



W-0422 Collision at Brookland-CUA Station – July 5, 2025

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 April 14, 2025.

WMSC staff recommend adoption of this investigation.

Safety event summary:

On Saturday, July 5, at approximately 10 p.m. a person entered the roadway and was struck by Train 142, after intentionally placing themselves in the path of the oncoming train as it entered the platform limits at Brookland-CUA Station. Just about 30 minutes prior to this event, the same customer had already attempted to place themselves on the path of the oncoming train.

The Train Operator of Train 142 initiated emergency braking, however the train made contact with the lower portion of the person's body, propelling them to the platform. The train came to a complete stop 166 feet short of the 8-car marker, with 1.5 cars outside the platform limits. The Train Operator notified the Metro Integrated Command and Communications Center and the Radio Rail Traffic Controller of the event. The Radio RTC dispatched Rail Operations Supervisors and notified the MICC Assistant Operations Manager and Communications Agent, who requested emergency services to respond. The Button RTC de-energized third rail power, and instructed the Train Operator of Train 142 to offload customers and perform a ground walk-around inspection.

District of Columbia Fire and Emergency Medical Services personnel responded to Brookland-CUA Station, transporting the passenger to a nearby hospital. The Train Operator of Train 142, experienced trauma due to this event and was also transported to the hospital and relieved from duty for post-accident testing. Train 142 was removed from service for Incident Investigations Team investigation procedures.



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

FINAL REPORT OF INVESTIGATION A&I E251030

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|---|---|
| Date of Event: | July 5, 2025 |
| Type of Event: | A-3: Collision (Person Struck by Train) |
| Incident Time: | 22:11 hours |
| Location: | Brookland-Catholic University of America (CUA), Station, Track 2 |
| Time and How received by Safety: | Safety Information Official (SIO) Notification / 22:16 Hours |
| Washington Metrorail Safety Commission (WMSC) Notification Time: | 23:16 Hours |
| Responding Safety Officers: | None |
| Rail Vehicle: | Train ID 142 (L7066/67x7399/98x7048/49x7043/42T) |
| Injuries: | Lower back laceration and internal injuries |
| Damage: | None |
| Emergency Responders: | Metro Transit Police Department (MTPD), Metropolitan Police Department (MPD), District of Columbia Fire and Emergency Medical Services (DCFEMS) |
| Safety Universal Data System (SUDS I/A) Number | 20250706#128129MX |

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Reviewed By: SAFE 707 – 09/08/2025
Approved By: SAFE 707 – 09/08/2025

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Brookland-CUA Station – Collision (Person Struck by Train)

July 5, 2025

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Abbreviations and Acronyms

| | |
|---------------|--|
| AIMS | Advanced Information Management System |
| ARS | Audio Recording System |
| ATC | Automatic Train Control |
| ATO | Automatic Train Operations |
| ATP | Automatic Train Protection |
| CAP | Corrective Action Plan |
| CCTV | Closed-Circuit Television |
| CENV | Office of Vehicle Program Services – Rail Fleet |
| CMNT | Office of Car Maintenance |
| CMOR | Office of the Chief Fleet Officer |
| CUA | Catholic University of America |
| DCFEMS | District of Columbia Fire and Emergency Medical Services |
| EMS | Emergency Medical Services |
| ER | Event Recorder |
| ERT | Emergency Response Team |
| IIT | Incident Investigation Team |
| I/A | Incidents/Accidents |
| MICC | Metro Integrated Command and Communications Center |
| MOR | Metrorail Operating Rulebook |
| MTPD | Metro Transit Police Department |
| NOAA | National Oceanic and Atmospheric Administration |
| OEP | Office of Emergency Preparedness |
| ROS | Rail Operations Supervisor |

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| RTC | Rail Traffic Controller |
| RTRA | Office of Rail Transportation |
| RVO | Rail Vehicle Operator |
| SAFE | Department of Safety |
| SDAS | Service Delivery Assistant Superintendent |
| SPO | Allied Security Special Police Officer |
| SPOTS | System Performance On-Time Summary |
| SUDS | Safety Universal Data System |
| TWC | Train to Wayside Communication |
| VMDS | Vehicle Monitoring and Diagnostic System |
| WMATA | Washington Metropolitan Area Transit Authority |
| WMSC | Washington Metrorail Safety Commission |

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

Executive Summary

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

On Saturday, July 5, 2025, at 22:11 hours, Brookland-CUA Station Closed Circuit Television (CCTV) footage showed a trespasser standing on the platform at Brookland-CUA Station, entered the roadway on Track 2 as Train ID 142, an eight (8) car 7000 series consist (L7066/67x7399/98x7048/49x7043/42T) entered the station being operated in Mode 1 also known as Automatic Train Operation¹ (ATO), traveling 40 MPH. The trespasser stood between the running rails, facing towards the train. The Rail Fleet Services Report showed that Train ID 142's Rail Vehicle Operator (RVO) pressed the Emergency Stop pushbutton, initiating emergency braking, 448 feet from the 8-car marker, traveling at 34 MPH. The train began to decelerate, and the trespasser was observed climbing onto the platform as the train was approaching.

The lower left side portion of the trespasser's body was struck by the passing train, and the trespasser was propelled to the platform, clear of the roadway. Train ID 142 came to a complete stop 166 feet short of the 8-car marker, with the trailing 1.5 cars outside of the platform limits. Train ID 142's RVO notified the Metro Integrated Command and Communications Center (MICC), OPS 1 Radio Rail Traffic Controller (RTC) of the event. The Radio RTC dispatched Rail Operations Supervisors (ROS) to Brookland-CUA Station, notified the MICC Assistant Operations Manager (AOM) and Communications Agent, who requested emergency services to respond. The Button RTC de-energized third rail power. CCTV footage captured an unknown customer notifying the Brookland-CUA Station Custodian of the event.

District of Columbia Fire and Emergency Medical Services (DCFEMS) personnel responded to Brookland-CUA Station and transported the trespasser to Washington Medstar Hospital. Train ID 142's RVO experienced trauma due to the event and was transported to Howard University Hospital for observation. The RVO was treated and released.

In adherence to Rail Transportation Standard Operating Procedure 102-01-02, which outlines the protocol for removing an employee from service for involvement in an operational safety event, the Radio Rail Traffic Controller dispatched a Rail Supervisor to relieve the Train ID 142's RVO from duty for post-incident testing.

In accordance with the Office of the Chief Fleet Officer – Rail, Standard Operating Procedure 102.04, and Operations Administrative Policy 102.06, the Metro Integrated Command and Communications Center initiated the removal of Train ID 142 from service for Incident Investigations Team investigation procedures.

There were no damages reported as a result of this event. The trespasser suffered a lower back laceration and internal injuries as a result of this event.

¹ ATO is a subsystem of the Automatic Train Control (ATC) system, which performs functions that are normally manually performed by the Rail Vehicle Operator. Those functions include 1. Initiating train movement, 2. Regulating train speed between stations, 3. Programmed station stops, and 4. Door Operations (in conjunction with Train to Wayside Communication [TWC] and the Automatic Train Protection system [ATP]).

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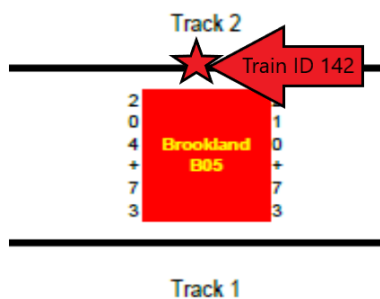
It should be noted that the trespasser performed a similar action at the Rhode Island Avenue Station, at 21:38 hours of the same date, where they entered the roadway as Train ID 134 was entering the Track 2 platform limits. The trespasser exited the roadway as the train approached and left the station on foot. No contact was made between the train and the trespasser. The near miss was reported to MICC personnel by Train ID 134's RVO and Allied Security Special Police Officers (SPO) at Rhode Island Avenue Station during the incident.

The probable cause of the Collision event at Brookland-CUA Station on July 5, 2025, was the intentional action of the patron to trespass onto the rail right-of-way and was subsequently struck by Train ID 142.

Incident Site

Brookland-CUA Station is an above-ground station with a center platform and ballasted track.

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 interviews 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 142 RVO will be interviewed upon their return to duty.
- Informal Interviews – Collected through conversations with individuals during the investigation to provide background and supporting information. Written statements were reviewed from personnel present during the event.

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- 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)
 - Employee Training Procedures & Records
 - Employee Certification Records
 - 30-Day Work History
 - Rail Transportation – Investigation Data
 - Office of Vehicle Program Services – Rail Fleet (CENV) Investigation Data
 - Metro Integrated Command and Communications Center – Investigation Data
 - Metro Transit Police Department Event Report
 - Communications and Signaling – Investigation Data
 - SAFE Office of Emergency Preparedness (OEP) Incident Response Report
 - Maximo Data

- System Data Recording Review – Collection of information contained in Metro Data Recording Systems. This data includes:
 - Audio Recording System (ARS) playback
 - Closed-Circuit Television (CCTV)
 - System Performance On-Time Summary (SPOTS)
 - Advanced Information Management System (AIMS)
 - General Order and Track Rights System (GOTRS)
 - Oracle Report

Investigation

On Saturday, July 5, 2025, at 21:31 hours, Rhode Island Avenue Station CCTV showed a trespasser entering the station and evading the fare by climbing over the fare gate. The trespasser went upstairs to the platform and laid across a bench in an enclosed seating area. At 21:38 hours, the Track 2 train approaching platform indicator lights began flashing. The trespasser rose from the bench and entered the Track 2 roadway approximately 80 feet from the 8-car marker and stood between the running rails facing in the direction of the approaching train.



Figure 1 - Depicts the trespasser evading the fare and entering Rhode Island Avenue Station.

Train ID 134's RVO pressed the emergency stop pushbutton, bringing the train to a complete stop before reaching the trespasser. Two (2) Allied Security Special Police Officers (SPO)'s on the platform at Rhode Island Station approached the trespasser. The trespasser exited the roadway onto the platform. The trespasser then went downstairs to the mezzanine and exited the station, by jumping over the emergency exit gate. Audio Recording System (ARS) playback indicated Train ID 134's RVO reported the incident to the OPS 1 Radio RTC, and the Allied Security SPO's reported the incident to MTPD.



Figure 2 - Depicts the trespasser in the roadway at Rhode Island Avenue Station, Track 2, as Train ID 134 was in approach.

At 22:09 hours, Brookland-CUA Station CCTV showed the same trespasser entering the station and evading the fare by climbing over the fare gate. The trespasser went to the platform and stood

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mid-platform near the escalators. At 22:11 hours, the Track 2 train approaching platform indicator lights began flashing. The trespasser entered the roadway on Track 2 as Train ID 142 was approaching and stood facing towards the approaching train.

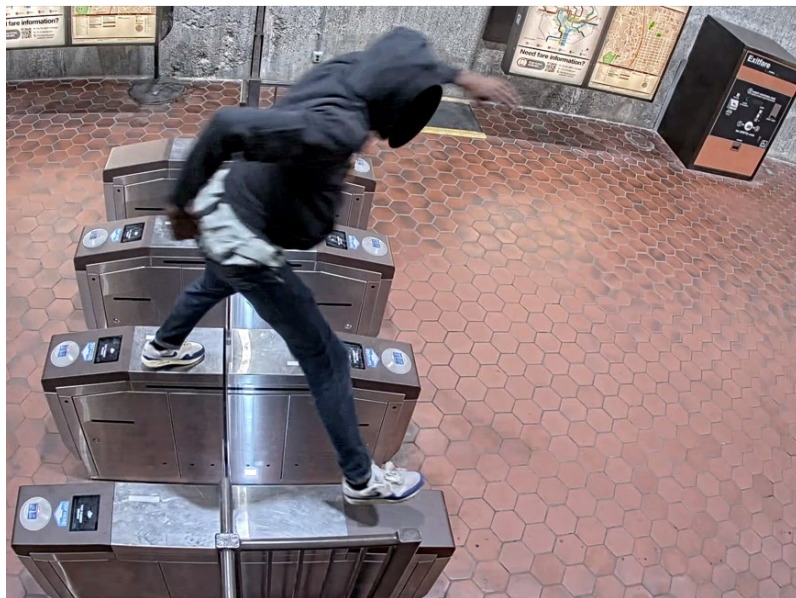


Figure 3 - Depicts the trespasser evading the fare and entering Brookland-CUA Station.

