

**W-0399 Collision at Benning Road Station – December 10, 2024****Document Purpose**

This WMSC written report on WMATA Metrorail's safety event investigation and review of Metrorail's findings in accordance with the WMSC Program Standard, in conjunction with the attached Metrorail investigation report that has undergone WMSC staff review, feedback, and Metrorail revision, describes the investigation activities, identifies factors causing or contributing to the accident, and sets forth ongoing, additional, or upcoming corrective actions and further oversight work (such as inspections and audits) as necessary or appropriate. The WMSC's ongoing oversight during the investigative process, including safety event reporting and verification, participation in investigative interviews, data review, consistent communication with the Metrorail investigations team, and feedback on Metrorail's reports leads to further improvements prior to consideration of the reports by WMSC Commissioners for adoption. The WMSC's safety event investigation oversight assures the sufficiency and thoroughness of Metrorail's investigations. The WMSC Commissioners are considering these documents (the WMSC review and Metrorail's investigation report) as a unified item for adoption at the Washington Metrorail Safety Commission meeting on October 21, 2025.

WMSC staff recommend adoption of this investigation.

Safety event summary:

On Tuesday December 10, 2024, at approximately 4:30 p.m., a person was struck by Train 632, after intentionally placing themself in the path of an oncoming train as it entered the platform limits at Benning Road Station.

The Train Operator of Train 632 initiated emergency braking; however, the train was unable to stop before making contact with the person. The train came to a complete stop approximately 80 feet from the point of impact and the Train Operator notified the Radio Rail Traffic Controller in Control Center and requested assistance. The Button RTC de-energized third rail power on track 2, and a Rail Operations Supervisor was dispatched to the location. The Radio Rail Traffic Controller instructed the Train Operator to have passengers walk through the train and exit from a door on the lead car onto the platform. A Communications Agent dispatched the Benning Road Station Manager to the platform so they could assist with offloading riders. Third rail power was de-energized on track 2 at 4:31 p.m.

At 4:36 p.m., MTPD personnel arrived at Benning Road Station and assumed Incident Command and established an Incident Command Post on the platform.

At 4:40 p.m., DCFEMS personnel arrived and at 4:51 p.m. the DCFEMS Battalion Chief requested the station be closed. DCFEMS personnel determined that the person, who was underneath the train, exhibited signs of life and began rescue operations. The person was extricated from underneath the train at 5:02 p.m. and transported to a hospital in critical, but stable condition. At 5:22 p.m. all DCFEMS personnel and equipment were confirmed clear of the roadway.

At 5:32 p.m., the WMATA Incident Commander (WIC) requested third rail power be restored so the train could be moved, and the roadway could be cleaned. At 6:27 p.m., power was restored at Benning Road Station, the incident train was transported to West Falls Church Yard for post-incident testing and normal train service resumed at Benning Road Station.



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In accordance with Metrorail procedure, the Train Operator was removed from service for post-incident testing.



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

FINAL REPORT OF INVESTIGATION A&I E24983

Date of Event:	December 10, 2024
Type of Event:	A-3: Collision
Incident Time:	16:30 hours
Location:	Benning Road Station, Track 2
Time and How received by Safety:	16:32 hours / Safety Information Official (SIO) Notification
Washington Metrorail Safety Commission (WMSC) Notification Time:	17:05 hours
Responding Safety Officers:	OEP
Rail Vehicle:	Train ID 632 (L3027/26X3045/44X3112/13T)
Injuries:	Non-life threatening injuries
Damage:	None
Emergency Responders:	District of Columbia Fire and Emergency Medical Services (DCFEMS), Metro Transit Police Department (MTPD)
Safety Universal Data System (SUDS) Incident Number:	20241210#122053MX

Incident Date: 12/10/2024 Time: 16:30 hours
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E24983

Drafted By: SAFE 708 – 02/03/2025
Reviewed By: SAFE 703 – 02/04/2025
Approved By: SAFE 707 – 02/20/2025

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Benning Road Station – Collision

December 10, 2024
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Abbreviations and Acronyms

AIMS	Advanced Information Management System
AOM	Assistant Operations Manager
ARS	Audio Recording System
CCTV	Closed-Circuit Television
DCFEMS	District of Columbia Fire and Emergency Medical Services
ICP	Incident Command Post
MICC	Metro Integrated Command and Communications
MOR	Metrorail Operating Rulebook
MTPD	Metro Transit Police Department
NOAA	National Oceanic and Atmospheric Administration
ROS	Rail Operations Supervisor
RTRA	Department of Rail Transportation
RVO	Rail Vehicle Operator
SMS	Safety Measurement System
SPO	Allied Security Special Police Officer
SPOTS	System Performance On-Time Summary
VMDS	Vehicle Monitoring and Diagnostic System
WIC	WMATA Incident Commander
WSAD	Warning Strobe Alarm Device
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 Tuesday, December 10, 2024, at 16:30 hours, a Collision occurred at Benning Road Station, Track 2. Train ID 632, six (6) car 3000 series consist (L3027/26X3045/44X3112/13T), was traveling inbound towards Ashburn Station from Downtown Largo Station on the Silver Line. As the train entered Benning Road Station platform limits a patron trespassing beyond the end gate walked into the roadway and placed themselves in the direct path of the train. The Rail Vehicle Operator (RVO) of Train ID 632 initiated the emergency braking, however, the lead car contacted the patron knocking them to the roadway, underneath the train. The train came to a complete stop with one (1) car berthed on the platform.

The RVO notified the Metro Integrated Command and Communications Center (MICC) OPS 2 Radio Rail Traffic Controller (RTC) that a patron was struck by their train. The Radio RTC halted rail traffic in the area, de-energized third rail power on track 2 at Benning Road Station and dispatched the Office of Rail Transportation (RTRA) Rail Operation Supervisors (ROS) to the location. Metro Transit Police Department (MTPD) and District of Columbia Fire and Emergency Medical Services (DCFEMS) personnel were notified and dispatched to the station.

At 16:36 hours, MTPD personnel arrived at Benning Road Station and assumed Incident Command. Shortly thereafter, they went to the station platform established Incident Command Post and instructed Allied Security Special Police Officers (SPO) at Benning Road Station to cordon off the area and assist with clearing patrons away from the incident train. At 16:40 hours, DCFEMS personnel arrived at Benning Road Station. The Incident Command Post (ICP) was moved topside near the station entrance where Unified Command was established. At 16:51 hours, DCFEMS personnel went to the platform and discovered the patron underneath the train exhibited signs of life and announced a rescue operation.

At 17:02 hours, the patron was extricated from underneath Train ID 732 and transported to MedStar Hospital in critical, but stable condition. At 17:22 hours, all DCFEMS personnel and equipment were clear from the roadway, and Incident Command was transferred to MTPD, who conducted a crime scene investigation. At 17:41 hours, third rail power was restored at Benning Road Station, track 2. At 18:01 hours, Train ID 732 departed the station, operated by ROS #1, enroute to West Falls Church Yard for post-incident investigative measures. At 18:38 hours, normal service resumed at Benning Road Station.

There was no damage to equipment or infrastructure reported as a result of this incident.

The probable cause of the Collision event that occurred on December 10, 2024, at Benning Road Station, was the intentional action of the patron to trespass onto the rail right-of-way and was subsequently struck by Train ID 632.

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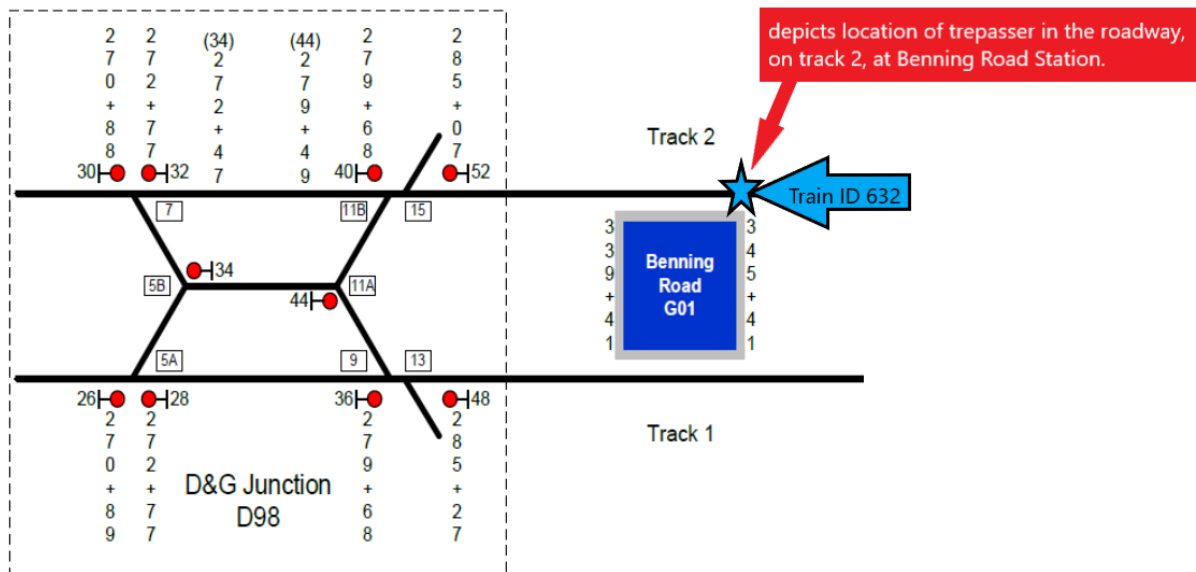
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Incident Site

Benning Road Station is a below-ground station with a center platform. There are direct fixation tracks and an interlocking towards the inbound direction.

Field Sketch/Schematics



The above depiction is not to scale.

