”



Figure 7 Timeline for Train 613/713 Pg-1

Time	MC Position	Event	Actual Speed
06:58:26 hours	Coast to B1, then acceleration to P#	827 feet leaving McPherson St	26 MPH
06:58:31 hours	Coast to B1	ID 613 acceleration to	32 MPH
06:58:36 hours	B1	After traveling 756 feet road horn signal went high, and ID 613 slowed down to	29 MPH

Incident Date: 5/21/2023 Time: 06:59 hours
Final Report – Collision
E23341

Drafted By: SAFE 706 – 07/13/2023
Reviewed By: SAFE 71 – 07/20/2023
Approved By: SAFE 71 – 07/20/2023

Page 16

Time	MC Position	Event	Actual Speed
06:58:40 hours	Coast	ID 613 hit the 1 st F4 marker of Metro Center St road horn signal went high twice in 3 seconds	26-7 MPH
06:58:48 hours	EmPos_A	The road horn went high for the last time. EM position of MC is activated; TL 82 went low while TL72 remained high. ID 613 was slowing down	26 MPH
06:58:53 hours	EmStop_A	ID 613 dumped BP, TL72 went low	10 MPH
06:58:57 hours		ID 613 stopped at @177 feet, 9 sec after EmPos was activated, TL72 low.	0 MPH
06:58:58 hours	DM Released_A	Dead Man released	0 MPH

Figure 8 Timeline for train 613/713 Pg-

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

On June 6, 2023, COMR completed communication testing and determined that the radio checks performed at Metro Center Station tracks 1&2 [E08] were loud and clear.

Human Factors

Fatigue Risk

Due to the unavailability of the Train Operator under the Employee Assistance Program, we were unable to carry out an analysis. As of July 9, 2023, the operator has yet to return to work, and consequently, an interview could not be conducted by SAFE to gather essential information regarding fatigue factors. This lack of data hinders our ability to perform a comprehensive analysis currently. No fatigue risk factors were identified by responding personnel on the day of the event.

Post-Incident Toxicology Testing

WMATA's Drug and Alcohol Program determined that the Train Operator complied with and was not in violation of the Drug and Alcohol Policy and Testing Program 7.7.3/6.

Certifications

- The Train Operator currently holds a valid RWP Level 2 certification, which is set to expire in January 2024.
- On January 9, 2023, the Train Operator successfully completed their initial Train Operator certification on the first attempt.
- There have been no recorded violations within the past 365 days for the Train Operator.

Work History

- The Train Operator has been employed by WMATA for twelve years.
- The Train Operator has four months of experience in Train Operations.
- The Train Operator has not encountered any safety-related incident since obtaining certification.

Related Rules and Procedures

MSRPH SOP 1A - Command, Control, and Coordination of Emergencies on the Rail System
MSRPH SOP 2A - Emergency Removal and Restoration of Third Rail Power
MSRPH SOP 26 - Person Hit by a Train
MSRPH SOP 47 – Unauthorized Personnel on The Roadway In Between Stations

Findings

- The person entered the station through a locked entrance gate while the station was still closed.
- The person fell from the station platform onto the roadway and was subsequently struck by the entering train.
- The Train Operator entered Metro Center Station below the maximum authorized speed of 40 mph.
- There were no identified issues with the train itself that could have contributed to the incident.
- MTPD personnel and the Station Manager assisted in removing the customer from the roadway after the collision.

Immediate Mitigation to Prevent Recurrence

- The immediate mitigation involved de-energizing the Third Rail power system.
- MTPD escorted the injured trespasser away from the roadway.
- The Rail Supervisor performed a visual inspection of the rail infrastructure.
- Train service was suspended temporarily.
- The Train Operator utilized the ETS Box to contact the Rail Operations Control Center (ROCC) and request the de-energization of the Third Rail power system due to poor radio reception.

Probable Cause Statement

The probable cause of the Collision event at Metro Center Station on May 21, 2023, was a customer trespassing on the roadway. The train subsequently struck them as it traversed a tunneled section of the rail system, entering the station. This probable cause was determined primarily based on the analysis of CCTV footage. The footage showed the injured party forcibly entering the station through a closed street-level access point secured by a gate system while the station was closed.

Recommended Corrective Actions

There were no Recommended Corrective Actions identified from this investigation. No deficiencies were identified with the performance of the Train Operator or Rail Vehicle. A review of the response to and recovery from the event did not identify any significant deviations from established procedures.

Appendices

Appendix A – Interview Summary

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.

Train Operator (Written Statement)

Adopted from Written Report with minor formatting and grammatical edits

“TWC Coil damaged. Came into Metro Center track 1, lower level, lighting/deadhead to Largo at 25 mph. Once I got midway onto the track, I noticed an object lying on the track. I went immediately into emergency braking mode. As the train slid to a stop, I realized the object was a person and heard a thump. While the train was coming to a stop, I depressed my mushroom. The train stopped, and I called central to notify them that a person was on the track and I may have struck them. (I called central by saying emergency three) Central asked if I could key down, give them a radio check, and do a ground walk around. I informed them that I couldn’t because I was already past the gate. They instructed me to stay on the board, apply the hand brake, and wait for help. I was interviewed by Supervisor (redacted), Officer (redacted), and (redacted). I was then transported to the medical for post-incident testing. I was transported by Sup (redacted).”