The Rail Fleet Services Report showed that at 22:11 hours, Train ID 142's RVO pressed the Emergency Stop pushbutton, initiating emergency braking, 448 feet to the 8-car marker. The trespasser attempted to exit the roadway as the train was approaching. The left lower body of the trespasser was struck by the train before the train came to a final rest 166 feet from the 8-car marker. The trespasser was propelled onto the platform, clear of the roadway.



Figure 4 - Depicts the trespasser on the platform at Brookland Avenue Station after being struck by Train ID 142.

Audio Recording System (ARS) playback indicated that at 22:11 hours, Train ID 142's RVO contacted the OPS 1 Radio RTC to report that a person was struck by their train. The Radio RTC instructed Train ID 142's RVO to key open the doors to offload customers and to perform a ground walk-around inspection. The Radio RTC notified the MICC Assistant Operations Manager (AOM)

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and dispatched Rail Operations Supervisors (ROS) to Brookland-CUA Station. The Button RTC de-energized third rail power on Track 2.

A MICC Communications Agent notified DCFEMS of the person struck by the train at Brookland-CUA Station. MTPD Officers were dispatched to Brookland-CUA Station. Single-tracking was established via Track 1. A Station Manager and Custodian at Brookland-CUA Station went to the platform to provide assistance. At 22:19 hours, DCFEMS personnel were dispatched to Brookland-CUA Station. CCTV footage showed DCFEMS personnel arriving at the Brookland-CUA Station platform at 22:25 hours and treating the trespasser's injuries on the platform.

At 22:47 hours, DCFEMS personnel moved the trespasser from the platform and transported them to Washington Medstar Hospital. Due to a down track circuit at Fort Totten Station, single tracking was suspended, and a bus bridge was requested.

At 23:46 hours, Emergency Response Team (ERT) personnel requested that third rail power be restored on Track 2 of Brookland Station. Car Maintenance (CMNT) personnel were on location to inspect the train. Once the train was inspected and deemed safe for movement, Rail Operations Supervisor (ROS) #3, assumed command of the train and transported the train to Brentwood Yard. ERT inspected Track 2 once the train exited the station and deemed the tracks good for revenue service.

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Chronological Event Timeline

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

| Time | Description |
|-------------------------------|---|
| Saturday, July 5, 2025 | |
| 21:31:09 hours | The trespasser entered the Rhode Island Avenue Station (B04). [CCTV] |
| 21:31:18 hours | The trespasser illegally evaded the fare by climbing over the fare gate. [CCTV] |
| 21:21:26 hours | The trespasser went up the escalator to the Rhode Island Station platform. [CCTV] |
| 21:38:35 hours | Train ID 134 entered Rhode Island Avenue Station, Track 2. [CCTV] |
| 21:38:38 hours | The trespasser entered the roadway at Rhode Island Avenue Station, Track 2, as Train ID 134 approached. [CCTV] |
| 21:38:50 hours | Train ID 134 came to a complete stop, approximately 100 feet before the 8-car marker. |
| 21:38:56 hours | The trespasser exited the roadway at Rhode Island Avenue Station, Track 2. [CCTV] |
| 21:38:47 hours | <p><u>Train ID 134</u>: Informed the Radio RTC that a person entered the roadway in front of their train at Rhode Island Avenue Station, Track 2, and they pressed the Emergency Stop pushbutton.</p> <p><u>Radio RTC</u>: Instructed Train ID 134's RVO to stop the train and asked if the person was still in the roadway.</p> <p><u>Train ID 134</u>: Informed the Radio RTC that the person had exited the roadway.</p> <p><u>Radio RTC</u>: Instructed Train ID 134's RVO to stand by momentarily. [OPS 1 Radio]</p> |
| 21:39:11 hours | <p><u>SPO</u>: Informed Police 1 that a person (Trespasser) who was in the roadway, exited the roadway at the Rhode Island Avenue Station.</p> <p><u>Police 1</u>: Dispatched MTPD personnel to the station. Police 1 asked if the person remained in the roadway.</p> <p><u>SPO</u>: Stated the person was on the escalator and provided a description of the individual.</p> <p><u>SPO</u>: Informed Police 1 that the individual left the station. [MTPD 1X Radio]</p> |
| 21:39:58 hours | The trespasser exited the Rhode Island Avenue station by climbing over the emergency gate. [CCTV] |
| 21:40:07 hours | The trespasser exited the Rhode Island Avenue Station and walked towards the pedestrian foot bridge. [CCTV] |
| 22:09:59 hours | The trespasser entered Brookland-CUA Station (B05). [CCTV] |
| 22:10:07 hours | The trespasser illegally evaded the fare by climbing over the fare gate. [CCTV] |

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| Time | Description |
|----------------|---|
| 22:10:18 hours | The trespasser went up the escalator to the Brookland-CUA-CUA Station platform. [CCTV] |
| 22:10:48 hours | The trespasser reached the platform at the top of the escalator. [CCTV] |
| 22:11:24 hours | The trespasser was observed stretching their legs. [CCTV] |
| 22:11:34 hours | The train approaching platform indicator lights began flashing on Track 2 at Brookland-CUA Station. |
| 22:11:38 hours | The trespasser entered the roadway at Brookland-CUA-CUA Station, Track 2, as Tran ID 142 approached. [CCTV] |
| 22:11:47 hours | The trespasser began exiting the roadway as the train was passing. The trespasser's lower body was struck by the train, and the trespasser was projected onto the platform, clear of the train. [CCTV] |
| 22:11:53 hours | <p><u>Train ID 142</u>: Announce an Emergency Transmission.</p> <p><u>Radio RTC</u>: Instructed the unit calling to proceed with their message.</p> <p><u>Train ID 142</u>: Announced they had Train ID 142.</p> <p><u>Radio RTC</u>: Instructed Train ID 142 to proceed with their message.</p> <p><u>Train ID 142</u>: [Inaudible], Somebody hit my train.</p> <p><u>Radio RTC</u>: Instructed the RVO to repeat their message.</p> <p><u>Train ID 142</u>: Announced they had Train ID 142, [Inaudible]. Unauthorized person in the roadway hit their train.</p> <p><u>Radio RTC</u>: Instructed Train ID 142 to switch to their handheld radio due to a distorted radio transmission, and asked the RVO if they reported someone being struck by their train.</p> <p><u>Radio RTC</u>: Radioed for Rail Operation Supervisors in the vicinity of Brookland-CUA-CUA Station. [OPS 1 Radio]</p> |
| 22:11:56 hours | Train ID 142 came to a complete stop short of the 8-car marker. [CCTV] |
| 22:13:01 hours | <p><u>Train ID 142</u>: Informed the Radio RTC of their Train ID and stated that an unauthorized person in the roadway had hit their train.</p> <p><u>Radio RTC</u>: Acknowledged the message and began halting rail vehicle traffic on Track 2. [OPS 1 Radio]</p> |
| 22:13:23 hours | <u>Station Manager</u> : Informed the MICC Communications Agent #1 that they were informed of a person being struck by a train at the Brookland-CUA-CUA Station. The person was now on the platform after being struck. [OPS 5 Radio] |
| 22:13:32 hours | A Brookland-CUA Station Custodian arrived on the platform at Brookland-CUA Station to assist the injured person. [CCTV] |
| 22:14:09 hours | <p><u>Communications Agent #1</u>: Asked the Station Manager to repeat their message.</p> <p><u>Communications Agent #1</u>: Asked the Station Manager to contact Central from an ETS Box.</p> |

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|----------------|---|
| | <p><u>Station Manager</u>: Acknowledged the message and stated they were going upstairs to the platform.</p> <p><u>Communications Agent #1</u>: Asked the Station Manager for a situation update.</p> <p><u>Station Manager</u>: Stated that they were informed of a person being struck by a train at the Brookland-CUA Station.</p> <p><u>Communications Agent #1</u>: Asked the Station Manager if the person was on the roadway or the platform.</p> <p><u>Station Manager</u>: Arrived on the Brookland-CUA Station platform at 22:15:20 hours.</p> <p><u>Station Manager</u>: Informed the Communications Agent #1 that the person was on the platform. The Station Manager then began telling the person not to move.</p> <p><u>Communications Agent #1</u>: Acknowledged the message and stated they were sending medical assistance. [OPS 5 Radio]</p> |
| 22:14:51 hours | <p><u>Train ID 142</u>: Switched to their handheld radio and asked if the Radio RTC could hear their transmission.</p> <p><u>Radio RTC</u>: Acknowledged that the message was transmitting clearly.</p> <p><u>Train ID 142</u>: Informed the Radio RTC of a person being struck by their train.</p> <p><u>Radio RTC</u>: Acknowledged the message and asked how many cars were within the platform limits.</p> <p><u>Train ID 142</u>: Stated they were approximately mid-platform and asked if they should offload customers.</p> <p><u>Radio RTC</u>: Acknowledged the message and instructed Train ID 142's RVO to key the customers off the train from the lead car.</p> <p><u>Train ID 142</u>: Acknowledged the message. [OPS 1 Radio]</p> |
| 22:15:29 hours | <p><u>AOM</u>: Informed the OM of a possible person being struck by Train ID 142 at Brookland-CUA Station.</p> <p><u>OM</u>: Instructed the AOM to call for emergency services. [Rail 3 Phone]</p> |
| 22:15:45 hours | <p><u>Communications Agent #2</u>: Notified the DCFEMS Dispatcher of a person being struck at the Brookland-CUA Metro Rail Station at 890 Monroe Street NE, Washington, DC. They informed the DCFEMS Dispatcher that the person was now on the platform after being struck by the train. [ROIC 2 Phone]</p> |
| 22:15:55 hours | <p><u>Radio RTC</u>: Asked Train ID 142 if they would be able to perform a ground walk-around.</p> <p><u>Train ID 142</u>: Stated they were walking through the consist to key off the customers. Train ID 142's RVO requested medical assistance.</p> <p><u>Radio RTC</u>: Acknowledged the message.</p> |

| Time | Description |
|----------------|--|
| | <p>ROS #1: Stated they were on Train ID 134 at Bethesda Station, Track 2, about to head back towards Brookland-CUA Station.</p> <p><u>Radio RTC</u>: Acknowledged the message and asked if there were any other ROS in the area near Brookland-CUA Station.</p> <p>ROS #2: Stated they were at Metro Center Station, about to board the next train towards Brookland-CUA Station.</p> <p><u>Radio RTC</u>: Acknowledged the message. [OPS 1 Radio]</p> |
| 22:16:10 hours | Third rail power was de-energized on Track 2 at Brookland-CUA Station. [AIMS] |
| 22:16:29 hours | <u>Button RTC</u> : Informed Communications Agent #3 of a person struck at Brookland-CUA Station, Track 2. [ROCC OPS 1 Phone] |
| 22:16:29 hours | <u>OM</u> : Informed the SIO of a report of a person struck at Brookland-CUA Station, Track 2. The OM was awaiting confirmation. The OM informed the SIO that third rail power was de-energized. [Rail 1 Phone] |
| 22:18:24 hours | <p>ROS #3: Informed the Radio RTC that they were aboard Train ID 144, approaching Fort Totten Station.</p> <p><u>Radio RTC</u>: Acknowledged the message and instructed ROS #3 to stay aboard the train.</p> <p>ROS #3: Acknowledged the message. [OPS 1 Radio]</p> |
| 22:18:34 hours | <p><u>Communications Agent #1</u>: Asked the Station Manager to contact Central.</p> <p><u>Station Manager</u>: Acknowledged the message and informed Communications Agent #1 that the person struck was trying to leave the station, via the escalator.</p> <p><u>Communications Agent #1</u>: Asked the Station Manager to contact Central.</p> <p><u>Station Manager</u>: Acknowledged the message. [OPS 5 Radio]</p> |
| 22:18:46 hours | <p><u>OM</u>: Instructed the Button RTC to begin single tracking via Track 1 and to instruct Train ID 142 to offload customers.</p> <p><u>Button RTC</u>: Acknowledged the message. [Rail 1 Phone]</p> |
| 22:19:00 hours | <u>DCFEMS Communications Specialist</u> : Dispatched DCFEMS personnel to the scene of a person struck incident at 890 Monroe Street, NE, Washington, DC, near the Metro Station. [DCFEMS Fire Dispatch] |
| 22:19:19 hours | Train ID 142's RVO keyed open the train door to offload customers. [CCTV] |
| 22:21:06 hours | <u>AOM</u> : Informed Communications Agent #2 that trains were single-tracking from Takoma Station to Brookland-CUA Station, via Track 1. [Rail 3 Phone] |
| 22:21:35 hours | <u>OM</u> : Informed the SIO that CCTV confirmed the person being struck by the train at Brookland-CUA Station. The OM informed the SIO that the person attempted to exit the roadway as the train was approaching; it did not appear to be an attempted suicide, and the person was currently on the platform. [Rail 1 Phone] |