Purpose and Scope

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

Investigative Methods

The investigative methodologies included the following:

- Site Assessment through video and document review.
- Formal Interviews – Safety interviewed one (1) individual as part of this investigation. The interview included persons present at, during, and after the incident, those directly involved in the response process, and representatives from the Washington Metrorail Safety Commission (WMSC). Safety interviewed the following individual:
 - Train ID 632 Rail Vehicle Operator
- Documentation Review – Collection of relevant work history information and process documentation contained in WMATA systems of record. These records include:
 - Metrorail Operating Rulebook (MOR)
 - National Oceanic and Atmospheric Administration (NOAA)
 - MTPD Event Report
 - Train Interval Sheet

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- Rail Operations Supervisor's Report
 - Rail Vehicle Operator's Incident/Accident Report
 - Rail Vehicle Operator's Manifest
 - Post-Incident/Accident Form
 - Rail Vehicle Operator's 30-Day Work History
 - Managerial Report
 - Rail Vehicle Operator's Certification Records
 - Training Records
 - Maximo
- System Data Recording Review – Collection of information contained in Metro Data Recording Systems. This data includes:
 - Audio Recording System (ARS) playback
 - The Office of Chief Mechanical Officer Incident Investigation Team (IIT) Vehicle Monitoring and Diagnostic System (VMDS)
 - Closed-Circuit Television (CCTV)
 - Advanced Information Management System (AIMS)
 - System Performance On-Time Summary (SPOTS)

Investigation

On Tuesday, December 10, 2024, it was determined through a review of the Benning Road Station Closed-Circuit Television (CCTV) footage that the patron involved in the collision arrived at the Benning Road Station entrance at 15:33 hours. The patron was observed walking down the escalator to the mezzanine and evading the fare via an unsecured emergency exit gate. Between 15:34 and 16:28 hours, the patron was observed moving about near the outbound end of the platform, nearest to Capitol Heights Station.

At 16:29 hours, the patron walked past the eastbound Track 2 end gate and walked down to the safety walk. The patron entered the roadway, crossed over the running rails, bent over, and reached towards the energized third rail. The patron then stood up, crossed back over the running rails, and stood on the safety Walk.



Figure 1 - Depicts the patron walking towards the station end gate.

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At 16:30 hours, CCTV footage showed Train ID 632, a six (6) car 3000 series consist (L3027/26x3045/44x3112/13T) traversing a curved section of rail entering Benning Road Station, Track 2. At this time the patron walked from the safety walk into the roadway, between the running rails, placing themselves in dynamic envelop of Train ID 632 as it came out of the curve to tangent track.

The train's vehicle monitoring system (VMS) data showed that the RVO cycled the Master Controller from a "B4-B5" Braking mode to "Emer" Braking Mode, initiating emergency braking and dumping the brake pipe. The train made contact with the patron and came to a complete stop approximately 80 feet from the point of impact, with one (1) complete car on the platform.



Figure 2 - Depicts Train ID 732 at the point of final rest.

At 16:31 hours, the RVO of Train ID 632 frantically contacted the MICC OPS 2 Radio RTC with an emergency transmission, reporting a person had jumped in front of their train. The Radio RTC immediately began to halt rail traffic in the area. The Button RTC de-energized third rail power on Track 2 at Benning Road Station, and dispatched ROSs to the location. At 16:32 hours, the Assistant Operations Manager (AOM) contacted DCFEMS Dispatch to request emergency response assistance at Benning Road Station. Additionally, a MICC Communications Agent dispatched the Benning Road Station Manager to the platform to assist the distraught RVO. The Radio RTC initially instructed the RVO of Train ID 632 to make good announcements to their customers, key open the first door on the platform, offload, and verify clear of customers. However, at 16:34 hours, the Radio RTC instructed the RVO to stand by and transferred the tasks of keying open the door, offloading, and verifying clearance of customers to the Station Manager.

At 16:35 hours, DCFEMS dispatched emergency response personnel to Benning Road Station. At 16:38 hours, MTPD personnel was the first to arrive at Benning Road Station, assumed the role of WMATA Incident Commander (WIC), and established an Incident Command Post at the Benning Road Station platform, near Track 2. At 16:40 hours, DCFEMS Battalion Chief arrived at Benning Road Station topside near the Benning Road Station entrance as DCFEMS personnel made their way to the platform equipped with two (2) Warning Strobe and Alarm Devices (WSAD).

At 16:42 hours, the MICC Bus Section Communications Specialist announced a bus bridge was requested between Stadium-Armory and Capitol Heights Stations. At 16:46 hours, the Station Manager informed the Radio RTC that they were escorting the last of the patrons off Train ID 632.

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Additionally, the Train ID was changed from 632 to non-revenue ID 732. At 16:47 hours, the WIC made their way topside, moved the Incident Command Post near the station entrance, and established Unified Command with DCFEMS. At 16:51 hours, the DCFEMS Battalion Chief of Special Operations assumed Incident Command and requested the WIC have Benning Road Station closed to determine if a rescue or recovery was being performed on Track 2. The WIC relayed the request to POLICE 1. At 16:51 hours, the Battalion Chief of Special Operations reported the patron underneath Train ID 632 exhibited signs of life and that they would be performing a rescue attempt. At 17:02 hours, the patron was extricated from beneath Train ID 632 and was evaluated by medical personnel. The patron was transported to MedStar Hospital in critical, but stable condition.



Figure 3 - Depicts the patron being extricated from beneath Train ID 632 (note ID was changed to 732 after the incident).

At 17:13 hours, Blue Line single tracking was authorized via track 1, bypassing Benning Road Station. At 17:30 hours, Benning Road Station was opened, and trains began servicing the station via single tracking on track 1. At 17:23 hours, all DCFEMS personnel and equipment were clear of the roadway and Incident Command was transferred to MTPD. At 17:32 hours, the WIC informed POLICE 1 that the incident investigation had concluded and requested third rail power be restored on track 2 so the train could be moved, and the roadway could be cleaned. At 17:37 hours, ROS #1 reported all personnel and equipment were cleared from the roadway, power energization announcements were made, and third rail power was restored at 17:41 hours.

At 17:47 hours, the Car Equipment Road Mechanic on the scene informed the Radio RTC that Train ID 732 was safe to be moved and requested to disengage the hand brakes. Permission was granted. At 17:58 hours, ROS #1 informed the Radio RTC that Train ID 732 was ready to be transported. At 18:01 hours, Train ID 732 departed Benning Road Station, in non-revenue service to West Falls Church Yard. A subsequent inspection of the train revealed no damage to any equipment. MTPD then transferred Incident Command to ROS #2.

At 18:07 hours, ERT requested foul time and third rail power be de-energized to clean bodily fluids from the roadway. At 18:10 hours, third rail power was de-energized, and ERT was granted foul time to hot-stick and confirm de-energization. ERT confirmed third rail power de-energized at Chain Marker (CM) G2 346+00. ERT was then granted permission to sanitize the area and instructed to notify the Radio RTC once completed.

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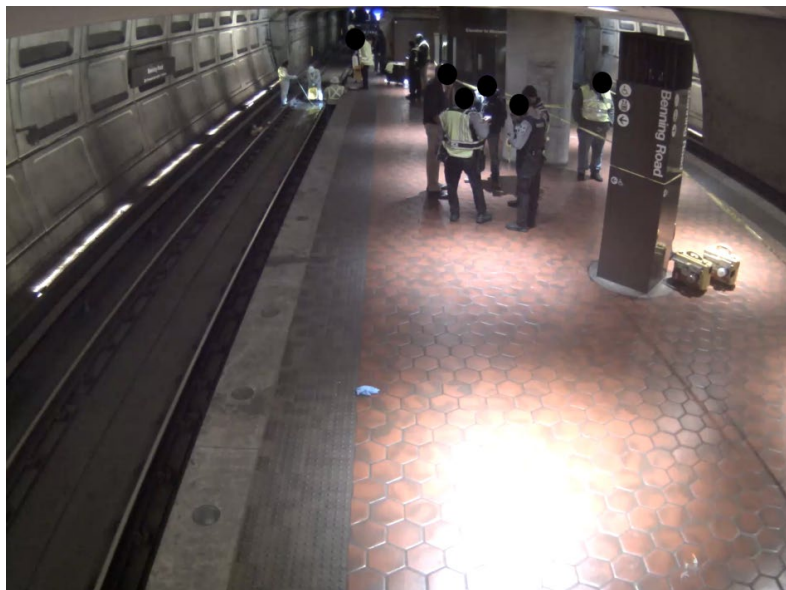


Figure 4 - Depicts ERT cleaning bodily fluid from the Benning Road Station, track 2 roadway.

At 18:23 hours, ERT relinquished their foul time and informed the Radio RTC that Benning Road Station, track 2, was revenue-ready. At 18:24 hours, the Radio RTC made power energization announcements. At 18:27 hours, third rail power was restored at Benning Road Station, track 2. At 18:38 hours, Train ID 438 was the first revenue train to service Benning Road Station, track 2 after the event.

Chronological Event Timeline

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

Time	Description
15:33:25 hours	Patron was observed topside walking towards Benning Road Station. [CCTV]
15:34:23 hours	Patron was observed entering the Benning Road Station mezzanine via the Emergency Exit gate. [CCTV]
15:34:50 hours	Patron arrived on the platform level at Benning Road Station [CCTV]
16:29:53 hours	Patron was observed trespassing past the end gate at Benning Road Station, Track 2, in the direction of Capitol Heights Station. [CCTV]
16:30:18 hours	Patron was observed crossing over the running rails towards the energized Third Rail at Benning Road Station. [CCTV]
16:30:19 hours	Patron was observed bending down and extending their arm to contact the energized third rail at Benning Road Station. [CCTV]
16:30:22 hours	Patron was observed standing up, crossing over the running rails towards the safety walk at Benning Road Station. [CCTV]
16:30:57 hours	Train ID 632 began to enter the platform limits at Benning Road Station, Track 2. [CCTV][SPOTS]
16:30:58 hours	Patron was observed walking from the safety walk into the roadway, between the running rails, placing themselves in the direct path of Train ID 632. [CCTV]