RTRA Rail Supervisor (Written Statement)

Adopted from Written Report with minor formatting and grammatical edits

“My arrival time on scene was 07:13 hours. 06:59 am, train 613 non-revenue train operated by (redacted), was pulling into Metro Center track 1 when (redacted) noticed a person on the tracks with their arms crossed. The train Operator (redacted) stated they initialed the Mushroom and stopped the train. At 7:00 am, the Station Manager (redacted) was contacted by the ROIC to report to track 1 to check on a possible jumper on the tracks. When Ms. (redacted) arrived, she heard a person requesting help and walking from the tunnel she thinks near the catwalk side. At 7:01 am, the customer walked back to the platform and only wore gray underwear. Station Alford spoke to the customer, and they stated that they came from L” Enfant Plaza, then changed their story to Gallery Place. At 7:04 am MTPD Officer (redacted) arrived and interviewed the person struck by the train. At 7:05 am, DC Fire & Rescue Engine and Ambulance 16 arrived and checked out the person struck by the train. At 7:13 am,

I arrived and took the position of Incident Commander and Hot Stick, confirming no power to the rails. At 7:14 am, I started a ground walk around and noticed the TWC coils on car 6088 were damaged. No other damage occurred, and no body fluids were found near the train platform area. The person Mr. (redacted), who was struck by the train, told MTPD Officers they may have been in the station overnight, and at 7:15 am power unit (redacted) arrived on the scene. At 7:16 am, I gave the information I had to the West Falls supervisor (redacted), who informed me that the superintendent (redacted) needed a copy of my report. At 7:30 am, ATC (redacted) arrived to assist. At 7:30 am, ATC (redacted) arrived to assist. At 8:01, Ambulance 16 departed for George Washington University Hospital with the person struck by the train. At 8:02 am, I updated the ROCC on the Ambulance departure.”

Station Manager (Written Statement)

Adopted from Written Report with minor formatting and grammatical edits

“At approximately 7 am, ROIC notified that a person was on the lower-level tracks (track 1). I proceeded to track 1 and located a person along the wall and the train. The customer was alert

and mobile. I notified the ROIC via the ETS box and verified that the 3rd rail power was de-energized. The customer was walking to the front of the train onto the roadway, then crossed the tracks and jumped up on the platform. Transit arrived along with other emergency personnel”.

Appendix B – Maximo – Work Orders



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

Page 1 of 1
MX76PROD

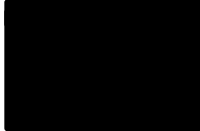
Work Order #: 17890822
Type: CM

17890822

Status: COMP
05/22/2023 14:04

Work Description: PERSON STRUCK BY TRAIN (TWC DAMAGE)

Job Plan Description:



Return to Site

Work Information

Asset: R6088	6088, RAIL CAR, ALSTOM, 6000 AC, A CAR	Owning Office: CMNT-CMNT-CMNT	Parent:
Asset Tag: R6088		Maintenance Office: CMNT-NEWC-INSP	Create Date: 05/21/2023 10:01
Asset S/N: 6088		Labor Group: CMNT	Actual Start: 05/21/2023 10:05
Location: 1230	D99, NEW CARROLLTON YARD	Crew:	Actual Comp: 05/22/2023 14:04
Work Location: 1230	D99, NEW CARROLLTON YARD	Lead:	Item: A18050001
Failure Class: CMNT001	RAIL CAR	GL Account: WMATA-02-33393-50499160-041-*****-QPR**	
Problem Code: 2649	PASSENGER RELATED PROBLEM	Supervisor:	Target Start:
Requested By:		Requestor Phone:	Target Comp:
Chain Mark Start:		Chain Mark End:	Scheduled Start:
Create-Mileage: 1076772.0		Complete-Mileage:	

Task IDs

Task ID	Description	Component	Work Accomplished	Reason	Status	Position	Warranty?	Line Cost
10	TWC ANTENNA HAD PREVIOUSLY BEEN REMOVED...INSTALLED NEW ANTENNA. COMPLETED WIRING. GOOD TWC LED ON THE DST PANEL AND GOOD LOOP DETECT LED ON THE ATO MODULE. RAN DST W/O FAILURE. 000-300-504 ATC: TWC TRANSMIT ANTENNA; UNIVERSAL FIT;	2K/3K/6K	REPLACED NEW	BROKEN	COMP		N	
Planned Materials								
Task ID	Item	Description	Storeroom	Issue Unit	Quantity	Unit Cost	Line Cost	
	M18590005	COIL,ELECTRICAL:TRANSMIT	259	EA	1	\$0.00	\$0.00	
Total Planned Materials:							\$0.00	
Actual Labor								
Task ID	Start Date	End Date	Start Time	End Time	Approved?	Regular Hours	Premium Hours	Line Cost
10	05/22/2023	05/22/2023	12:00	14:00	Y	02:00	00:00	\$93.20
10	05/22/2023	05/22/2023	12:00	14:00	Y	02:00	00:00	\$98.71
Total Actual Hour/Labor:							04:00	\$191.91

Figure 9 Maximo work order for Train 613/713 Pg 1

Incident Date: 5/21/2023 Time: 06:59 hours
Final Report – Collision
E23341

Drafted By: SAFE 706 – 07/13/2023
Reviewed By: SAFE 71 – 07/20/2023
Approved By: SAFE 71 – 07/20/2023

Work Order #: 17926648
Type: CM



Status: CLOSE
06/08/2023 00:42

Work Description: A01, Safety Request Radio operational test Tracks 1&2
Job Plan Description:

Work Information

Asset: 80033	RADIO, CRCS, A01	Owning Office: COMM-TSSM-RADO	Parent:
Asset Tag:		Maintenance Office: COMM-TSSM-RADO	Create Date: 08/05/2023 14:58
Asset S/N: CRCSA01		Labor Group: COMM3RADO	Actual Start: 08/08/2023 12:01
Location: 4301	A01, METRO CENTER, STATION, PLATFORM 1, ROOM W104, COMMUNICATIONS ROOM	Crew:	Actual Comp: 08/08/2023 12:01
Work Location:		Lead:	Item:
Failure Class: COMR004	CRCS TUNNEL EQUIPMENT	GL Account:	*****-*****OPR**
Problem Code: 3883	UPLINK COMM PROBLEM	Supervisor:	Target Start:
Requested By: 55385		Requestor Phone:	Target Comp:
Chain Mark Start:		Chain Mark End:	Scheduled Start:
Create-Mileage: 0.0		Complete-Mileage:	

Task IDs

Task ID	
10	Performed radio checks w/Ops 1-at platform both tracks-All comms loud and clear- NTF

Component:	Work Accomp:	Reason:	Status: CLOSE	Position:	Warranty?: N
------------	--------------	---------	---------------	-----------	--------------

Actual Labor

[illegible]

Failure Reporting

Cause	Remedy	Supervisor	Remark Date
3192 TESTED / INSPECTED	3191 TESTED - NO TROUBLE FOUND		08/08/2023
Remarks: Performed radio checks w/Ops 1-at platform both tracks-All comms loud and clear- NTF			

WT_plust_woprint.rptdesign

07/17/2023 14:13

Figure 10 COMR Radio Comprehensive Check Pg-1

Incident Date: 5/21/2023 Time: 06:59 hours
Final Report – Collision
E23341

Drafted By: SAFE 706 – 07/13/2023
Reviewed By: SAFE 71 – 07/20/2023
Approved By: SAFE 71 – 07/20/2023

Page 23

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:	9929 - INJURED/SICK PERSON TO THE HOSPITAL		
*Incident Commander (IC):	SGT [REDACTED]		
MTPD CCN:		Local CCN:	
*Date ICS Initiated:	5/21/2023	*Time ICS Initiated:	7:39:00 AM
*Date ICS Terminated:	5/21/2023	*Time ICS Terminated:	9:00:00 AM
*Duration of Incident:	1.25hrs	*Service Disrupted Disrupted Type:	Y - Yes
		Disrupted Time:	5/21/2023 7:24:00 AM
Incident Location:	607 13th St NW	Command Post Location:	Orange Platform
MTPD On-Scene Commander (OSC):	[REDACTED]	Command Aid for OSC:	
Forward Liaison:	[REDACTED]	Unified Command:	[REDACTED]
OCC Liaison:	[REDACTED]	Alternate Channel:	Y - Yes 2x
Single Tracking Track No.:	Y - Yes 2	Bus Bridge Established From:	N - No
Time Started:	5/21/2023 7:24:00 AM	To:	
Time End:	5/21/2023 9:00:00 AM		
Inner and/or Outer Perimeter:	Platform Platform	Power De-energized:	Y - Yes
		De-energized Time:	5/21/2023 7:02:00 AM

Figure 11 MTPD HOTWASH Pg 1

OSC Relinquished Scene Command to Name	Y - Yes Norris	Medical Attention Required/Requested:	Y - Yes Subject sustained minor cuts
Dept:		CID Response: Y - Yes	<div style="background-color: black; width: 100px; height: 15px;"></div> <div style="background-color: black; width: 100px; height: 15px;"></div>

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
<div style="background-color: black; width: 100%; height: 100%;"></div>	Power	
	Power	
	OEP	
	ADC	
	ADC	
	RTRA	
		CID

Figure 12 MTPD HOTWASH Pg 2

[REDACTED]		
[REDACTED]		
[REDACTED]	[REDACTED]	
[REDACTED]		
[REDACTED]		[REDACTED]
[REDACTED]		
[REDACTED]	[REDACTED]	
[REDACTED]		[REDACTED]
[REDACTED]		
[REDACTED]	[REDACTED]	
[REDACTED]		
[REDACTED]		

Use separate sheet if additional space is required.

MTPD-GSP-TMPL-009-00

Metro Transit Police Department Hot Wash Summary

REQUESTS	
*Radio Run Requested (Yes/No):	N - No
If "Yes," location where tape is stored:	
*Digital Video Evidence Unit (DVEU) Video Requested (Yes/No):	Y - Yes
If "Yes," location where video is stored:	Orange/Blue Platform Track #1

OBSERVATIONS

0700- MTPD was dispatched to MTRC for train 613 possibly stuck a patron

Figure 13 MTPD HOTWASH Pg 3

0708- MTPD unit C4 made contact with the subject with no shirt gray pants, subject sustained minor scrapes in the tunnel, track #1.

0709- Requested Medics for the subject

0710-C4 escorted the subject out of the tunnel, onto the platform

0712- train operator is secured.

0714- DCFD arrived on scene, DC Engine 16.

0722- Train operator advises that the coil is damaged.