Incident Date: 07/05/2025 Time: 22:12 hours
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Reviewed By: SAFE 707 – 09/08/2025
Approved By: SAFE 707 – 09/08/2025

| Time | Description |
|----------------|---|
| 22:22:10 hours | <u>Button RTC</u> : Informed the Power Desk Controller that third rail power was de-energized at Brookland-CUA Station, Track 2, due to a person being struck. [MICC Power Supt Phone] |
| 22:22:35 hours | <u>Battalion Chief 1</u> : Informed the DCFEMS Communications Specialist that the pedestrian who was struck was on the platform. Engine 17, Medic 17, and EMS 7 remained on scene to treat the individual. All other DCFEMS personnel were returned to service. [DCFEMS Main Operations] |
| 22:24:09 hours | <u>Station Manager</u> : Contacted Communications Agent #1 via the telephone to provide an update. The person was on the platform, bleeding profusely. Medics were on scene. [ROIC 1 Phone] |
| 22:24:49 hours | <u>Train ID 142</u> : Informed the Radio RTC that they were headed back towards their lead car and asked for further instructions. <u>Radio RTC</u> : Instructed Train ID 142 to perform a ground walk-around inspection. [OPS 1 Radio] |
| 22:25:21 hours | <u>Train ID 142</u> : Informed the Radio RTC that their train was clear of customers and asked if they should remain with the injured person. <u>Radio RTC</u> : Asked Train ID 142 if they were with the injured person. <u>Train ID 142</u> : Informed the Radio RTC that they could see the person on the platform from their location, there was no need to perform a ground walk-around, and EMS was on scene. [OPS 1 Radio] |
| 22:26:13 hours | MTPD arrived on the platform at Brookland-CUA Station. [CCTV] |
| 22:27:08 hours | ROS #3 and ROS #2 arrived at Brookland-CUA Station. [CCTV] |
| 22:27:15 hours | <u>ROS #3</u> : Informed the Radio RTC that Train ID 142's RVO was requesting medical attention due to trauma. The RVO was currently speaking with MTPD. <u>Radio RTC</u> : Acknowledged the message. [OPS 1 Radio] |
| 22:32:11 hours | <u>Radio RTC</u> : Announce that all trains would bypass Brookland-CUA Station. [OPS 1 Radio] |
| 22:34:19 hours | <u>ROS #3</u> : Informed the Radio RTC that Brookland-CUA Station had been closed for the investigation. <u>Radio RTC</u> : Acknowledged the message. [OPS 1 Radio] |
| 22:47:27 hours | DCFEMS personnel carried the person from the Brookland-CUA Station platform and down the escalator, out of the station. [CCTV] |
| 23:02:00 hours | DCFEMS transported the injured person to Medstar Washington Hospital Center. |
| 23:18:50 hours | Train ID 142 was re-blocked to non-revenue ID 772. [AIMS] |
| 23:46:15 hours | <u>ERT</u> : Requested that third rail power be restored on Track 2 at Brookland-CUA Station. <u>Radio RTC</u> : Acknowledged the message and asked if Car Maintenance was at Brookland-CUA Station. |

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| Time | Description |
|-----------------------------|--|
| | <u>CMNT</u> : Acknowledged that they were at Brookland-CUA Station. [OPS 1 Radio] |
| 23:46:42 hours | <u>Radio RTC</u> : Asked CMNT if Train ID 772 could be moved safely. <u>CMNT</u> : Stated they could not assess the train until third rail power was restored. <u>Radio RTC</u> : Acknowledged the message. [OPS 1 Radio] |
| 22:46:56 hours | <u>Radio RTC</u> : Made power restoration announcements for Brookland-CUA Station, Track 2. [OPS 1 Radio] |
| 23:49:00 hours | <u>Radio RTC</u> : Granted CMNT foul time on Track 2 at Brookland-CUA Station to inspect Train ID 772. [OPS 1 Radio] |
| 23:51:50 hours | Third rail power was restored at Brookland-CUA Station, Track 2. [AIMS] |
| 23:59:14 hours | <u>CMNT</u> : Relinquished their foul time. <u>Radio RTC</u> : Acknowledged the message and asked was if Train ID 772 safe for train movement. <u>CMNT</u> : Stated that the exterior inspection was complete. They were moving on to an interior inspection to determine if the train was safe to be moved. [OPS 1 Radio] |
| Sunday, July 6, 2025 | |
| 00:01:43 hours | <u>Radio RTC</u> : Informed ERT that CMNT stated Train ID 772 was safe for train movement. The Radio RTC asked if a track inspection was needed before the train could be moved. <u>ERT</u> : Advised that Track 2 at Brookland Station was good for service. [OPS 1 Radio] |
| 00:02:32 hours | <u>CMNT</u> : Informed the Radio RTC that Train ID 772 was ready to be moved. <u>Radio RTC</u> : Acknowledged the message. [OPS 1 Radio] |
| 00:02:48 hours | <u>Radio RTC</u> : Announce that trains were now servicing Brookland-CUA Station. [OPS 1 Radio] |
| 00:03:01 hours | <u>ROS #3</u> : Informed the Radio RTC that Train ID 142's RVO was transported to the hospital for further treatment. <u>Radio RTC</u> : Acknowledged the message. [OPS 1 Radio] |
| 00:04:18 hours | <u>Radio RTC</u> : Instructed ERT to perform a second track inspection of Track 2 once Train ID 772 left the station. <u>ERT</u> : Acknowledged the message. [OPS 1 Radio] |
| 00:05:04 hours | <u>Radio RTC</u> : Instructed ROS #3 to operate Train ID 772 to Brentwood Yard. <u>ROS #3</u> : Acknowledged the message. [OPS 1 Radio] |
| 00:06:41 hours | <u>ROS #3</u> : Informed the Radio RTC that they had keyed up the train, on Track 2, for transport to Brentwood Yard. <u>Radio RTC</u> : Acknowledged the message. [OPS 1 Radio] |

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| Time | Description |
|----------------|---|
| 00:10:21 hours | Train ID 772 departed Brookland-CUA Avenue Station, Track 2, towards Brentwood Yard. [AIMS][SPOTS][CCTV] |
| 00:11:16 hours | <u>Radio RTC</u> : Granted ERT foul time for a track inspection on Track 2 at Brookland-CUA Station. <u>ERT</u> : Acknowledged the message. [OPS 1 Radio] |
| 00:17:40 hours | <u>ERT</u> : Relinquished their foul time and informed the Radio RTC that Track 2 was good for revenue service. <u>Radio RTC</u> : Acknowledged the message. [OPS 1 Radio] |

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

Advanced Information Management System (AIMS)

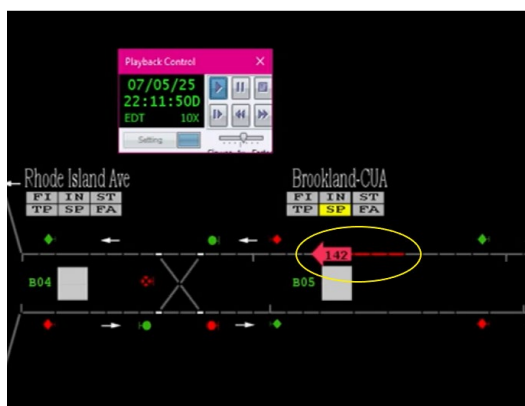


Figure 5 - depicts Train ID 142 on Track 2 at Brookland-CUA Station.

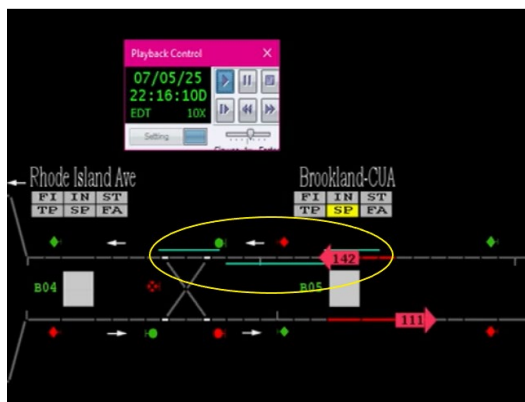


Figure 6 - depicts third rail power de-energized on Track 2 at Brookland-CUA Station.

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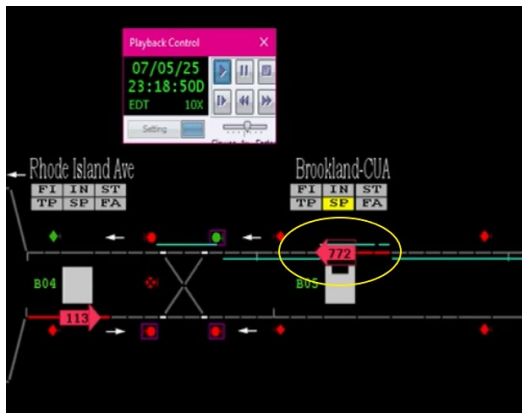


Figure 7 - depicts Train ID 142 re-blocked to non-revenue ID 772 on Track 2 at Brookland-CUA Station.

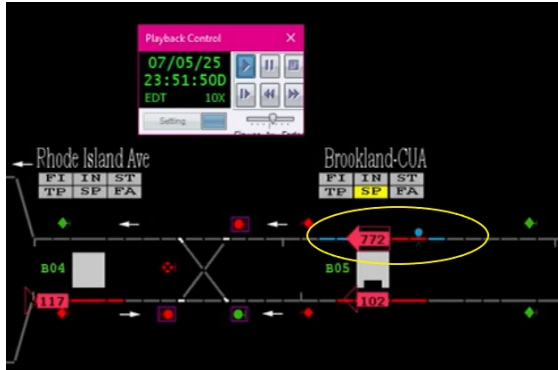


Figure 8 - depicts third rail power restored on Track 2 at Brookland-CUA Station.