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Time	Description
16:30:59 hours	The lead car of Train ID 632 made with the patron standing in the roadway. [CCTV]
16:31:02 hours	Train ID 632 came to a complete stop. [CCTV]
16:31:09 hours	<u>Train ID 632</u>: Declared an Emergency Announcement and requested assistance. <u>Radio RTC</u>: Asked for the unit calling to repeat their message. <u>Train ID 632</u>: Stated their Train ID and requested assistance. <u>Radio RTC</u>: Asked Train ID 632 for their location. <u>Train ID 632</u>: Stated they were at Benning Road Station, there was a patron that jumped into the path of their train, and they required immediate assistance. <u>Radio RTC</u>: Began halting rail traffic in the area, instructed Train ID 632 to come to a complete stop, and to provide their lead car number. <u>Train ID 632</u>: Stated their lead car was 3027 and frantically requested assistance. <u>Radio RTC</u>: Repeated the lead car information and asked if Train ID 632 was properly berthed on the platform, at Benning Road Station, Track 2. <u>Train ID 632</u>: [inaudible] <u>Radio RTC</u>: Asked Train ID 632 to calm down, assistance was enroute. The Radio RTC instructed trains in the area to hold their location and clear the radio. The Radio RTC then asked Train ID 632 how many cars were on the platform. <u>Train ID 632</u>: Responded one (1) or two (2) [inaudible]. <u>Radio RTC</u>: Asked Train ID 632 to calm their breathing. <u>Radio RTC</u>: instructed three (3) Rail Operations Supervisors (ROS) to respond to Benning Road Station and all Silver Line Trains to turnback at the D&G Junction towards Ashburn Station. <u>Radio RTC</u>: Asked Train ID 632 to answer the radio. <u>Train ID 632</u>: Acknowledged the message, [inaudible]. <u>Radio RTC</u>: Informed Train ID 632 that the Benning Road Station Manager was enroute to assist. They instructed Train ID 632 to calm down and breathe normally, so they could gather the pertinent information. <u>Radio RTC</u>: Stated to Train ID 632 that they had the lead car number and needed to know how many cars were on the platform. <u>Train ID 632</u>: Responded one (1) or two (2). <u>Radio RTC</u>: Acknowledged and instructed Train ID 632 to inform their customers of the incident, not to manually open the platform side doors, instruct the customers to walk towards the lead car, and key the door open in the lead car that is on the platform. The Radio RTC informed Train ID 632 that a Station Manager and ROS were enroute to assist.

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Time	Description
	<u>Train ID 632</u>: Shakily acknowledged the instructions. <u>Radio RTC</u>: Instructed Train ID 632 to not open their doors. The Radio RTC then instructed Train ID 632 to just remain in the lead car. [OPS 2 Radio]
16:31:43 hours	Third Rail power de-energized on Track 2 at Benning Road Station. [AIMS]
16:31:57 hours	OM: Informed the SIO that there was a report of a person struck by Train ID 632 on Track 2 at Benning Road Station. They informed the SIO that Third Rail power was de-energized. [RAIL 1 Phone]
16:32:15 hours	<u>Buttons RTC</u>: Contacted the Downtown Largo Blockhouse and requested a ROS to respond to Benning Road Station. <u>Terminal Supervisor</u>: Informed the Buttons RTC that ROS #1 was responding. [G05 Blockhouse Phone]
16:32:16 hours	AOM: Contacted DC 911 Dispatch and reported a person struck by a train at Benning Road Station. <u>DC 911 Dispatcher</u>: Asked for the address to the station. AOM: Stated 4500 Central Avenue. [Rail 2 Asst Phone]
16:32:18 hours	<u>POLICE 1</u>: Announced a Priority Message. They needed units to respond to Benning Road Station for a report of a person struck. <u>MTPD</u>: Stated they were responding to Benning Road Station from Stadium-Armory Station. [MTPD 1X Radio]
16:32:48 hours	<u>Communications Agent</u> : Radioed for the Benning Road Station Manager. [OPS 5 Radio]
16:32:54 hours	<u>Communications Agent</u> : Contacted the Benning Road Station Manager and informed them of a reported person struck by a train on Track 2. They instructed the Station Manager to go to the platform and provide an update on OPS 5. [ROIC 3 Phone]
16:32:58 hours	<u>Communications Agent</u>: Contacted the SOCC to report a person struck by a train at Benning Road Station, Track 2. SOCC: Acknowledged, stating they were aware of the incident. [SOCC Radio/CAD-RMS Phone]
16:33:37 hours	<u>Communications Agent</u> : Dispatched a Station Supervisor to Benning Road Station for a reported person struck by a train on Track 2. [ROIC 3 Phone]
16:33:57 hours	<u>Buttons RTC</u>: Contacted the Communications Section to request a Station Manager at Benning Road Station go to Track 2 for a report of a person struck by the train. <u>Communications Agent</u>: Stated they were contacting the Station Manager and asked if they should use the OPS 2 Radio channel. <u>Buttons RTC</u>: Replied, Yes. [ROCC ROIC 1 Phone]
16:34:27 hours	<u>Communications Agent</u> : Instructed the Benning Road Station Manager to switch their radio to OPS 2.

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Time	Description
	<u>Station Manager</u> : Acknowledged the message. [OPS 5 Radio]
16:34:37 hours	<u>Terminal Supervisor</u> : Informed the Buttons RTC that ROS #1 was enroute to Benning Road Station by mobile due to no trains being dispatched. [G05 Blockhouse Phone]
16:34:51 hours	<u>Radio RTC</u>: Requested the Benning Road Station Manager to answer the radio. <u>Station Manager</u>: Acknowledged the message. <u>Radio RTC</u>: Instructed the Station Manager to assist Train ID 632 with offloading the train, by keying open the first door, on the platform side, of the lead car and walking the customers through the train to exit. <u>Station Manager</u>: Acknowledged the message. <u>Radio RTC</u>: Informed the Station Manager that an ROS was enroute to assist. [OPS 2 Radio]
16:35:20 hours	<u>DCFEMS Dispatcher</u> : Announced a local alarm and dispatched Engine 30, Truck 17, Battalion Chief Special Operations, Rescue Squad 3, EMS 7, Paramedic 30, AMR 72, Safety Battalion Chief to Benning Road Station, 4500 Central Avenue NE, Washington DC, for reports of a person struck by a train. [DCFEMS Radio]
16:36:09 hours	CCTV shows the first MTPD unit to arrive at Benning Road Station. [CCTV]
16:36:41 hours	<u>PDAS</u> : Dispatched a Power Crew to stand by at G01 (Benning Road Station) Tie Breaker. [M-POWR 6903 Radio]
16:37:15 hours	CCTV shows the first DCFEMS unit to arrive at Benning Road Station. [CCTV]
16:37:37 hours	<u>Station Manager</u>: Informed the Radio RTC that they were with Train ID 632. <u>Radio RTC</u>: Ask the Station Manager if the train had been offloaded. <u>Station Manager</u>: Stated they offloaded the lead car and were in the process of continuing to offload the rest of the consist. <u>Radio RTC</u>: Instructed the Station Manager to escort patron through the bulkhead doors and have Train ID 632's RVO contact the Radio RTC. <u>Radio RTC</u>: Instructed Train ID 632 to engage the handbrake in the lead car. [OPS 2 Radio]
16:38:41 hours	<u>WMATA Incident Commander (WIC)</u> : Stated they arrived on scene. The person struck is in Track 2 at Benning Road Station. [MTPD 1X Radio]
16:39:45 hours	<u>MTPD</u> : Instructed personnel responding to Benning Road Station to switch their radio to channel MTPD 2X [MTPD 1 X Radio]
16:40:19 hours	<u>POLICE 1</u> : Informed the WIC that DCFEMS Engine, Truck 17 was on location at Benning Road Station. [MTPD 1X Radio]
16:40:27 hours	<u>WIC</u> : Informed POLICE 1 that the Incident Command Post was established on the Benning Road Station platform near Track 2. They have secured the

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	RVO, and instructed Special Police Officers (SPO) on the scene to cordon off the area. [MTPD 1X Radio]
16:40:53 hours	Benning Road Station, Track 2, Blue Blocked from Track Circuit G01-G2-330 through G01-G2-353. [AIMS]
16:40:55 hours	<u>MTPD</u> : Instructed personnel responding to Benning Road Station to switch their radio to channel MTPD 2X [MTPD 1 X Radio]
16:40:57 hours	<u>Battalion Chief</u> : Contacted Special Operations Communications and reported Engine 30 on location establishing Central Avenue Command. [DCFEMS Radio]
16:40:59 hours	Work Crew (Human Form) added to Benning Road Station Track 2 at Track Circuit G01-G2-350. [AIMS]
16:41:02 hours	<u>POLICE 1</u> : Instructed units responding to Benning Road Station to continue using channel MTPD 1X until additional units are in place. <u>WIC</u> : Asked POLICE 1 if they were remaining on MTPD 1X channel. <u>POLICE 1</u> : Responded Affirmatively, stating they would remain on MTPD 1X channel until additional units were in place. <u>WIC</u> : Informed Police 1 that DCFEMS requested that no trains enter Benning Road Station. The station will be closed as per DCFEMS. <u>POLICE 1</u> : Responded Affirmatively and granted the WIC permission to close the station. [MTPD 1X Radio]
16:41:45 hours	<u>MTPD</u> : Announced DCFEMS Engine 17 was on location and two (2) WSADs had arrived on the platform. [MTPD 2X Radio]
16:42:49 hours	<u>Bus OPS 1 Communications Specialist</u> : Reported a Bus Bridge requested between Stadium-Armory and Capitol Heights Stations. [Bus OPS 1 Radio]
16:42:56 hours	<u>WIC</u> : Requested to use the SPOs at Benning Road Station to escort the patrons that exited Train ID 632 away from the area due to an active investigation. [MTPD 1X Radio]
16:43:54 hours	<u>Radio RTC</u> : Asked the ROS responding to Benning Road Station for their location. <u>ROS #1</u> : Stated they were passing Addison Road. <u>Radio RTC</u> : Acknowledged and asked to be advised once they arrived at Benning Road Station. [OPS 2 Radio]
16:44:01 hours	<u>WIC</u> : Requested POLICE 1 have an MTPD Officer pick up a Car Maintenance Road Mechanic from Capitol Heights Station. [MTPD 1X Radio] <u>MTPD</u> : Asked the WIC if single-tracking is permitted. <u>WIC</u> : Replied As per the DCFEMS Battalion Chief no single-tracking was permitted at that time. The station is to be evacuated and closed. <u>MTPD</u> : Informed the WIC a unit was enroute to pick up the Road Mechanic from Capitol Heights Station [MTPD 1X Radio]