0724- ROCC initiated single tracking between MPSQ-SMIT

0738- Cr115 initiated OSC and Command Post on the platform

0741- DCFD clears the scene

0755- Radio Transmission was switched to MTPD 2x

0757- DC Medics 16 will be transporting the subject to GW Hospital

0806- C1 escorted DC Medics 16 to GW Hospital

0815- EP setting up WSAD on track #1

0823- Car Maintenance conducted a train inspection

0829- EP removed WSAD from track #1

0835- Requested power to be brought back up

0845- Power Restored

0855- Train is enroute to NEWC Rail with Car Maintenance, [REDACTED] and [REDACTED]

0901- Scene turned over to [REDACTED]

0902- Units conducted a Hot Wash.

On Scene Commander's Title, Printed Name, and Signature/Date
[REDACTED] [REDACTED]
5/21/2023 7:39:00 AM

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

Figure 14 MTPD HOTWASH Pg 4

Appendix D Train Operator's Written Statement

WMATA/RTA Incident/Accident Report (Other than Motor Vehicle) Page 1 of 2			
Incident Information: This page must be completed for all incidents			
Date: 5/21/2023	Incident Time: 7am	Time Reported: 7am	Reported by: Customer <input type="checkbox"/> Employee <input type="checkbox"/> ROCC <input type="checkbox"/> Other <input type="checkbox"/>
Location			
Station: Metro Center Lower Level	Mezzanine #: n/a	Track #/Destination: #1 - Largo	Chain Marker/Signal Number: n/a
TYPE OF INCIDENT			
<input type="checkbox"/> Property Damage	<input type="checkbox"/> Smoke	<input type="checkbox"/> Fire	<input type="checkbox"/> Customer Complaint
<input checked="" 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 checked="" type="checkbox"/> Rail Vehicle Incident	<input type="checkbox"/> Other (Explain in description of incident)
WEATHER		LIGHT CONDITIONS (natural lighting)	
Clear <input checked="" type="checkbox"/> Rain <input type="checkbox"/> Snow <input type="checkbox"/> Sleet/Ice <input type="checkbox"/>		Dawn/Dusk <input type="checkbox"/> Daylight <input type="checkbox"/> Dark <input type="checkbox"/> Tunnel/Underground <input checked="" type="checkbox"/>	
		LIGHTING (artificial lighting)	
		Lights On <input checked="" type="checkbox"/> Lights Off <input type="checkbox"/> Lights Not Working <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: n/a	
Failure Number(s): n/a			
Parking Lot <input type="checkbox"/> Paid Area <input type="checkbox"/> Free Area <input type="checkbox"/> Garage <input type="checkbox"/> Station Entrance <input type="checkbox"/> Stairway # <input type="checkbox"/> Platform <input type="checkbox"/> Ancillary Room <input type="checkbox"/>			
Injury/Illness reported aboard Train <input type="checkbox"/> Other <input type="checkbox"/>			
Name of Responding Supervisor: n/a		Name/Department of PLNT/AFC or other WMATA responder: n/a	
TRAIN INCIDENTS			
Train ID: 6013	Destination: Largo	Car Numbers (list all cars in consist): 6058 6059 6077 6076 6091 6090	Lead Car: 6086
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.			
<p>TWC coil damaged. Came into Metro Center track #1 lower level light bar/dead head to Largo at 25 mph. Once I got midway onto the track I noticed there was an object laying on the track. I went immediately into emergency braking mode. As the train slid to stop I realized that the object was a person & heard a thump. From While train was coming to a stop I depressed my mushroom. Train stopped and I called central to notify them that there was a person on the track & I may have struck them. I called central by saying emergency 3's. Central asked if I could key down & give a radio check & do a ground walk around. I informed them that I couldn't</p>			
Employee Completing Report			
Employee Name: [REDACTED]		Date: 5-21-2023	
Division: 6250	Run #: 031	Block #: n/a	Assigned Days: Mon/Tue

Figure 15 Train Operator's written statement 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 ☐

Last Name, First Name <i>n/a</i>				Employee # <i>n/a</i>
Date of Birth <i>n/a</i>	Sex <i>n/a</i>	Home Phone <i>n/a</i>	Work Phone <i>n/a</i>	Cell Phone <i>n/a</i>
Home Address <i>n/a</i>			Email Address <i>n/a</i>	
Nature of Injury/Illness <i>n/a</i>				
Assistance Offered: Accepted <input type="checkbox"/> Declined <input type="checkbox"/>				

If Transported:

Hospital: <i>n/a</i>	Ambulance Number: <i>n/a</i>	Arrival: <i>n/a</i>	Departure: <i>n/a</i>
-------------------------	---------------------------------	------------------------	--------------------------

Customer Involved ☐ Employee Involved ☐ Witness ☐

Last Name, First Name <i>n/a</i>				Employee # <i>n/a</i>
Date of Birth <i>n/a</i>	Sex <i>n/a</i>	Home Phone <i>n/a</i>	Work Phone <i>n/a</i>	Cell Phone <i>n/a</i>
Home Address <i>n/a</i>			Email Address <i>n/a</i>	
Nature of Injury/Illness <i>n/a</i>				
Assistance Offered: Accepted <input type="checkbox"/> Declined <input type="checkbox"/>				

If Transported:

Hospital: <i>n/a</i>	Ambulance Number: <i>n/a</i>	Arrival: <i>n/a</i>	Departure: <i>n/a</i>
-------------------------	---------------------------------	------------------------	--------------------------

Police/Fire/Other Agencies Involved

Jurisdiction/Arrival Time <i>n/a</i>	Name <i>n/a</i>	Badge/Unit Number <i>n/a</i>
Jurisdiction/Arrival Time <i>n/a</i>	Name <i>n/a</i>	Badge/Unit Number <i>n/a</i>

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.

because I was already past the gate. They (central) instructed me to stay on board & apply the hand brake & wait for help. I was interviewed by supervisor [REDACTED]. I was then transported to medical for post incident testing. I was transported by [REDACTED].