System Performance On-Time Summary (SPOTS)

ROCS SPOTS REPORT

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

Current date/time: Thu Jul 17 15:44:58 2025

Select Platform: and/or Select ID: Leave blank to remove criteria

and/or Select 4-digit car number: Leave blank to remove criteria

Select Date: Jul 5 2025 Select Times (0-24HR): From 22:00 To 26:00

Generate Report

| ID | Platform | length | dcode | Right door open | Right door close | dwll | Left door open | Left door close | dwll | Head Arrived | Tail cleared | cars | Headway door open to door open |
|-----|----------|--------|-------|-----------------|------------------|------|----------------|-----------------|------|--------------|--------------|---|--------------------------------|
| 140 | B05-2 | 8 | 12 | | | | 22:03:01 | 22:03:23 | 22 | 22:02:37 | 22:03:46 | 3128-3129 3082-3083 3288-3289 3226-3227 | - |
| 772 | B05-2 | 8 | 83 | 22:53:59 | 00:06:03 | 4324 | 22:31:24 | 00:07:34 | 5770 | 22:11:45 | 00:10:21 | 7066-7067 7399-7398 7048-7049 7043-7042 | 28:23 |
| 106 | B05-2 | 8 | 12 | | | | 00:21:27 | 00:21:54 | 27 | 00:20:48 | 00:22:19 | 6167-6166 6091-6090 6088-6087 | 110:03 |
| 122 | B05-2 | 8 | 12 | | | | 00:24:54 | 00:25:15 | 21 | 00:24:28 | 00:25:34 | 7672-7673 7555-7554 7248-7249 7663-7662 | 3:27 |
| 124 | B05-2 | 8 | 12 | | | | 00:36:30 | 00:36:53 | 23 | 00:36:05 | 00:37:14 | 7150-7151 7135-7134 7026-7027 7025-7024 | 11:36 |
| 126 | B05-2 | 8 | 12 | | | | 00:46:25 | 00:46:43 | 18 | 00:45:47 | 00:47:07 | 7358-7359 7011-7010 7084-7085 7079-7078 | 9:55 |
| 128 | B05-2 | 8 | 12 | | | | 00:59:41 | 01:00:00 | 19 | 00:59:06 | 01:00:30 | 3156-3157 3089-3088 3245-3244 3189-3188 | 13:16 |
| 130 | B05-2 | 8 | 12 | | | | 01:09:11 | 01:09:30 | 19 | 01:08:44 | 01:09:50 | unknown | 9:30 |
| 132 | B05-2 | 8 | 12 | | | | 01:19:50 | 01:20:08 | 18 | 01:19:24 | 01:20:29 | 7032-7033 7147-7146 7372-7373 7379-7378 | 10:39 |
| 134 | B05-2 | 6 | 12 | | | | 01:30:15 | 01:30:45 | 30 | 01:29:49 | 01:31:05 | 3263-3262 3282-3283 3276-3277 | 10:25 |
| 136 | B05-2 | 6 | 12 | | | | 01:40:34 | 01:40:52 | 18 | 01:40:09 | 01:41:11 | 3132-3133 3199-3198 3265-3264 | 10:19 |
| 192 | B05-2 | 8 | 12 | | | | 01:54:08 | 01:54:33 | 25 | 01:53:42 | 01:54:53 | 3286-3287 3240-3241 3215-3214 3181-3180 | 13:34 |

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Operations

Rail Transportation

Brief Description:

At approximately 22:17 hours, RVO operating Train ID 142 witnessed a person on the roadway as they entered the platform Brookland-CUA Station, Track 2. The trespasser attempted to return to the platform, at which time the train made contact with the individual. MICC personnel was notified of the incident, and all required notifications were made. A ground walk-around was conducted by Car Maintenance (CMNT) and Train ID 142's RVO. It was observed that the person struck exhibited signs of life. A ROS was dispatched to the scene. The RVO was interviewed by MTPD on scene and then transported to Howard University Hospital. The RVO was picked up from the hospital and transported for post-incident testing.

Employee Statement:

The RVO stated, "I was operating in ATO in approach to Brookland-CUA Station on Track #2. I turned off my high beams before entering the station limits. It was 10:17 pm, it was dark, visibility reduced. I saw an unauthorized person on the tracks, I activated the Mushroom/Emergency stop. As the train began to brake, the person attempted to climb back on the platform. The person was hit by the train. The train stopped in the middle of the platform. I contacted central and was instructed to offload passengers. I made proper announcements and cleared the train of passengers. I stood by for further instructions.

Post Incident Testing & Employee History:

- The RVO was removed from service and transported for post-incident testing
- The RVO was hired on January 26, 2025.
- The RVO has been a Certified Rail Vehicle Operator since June 14, 2025
- The RVO's last Train Certification was on June 13, 2025, Passed MOR 95% TVIOM 92%

Fleet

Office of Vehicle Program Services – Rail Fleet Investigation Data

CENV has completed data analysis for incident car consist L7066-67 X 7399-98 X 7048-49 X 7043-42T. Train ID 142, Lead Car 7066, operated with headlight energized. The road horn or yard horn was not activated prior to entering the Brookland-CUA Station.

There appears to be no issues with the train that was attributed to this incident. Please see Table #1 below for the sequence of events that occurred prior to, during, and after the reported event.

Trains operated as designed; as a result, CENV does not have any hold on the cars.

Table 1 - Lead car 7066 ER Analysis

| Timeline | Description of Events | ATO Mode Power/Brake Rates | Train Speed | Distance to the 8-Car Marker Brookland-CUA Station, Track 2 |
|-----------------|--|-----------------------------------|--------------------|--|
| 22:11:36 hours | Train ID 142 Lead Car 7066 entered Brookland-CUA Station in Automatic Train Operations (ATO) | B1-B3 | 40 MPH | 600 Feet |

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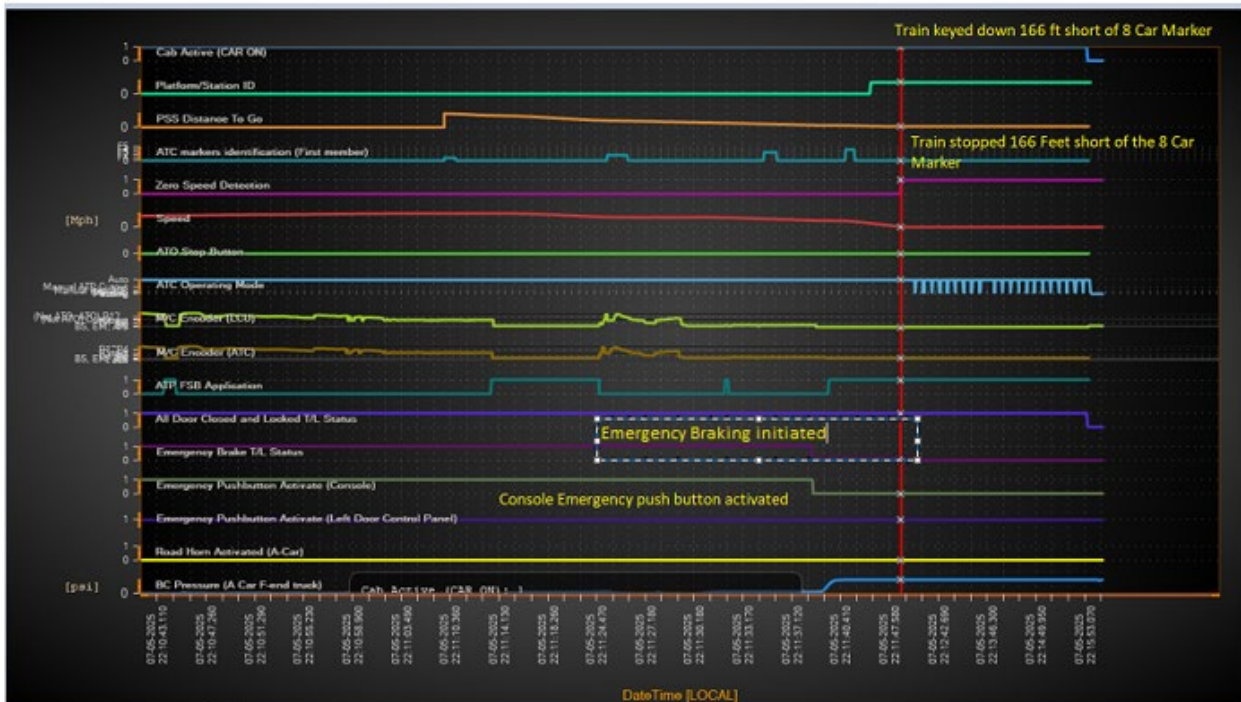
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| Timeline | Description of Events | ATO Mode Power/Brake Rates | Train Speed | Distance to the 8-Car Marker Brookland-CUA Station, Track 2 |
|----------------------------------|--|-----------------------------------|--------------------|--|
| | on Track 2. The train speed was 40 MPH, with the Automatic Train Control (ATC) in a "B1-B3" Braking Mode. The distance to the 8-car marker was 600 feet. | | | |
| 22:11:39 hours | The Emergency Stop pushbutton on the console was activated, thereby initiating Emergency Braking. The train speed was 34 MPH. The distance to the 8-car marker was 448 feet. | Emergency Braking | 34 MPH | 448 Feet |
| 22:11:40 hours | By design, the Full Service Brake relay was de-energized by the Emergency Brake, 418 feet before the 8-car marker. The train speed was 33 MPH. | Emergency Braking | 33 MPH | 418 Feet |
| 22:11:55 hours | Train ID 142 came to a complete stop 166 feet before the 8-car marker. | Emergency Braking | 0 MPH | 166 Feet |
| 22:12:11 hours to 22:15:57 hours | ATC Operating Modes began toggling between Automatic and Standby Modes multiple times. The train was completely stopped. | Emergency Braking | 0 MPH | 166 Feet |
| 22:15:57 hours | Lead car 7066 was keyed down 166 feet before the 8-car marker. | | 0 MPH | 166 Feet |

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Lead Car 7066 ER Analysis Graph # 1 showing Emergency Push button was activated during the Incident.



Metro Transit Police Department

On Saturday, July 5, 2025, at approximately 22:18 hours, a call for service was dispatched for a Person Struck by a Train at the Brookland-CUA Station. MTPD responded to the scene and observed the subject being treated on the platform by DCFEMS Medic #17.

While on scene, MTPD gathered additional information about the incident. Criminal Investigation Detectives reviewed available surveillance footage of the incident and observed the subject fare evade into the station by climbing over the fare gate and making their way to the platform. Surveillance footage showed that at 22:11 hours, the subject stood facing the train and leapt onto the track as the train approached the station. The subject attempted to jump back onto the platform, but their lower body was struck by the train. The subject was thrown several feet and came to rest on their back near the platform escalator. The subject remained on the ground for several minutes, then crawled along the platform until MTPD officers and Emergency Medical Services arrived.

The subject suffered a laceration to their lower back. The subject was transported to Washington Medstar Hospital to be examined further. The subject will be charged once they are released from the hospital.

Infrastructure

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| Approved By: SAFE 707 – 09/08/2025 | |

Communications and Signaling

Communications and Signal Engineering

Executive Summary

At 22:11:34 hours, Train ID 142 approached the Brookland-CUA Station platform limits operated in ATO.

At 22:11:45 hours, Train ID 142 crossed Impedance Bond WZ-14 located at Chain Marker B2 210+73 and began transmitting Long Messages via the TWC system. These messages consisted of the Train ID, Destination Code, Door Status, and other statistics.

At 22:12:00 hours, Train 142 abruptly stopped before being completely berthed at the 8-car marker on Track 2 at Brookland-CUA Station.

At 22:12:19 hours, 22:13:01 hours, and 22:13:23 hours, the train appears to switch between automatic and manual operation. These indications suggest the train's master controller was keyed on and off.

At 22:15:56 hours and 22:16:05 hours, third rail breakers were indicated as "tripped" by MICC for a supervisory power outage.

Safety and Readiness

Safety

Emergency Preparedness

The Primary Responder was notified by the SIO of a person struck by a train at Brookland-CUA Station. Trains began to single-track track utilizing Track 1 to bypass the station. A bus bridge was requested to operate between Rhode Island Avenue and Fort Totten Stations. The Primary Responder arrived on scene and met with an MTPD Sargent who had initial WMATA command. There was no Fire Department command for this incident. DCFEMS Engine 17 and Medic 17 were loading the injured person into an ambulance to be transported. The Primary Responder met with a Rail Supervisor to understand the plan from the rail side about bypassing the station.

At the time this event occurred, there was also a power outage at the Fort Totten Station interlocking, complicating Rail Transportation's ability to single-track past Brookland-CUA Station. A second ambulance was requested to care for the Rail Vehicle Operator, who was not feeling well. Plant personnel arrived to help with the cleanup of the platform after MTPD cleared the area.