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Time	Description
16:45:35 hours	<u>MTPD</u> : Instructed units responding to Benning Road Station to switch to MTPD 2X channel. [MTPD 1X Radio]
16:46:08 hours	Train ID of 632 was changed to 732. Destination Code of Train ID 732 changed to non-revenue code 85. [AIMS]
16:46:14 hours	<u>Radio RTC</u>: Asked the Benning Road Station Manager for an update on the offloading of Train ID 632. <u>Station Manager</u>: Stated they were walking the last customers off of the train. <u>Radio RTC</u>: Instructed the Station Manager to check on Train ID 632's RVO once they cleared the train of customers. <u>Station Manager</u>: Acknowledged the message. [OPS 2 Radio]
16:46:51 hours	<u>MTPD</u> : Stated they were at Capitol Heights Station to escort a Car Equipment Mechanic to Benning Road Station. [MTPD 2X Radio]
16:47:46 hours	<u>POLICE 1</u>: Asked the WIC for the location of the ICP. <u>WIC</u>: Stated the ICP was established on the platform at Benning Road Station. <u>POLICE 1</u>: Informed the WIC that DCFEMS Battalion Chief was topside near the station. <u>WIC</u>: Stated they were moving ICP from the station platform to topside near the station entrance. [MTPD 2X Radio]
16:48:49 hours	<u>MTPD Unit 2</u> : Reported per the CAD confirmed signs of life from the patron struck by Train ID 632. [MTPD 2X Radio]
16:51:27 hours	<u>MTPD Unit 1</u> : Stated they have collected the Car Equipment Road Mechanic at Capitol Heights Station. [MTPD 2X Radio]
16:51:46 hours	<u>WIC</u>: Stated they were on location with the Battalion Chief of Special Operations at the Benning Road Station Bus Bay. They advised POLICE 1 that Benning Road Station was closed and DCFEMS would assess a rescue/recovery of the patron from underneath Train ID 632. POLICE 1: Acknowledged the message and informed the WIC that a Bus Bridge was established from Stadium-Armory Station to Capitol Heights Station along the 96 route. [MTPD 2X Radio]
16:51:55 hours	<u>Battalion Chief of Special Operations</u> : Informed the Special Operations Communications Agent that they were assuming Central Avenue Command. The investigation has one (1) person under the train exhibiting signs of life. [DCFEMS Radio]
16:55:40 hours	<u>WIC</u> : Informed POLICE 1 that DCFEMS would be performing a rescue attempt. [MTPD 2X Radio]
17:02:19 hours	<u>Battalion Chief of Special Operations</u> : Informed the Special Operations Communications Agent that the person had been extracted from underneath the train and was being evaluated by Medic 30. [DCFEMS Radio]

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Time	Description
17:13:35 hours	Train ID 428 was the first train to single-track via Track 1 at Benning Road Station towards Franconia-Springfield Station, bypassing Benning Road Station. [AIMS] [SPOTS]
17:22:23 hours	<u>Battalion Chief of Special Operations</u> : Informed the Special Operations Communications Agent that all personnel and equipment is clear of the roadway. [DCFEMS Radio]
17:23:49 hours	<u>POLICE 1</u> : Asked the WIC to confirm DCFEMS has transferred Incident Command over to them. <u>WIC</u> : Confirmed and stated they were attempting to make contact with a ROS. [MTPD 2X Radio]
17:28:34 hours	<u>Battalion Chief of Special Operations</u> : Informed the Special Operations Communications Agent that the Incident Command was being relinquished to WMATA. [DCFEMS Radio]
17:30:57 hours	Train ID 430 was the first train to service Benning Road Station via Track 1 towards Franconia-Springfield Station. [AIMS] [SPOTS]
17:32:13 hours	<u>WIC</u> : Informed <u>POLICE 1</u> that the incident investigation had concluded and requested permission to move the train out of the station and have third rail power brought back down so that the roadway could be cleaned of any debris. [MTPD 2X Radio]
17:33:35 hours	<u>POLICE 1</u> : Instructed the WIC to confirm all personnel and equipment was clear of the roadway before power is restored. <u>WIC</u> : Requested to go direct with personnel on the platform. <u>MTPD</u> : Informed the WIC that all personnel was on the platform and all equipment removed from the roadway. Third rail power could be restored. <u>WIC</u> : Acknowledged the message and relayed the information to <u>POLICE 1</u> . [MTPD 2 X Radio]
17:34:42 hours	<u>Radio RTC</u> : Asked ROS #1 and ROS #2 to confirm if all personnel and equipment were clear of the roadway at Benning Road Station. <u>ROS #1</u> : Stated Negative. <u>Radio RTC</u> : Acknowledged and instructed the ROS to inform them once all personnel and equipment were clear. [OPS 2 Radio]
17:37:46 hours	<u>ROS #1</u> : Informed the Radio RTC that all personnel and equipment were clear of the roadway at Benning Road Station. <u>Radio RTC</u> : Acknowledged and instructed ROS #1 to verify that third rail power could be restored on Track 2 at Benning Road Station. <u>ROS #1</u> : Confirmed that third rail power could be restored on Track 2 at Benning Road Station. <u>Radio RTC</u> : Informed ROS #1 that the train needed to be double ended towards Ashburn Station where it will enter the pocket track at the D&G Junction to be routed towards New Carrollton Yard.

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Time	Description
	<u>ROS #1</u>: Acknowledged the message and stated ROS #2 was on location to operate the train to New Carrollton Yard. <u>Radio RTC</u>: Stated all personnel and equipment were clear of the roadway at 17:38 hours and third rail power was safe to be restored. [OPS 2 Radio]
17:38:13 hours	<u>Buttons RTC</u>: Contacted the OM to inquire if Power Energization announcements can be made. <u>OM</u>: Granted permission for Power Energization announcements to be made. [BL/OR 2 Phone]
17:38:50 hours	<u>Radio RTC</u> : Made a Power Energization Announcement for Benning Road Station, Track 2. [OPS 2 Radio]
17:39:13 hours	Benning Road Station, Track 2, Blue Block removed from Track Circuit G01-G2-330 through G01-G2-353. [AIMS]
17:39:17 hours	Work Crew (Human Form) removed from Benning Road Station Track 2 at Track Circuit G01-G2-350. [AIMS]
17:40:56 hours	<u>Road Mechanic</u> : Requested Foul Time to take photographs of the TWC antenna. [OPS 2 Radio]
17:41:19 hours	Third Rail power was restored on Track 2 at Benning Road Station. [AIMS]
17:41:27 hours	Benning Road Station, Track 2, Blue Blocked from CM G2 330+00 to G2 353+00. [AIMS]
17:41:33 hours	<u>Radio RTC</u>: Acknowledged the Road Mechanic's request for Foul Time and was instructed to standby. <u>Radio RTC</u>: Asked ROS #1 to verify that the train was still keyed down. [OPS 2 Radio]
17:41:33 hours	Work Crew (Human Form) added to Benning Road Station Track 2 at CM G2 350+00. [AIMS]
17:43:46 hours	<u>Radio RTC</u> : Announced that trains were single-tracking, via Track 1, between Addison Road Station and the D&G Junction pocket track. All stations are being serviced, including Benning Road and Capitol Heights Stations. All Silver Line trains are terminating at Federal Center Station. [OPS 2]
17:46:43 hours	<u>Road Mechanic</u>: Cleared the roadway and relinquished their Foul Time. <u>Radio RTC</u>: Acknowledged transmission at 17:46 hours. [OPS 2 Radio]
17:47:43 hours	<u>Radio RTC</u>: Asked the Road Mechanic if Train ID 732 was safe to move. <u>Road Mechanic</u>: Stated the train was safe to move and requested permission to disengage the handbrake. <u>Radio RTC</u>: Granted permission to release the handbrake in lead car of Train ID 732, Track 2 at Benning Road Station. [OPS 2 Radio]
17:47:52 hours	Work Crew (Human Form) removed from Benning Road Station Track 2 at CM G2 350+00. [AIMS]

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Time	Description
17:47:57 hours	Benning Road Station, Track 2, Blue Block removed from Track Circuits G01-G2-323 through G01-G2-353. [AIMS]
17:49:11 hours	<u>Radio RTC</u> : Informed ROS #1 that Train ID 732 was being re-routed to West Falls Church Yard.
17:58:02 hours	<u>ROS #1</u> : Informed the Radio RTC that Train ID 732, had all doors cleared, good brakes off, and was ready to be transported. <u>Radio RTC</u> : Granted permission to move with speed commands to West Falls Church Yard. [OPS 2 Radio]
18:01:14 hours	Train ID 732 departed Benning Road Station, Track 2 to New Carrollton Yard. [AIMS][SPOTS]
18:01:26 hours	<u>WIC</u> : Informed POLICE 1 that the train had left the station. Incident Command was being transferred to ROS #2. [MTPD 2X Radio]
18:01:40 hours	Benning Road Station, Track 2, Blue Blocked at Track Circuit G01-G2-342. [AIMS]
18:03:44 hours	<u>ROS #2</u> : Requested foul time to remove items from the roadway at Benning Road Station, Track 2. <u>Radio RTC</u> : Granted ROS #2 foul time at Benning Road Station, Track 2, and reminded them that the third rail was energized. [OPS 2 Radio]
18:03:52 hours	Work Crew (Human Form) added to Benning Road Station Track 2 at Track Circuit G01-G2-342. [AIMS]
18:05:24 hours	<u>ROS #2</u> : Relinquished their foul time at Benning Road Station, Track 2. <u>Radio RTC</u> : Acknowledged foul time being relinquished at 18:05 hours. [OPS 2 Radio]
18:07:43 hours	<u>Radio RTC</u> : Radioed for ERT at Benning Road Station. <u>ERT Supervisor</u> : Acknowledged the message. <u>Radio RTC</u> : Instructed ERT to inform them once they were ready for foul time to clean debris from the roadway. <u>ERT Supervisor</u> : Requested that third rail power be de-energized. <u>Radio RTC</u> : Asked if there was an ROS to hot-stick and confirm third rail power has been de-energized. <u>ERT Supervisor</u> : Announced they would hot-stick and confirm third rail power had been de-energized. <u>Radio RTC</u> : Instructed the ERT Supervisor to stand by and stand clear while third rail power was de-energized. [OPS 2 Radio]
18:10:40 hours	Third Rail power was de-energized on Track 2 at Benning Road Station. [AIMS]
18:13:11 hours	<u>Radio RTC</u> : Granted ERT foul time at Benning Road Station, Track 2 only, for the purpose of hot-sticking.