Figure 16 Train Operator's written statement Pg 2

Appendix E – RTRA Supervisor's Report


 RTRA Supervisor's Report <small>WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY</small>		DEPARTMENT OF OPERATIONS-RAIL SERVICE Office of Rail Transportation	
Date	Incident Time	Incident Location (Station/Mezzanine#)	Track/Mezzanine#
5/21/2023	6:59 am	Metro Center (lower level)	Track 1
Equipment Number (Train ID & Car Numbers; Escalator/Elevator #, Room #)			
Train ID 613 lead car (6038) +89+6091+90+6077+76			
Incident Description			
Person Struck by Train			
WMATA Personnel Involved	Employee #	Rule Violation?	Home Division
		N/A	West Falls
		N/A	Brentwood
Name	Address		Injury?
			yes
Name	Address		Injury?
			yes
Name	Address		Injury?
Arrival Time	Unit Number	Person in Charge	Remarks
7:05 am	Engine 16		DC Fire & Rescue
7:05am	Ambulance 16		DC Fire & Rescue
Chronological Account of Incident			
Note time for each entry; include statement of Employee or Witness at conclusion			
Your Arrival Time 7:13 am			
6:59 am train 613 non-revenue train operated by [REDACTED] was pulling into Metro Center Track 1, when she notices a black			
Male laying on the tracks with his arms cross. Train Operator [REDACTED] stated she initiated the Mushroom and stop the train.			
7:00 am Station Manager [REDACTED] was contacted by ROIC to report to track 1 to check on a possible jumper on the tracks.			
When [REDACTED] arrived, she heard a male requesting help and walking from the tunnel she thinks near the catwalk side.			
7:01 am the customer walks his self back to the platform and was only wearing gray underwear.			
Station Manager [REDACTED] spoke to the customer, and he stated he came from L'Enfant Plaza then change his story to Gallery place.			
7:04 am MTPD officer [REDACTED] arrived and interviewed the person who was struck by the train.			
7:05 am DC fire & Rescue Engine and Ambulance 16 arrived and the check out the person struck by train.			
7:13 am, I arrived and took the position of incident commander and hot stick and confirm no power to rails.			
56.437 09/10		REPORT MUST BE FAXED TO ROCC 202-462-4012 at end of tour	

Figure 17 RTRA Supervisor's report Pg- 1

Incident Date: 5/21/2023 Time: 06:59 hours
 Final Report – Collision
 E23341

Drafted By: SAFE 706 – 07/13/2023
 Reviewed By: SAFE 71 – 07/20/2023
 Approved By: SAFE 71 – 07/20/2023

Supervisor Submitting Report (include payroll #)	Date	Report Reviewed by	Date
[REDACTED]	2/21/2023		

RTRA Supervisor's Report

Page 2 of 2

Details(continued from front)

7:14 am, I started a ground walk around and notice TWC Coils on car 6088 was damage. No other damage was scene

And no body fluids or clothing was found near the train or platform area.

The person [REDACTED] who struck by the train told MTPD officers he may have been in the station overnight.

I observe that [REDACTED] was only wearing gray underwear and seems to maybe be under the influence of something.

7:15 am power unit 1149 arrived [REDACTED] arrived at the scene.

7:16 am, I gave what information I had to West fall supervisor [REDACTED] who inform me that [REDACTED] needs a copy

Of my report.

7:30 am ATC [REDACTED] arrived to assist.

7:33 am ERT [REDACTED] arrived to the incident.

Key Findings (Detail below)

8:01 am Ambulance 16 departed to George Washington University with person Struck by the train.

8:02 am, I updated ROCC on the Ambulance departure.

My key findings are Operator [REDACTED] did an excellent Job stopping the train and preventing a fatality. In addition, it appears the person

May have been laying down on the tracks near the 8-car marker on track one side when he was hit.

The person hit [REDACTED] only had visible scraps and scratches on his body and legs and minor injuries.

This incident is No fault of the Washington Metropolitan Area Transit authority and caused by the carelessness of the person

Wearing only his gray underwear and no shirt in the Metro rail System [REDACTED]

56.437 0810

REPORT MUST BE FAXED TO ROCC 202-9524012 at end of tour

Figure 18 RTRA's Supervisor's Report Pg 2

M RTRA SUPERVISOR REPORT M				
Date 5-21-2023	Incident Time 7:08am	Incident Location (Station Mezzanine #) Metro Center	Track/Mezzanine #	
Equipment Number (Train ID & Car Numbers; Escalator/Elevator #) N/A				
Incident Description Person Struck by Train				
WMATA Personnel Involved	Employee #	Rule Violation?	Home Division	Post Incident
Train Operator [REDACTED]	[REDACTED]	No	New Carrollton	No
Name	Address			Injury?
Name	Address			Injury?
Name	Address			Injury?
Arrival Time	Unit Number	Person In Charge	Remarks	
8:00am	[REDACTED]	[REDACTED]		

Chronological Account of Incident

At approximately 7:08am, while monitoring OPS 2 channel, I heard Operator [REDACTED] contact ROCC to report a possible person struck by her train. I notified ROCC and informed them that I would cushion out on the next train at New Carrollton to Metro Center to assist. I boarded train 906 at New Carrollton and arrived at Metro Center at 8:00am.