Upon MTPD clearing the scene, command was transferred to a Service Delivery Assistant Superintendent as the incident moved to recovery and demobilization. MTPD allowed the station to be reopened, and trains no longer bypassed Brookland-CUA Station. Car Maintenance personnel completed a walkaround inspection of the railcar and deemed it safe for movement. A Rail Supervisor keyed up the train and transported it to Brentwood Yard. Upon clearing Track 2, Emergency Response Team personnel entered the roadway to complete a track inspection, with nothing unusual being found. Track 2 was reopened to rail service.

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Interview Findings and Written Statements

Train ID 142's RVO Written Statement

Train ID 142's RVO stated, "I was operating in ATO in approach to Brookland-CUA on track #2. I turned off my high beams before entering the station limits. It was 10:17 pm, it was dark, visibility reduced. I saw an unauthorized person on the tracks, I activated the Mushroom/Emergency stop. As the train began to brake, the person attempted to climb back on the platform. The person was hit by the train. The train stopped in the middle of the platform. I contacted central and was instructed to offload passengers. I made proper announcements and cleared the train of passengers. I stood by for further instructions."

Weather

On Saturday, July 5, 2025, at the time of the incident, NOAA recorded the temperature as 79°F, with passing clouds, winds 5.6 mph, and 63% humidity. Washington, DC. Weather was not a contributing factor in this incident (Weather source: NOAA) – Location: Washington, DC.

Human Factors

Fatigue

Signs and Symptoms of Fatigue

SAFE evaluated incident data for signs and symptoms of fatigue that may have been present at the time of the incident. No video of the RVO 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. Risk factors for fatigue were present. The incident time of day did not suggest an increased risk of fatigue-related impairment. The RVO reported some variation in the 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 12.43 hours at the time of the incident. The employee reported 6 hours of sleep in the 24 hours preceding the incident. The off-duty period was 12.65 hours, which provided an opportunity for 7-9 hours of sleep. This was a comparable amount to 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 RVO complied with the Drug and Alcohol Policy and Testing Program Policy 7.7.3/7.

Findings

- A trespasser entered the roadway at Rhode Island Avenue Station and exited the roadway as the approaching train came to a stop.
- Allied Security SPOs were unable to detain the trespasser at Rhode Island Avenue Station.

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- The trespasser exited Rhode Island Avenue Station and went to Brookland-CUA Station.
- A trespasser entered the roadway at Brookland-CUA Station and attempted to exit the roadway as Train ID 142 was approaching.
- The trespasser was struck by the train and knocked onto the platform.

Immediate Mitigation to Prevent Recurrence

- In adherence to Rail Transportation Standard Operating Procedure 102-01-02, which outlines the protocol for removing an employee from service for involvement in an operational safety event, the Radio Rail Traffic Controller dispatched a Rail Supervisor to relieve the Rail Vehicle Operator from duty for post-incident testing.
- In accordance with the Office of the Chief Fleet Officer – Rail, Standard Operating Procedure 102.04, and Operations Administrative Policy 102.06, the Metro Integrated Command and Communications Center initiated the removal of Train ID 142 from service for Incident Investigations Team investigation procedures.
- The trespasser was removed to Washington Medstar Hospital.

Probable Cause Statement

The probable cause of the Collision event at Brookland-CUA Station on July 5, 2025, was the intentional action of the patron to trespass onto the rail right-of-way and was subsequently struck by Train ID 142.

Recommended Corrective Actions

| Corrective Action Code | Description | Responsible Party | Estimated Completion Date |
|------------------------|--|-------------------|---------------------------|
| | No procedural deficiencies were identified during this investigation | | |

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.

Department

Train ID 142 RVO

The RVO is a Metro employee with seven (7) months of service and one (1) month of experience as an RVO. The RVO holds a Roadway Worker Protection (RWP) Level 2 certification that expires in January 2026. The RVO is currently out on leave and unable to be interviewed.

Appendix B – RTRA Managerial Incident Investigation Report



Washington Metropolitan Area Transit Authority



Office of Rail Transportation: Managerial Incident Investigation Report

Incident Status: PRELIMINARY

GENERAL INCIDENT INFORMATION

| | | | |
|----------------|--------------------------|--------------------|---|
| Incident Type: | Person Struck by a Train | Delay (Minutes): | 117 minutes for the train. 56 minutes for customers. |
| Incident Date: | Saturday, July 05, 2025 | Vehicles Involved: | ID 142 L7066*7399*7048*7043 |
| Incident Time: | 22:17 | First Reported By: | Rail Vehicle Operator ██████████ |
| Location: | Brookland Track #2 | | |

BRIEF DESCRIPTION:

At approximately 22:17, Rail Vehicle Operator ██████████ while operating ID 142 witnessed a person on the roadway as they entered the platform Brookland CUA station Track #2. The trespasser attempted to return to the platform at which time the train made contact with the individual. MICC was notified of the incident and all required notifications were made. A ground walkaround was conducted by CMNT ██████████ and ██████████ it was determined that there were signs of life for the person struck. Unit ██████████ was dispatched to the scene. The Operator was interviewed by MTPD on scene then transported to Howard University Hospital. Operator ██████████ was picked up from the hospital and transported for post-incident testing.

Key Employees Involved & Employee Statements:

1. **Rail Vehicle Operator ██████████** – Stated “I was operating in ATO in approach to Brookland-CUA on track #2. I Turned off my high beams before entering the station limits. It was 10:17pm, it was dark, visibility reduced. I saw an unauthorized person on the tracks, I activated the Mushroom/Emergency stop. As the train began to brake the ██████████ attempted to climb back on the platform. ██████████ was hit by the train. The train stopped in the middle of the platform. I contacted central and was instructed to off-load passengers. I made proper announcements and cleared the train of passengers. I stood by for further instructions.

Post Incident Testing & Employee History:

- Rail Vehicle Operator ██████████ was removed from service and transported for post incident testing
- Rail Vehicle Operator ██████████ was hired on January 26, 2025.
- Rail Vehicle Operator ██████████ has been a Certified Rail Vehicle Operator since June 14, 2025
- Rail Vehicle Operator ██████████ last Train Certification was June13, 2025, Passed MOR 95% TVIOM 92%

Figure 9 - RTRA Managerial Incident Investigation Report, page 1 of 3.

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E251030

Drafted By: SAFE 708 – 08/04/2025
Reviewed By: SAFE 707 – 09/08/2025
Approved By: SAFE 707 – 09/08/2025



Washington Metropolitan Area Transit Authority



Office of Rail Transportation: Managerial Incident Investigation Report

SIGNIFICANT INCIDENT TIMELINE:

- 22:17 Rail vehicle operator of train ID 142 reported making contact with a person on the roadway.
- 22:19 Station manager [REDACTED] Requested Medical Assistance VIA Handheld Radio OPS #5 for a customer who was struck by train #142 on track #2.
- 22:18 Notified DCFD Dispatcher # [REDACTED].
- 22:19 Notified Rail Traffic Controller OPS #1 [REDACTED].
- 22:20 Notified MTPD Dispatcher [REDACTED].
- 22:21 Notified Flo [REDACTED] AND SIO [REDACTED] VIA Operations Manager [REDACTED].
- 22:30 DCFD Medic Unit #17 Arrived on scene.
- 22:31 MTPD Officer [REDACTED] Badge # [REDACTED] arrived n scene.
- 23:02 DCFD medic unit #17 Transported the customer to Medstar Washington Hospital Center.

SIGNIFICANT FINDINGS & PENDING ISSUES:

- The operator was offered EAP and accepted.

CORRECTIVE ACTIONS:

No corrective actions currently. This incident is under investigation.

Figure 10 - RTRA Managerial Incident Investigation Report, page 2 of 3.

Incident Date: 07/05/2025 Time: 22:12 hours
 Final Report – Collision (Person Struck by Train)
 E251030

Drafted By: SAFE 708 – 08/04/2025
 Reviewed By: SAFE 707 – 09/08/2025
 Approved By: SAFE 707 – 09/08/2025



Washington Metropolitan Area Transit Authority



Office of Rail Transportation: Managerial Incident Investigation Report

INCIDENT PHOTOS: ATTACH ANY SIGNIFICANT PHOTOS BASED ON THE INITIAL INCIDENT INVESTIGATION.



Report Prepared by: [Redacted], Assistant Superintendent Shady Grove Division

7/6/2025

Report Reviewed by:

Figure 11 - RTRA Managerial Incident Investigation Report, page 3 of 3.

Incident Date: 07/05/2025 Time: 22:12 hours
Final Report – Collision (Person Struck by Train)
E251030

Drafted By: SAFE 708 – 08/04/2025
Reviewed By: SAFE 707 – 09/08/2025
Approved By: SAFE 707 – 09/08/2025

Appendix C – Train ID 142 RVO's Written Statement

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

Incident Information: This page must be completed for all incidents

Date: 7-5-25 Incident Time: 10:17 pm Time Reported: 10:18 pm Reported by: Customer Employee
 ROCC Other

Location

Station: Brookland-CUA Mezzanine #: _____ Track #/Destination: T#2 / Shady Grove Chain Marker/Signal Number: _____

TYPE OF INCIDENT

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

WEATHER **LIGHT CONDITIONS (natural lighting)** **LIGHTING (artificial lighting)**

Clear Rain Dawn/Dusk Daylight Lights On Lights Off
 Snow Sleet/Ice Dark Tunnel/Underground Lights Not Working

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

Elevator/Escalator #: _____ AFC #: _____ Room Number/Location: _____

Failure Number(s): _____

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

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

TRAIN INCIDENTS

Train ID: 142 Destination: Shady Grove Car Numbers (list all cars in consist): 7399-7398 Lead Car: 7066
7066-7067, 7048-7049, 7048-7049

Name of Responding 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.

I was operating in ATO in approach to Brookland-CUA on track # 2. I turned off my High beams before entering the station limits. It was 10:17pm, it was dark, visibility reduced. I saw an unauthorized person on the tracks, I activated the Mushroom/Emergency stop. As the train began to brake the [redacted] attempted to climb back on the platform. [redacted] was hit by the train. The train stopped in the middle of the platform. I contacted central and was instructed to off-load passengers. I made proper announcements and cleared the train of passengers. I stood by for further instructions.

Employee Completing Report

Employee Name (print): _____ Employee Signature (sign): _____ Employee #: _____ Date: 07-5-25
 Division: Shady Grove Run #: _____ Block #: _____ Assigned Days: _____

To Be Completed By Reviewing Manager

Supervisor Name (print): _____ Supervisor Signature: _____ Employee #: _____ Date: 7-6-2025
 Action taken/needed: _____

SMS Number: 20250706#128129MX

58-753A 09/11 White Copy: Division or Supervisor Yellow Copy: For any incident involving escalators or elevators, remains in book for use of elevator/escalator inspectors

Figure 12 - Train ID 142 RVO's Written Statement, page 1 of 1.