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Time	Description
	<u>ERT Supervisor</u> : Acknowledged the message with 100% repeat back. [OPS 2 Radio]
18:13:58 hours	<u>ERT Supervisor</u> : Confirmed third rail power was de-energized at CM G2-346+00. <u>Radio RTC</u> : Acknowledged the message and instructed ERT to notify once they were clear of the roadway. <u>ERT Supervisor</u> : Acknowledged the message with 100% repeat back. [OPS 2 Radio]
18:23:03 hours	<u>ERT Supervisor</u> : Informed the Radio RTC that all personnel and equipment were clear of the roadway, the area had been decontaminated, and third rail power could be restored at Benning Road Station, Track 2. <u>Radio RTC</u> : Acknowledged the message at 18:23 hours. <u>ERT Supervisor</u> : Acknowledged and stated normal service can resume at Benning Road Station. <u>Radio RTC</u> : Acknowledged the message. [OPS 2 Radio]
18:24:07 hours	<u>Radio RTC</u> : Made a Power Energization Announcement for Benning Road Station, Track 2. [OPS 2 Radio]
18:25:00 hours	Work Crew (Human Form) removed from Benning Road Station Track 2 at Track Circuit G01-G2-342. [AIMS]
18:25:26 hours	Benning Road Station, Track 2, Blue Block was removed at Track Circuit G01-G2-342. [AIMS]
18:27:05 hours	Third Rail power was restored on Track 2 at Benning Road Station. [AIMS]
18:27:43 hours	Train ID 436 was the last train to service Benning Road Station via Track 1 towards Franconia-Springfield Station. Single-tracking ended. [AIMS] [SPOTS]
18:38:45 hours	Train ID 438 was the first train to service Benning Road Station, Track 2 after the incident. [AIMS][SPOTS]

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

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Closed-Circuit Television (CCTV)



Figure 5 - Depicts the patron's arrival at Benning Road Station.



Figure 6 - Depicts the patron entering Benning Road Station through an unsecured Emergency Exit gate.



Figure 7 - Depicts the patron touching or attempting to touch the third rail.

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Figure 8 - Depicts Train ID 632 entering Benning Road Station, Track 2, traversing a curved section of rail.



Figure 9 - Depicts the patron entered the roadway and intentionally stood in front of Train ID 632 as it entered Benning Road Station, Track 2.

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Advanced Information Management System (AIMS)

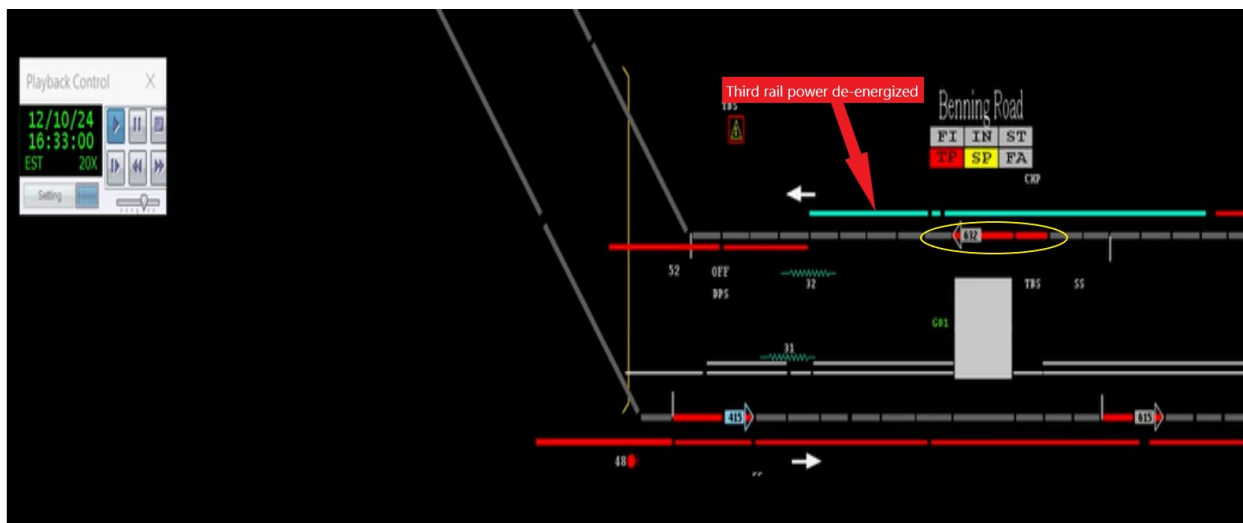


Figure 10 - Depicts Train ID 632 at Benning Road Station, Track 2, after the incident was reported and third rail power was de-energized.

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

Adopted from Office of Chief Mechanical Officer IIT report with minor formatting and grammatical edits:

IIT completed the analysis of the VMS data from Train ID 632, cars 3027/26x3045/44x3112/13, for the reported Collision, occurring at Benning Road Station, Track 2, on December 10, 2024. This incident. There appear to be no issues with the train that attributed to this incident.

At 16:30:34 hours, Train ID 632 was 569 feet away from the final rest location, traveling at 35 MPH, with the Master Controller (MC) in the “Coast” position. At 16:30:40 hours, the MC was cycled between the “B4-B5” Braking position while traveling 34 MPH. At 16:30:43 hours, the MC was cycled to the “EMERGENCY” Braking position, dumping the brake pipe. The train was traveling 31 MPH at the time Emergency Braking was initiated. The Road Horn was not sounded and the Emergency Stop mushroom pushbutton was not pressed.

At 16:30:46 hours, 115 feet from the final rest location the train’s speed decelerated to 12 MPH. The train remained in “Emergency” Braking mode. At 16:30:49 hours, the train came to a complete stop.

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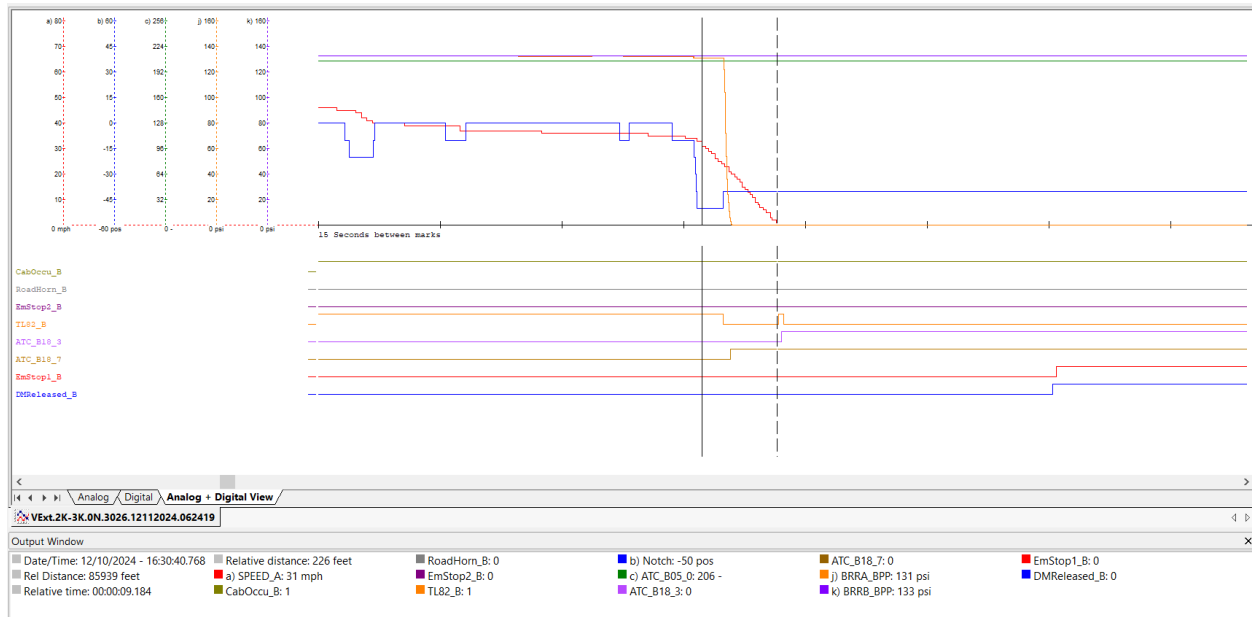
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TIMELINE OF EVENTS

Time	MC Position	Event	Actual Speed
16:30:34 hours	Coast	Train ID 632 was traveling with the MC in the "Coast" position at approximately 569 feet to the point of final rest.	35 MPH
16:30:40 hours	B4	The MC was moved to the "B4" Braking position.	34 MPH
16:30:41 hours	B5	At 226 feet prior to the incident location; TL 82 was high, both EmStop1_B and EmStop2_B were low (not depressed) and DMReleased_B signal not activated. No Road Horn warning was initiated.	31 MPH
16:30:43 hours	Emergency	At 115 feet from the incident location; the Road horn signal was not activated as both EmStop1_B and EmStop2_B remained low (not depressed). The MC was placed in the "Emergency" Braking position (TL82 signal is low) and the Brake pipe dumped.	23 MPH
16:30:46 hours	Emergency	At 31 feet approaching the incident location; TL82 remained low. Road Horn_B signal was still not activated while the train consist continued de-accelerating.	12 MPH
16:30:49 hours	B4	At 0 feet, the train came to a completely stop; both EmStop1_B and EmStop2_B remained low along with the TL82 signal low. The train was keyed down. The deceleration rate (actual speed / sec (relative time) = mphps) at the moment when TL82 was low is 23 mph / 6 sec = 3.83 mph.	0 MPH