Upon arrival, Supervisors [REDACTED] were already on the scene. Single Tracking was in effect from McPherson Square to Smithsonian station. Supervisor [REDACTED] reported to ROCC damage to the TWC Coil on operating car 6008. Customer was transported to the hospital (alive).

Third rail power was re-energized at 8:41am and I was instructed by ROCC to operate the incident train to New Carrollton. I restored the Emergency Brake and released the handbrake on 6088. Transit Police and Car Equipment [REDACTED] remained aboard the train with me until New Carrollton.

Incident Time: 7:08am

Transit Officer: [REDACTED]

Car Equipment: [REDACTED]

See attached picture

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

Your Arrival Time:

Supervisor Submitting Report	(Payroll #)	Date	Report Reviewed By	Date

Report must be faxed to ROCC 202-962-2808 at end of Tour

Figure 19 RTRA#2 Supervisor's Report Pg 1



RTRA Supervisor's Report

DEPARTMENT OF OPERATIONS-RAIL SERVICE

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

Office of Rail Transportation

Date: 5/21/2023	Incident Time 7:00 am	Incident Location (Station/Mezzanine#) Metro Center	Track/Mezzanine# Track 1
--------------------	--------------------------	--	-----------------------------

Equipment Number (Train ID & Car Numbers; Escalator/Elevator #, Room #)
ID 613 6088x6077x6061

Incident Description

Operator was walking towards her train and trip over a mechanical fixture between the running rails.

WMATA Personnel Involved	Employee #	Rule Violation?	Home Division	Post Incident
[REDACTED]	[REDACTED]	N/A	West Falls Church	Yes
[REDACTED]	[REDACTED]	N/A	N/A	N/A
	Address: [REDACTED]			Injury? Yes
	Point of [REDACTED]			
N/A	N/A			Injury? N/A
N/A	N/A			Injury? N/A
Arrival Time	Unit Number	Person In Charge	Remarks	
7:20am	[REDACTED]	[REDACTED]	Arrived on the scene to transport Operator for Post Incident	
7:42am	[REDACTED]	[REDACTED]	Arrived as the Official ON SCENE COMMANDER	

7:00am Operator [REDACTED] went over the air to report Train ID 613 struck an object mid platform between the running rails Track 1 Metro Center

7:04 am Engine 16 arrived at Metro Center to assist.

7:05am [REDACTED] was dispatch to Metro Center for Support

7:08 am Per ROCC Alert customer was struck by train ID 613

7:20 am [REDACTED] arrived at 7:20 to locate [REDACTED] who was still being held by [REDACTED]

Approximately 7:30am it was found that the customer was laying between the track bed with his arms folded mid platform while the train was dead headed through.

7:42 am [REDACTED] arrived at made the incident a crime scene.

8:01 am Customer was transported to GW hospital with minor injuries by Ambulance 16

8:10 am Transit released [REDACTED] for a Post Incident

8:12 am Transported [REDACTED] to Medical

8:37 am [REDACTED] arrived at Medical for Post Incident

9:16 am Departed Medical to return to West Falls Church Division for Incident Report

9:50 am Arrived at Division to do Incident Report

10:35 am Incident report was completed, also EAP was called but no answer.

56.437 09/10

REPORT MUST BE FAXED TO ROCC 202-682-2816 at end of tour

Figure 20 RTRA Supervisor's Report#3 Pg 1

Incident Date: 5/21/2023 Time: 06:59 hours
Final Report – Collision
E23341

Drafted By: SAFE 706 – 07/13/2023
Reviewed By: SAFE 71 – 07/20/2023
Approved By: SAFE 71 – 07/20/2023

Page 33

11:07 am Operator was instructed to contact Division Management 5/22/23 at 9:00 am for further discussion on the incident.

Supervisor Submitting Report	Date 05/21/23	Report Reviewed by	Date
Supervisor Submitting Report (Initials)		Report Reviewed By (Initials)	

50.437 0010

REPORT MUST BE FAXED TO ROCC 292-9622808 at end of tour

Figure 21 RTRA Supervisor's Report#3 Pg 2



RTRA Supervisor's Report

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

DEPARTMENT OF OPERATIONS-RAIL SERVICE

Office of Rail Transportation

Date 05-21-23	Incident Time Approx. 6:59 am	Incident Location (Station Mezzanine#) Metro Center	Track/Mezzanine# 1
------------------	----------------------------------	--	-----------------------

Equipment Number (Train ID & Car Numbers; Escalator/Elevator #, Room #)
713

Incident Description
Person struck by train

WMATA Personnel Involved	Employee #	Rule Violation?	Home Division	Post Incident
[REDACTED]	[REDACTED]	N/A	West Fall Church	N/A
Station Manager [REDACTED]	[REDACTED]		Brentwood	N/A
Name	Address			Injury? Yes
[REDACTED]	[REDACTED]			
Name	Address			Injury?
[REDACTED]	[REDACTED]			
Name	Address			Injury?
[REDACTED]	[REDACTED]			

Arrival Time	Unit Number	Person In Charge	Remarks
7:14 am	[REDACTED]	[REDACTED]	

Chronological Account of Incident

Note time for each entry; Include statement of Employee or Witness at conclusion

7:14 a.m. - Upon my arrival, I found [REDACTED] the commander, Station Manager [REDACTED] Road Mechanic [REDACTED] and Firefighters from Engine 16. Operator [REDACTED] was lighting to Largo. As [REDACTED] was travelling within the platform limits at Metro Center, [REDACTED] observed a man laying across the railroad with his arms crossed over his chest. [REDACTED] immediately applied the mushroom to stop the train and prevent contact; however, she was unsuccessful and made contact to [REDACTED] further stated [REDACTED] was laying flat to the ground without clothes; therefore, it was difficult to see him until the last minute.