Incident Date: 07/05/2025 Time: 22:12 hours
 Final Report – Collision (Person Struck by Train)
 E251030

Drafted By: SAFE 708 – 08/04/2025
 Reviewed By: SAFE 707 – 09/08/2025
 Approved By: SAFE 707 – 09/08/2025

Appendix D – MICC COMMS Approved Incident Report



Washington Metropolitan Area Transit Authority Maintenance and Material Management System MICC Comms Approved Incident Report

| | | | |
|--------------------------------------|---|--|--|
| Incident Number : 8923121 | | SMS Number : SMS ID: 20250706#128129MX | |
| TRESPASSER STRUCK BY A TRAIN | | | |
| Date/Time 07/05/2025 22:17 | Station Location B05. (BROOKLAND STATION) | Reported By STATION MANAGER [REDACTED] | |
| Trouble Code JUMP | Location Details B05-027 | Notifications null | |
| JUMPER: PERSON HIT BY TRAIN | Direction | Resolved By [REDACTED] | |
| Responsibility Code PUB | Track Number N/A | Approved/Closed by [REDACTED] | |
| PUBLIC: CAUSED PROBLEM | Chain Markers | Org_OCC POSC | |
| Train ID | | | |
| Line RED | | | |

| Delays in Minutes | | |
|-------------------|-------------|-----------------|
| Line Delay | Train Delay | Passenger Delay |
| 0 | 0 | 0 |

| Trips Modified | | | | |
|----------------|---------------|----------|----------------|----------|
| Partial | Late Dispatch | Rerouted | Not Dispatched | Offloads |
| 0 | 0 | 0 | 0 | 0 |

| Incident Chronology (Timeline) | | | | |
|--------------------------------|--------------------|---------------|---------------------|---|
| Time | Add'l Pass. Delays | Add'l Trouble | Incident Level Code | Description |
| 22:17 | | JUMP | D3 | STATION MANAGER [REDACTED] REQUESTED MEDICAL ASSISTANCE VIA HANDHELD RADIO OPS #5 FOR A MALE CUSTOMER WHO WAS STRUCK BY TRAIN #142 ON TRACK #2. |
| 22:18 | | | | NOTIFIED DCFD DISPATCHER [REDACTED] |
| 22:19 | | | | NOTIFIED RAIL TRAFFIC CONTROLLER OPS #1 [REDACTED] |
| 22:20 | | | | NOTIFIED MTPD DISPATCHER [REDACTED] |
| 22:21 | | | | NOTIFIED FLO [REDACTED] AND SIG [REDACTED] VIA OEPRATIONS MANAGER [REDACTED] |
| 22:30 | | | | DCFD MEDIC UNIT #17 ARRIVED |
| 22:31 | | | | MTPD OFFICER [REDACTED] BADGE [REDACTED] ARRIVED |
| 23:02 | | | | DCFD MEDIC UNIT #17 TRANSPORTED THE CUSTOMER TO MEDSTAR WASHINGTON HOSPITAL CENTER |

| Additional Comment |
|--|
| CUSTOMER INFORMATION: REFER TO MTPD REPORT #202515656 |

Figure 13 - MICC COMMS Approved Incident Report, page 1 of 1.

Incident Date: 07/05/2025 Time: 22:12 hours
Final Report – Collision (Person Struck by Train)
E251030

Drafted By: SAFE 708 – 08/04/2025
Reviewed By: SAFE 707 – 09/08/2025
Approved By: SAFE 707 – 09/08/2025

Appendix E – MTPD Event Report



| Event Report | | | |
|---------------------------------|----------------|----------------------|-----------|
| Metro Transit Police Department | | ORI-DCMTP0000 | |
| Type of Report | MTPD CCN | Local Jurisdiction | Local CCN |
| Open | 2025-15656-001 | District of Columbia | |

| Event Location | | | | | |
|--|----------------------|----------------------|---|--------------|-------------------------|
| Street | Station Acronym | City, State | County | MTP District | Local District |
| 890 Monroe St NE | BRKL - BROOKLAND-CUA | WASHINGTON, DC 20017 | DC-District of Columbia | District 1 | DC-District of Columbia |
| Date and Time of Event | | | Date and Time Reported | | |
| From | To | | | | |
| 7/5/2025 10:18:00 PM | | 7/5/2025 10:18:55 PM | | | |
| Category | | | | | |
| Rail Station, Line or Right-of-Way | On Bus | Property | Other | | |
| BRKL - BROOKLAND-CUA Red | | Rail Station | MSA2 | | |
| Specific Location (Foot Bridge, Kiosk, Platform, Tracks, Etc.) | | | For Burglary or B&E Only | | |
| Rail/Tracks/In Tunnel | | | If Hotel Rule Applies, #Premises or Facilities Entered: | | |
| Location Description | | | | | |
| Rail Station | | | | | |

| Event Information | | |
|--|-------------------------------|--------------------------|
| If Incident Use This Block | Offense # | UNLAWFUL ENTRY |
| Incident Classification | Offense Classification | B |
| Incident Description | Description | UNLAWFUL ENTRY |
| | 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) | | |
| Event Information | | |
| If Incident Use This Block | Offense # | FARE EVASION |
| Incident Classification | Offense Classification | B |
| Incident Description | Description | FARE EVASION |
| | 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): |

MTPD CCN:
ORI-DCMTP0000

Event Report Page 1 of 6

Figure 14 - MTPD Event Report, page 1 of 6.

Incident Date: 07/05/2025 Time: 22:12 hours
Final Report – Collision (Person Struck by Train)
E251030

Drafted By: SAFE 708 – 08/04/2025
Reviewed By: SAFE 707 – 09/08/2025
Approved By: SAFE 707 – 09/08/2025

| | | | | | |
|--|--|--------------------------------|--|---------------------------|--|
| Case Status Information | | If Case Cleared Exceptionally, | | Clearance Date | |
| Case Status (Completed by the Official who signs this report): | | | | | |
| Reporting Officer (Print) | | Second Officer (Print) | | | |
| Badge # | | Badge # | | | |
| Supervisor's Name (Electronically Approved) | | Teletype # | | Investigator Notified ID# | |

MTPD CCN:
ORI-DCMTP0000

Event Report Page 2 of 6

Figure 15 - MTPD Event Report, page 2 of 6.

Incident Date: 07/05/2025 Time: 22:12 hours
Final Report – Collision (Person Struck by Train)
E251030

Drafted By: SAFE 708 – 08/04/2025
Reviewed By: SAFE 707 – 09/08/2025
Approved By: SAFE 707 – 09/08/2025

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| Victim Information | | | | |
|--|------------------------------------|-------------------------------------|--|-----------------|
| Victim Sequence #: | | Victim Assistance Provided: Y - Yes | | |
| Last Name, First MI | | | DOB | |
| Address Type | Address (Street) City, State Zip | | | |
| W - Work | 300 7th St SW Washington, DC 20024 | | | |
| Entity Name | | | | |
| WMATA, 2025-15656 | | | | |
| Work/School Address - Adm. Contact Info | | | | |
| Age of Victim | Sex | Race | Ethnicity | Resident Status |
| Classification of Victim | | Type of Victim | This Victim is Related to Which Offense | |
| 9170 - DC - UNLAWFUL ENTRY 9065 - DC - FARE EVASION | | Government | 9170 - DC - UNLAWFUL ENTRY 9065 - DC - FARE EVASION | |
| Is suspect information available at the time of this report: | | | | |
| | | | | |
| Injury Type | Responding Ambulance: | | Taken Where | |
| | | | | |
| Aggravated Assault/Homicide Information | | | | |
| Aggravated Assault/Homicide Circumstances | | | Additional Justifiable Homicide Circumstances | |
| | | | | |
| Other Person Information | | | | |

MTPD CCN:
ORI-DCMTP0000

Event Report Page 3 of 6

Figure 16 - MTPD Event Report, page 3 of 6.

Incident Date: 07/05/2025 Time: 22:12 hours
Final Report – Collision (Person Struck by Train)
E251030

Drafted By: SAFE 708 – 08/04/2025
Reviewed By: SAFE 707 – 09/08/2025
Approved By: SAFE 707 – 09/08/2025

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| | |
|---|--|
| <p>Has a DVR been requested? Narrative Information</p> <p>The subject was struck by a train at BRKL station. The subject was transported to Washington Medstar to be examined further.</p> | |
| <p>If second CCN is available, insert here:</p> | <p>Additional Narrative on Supplemental Report</p> |

MTPD CCN:
ORI-DCMTP0000

Event Report Page 4 of 6

Figure 17 - MTPD Event Report, page 4 of 6.

Incident Date: 07/05/2025 Time: 22:12 hours
Final Report – Collision (Person Struck by Train)
E251030

Drafted By: SAFE 708 – 08/04/2025
Reviewed By: SAFE 707 – 09/08/2025
Approved By: SAFE 707 – 09/08/2025

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| Additional Narrative |
|---|
| <p>BWC ACTIVATED?</p> <p>On Saturday, July 5, 2025 at approximately 2218 hours, a call for service was dispatched for a Person Struck by Train at the Brookland Metro Station. I, Officer [REDACTED] responded to the scene and observed the individual was getting treated by Dc medic #17 on the platform.</p> <p>While on scene I gather more information about the incident, CID reviewed available surveillance footage of the incident and observed the Subject fare evade into the station by climbing over the fare gate and make [REDACTED] way to the platform. [REDACTED] stood facing the train and leapt onto the track as the train approached the station at 2211 hours. The Subject attempted to jump back onto the platform but [REDACTED] lower body was struck by the train. The Subject was thrown several feet and came to rest on [REDACTED] back near the platform escalator. [REDACTED] stayed on the ground and then crawled on the platform until MTPD officers and emergency services arrived.</p> <p>The subject suffered laceration to [REDACTED] lower back.</p> <p>The subject was transported to Washington Medstar to be examined further.</p> <p>Officer [REDACTED] and [REDACTED] performed CSS activity at the Station.</p> <p>Det. [REDACTED] and Det. [REDACTED] responded on scene and interviewed the witnesses.</p> <p>The subject will be charged once [REDACTED] is released from the hospital.</p> <p>TSOC notified. Report number #TSA-07-21997-25 [REDACTED]</p> <p>All the above events occurred in the District of Columbia.</p> |

MTPD CCN:
ORI-DCMTP0000

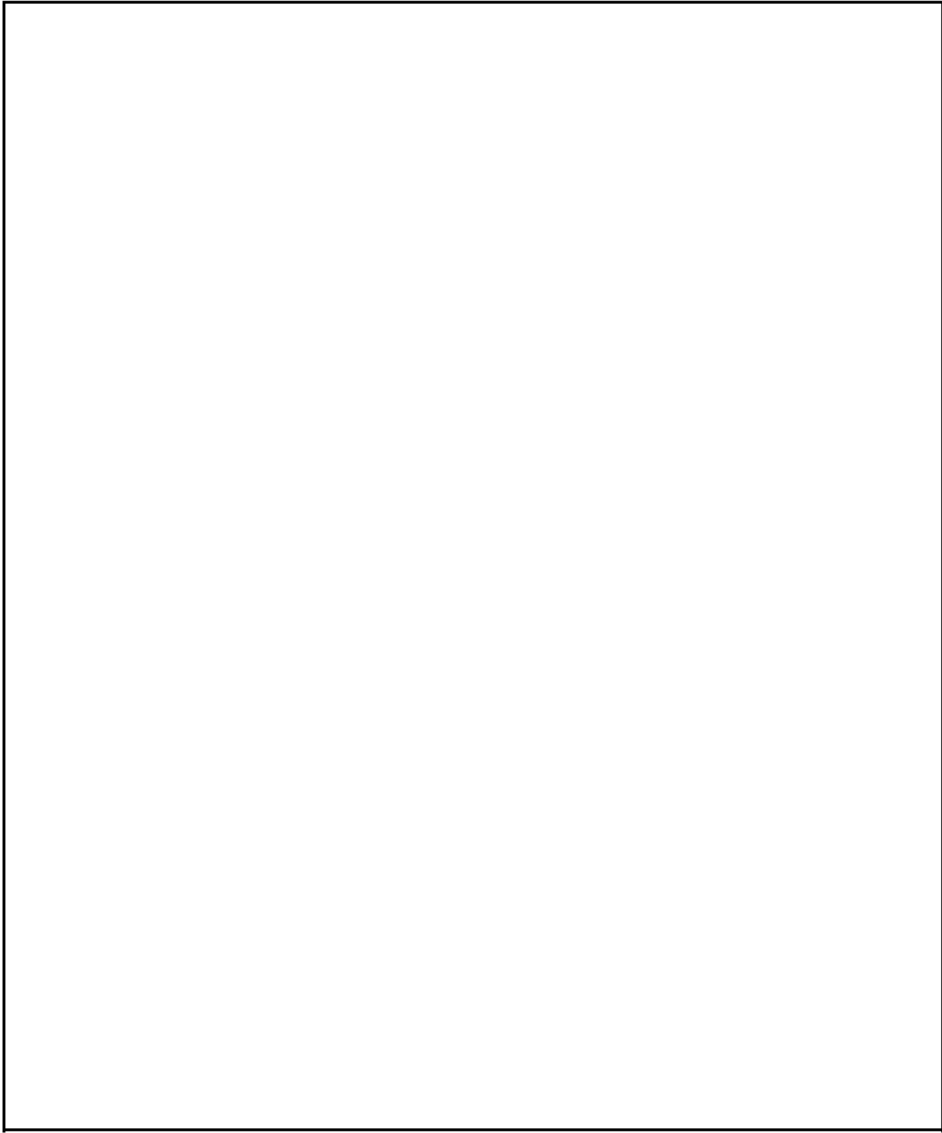
Event Report Page 5 of 6

Figure 18 - MTPD Event Report, page 5 of 6.