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



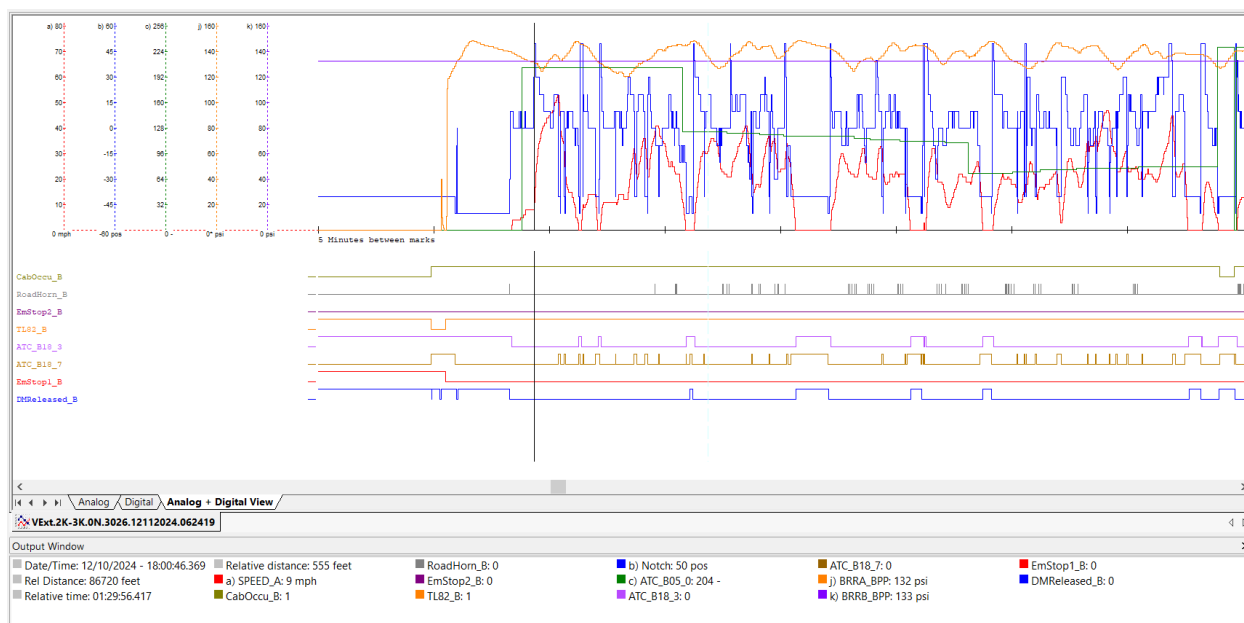
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Refer to the event chart and graph below for when the train was keyed up after the Collision and the brake pipe recharged with MC in the “P5” Power position:

Time	MC Position	Event	Actual Speed
18:00:46 hours	P5	The train was keyed up and the brake pipe recharged. The MC was then placed in the “P5” Power position as the train started moving again.	9 MPH



The calculated deceleration rate of the train is within the specifications. The train brake system responded appropriately.

Office of Car Maintenance

A railcar post-incident inspection was performed under Work Order # 19133395. The undercarriage of cars 3026/27 were inspected for damage. No damage was found. The undercarriage was cleaned and the cars were deemed good for service.

Office of Systems Maintenance, Office of Radio Communications

A comprehensive radio operational test was performed under Work Order # 19171056 at Benning Road (G01) and Capitol Heights (G02) Stations extending to the Rail OPS 2 Radio channel.

- Platform: Radio checks across the platforms at G01 and G02 were Loud and Clear.
- Tunnel: Radio check from G01 to G02 Outbound truck is Loud and Clear.
- Radio check from G02 to G01 Inbound truck, there was an issue at the center of the tunnel towards G01, two (2) uplinks were not received. There was no (Press-To-Talk (PTT) issue and the Downlink was loud and clear.
- The rest of the tunnel radio checks were Loud and Clear.
- Radio check with OPS2 from G01 and G02 platform is Loud and Clear.

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Office of Rail Transportation

Adopted from Office of Rail Transportation report:

At approximately 16:31 hours, an Alexandria Division Rail Vehicle Operator was operating Train ID 632 when a patron walked in front of their train from beyond the end gate as the train approached Benning Road Station, Track 2. All appropriate personnel were notified, Rail Operations Supervisors (ROS) were dispatched to the scene. There were no reported injuries to patrons aboard the train. The struck patron was extricated from beneath the train with signs of life and transported to Medstar Trauma Center. The RVO was interviewed by MTPD on scene and then released into the custody of an Assistant Superintendent. The RVO was removed from service and transported for post-incident testing. There were no reported injuries to customers aboard the train.

Metro Transit Police Department (MTPD)

Adopted from the MTPD Event report with minor formatting and grammatical edits:

Narrative Information

A person was struck by a train at the Benning Road Station. The person is in critical, but stable condition. The person was extricated from underneath the train.

Additional Narrative

On December 10, 2024, at approximately 16:33 hours, the responding MTPD personnel, responded to Benning Road Metro Station, located at 4500 Central Avenue, NE Washington, DC, for the report of an individual struck by Silver Line Train ID 632, heading in the direction of Ashburn Station, on Track2. Upon arrival, the responding personnel located the train and the RVO. They then handed crime scene tape to a Special Police officer at the scene and instructed them to cordon off the area.

The responding MTPD personnel secured the RVO and established Incident Command and established the Incident Command Post at the station platform. DC Fire and EMS and Recuse responded, and located the individual underneath car 3027, exhibiting signs of life.

The station was closed, and train service was suspended at the request of DCFEMS. Third rail power had already been de-energized, at Benning Road Station, Track 2, at 16:32 hours. The rescue of the individual was successful, and the person was transported to MedStar Washington Hospital in stable but critical condition.

Crime Scene Unit responded to process the scene. An MTPD Detective interviewed the RVO. MTPD Digital Video Review confirmed the person intentionally placed themselves on the roadway at 16:30 hours. The incident train was transported to West Falls Church Yard for further processing. Incident Command was transferred to Rail Transportation. Third rail power was restored at 17:45 hours.

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Interview Findings and Written Statements

As part of the investigation launched into the event, Safety interviewed one (1) person. The interview identified the following key findings associated with this event. The findings detailed below include reported information from involved personnel and may conflict with other data sources contained in the report.

RVO

- The RVO stated that they were fully alert, well rested, and were experiencing a normal day prior to the accident.
- They were enroute to Courthouse Station from Downtown Largo Station.
- The RVO was operating on their fourth trip of the day.
- The RVO stated as they approached Benning Road Station via Track 2, they observed the patron jump into the roadway and stood in the path of the train.
- The RVO moved the Master Cylinder to the Emergency Braking Mode, attempting to stop the train as the patron stared at them.
- The RVO stated there was not enough braking distance and the train contacted the patron.
- Once the train came to a complete stop, they reported the incident to the RTC via their radio and requested assistance.
- The RTC informed the RVO that a Station Manager was enroute to assist them.
- They were instructed by the RTC to make good announcements to their customers informing them of the incident.
- The Station Manager had arrived on the platform, opened the door and began offloading the train.
- An MTPD Officer arrived shortly after, escorted the RVO to the platform, and conducted an interview.
- DCFEMS personnel arrived on the platform and entered the Operator's cab to ensure the brakes were applied.
- The MTPD Office then escorted the RVO topside to their MTPD vehicle and was asked follow-up questions by an MTPD Detective.
- They experienced no issues with the train.

Weather

On December 10, 2024, at the time of the incident, NOAA recorded the temperature as 46°F, with cloudy skies, winds 13.6 mph, and 97% humidity. [Washington, DC]. Weather was not a contributing factor in this incident (Weather source: NOAA) – Location: [Washington, DC]

Related Rules and Procedures

Metrorail Operating Rulebook (MOR)

- 1.1 Guiding Safety Principles
- 1.2 Incident Reporting
- 9.5 Emergency Stops
- 17.28 Emergency Maintenance Procedures

Standard Operating Procedure (SOP)

- #26 Person Hit by Train

Incident Management Standard

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Human Factors

Fatigue

Signs and Symptoms of Fatigue

SAFE evaluated incident data for fatigue risk factors. No video of the involved person was available to ascertain whether signs of fatigue were present. The RVO reported feeling fully alert at the time of the incident. The RVO reported experiencing no symptoms of fatigue in the time leading up to the incident.

Fatigue Risk

SAFE evaluated incident data for fatigue risk factors. No significant risk was identified. The incident time of day did not suggest an increased risk of fatigue-related impairment. The RVO reported keeping a regular sleep schedule in the days leading up to the incident. The RVO worked PM shifts in the days leading up to the incident. The RVO was awake for 5.75 hours at the time of the incident. The RVO reported 9.25 hours of sleep in the 24 hours preceding the incident. The off-duty period was 12.8 hours which provides an opportunity for 7-9 hours of sleep. This was more than the RVO's usual workday sleep durations. The RVO reported no issues with sleep. The RVO worked PM shifts in the days leading up to the incident.

Post-Incident Toxicology Testing

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

Findings

- The subject patron intentionally trespassed and positioned themselves onto the roadway at Benning Road Station on Track 2.
- No Incident Management / Incident Response deficiencies were identified.

Immediate Mitigation to Prevent Recurrence

- Third Rail Power was de-energized on Track 2.
- The RVO of Train ID 632 was removed from service.
- Train ID 632 was removed from service.
- The patron was transported to MedStar Hospital.

Probable Cause Statement

The probable cause of the Collision event that occurred on December 10, 2024, at Benning Road Station, was the intentional action of the patron to trespass onto the rail right-of-way and was subsequently struck by Train ID 632.

Recommended Corrective Actions

There were no corrective actions recommended as a result of this incident.

Incident Date: 12/10/2024 Time: 16:30 hours
Final Report – Collision Rev. 1
E24983

Drafted By: SAFE 708 – 02/03/2025
Reviewed By: SAFE 703 – 02/04/2025
Approved By: SAFE 707 – 02/20/2025

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Appendices

Appendix A – Interview Summary

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

RTRA

Rail Vehicle Operator (RVO)

The Rail Vehicle Operator (RVO) is a WMATA employee with 14 years of service and five (5) total years of experience as an RVO. The RVO holds a Roadway Worker Protection (RWP) Level 2 certification expiring in May 2025.

During the formal interview, the RVO was asked a series of questions related to fatigue and their state of alertness during the incident. The RVO stated that they were fully alert, well rested, and were experiencing a normal day prior to the accident. They were enroute to Courthouse Station from Downtown Largo Station. The RVO was operating on their fourth trip of the day. The RVO stated as they approached Benning Road Station via Track 2, they observed the patron jump into the roadway and stood in the path of the train. The RVO moved the Master Cylinder to the Emergency Braking Mode, attempting to stop the train as the patron stared at them. The RVO stated there was not enough braking distance and the train came into contact with the patron. Once the train came to a complete stop they reported the incident to the RTC via their radio and requested assistance.