7:18 a.m. - Station Manager [REDACTED] stated when [REDACTED] arrived at the scene, [REDACTED] observed [REDACTED] squeezed tightly between the train and the wall near the 1st and 2nd cars hollering for help. Due to radio complications, [REDACTED] talked to the ETS box to communicate with ROCC then requested for the removal of power. During this process, she noticed [REDACTED] standing squeezed between the front end of the train and the wall near the third rail. After the removal of power, [REDACTED] informed [REDACTED] to walk toward the 8 car mark side of the railway. Due to no steps pass the end gate [REDACTED] climbed up to the walkway.

7:20 a.m. - Supervisor [REDACTED] arrived.

7:20 a.m. - Power Arrived

7:21 a.m. - PLNT [REDACTED]

7:41 a.m. - [REDACTED] Emergency Management arrived

7:43 a.m. - Transit [REDACTED] arrived as Commander

See Attachment for other personnel

7:45 a.m. - [REDACTED] reported several stories to Transit Officer [REDACTED]. He was observed with light abrasions on both knees and his back. It appeared that he was in the system overnight.

8:01 a.m. - [REDACTED] was transported to G.W. Hospital via Ambulance #16

8:44 a.m. - Power was restored

8:55 a.m. - [REDACTED] operated train to New Carrollton via Officer [REDACTED] and Road Mechanic [REDACTED]

9:00 a.m. - Cleared and resumed service

50.437 09/10

REPORT MUST BE FAXED TO ROCC 202-962-2888 at end of tour

Figure 22 RTRA's Supervisor Report#4 Pg 1

Incident Date: 5/21/2023 Time: 06:59 hours
Final Report – Collision
E23341

Drafted By: SAFE 706 – 07/13/2023
Reviewed By: SAFE 71 – 07/20/2023
Approved By: SAFE 71 – 07/20/2023

Page 35

Appendix F – Station Manager's Written Statement

WMATA/RTRA Incident/Accident Report (Other than Motor Vehicle) Page ____ of ____			
Incident Information: This page must be completed for all incidents			
Date: <u>May 21, 2023</u>	Incident Time: <u>7AM</u>	Time Reported: <u>7AM</u>	Reported by: Customer <input type="checkbox"/> Employee <input type="checkbox"/> ROCC <input checked="" type="checkbox"/> Other <input type="checkbox"/>
Location: Station: <u>Monrovia</u>	Mezzanine: <u>3A</u>	Track #/Destination: <u>TRK#1</u>	Chain Marker/Signal Number
TYPE OF INCIDENT			
<input type="checkbox"/> Property Damage	<input type="checkbox"/> Smoke	<input type="checkbox"/> Fire	<input type="checkbox"/> Customer Complaint
<input checked="" type="checkbox"/> Customer Injury	<input type="checkbox"/> Customer Illness	<input type="checkbox"/> Employee Injury	<input type="checkbox"/> Employee Illness
<input type="checkbox"/> Criminal Activity	<input type="checkbox"/> Elevator Entrapment	<input type="checkbox"/> Rail Vehicle Incident	<input type="checkbox"/> Other (Explain in description of incident)
WEATHER			
Clear <input checked="" type="checkbox"/> Rain <input type="checkbox"/>	LIGHT CONDITIONS (natural lighting)		LIGHTING (artificial lighting)
Snow <input type="checkbox"/> Sleet/Ice <input type="checkbox"/>	Dawn/Dusk <input type="checkbox"/> Daylight <input checked="" type="checkbox"/> Dark <input type="checkbox"/> Tunnel/Underground <input type="checkbox"/>		Lights On <input checked="" type="checkbox"/> Lights Off <input type="checkbox"/> Lights Not Working <input type="checkbox"/>
STATION INCIDENTS: Always include equipment number you use for MOC/AFC/EOC			
Elevator/Escalator#:	AFC #:	Room Number/Location:	
Failure Number(s):			
Parking Lot <input type="checkbox"/> Paid Area <input type="checkbox"/> Free Area <input type="checkbox"/> Garage <input type="checkbox"/> Station Entrance <input type="checkbox"/> Stairway # <input type="checkbox"/> Platform <input type="checkbox"/> Ancillary Room <input type="checkbox"/>			
Injury/Illness reported aboard Train <input type="checkbox"/> Other <input type="checkbox"/>			
Name of Responding Supervisor:		Name/Department of PLNT/AFC or other WMATA responder	
TRAIN INCIDENTS			
Train ID	Destination	Car Numbers(list all cars in consist):	Lead Car:
Name of Supervisor:	Name/Department of CMNT/TRST or other WMATA responder		
DESCRIBE THE INCIDENT: Include what you did to correct the problem and who you notified and when.			
Describe any property damage and the extent of any injuries.			
<p>At approx. 7AM ROCC notified that there was a person on the tracks of the house here (TRK#1). I proceeded to track #1 and located a black male along the wall and the train. The customer was alert and mobile. I notified ROCC via ETB box and verified that Red Rail was deenergized. The customer was walking to the front of the train onto the nose when he crossed the tracks and jumped up to the platform. Transit arrived along with other emergency personnel.</p>			
Employee Completing Report			
Employee Name: <u>[Redacted]</u>	Date: <u>5/21/23</u>		
Division: <u>Brackward</u>	Run #: <u>801 (23)</u>	Block #: <u>16A</u>	Assigned Days: <u>TTF</u>
To Be Completed By Reviewing Manager			