Incident Date: 07/05/2025 Time: 22:12 hours
Final Report – Collision (Person Struck by Train)
E251030

Drafted By: SAFE 708 – 08/04/2025
Reviewed By: SAFE 707 – 09/08/2025
Approved By: SAFE 707 – 09/08/2025

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MTPD CCN:
ORI-DCMTP0000

Event Report Page 6 of 6


Figure 19 - MTPD Event Report, page 6 of 6.

Incident Date: 07/05/2025 Time: 22:12 hours
Final Report – Collision (Person Struck by Train)
E251030

Drafted By: SAFE 708 – 08/04/2025
Reviewed By: SAFE 707 – 09/08/2025
Approved By: SAFE 707 – 09/08/2025

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Appendix F – Signal Engineering Investigation Report

| | |
|---|--|
|  | Washington Metropolitan Area Transit Authority |
| | INVESTIGATION REPORT FORM: INFR-COSI-ATCE-B05-E251030-20250705 |

SIGNAL ENGINEERING INVESTIGATION REPORT

REQUEST NUMBER: B05-E251030-20250705

REQUESTER: [REDACTED]

DATE: 2025 July 11

BY: [REDACTED]

COSI – SIGNAL ENGINEERING

Original
Approved: 2025 Jul 11

INFR-COSI-ATC-B05-E251030-20250705
Page 1 of 4
INFR-COSI-ATCE-B05-E251030-20250705 Incident Analysis Report-1.0-07112025

Figure 20 - Signal Engineering Investigation Report, page 1 of 4.

Incident Date: 07/05/2025 Time: 22:12 hours
Final Report – Collision (Person Struck by Train)
E251030

| |
|------------------------------------|
| Drafted By: SAFE 708 – 08/04/2025 |
| Reviewed By: SAFE 707 – 09/08/2025 |
| Approved By: SAFE 707 – 09/08/2025 |

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Incident Title: Collision (Person struck by train) at B05/Brookland by Train 142
 Incident Date/Time: 2025-Jul-05 22.12 Hrs
 Incident Location: B05/Brookland Platform, Track 2

EXECUTIVE SUMMARY:

See the attached Book of Plans pages B05-G-07 and B05-G-08 to indicate the location wayside equipment and track circuits in relation to the Platform.

At 22.11.34 Hrs, Train 142 approached B05/Brookland Platform in Automatic operation.

At 22.11.45 Hrs, Train 142 crossed Impedance Bond WZ-14 located at Chain marker B2-210+73 and began transmitting Long Messages via the Train to Wayside Communications system (TWC) These messages indicate the Train’s Run ID number, Destination Code, Door status, and other statistics.

At 22.12.00 Hrs, Train 142 abruptly stopped before being completely berthed at the 8-Car marker on B02/Brookland Platform, Track 2.

At 22.12.19 Hrs, 22.13.01 Hrs, and 22.13.23 Hrs, the train appears to switch between automatic and manual operation. These indications can be triggered by the master controller of the train being keyed on and off.

At 22.15.56 Hrs and 22.16.05 Hrs, 3rd rail breakers indicate tripped by MICC as a supervisory power outage

Original
 Approved: 2025 Jul 11

INFR-COSI-ATC-B05-E251030-20250705
 Page 2 of 4

INFR-COSI-ATCE-B05-E251030-20250705 Incident Analysis Report-1.0-07112025

Figure 21 - Signal Engineering Investigation Report, page 2 of 4.

Incident Date: 07/05/2025 Time: 22:12 hours
 Final Report – Collision (Person Struck by Train)
 E251030

| |
|------------------------------------|
| Drafted By: SAFE 708 – 08/04/2025 |
| Reviewed By: SAFE 707 – 09/08/2025 |
| Approved By: SAFE 707 – 09/08/2025 |

| | | | | | | | | |
|--|---|-----------------------|-----------------------------------|------------------|-------------|--|--------------|-------------|
| COSI-SIGNAL ENGINEERING | Washington Metropolitan Area Transit Authority | | Detailed Incident Analysis | | | | | |
| | | | Report Num: | [[IR -----]] | | | | |
| | | | Requestor: | [REDACTED] | | | | |
| | | | Date: | 2025-Jul-05 | | | | |
| | | | From: | [REDACTED] | | | | |
| | | | To: | [REDACTED] | | | | |
| Reported Data: | | Time: | 22.00.00 - 23.00.00 | Train ID | 142 | | | |
| Description: | B05/Brookland Person Struck by train on Track 2 | | Interlocking Control: | [Central/Remote] | | [CENTRAL] | | |
| Requested Analysis: Investigate Incident | | | | | | | | |
| INITIAL STATE AS OF: [21:55:54 to 21:56:31] | | | | | | | | |
| Name | STATE | AUTO | NAME | STATE | AUTO | NAME | STATE | AUTO |
| B2-215 | Vacant | - | B2-208 | Vacant | - | Breaker 32 | CLOSED | - |
| B2-213 | Vacant | - | B2-201 | Vacant | - | Breaker 42 | CLOSED | - |
| B2-211 | Vacant | - | B2-197 | Vacant | - | Breaker 44 | CLOSED | - |
| RECORDED EVENT DATA | | | | | | | | |
| TIME | LOCATION | STATUS/CONTROL | AIMS DESCRIPTION | | | COMMENTS | | |
| 22.02.27 | B05 | STATUS | Track Circuit B2-215 Occupied | | | Train 140 (Prior to incident train) approaches B05/Brookland Platform Track 2 | | |
| 22.02.30 | B05 | STATUS | Track Circuit B2-213 Occupied | | | | | |
| 22.02.32 | B05 | STATUS | Track Circuit B2-211 Occupied | | | | | |
| 22.02.35 | B05 | STATUS | Track Circuit B2-208 Occupied | | | | | |
| 22.02.38 | B05 | STATUS | Train Number 140 | | | Train begins transmitting Long messages via TWC (Train to Wayside Communications system) | | |
| 22.02.38 | B05 | STATUS | Destination Code 12 | | | | | |
| 22.02.38 | B05 | STATUS | Train ATO in Auto | | | | | |
| 22.02.42 | B05 | STATUS | Train Length 8 | | | Train 140 berths on the platform at the 8-Car marker, Pre-Shunting B2-201 | | |
| 22.02.54 | B05 | STATUS | Train Berthed | | | | | |
| 22.02.54 | B05 | STATUS | Track Circuit B2-201 Occupied | | | Doors opened on the Left side of the consist | | |
| 22.03.00 | B05 | STATUS | Door Mode Manual | | | | | |
| 22.03.01 | B05 | STATUS | Doors Closed Right | | | Train doors closed and train is no longer berthed on the platform | | |
| 22.03.11 | B05 | STATUS | Train Not Berthed | | | | | |
| 22.03.23 | B05 | STATUS | Doors Closed Both | | | | | |
| 22.03.39 | B05 | STATUS | Track Circuit B2-197 Occupied | | | | | |

Original
Approved: 2025 Jul 11

INFR-COSI-ATC-B05-E251030-20250705

Page 3 of 4

INFR-COSI-ATCE-B05-E251030-20250705 Incident Analysis Report-1.0-07112025

Figure 22 - Signal Engineering Investigation Report, page 3 of 4.

Incident Date: 07/05/2025 Time: 22:12 hours
Final Report – Collision (Person Struck by Train)
E251030

Drafted By: SAFE 708 – 08/04/2025
Reviewed By: SAFE 707 – 09/08/2025
Approved By: SAFE 707 – 09/08/2025

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| | | | | |
|----------|-----|--------|-------------------------------|---|
| 22.03.45 | B05 | STATUS | Track Circuit B2-208 Vacant | Train 140 leaves the platform on Track 2 |
| 22.11.34 | B05 | STATUS | Track Circuit B2-215 Occupied | Train 142 (Incident train) approaches B05/Brookland Platform Track 2 |
| 22.11.37 | B05 | STATUS | Track Circuit B2-213 Occupied | |
| 22.11.39 | B05 | STATUS | Track Circuit B2-211 Occupied | |
| 22.11.43 | B05 | STATUS | Track Circuit B2-208 Occupied | |
| 22.11.45 | B05 | STATUS | Train ATO in Auto | Train begins transmitting long messages via TWC (Train to Wayside Communications system) |
| 22.11.45 | B05 | STATUS | Train Number 142 | |
| 22.11.45 | B05 | STATUS | Destination Code 12 | |
| 22.11.45 | B05 | STATUS | Train Length 8 | Train stops short of the 8-Car marker (Not berthed on the platform) |
| 22.12.00 | B05 | STATUS | Train Motion Not in Motion | |
| 22.12.19 | B05 | STATUS | Train ATO in Manual | Train appears to switch between Manual and Automatic operations. This can indicate when the train master controller is keyed down and up again. |
| 22.12.20 | B05 | STATUS | Train ATO in Auto | |
| 22.13.01 | B05 | STATUS | Train ATO in Manual | |
| 22.13.02 | B05 | STATUS | Train ATO in Auto | |
| 22.13.23 | B05 | STATUS | Train ATO in Manual | |
| 22.13.24 | B05 | STATUS | Train ATO in Auto | |
| 22.15.56 | B05 | STATUS | DC Feeder Breaker 44 Tripped | 3 rd rail power deenergized by supervisory outage |
| 22.16.05 | B05 | STATUS | DC Feeder Breaker 32 Tripped | |
| 22.16.05 | B05 | STATUS | DC Feeder Breaker 42 Tripped | |

Circuit Power Failure: Yes No Processor Failure: Yes No Power Transfer: Yes No

| DISTRIBUTION LIST | |
|-------------------|------------|
| • | [REDACTED] |
| • | [REDACTED] |
| • | [REDACTED] |
| • | [REDACTED] |
| • | [REDACTED] |

Original
Approved: 2025 Jul 11

INFR-COSI-ATC-B05-E251030-20250705
Page 4 of 4

INFR-COSI-ATCE-B05-E251030-20250705 Incident Analysis Report-1.0-07112025

Figure 23 - Signal Engineering Investigation Report, page 4 of 4.