The RTC informed the RVO that a Station Manager was enroute to assist them. They were instructed by the RTC to make good announcements to their customers informing them of the incident. The Station Manager had arrived on the platform, opened the door and began offloading the train. An MTPD Officer arrived shortly after, escorted the RVO to the platform, and conducted an interview. DCFEMS personnel arrived on the platform and entered the Operator's cab to ensure the brakes were applied. The MTPD Office then escorted the RVO topside to their MTPD vehicle and was asked follow-up questions by an MTPD Detective.

When asked the RVO stated that the lighting in the tunnel was sufficient enough for them to observe the patron in the roadway. They experienced no issues with the train. The RVO stated they have been on the Silver Line since the beginning of the new pick (September 2024).

Appendix B – MTPD Event Report

Event Report					
Metro Transit Police Department					
Type of Report		MTPD CCN		ORI-DCMTP0000	
Closed		2024-24128-001		Local Jurisdiction District of Columbia	
Local CCN					
Event Location					
Street	Station Acronym	City, State	County	MTP District	Local District
4500 Central Ave NE	BNRD - BENNING ROAD	WASHINGTON, DC 20019	D06-District 6	District 3	D06-District 6
Date and Time of Event			Date and Time Reported		
From To			12/10/2024 4:33:00 PM		
12/10/2024 4:30:00 PM					
Category					
Rail Station, Line or Right-of-Way	On Bus	Property	Other		
BNRD - BENNING ROAD		Rail Station	MSA6		
Blue					
Specific Location (Foot Bridge, Kiosk, Platform, Tracks, Etc.)			For Burglary or B&E Only		
Platform			If Hotel Rule Applies, #Premises or Facilities Entered:		
Location Description					
Rail Station					
Event Information					
If Incident Use This Block	Offense #	INJURED/SICK PERSON TO THE HOSPITAL			
Incident Classification	Offense Classification				
Incident Description	Description	INJURED/SICK PERSON TO THE HOSPITAL			
	Weapon/Force Type of Activity	/			
Entry Type:		Number Premises Entered:			
Hate Crime Motivation: None (no bias) (mutually exclusive)					
Bias Motivation					
None (no bias) (mutually exclusive)					
Offender Suspected of Using:		Modus Operandi (MO):			
Case Status Information		If Case Cleared Exceptionally:		Clearance Date:	
Case Status (Completed by the Official who signs this report):					
Reporting Officer (Print)	Badge #	Second Officer (Print)	Badge #		
Supervisor's Name (Electronically Approved)		Teletype	Investigator Notified		ID#
		#			

MTPD CCN:
ORI-DCMTP0000

Event Report Page 1 of 5

Figure 11 - MTPD Event Report, page 1 of 5.

Incident Date: 12/10/2024 Time: 16:30 hours
Final Report – Collision Rev. 1
E24983

Drafted By: SAFE 708 – 02/03/2025
Reviewed By: SAFE 703 – 02/04/2025
Approved By: SAFE 707 – 02/20/2025

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Victim Information				
Other Person Information				
Last Name, First MI		Entity Type		DOB
[REDACTED]		[REDACTED]		[REDACTED]
Address Type	Address (Street) City, State Zip			
H - Home	[REDACTED]			
Work/School Address - Add'l. Contact info				
Age	Sex	Race	Ethnicity	DL State/Number
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
Last Name, First MI		Entity Type		DOB
[REDACTED]		[REDACTED]		[REDACTED]
Address Type	Address (Street) City, State Zip			
H - Home	[REDACTED]			
Type Phone	Phone Number			
M - Mobile	[REDACTED]			
Work/School Address - Add'l. Contact info				
[REDACTED]				
Email				
[REDACTED]				
Age	Sex	Race	Ethnicity	DL State/Number
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
Last Name, First MI		Entity Type		DOB
[REDACTED]		[REDACTED]		[REDACTED]
Address Type	Address (Street) City, State Zip			
W - Work	[REDACTED]			
Type Phone	Phone Number			
M - Mobile	[REDACTED]			
Work/School Address - Add'l. Contact info				
[REDACTED]				
Age	Sex	Race	Ethnicity	DL State/Number

MTPD CCN:
ORI-DCMTP0000

Event Report Page 2 of 5

Figure 12 - MTPD Event Report, page 2 of 5.

Incident Date: 12/10/2024 Time: 16:30 hours
Final Report - Collision Rev. 1
E24983

Drafted By: SAFE 708 - 02/03/2025
Reviewed By: SAFE 703 - 02/04/2025
Approved By: SAFE 707 - 02/20/2025

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Additional Narrative
BWC ACTIVATED On December 10th, 2024, at approximately 1633 hours, I, [REDACTED], responded to the Benning Road Metro Station located at 4500 Central Avenue NE Washington DC, for the report of an individual struck by a silver line train #632 heading in the direction of Ashburn on track two. Upon arrival on the scene, I located train #632 and the train operator, [REDACTED]. I handed the crime scene tape over to a Special Police Officer and advised him to rope off the area, and I, [REDACTED], secured the operator. I, [REDACTED], established on-scene command shortly after. I requested additional resources to maintain the incident on MTPD Channel 1X until sufficient units were on the scene. The command post was at the platform at this time. After his arrival, I placed the train operator with [REDACTED] to further assist with scene management. DC Fire, EMS, and rescue responded and located the individual showing signs of life under car # 3027. The station service was suspended at the request of the DC Fire Department Engine 17, and the power was taken down at 1632 hrs on track 2. A rescue was successful for [REDACTED] (Injured Person). DC Ambulance Medic #30 responded to the scene and treated and transported [REDACTED] to MedStar Washington Hospital in stable but critical condition. [REDACTED] responded to the scene. After being briefed on the incident, [REDACTED] took over on-scene command from me. [REDACTED] responded to process the scene. [REDACTED] responded to the Benning Road Metro Station to investigate the incident further and interviewed the train operator. [REDACTED] accompanied Ambulance 30 to MedStar Washington Hospital to follow up with the injured party. MTPD Digital Video Review confirmed the subject intentionally placed himself on the tracks at 1630 hrs. [REDACTED]. The incident train was brought to West Falls Rail Yard for further processing. The scene was then turned over to ROCC followed by MOC and the third rail power was reenergized at 1745 hours. All the above events occurred in Washington, DC.

MTPD CCN:
ORI-DCMTP0000

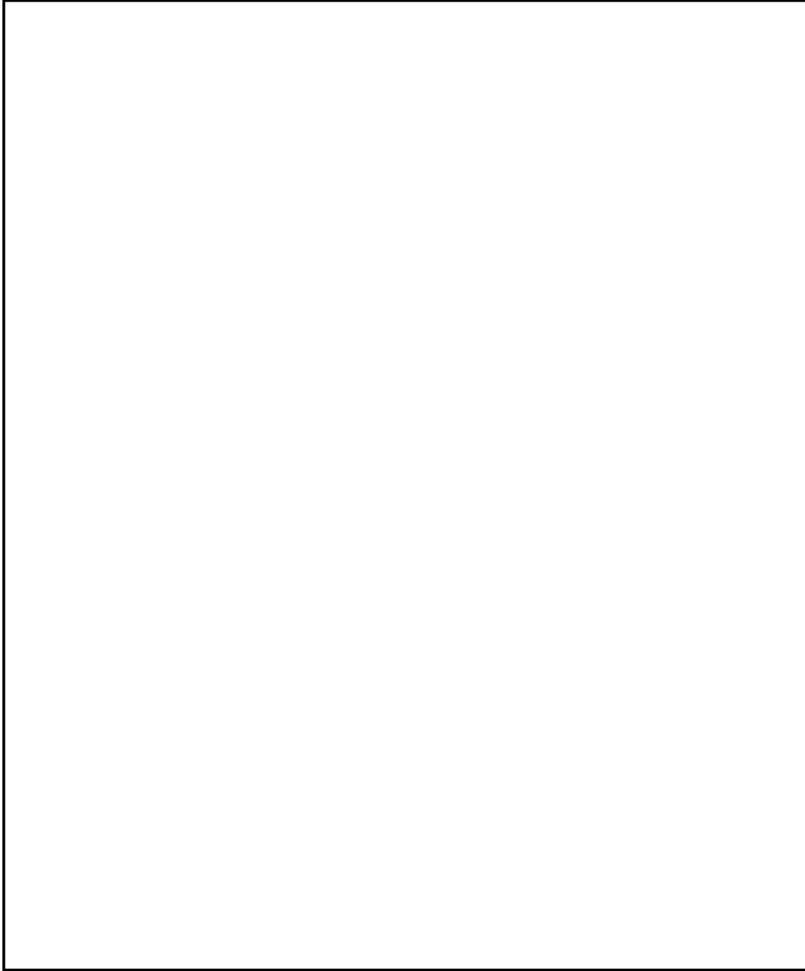
Event Report Page 4 of 5

Figure 14 - MTPD Event Report, page 4 of 5.

Incident Date: 12/10/2024 Time: 16:30 hours
Final Report – Collision Rev. 1
E24983

Drafted By: SAFE 708 – 02/03/2025
Reviewed By: SAFE 703 – 02/04/2025
Approved By: SAFE 707 – 02/20/2025

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MTPD CCN:
ORI-DCMTP0000

Event Report Page 5 of 5

Figure 15 - MTPD Event Report, page 5 of 5.

Incident Date: 12/10/2024 Time: 16:30 hours
Final Report – Collision Rev. 1
E24983

Drafted By: SAFE 708 – 02/03/2025
Reviewed By: SAFE 703 – 02/04/2025
Approved By: SAFE 707 – 02/20/2025

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Appendix C – Maximo Reports



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

Page 1 of 2
MXAZP

Work Order #: 19133395
Type: CM

19133395

Status: CLOSE
12/16/2024 09:40

Work Description: Person stuck by a train on track 2 at Benning Road. Third rail power was de-energized. The AOM, COMM, CMNT, MTPD, and all concerned departments were notified.