Figure 23 Station Manager Written Report Pg 1

Incident Date: 5/21/2023 Time: 06:59 hours
Final Report – Collision
E23341

Drafted By: SAFE 706 – 07/13/2023
Reviewed By: SAFE 71 – 07/20/2023
Approved By: SAFE 71 – 07/20/2023

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 [REDACTED] Employee # 16/A

Date of Birth 1/14/90 Sex M Home Phone N/A Work Phone N/A

[REDACTED] Email Address 16/A

Assistance Offered: Accepted ☒ Declined ☐

If Transported:

Hospital: G.W. Hospital Ambulance Number: #16 Arrival: 7:15 AM Departure: 8 AM

Customer Involved ☐ **Employee Involved** ☐ **Witness** ☐

Last Name, First Name [REDACTED] Employee # [REDACTED]

Date of Birth [REDACTED] Sex [REDACTED] Home Phone [REDACTED] Work Phone [REDACTED] Cell Phone [REDACTED]

Home Address [REDACTED] Email Address [REDACTED]

Nature of Injury/Illness [REDACTED]

Assistance Offered: Accepted ☐ Declined ☐

If Transported:

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

Police/Fire/Other Agencies Involved

Jurisdiction/Arrival Time DC / 7:13 AM Name ENGINE #16 Badge/Unit Number [REDACTED]

Jurisdiction/Arrival Time NTPD 7:05 AM [REDACTED]

DESCRIBE THE INCIDENT (continue on back of report if needed) Describe any property damage and the extent of any injuries.

[REDACTED] arrived at 7:13am. Updated RORC

Figure 24 Station Managers Written Report Pg 2

Appendix G – OEP Incident Response Report

Incident Date: 5/21/2023 Time: 06:59 hours
Final Report – Collision
E23341

Drafted By: SAFE 706 – 07/13/2023
Reviewed By: SAFE 71 – 07/20/2023
Approved By: SAFE 71 – 07/20/2023

Page 37



SAFE OEP Incident Response Report

Overview

<u>Incident Date/Time:</u>	<u>Responder 1:</u>	<u>Additional Responders:</u>
2023-05-21	[REDACTED]	N/A
6:59AM	<u>MAC 1:</u> [REDACTED]	<u>Incident Type:</u>
<u>Incident Location:</u>	<u>MAC 2:</u> N/A	Person Struck by Train
Metro Center		

Incident Metrics

<u>OPS Channel:</u> OPS 2	<u>On Scene Time:</u> 7:48AM
<u>MTPD Channels:</u>	<u>Disregard Time:</u> N/A
["MTPD 1x ", "MTPD 2x"]	<u>Time of Recovery:</u> 8:43am
<u>Bus/Rail Yard Channel:</u> N/A	<u>In-Service Time:</u> 9:15am
<u>Initial Incident Time:</u> 6:52AM	<u>Command Est. Time:</u> 7:30am
<u>Dispatch Time:</u> 6:59AM	<u>Transfer of Command Time:</u> 9:00am
<u>Response Time:</u> 6:59AM	

Incident Personnel

Metro IC: [REDACTED]	[REDACTED]
Jurisdictional IC: District of Columbia	[REDACTED]
Fire Liaison ROCC: [REDACTED]	[REDACTED]
Forward Liaison (RTRA Supervisor):	[REDACTED]
[REDACTED]	[REDACTED] A
Forward Liaison (MTPD): [REDACTED]	

Figure 25 OEP Incident Response Report Pg 1

Submitted by: [REDACTED]

Incident Overview

Was Power removed: Yes - Supervisory

Red Tag (if applicable):N/A

Incident Narrative:

The Operator on Train 613 reports entering Metro Center (lower level, track 1), and making contact with an individual. After video review, it was found that the individual was lying in between the running rail, track 1, and had entered the Station a few minutes earlier, and had fallen into the Roadway. A MTPD Patrol Unit arrived, and found the individual walking in the tunnel, as he had crawled from underneath the Train. The individual was transported to GW Hospital with non-life threatening injuries.

Incident Successes:

The MTPD Midnight Officer arrived fairly quickly after the initial dispatch, and was able to locate the subject in the tunnel. The MTPD Officer stayed within the protective handrail, and was able to safely escort the individual to safety with the assistance of the Station Manager. Incident Commander did a good job of controlling the scene when I arrived, creating a staging area for responding WMATA assets, in order to reduce the amount of personnel in and around the crime scene. Incident Commander and RTRA Supervisor were together for the incident, allowing for constant coordination.

Opportunities for Improvement:

Although the initial Officer was by herself for a good amount time with a potentially unpredictable subject, and was focused on him, subsequent Officers arrived, but did not set up Command. It was not until a Sergeant arrived that command was established. Also, need to re-iterate the importance of WMATA assets to remaining in staging area. As incident escalates or de-escalates, those employees with expertise critical to mitigating the incident can be called upon at any moment. Also, WSAD and hotsticks need to be brought down as well anytime we have an incident regarding a Roadway based call by MTPD personnel who are mobile. Radio issues occurred from time to time as well.

Figure 26 OEP Incident Response Report Pg 2

Appendix H – Why-Tree Analysis