Job Plan Description:

Work Information									
Asset: R3027	3027, RAIL CAR, BRED A, 3000 AC, B CAR	Owning Office: CMNT-CMNT-CMNT	Parent:						
Asset Tag: R3027		Maintenance Office: CMNT-WFCH-INSP	Create Date: 12/10/2024 20:34						
Asset S/N: 3027		Labor Group:	Actual Start: 12/10/2024 20:35						
Location: 2494	K99, WEST FALLS CHURCH YARD	Crew:	Actual Comp: 12/11/2024 21:37						
Work Location: 2494	K99, WEST FALLS CHURCH YARD	Lead:	Item: L18060002						
Failure Class: CMNT001	RAIL CAR	GL Account: WMATA-02-33370-50499160-041-*****OPR**	Target Start:						
Problem Code: 2424	N/A CODE (GENERAL SYMPTOM)	Supervisor: [REDACTED]	Target Comp:						
Requested By:		Requestor Phone: /7-1504	Scheduled Start:						
Chain Mark Start:		Chain Mark End:							
Create-Mileage: 2656224.0		Complete-Mileage: 2656817.0							
Task ID									
Task ID									
10	INSPECTED UNDERCAR ON BOTH CARS, NO DAMAGE FOUND, OK FOR SERVICE								
000-300-K01 TRUCK&SUSPENSION: TRUCK									
Component:	POWER CABLING; TRUCK; 2K/3K/6K/7K	Work Accomp:	INSPECTED	Reason:	DAMAGED	Status:	CLOSE	Position:	Warranty?: N
20	PERFORMED UNDERCAR CLEANING..OK FOR SERVICE								
000-300 RAIL CAR; 2K/3K/6K/7K									
Component:	000-300 RAIL CAR; 2K/3K/6K/7K	Work Accomp:	CLEANED	Reason:	DIRTY	Status:	CLOSE	Position:	Warranty?: N
30	Checked VMS subsystem communication (see details)								
Checked and verified all Subsystem has good communications to VCU.									
000-300-V02 VEHICLE MONITORING SYSTEM; VMS;									
Component:	2K/3K/6K	Work Accomp:	CHECKED	Reason:	INCIDENT//ACCIDENT	Status:	CLOSE	Position:	246
Warranty?: N									
Actual Labor									
Task ID	Labor	Start Date	End Date	Start Time	End Time	Approved?	Regular Hours	Premium Hours	Line Cost
10	[REDACTED]	12/11/2024	12/11/2024	10:00	10:30	Y	00:30	00:00	\$24.33
10	[REDACTED]	12/11/2024	12/11/2024	10:00	10:30	Y	00:30	00:00	\$24.57
20	[REDACTED]	12/11/2024	12/11/2024	00:00	02:00	Y	02:00	00:00	\$83.88
WT_plust_woprint.rptdesign									
12/18/2024 14:24									

Figure 16 - Car Maintenance Post-Incident Inspection Work Order, page 1 of 2.

Incident Date: 12/10/2024 Time: 16:30 hours
Final Report – Collision Rev. 1
E24983

Drafted By: SAFE 708 – 02/03/2025
Reviewed By: SAFE 703 – 02/04/2025
Approved By: SAFE 707 – 02/20/2025

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

Page 2 of 2
MXAZP

Work Order #: 19133395
Type: CM

19133395

Status: CLOSE
12/16/2024 09:40

Work Description: Person stuck by a train on track 2 at Benning Road. Third rail power was de-energized. The AOM, COMM, CMNT, MTPD, and all concerned departments were notified.

Job Plan Description:

Actual Labor									
Task ID	Labor	Start Date	End Date	Start Time	End Time	Approved?	Regular Hours	Premium Hours	Line Cost
30		12/11/2024	12/11/2024	19:30	20:00	Y	00:30	00:00	\$26.02
Total Actual Hour/Labor:							03:30	00:00	\$158.60
Related Incidents									
Ticket	Description				Class	Status	Relationship		
8835560	Person stuck by a train on track 2 at Benning Road. Third rail power was de-energized. The AOM, COMM, CMNT, MTPD, and all concerned departments were notified.				SR	CLOSED	ORIGINATOR		
Failure Reporting									
Cause	Remedy				Supervisor		Remark Date		
2475	NO DEFECT; NO REPAIRS PERFORMED				1342	CLEANED		12/11/2024	
Remarks: C/W UNDERCAR INSPECTION, CLEANING AND CENV RECOMMENDATIONS. TRAIN GOOD FOR SERVICE									

WT_plust_woprint.rptdesign

12/18/2024 14:24

Figure 17 - Car Maintenance Post-Incident Inspection Work Order, page 2 of 2.

Incident Date: 12/10/2024 Time: 16:30 hours
Final Report – Collision Rev. 1
E24983

Drafted By: SAFE 708 – 02/03/2025
Reviewed By: SAFE 703 – 02/04/2025
Approved By: SAFE 707 – 02/20/2025

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

Page 1 of 2
MXAZP

Work Order #: 19171056
Type: LM

19171056

Status: CLOSE
12/30/2024 22:57

Work Description: G01/G02 Safety Request Comprehensive Radio Operational Test Tracks 1&2, Extend test to mOPS#2
Job Plan Description:

Work Information					
Asset: 60067	RADIO, CRCS, G02	Owning Office: COMM-TSSM-RADO	Parent:		
Asset Tag:		Maintenance Office: COMM-TSSM-RADO	Create Date: 12/27/2024 05:33		
Asset S/N: CRCSG02		Labor Group: COMMR3RADO	Actual Start: 12/30/2024 22:57		
Location: 10233	G02, CAPITOL HEIGHTS, STATION, PLATFORM, ROOM 100, MECHANICAL ROOM	Crew:	Actual Comp: 12/30/2024 22:57		
Work Location:		Lead: [REDACTED]	Item: N80040084		
Failure Class: COMR004	CRCS TUNNEL EQUIPMENT	GL Account: WMATA-02-33540-50499280-042-*****_OPR**	Target Start:		
Problem Code: 3680	TRANSMITTER INOPERATIVE/DEFECTIVE	Supervisor: [REDACTED]	Target Comp:		
Requested By: [REDACTED]		Requestor Phone: [REDACTED]	Scheduled Start:		
Create-Mileage: 0.0		Complete-Mileage: 0.0			
Task IDs					
Task ID					
10	Radio check conducted G01-G02 both tracks. [REDACTED] conducted radio check with [REDACTED] at CTF. Platform: Radio check across the platform G01 and G02 is Loud and Clear. Tunnel:- Radio check from G01 to G02 Outbound track is Loud and Clear. Radio check from G02 to G01 Inbound track, past half way the tunnel towards G01, two of my uplinks was not received, there was no PTT issue and Downlink is loud and clear, the rest of the tunnel is Loud and Clear. Radio check with OPS2 from G01 and G02 platform is Loud and Clear.				
Component:		Work Accomp:	Reason:	Status: CLOSE	Position: Warranty?: N
20	UL scan G02 to G01 Portal attached. The signal level seems to be high.				
Component:		Work Accomp:	Reason:	Status: CLOSE	Position: Warranty?: N
WT_plust_woprint.rptdesign					
01/18/2025 18:33					

Figure 18 - Comprehensive Radio Test Work Order, Page 1 of 2.

Incident Date: 12/10/2024 Time: 16:30 hours
Final Report – Collision Rev. 1
E24983

Drafted By: SAFE 708 – 02/03/2025
Reviewed By: SAFE 703 – 02/04/2025
Approved By: SAFE 707 – 02/20/2025

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

Page 2 of 2
MXAZP

Work Order #: 19171056
Type: LM

19171056

Status: CLOSE
12/30/2024 22:57

Work Description: G01/G02 Safety Request Comprehensive Radio Operational Test Tracks 1&2, Extend test to mOPS#2

Job Plan Description:

Actual Labor										
Task ID	Labor		Start Date	End Date	Start Time	End Time	Approved?	Regular Hours	Premium Hours	Line Cost
10			12/27/2024	12/27/2024	08:30	09:30	Y	01:00	00:00	\$49.83
20			12/28/2024	12/28/2024	08:00	10:00	Y	02:00	00:00	\$99.25
20			12/28/2024	12/28/2024	08:00	10:00	Y	02:00	00:00	\$104.09
Total Actual Hour/Labor:								05:00	00:00	\$252.97
Failure Reporting										
Cause	Remedy				Supervisor			Remark Date		
1063	ALIGNMENT PROBLEM				1061	ALIGNED			12/30/2024	
Remarks: Scans shows no issues with concern, a retes is being done										

WT_plust_woprint.rptdesign

01/16/2025 16:33

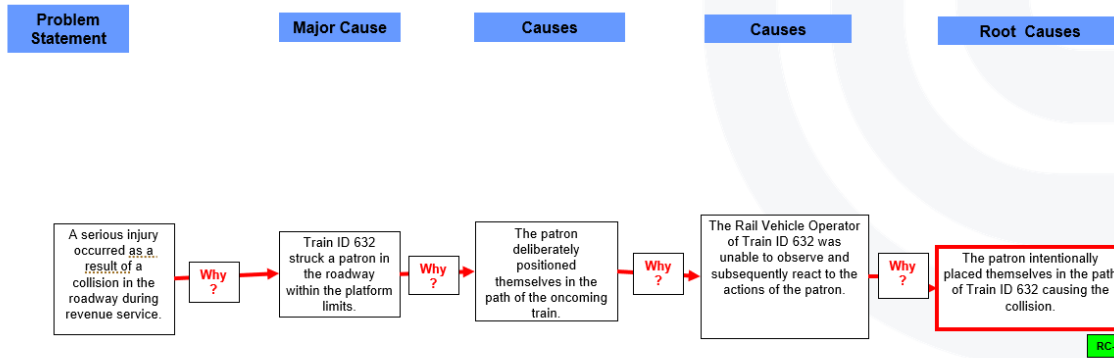
Figure 19 - Comprehensive Radio Test Work Order, Page 2 of 2.

Incident Date: 12/10/2024 Time: 16:30 hours
Final Report – Collision Rev. 1
E24983

Drafted By: SAFE 708 – 02/03/2025
Reviewed By: SAFE 703 – 02/04/2025
Approved By: SAFE 707 – 02/20/2025

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Appendix D – Why-Tree Analysis



Root Cause Analysis