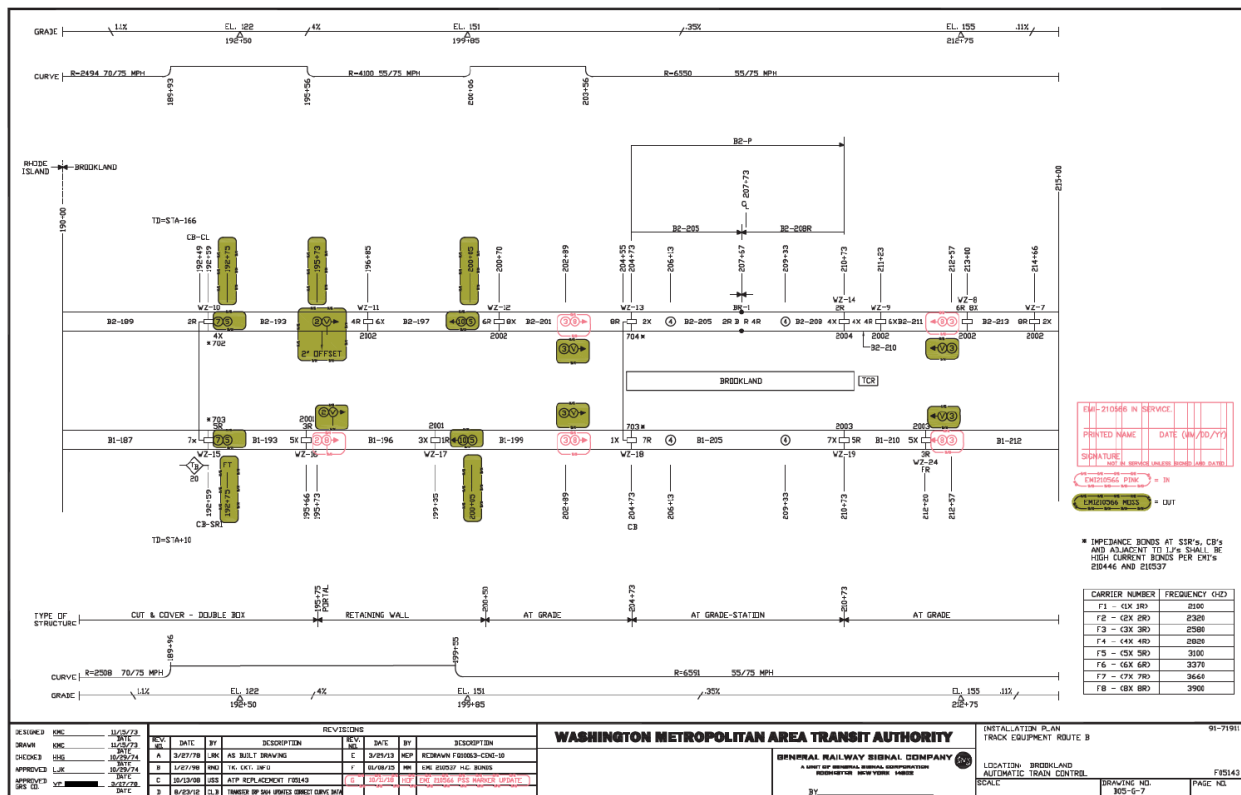


Figure 24 – Signal Engineering Book of Plans Drawing B05-G-7.

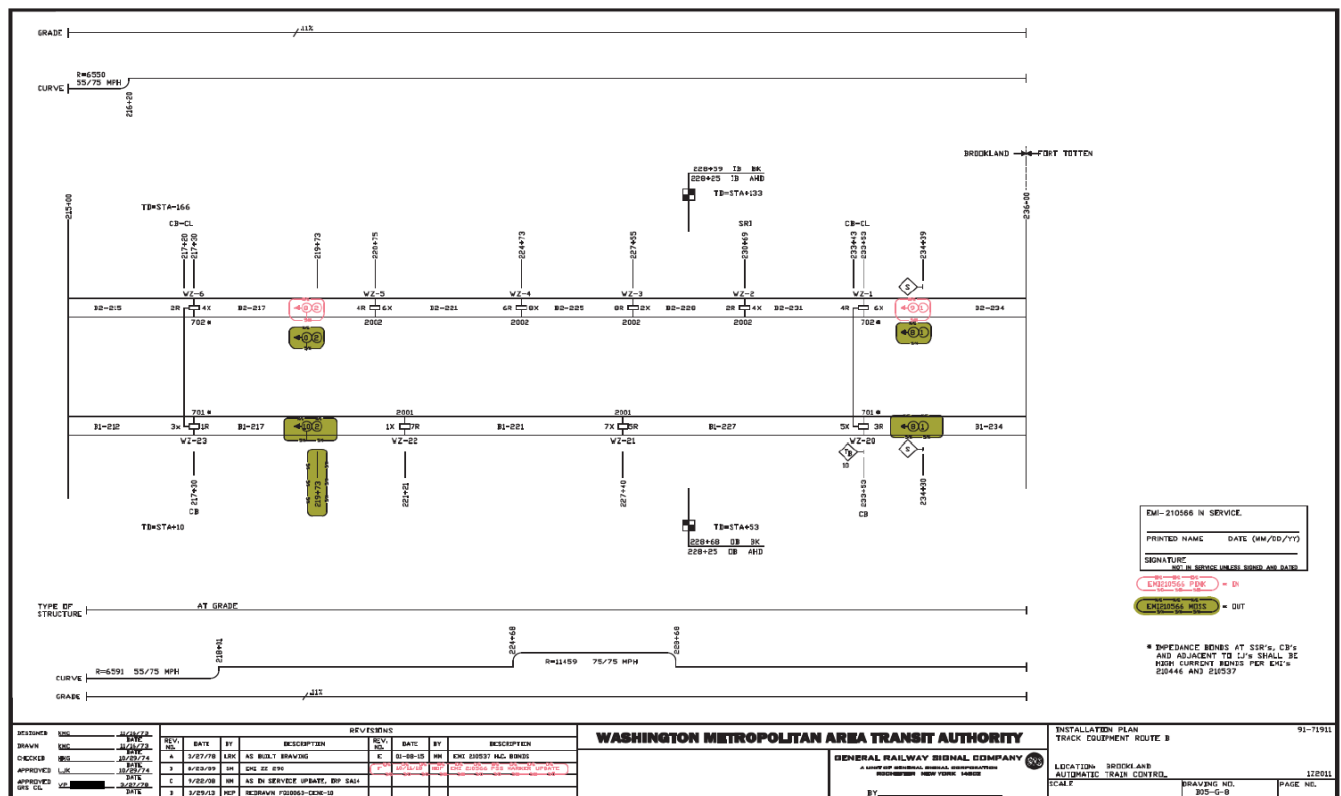


Figure 25 - Signal Engineering Book of Plans Drawing B05-G-8.

Incident Date: 07/05/2025 Time: 22:12 hours
 Final Report – Collision (Person Struck by Train)
 E251030

Drafted By: SAFE 708 – 08/04/2025
 Reviewed By: SAFE 707 – 09/08/2025
 Approved By: SAFE 707 – 09/08/2025

Incident Date: 07/05/2025 Time: 22:12 hours
Final Report – Collision (Person Struck by Train)
E251030

| |
|------------------------------------|
| Drafted By: SAFE 708 – 08/04/2025 |
| Reviewed By: SAFE 707 – 09/08/2025 |
| Approved By: SAFE 707 – 09/08/2025 |

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Appendix G – Office of Emergency Preparedness (OEP) Incident Response Report

Submitted by: Jacob Sorensen



SAFE OEP Incident Response Report

Overview

| | | |
|----------------------------|--------------------------|-------------------------------|
| Incident Date/Time: | Responder 1: | Additional Responders: |
| 2025-07-05 | [REDACTED] | Incident Type: |
| 22:12 | SIO 1: [REDACTED] | Person Struck by Train |
| Incident Location: | SIO 2: | |
| Brookland | SIO Log #: 15870 | |

Incident Metrics

| | |
|-----------------------------------|--|
| OPS Channel: Rail Ops 1 | On Scene Time: 22:38 |
| MTPD Channels: | Disregard Time: |
| MTPD 1x | Time of Recovery: 23:25 |
| Bus/Rail Yard Channel: | In-Service Time: 00:19 |
| Incident Start Time: 22:12 | Command Est. Time: 22:31 |
| PR Dispatch Time: 22:20 | Transfer of Command Time: 23:39 |
| Response Time: 2:20 | |

Incident Personnel

| | |
|--|--|
| Metro IC: [REDACTED] | Maintenance Lead (ERT): [REDACTED] |
| Jurisdictional IC: N/A | 69 |
| Fire Liaison ROCC: [REDACTED] | Investigations Lead (MTPD): |
| Transportation Group Supervisor- RAIL: | N/A |
| [REDACTED] | Investigations Lead (Safety): N/A |
| Operations Section Chief: SDAS [REDACTED] | Transportation Lead (Bus TFS): [REDACTED] |

Figure 26 - OEP Incident Response Report, page 1 of 2.

Incident Date: 07/05/2025 Time: 22:12 hours
Final Report – Collision (Person Struck by Train)
E251030

Drafted By: SAFE 708 – 08/04/2025
Reviewed By: SAFE 707 – 09/08/2025
Approved By: SAFE 707 – 09/08/2025

Submitted by: [REDACTED]

Incident Overview

Was Power removed: Yes

Red Tag (if applicable):Supervisory

Incident Narrative:

The SIO notified me of a Person struck by a train at Brookland-CUA. I went enroute with a 20-minute ETA. Trains began to single track utilizing Track 1 to bypass the station. A bus bridge was requested to operate between Rhode Island station and Ft. Totten station. I arrived on scene and met with Cruiser [REDACTED] who had initial WMATA command, there was no Fire Department command for this incident. DCFD Engine 17 and Medic 17 were packaging the injured person to be transported. I met with Rail Supervisor [REDACTED] to understand the plan from the rail side about bypassing the station. At the time this event occurred there was also a power outage at the interlock of Ft. Totten, complicating rail's ability to single track past Brookland. A second ambulance was requested to care for the Rail Vehicle Operator who was not feeling well. Plant arrived to help with the cleanup of the platform after MTPD cleared the area. Upon MTPD clearing the scene, command was transferred to SDAS [REDACTED] as the incident moved to recovery and demobilization. MTPD granted Rail access to the station, trains no longer bypassed Brookland. CTEM [REDACTED] completed a walkaround inspection of the railcar and deemed it safe for movement. Rail Sup. [REDACTED] keyed up the train and transported it to Brentwood yard. Upon clearing Track 2, TRST [REDACTED] entered the roadway to complete a track inspection with nothing found. Track 2 was reopened to rail service.

Incident Successes:

Quick initiation of single tracking around the station. Supervisors on scene worked well together to develop a plan to transition from recovery to regular service quickly.

Opportunities for Improvement:

The individual who was struck had jumped in the roadway at Rhode Island just 45 minutes prior to this incident but was not struck then. Radio issues at Brookland hampered the Rail supervisor and SDAS from coming up with a plan to establish single tracking and communicate with the MICC. Additionally, there were multiple (4) changes of command during the incident which made it hard for people to know who was "in charge".

Figure 27 - OEP Incident Response Report, page 2 of 2.

Incident Date: 07/05/2025 Time: 22:12 hours
Final Report – Collision (Person Struck by Train)
E251030

Drafted By: SAFE 708 – 08/04/2025
Reviewed By: SAFE 707 – 09/08/2025
Approved By: SAFE 707 – 09/08/2025

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Appendix H – Maximo Work Order



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

Page 1 of 2
MXAZP

Work Order #: 19644667
Type: CM

19644667

Status: CLOSE
07/09/2025 09:14

Work Description: TRESPASSER STRUCK BY A TRAIN
Job Plan Description:

| Work Information | | | |
|--------------------------|--|------------------------------------|--------------------------------|
| Asset: R7066 | 7066, RAIL CAR, KAWASAKI, 7000 AC, A CAR | Owning Office: CMNT-CMNT-CMNT | Parent: |
| Asset Tag: R7066 | | Maintenance Office: CMNT-SDYG-INSP | Create Date: 07/06/2025 04:12 |
| Asset SIN: 7066 | | Labor Group: CMNT | Actual Start: 07/06/2025 04:13 |
| Location: 1136 | A99, SHADY GROVE YARD | Crew: | Actual Comp: 07/07/2025 21:41 |
| Work Location: 1136 | A99, SHADY GROVE YARD | Lead: | Item: K1805001 |
| Failure Class: CMNT001 | RAIL CAR | GL Account: | |
| 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: 517974.0 | | Complete-Mileage: 518066.0 | |

| Task IDs | | | | | | | | | | |
|------------|---|---|------------|---------|-----------------------|---------|-------|-----------|------------|---|
| Task ID | | | | | | | | | | |
| 10 | DOWNLOADED LOGS | <p>ENV has completed data analysis for incident car consist L7066-67 X 7399-98 X 7048-49 X 7043-42T. Train ID 142, Lead Car 7066, operated with headlight energized. Road horn or yard horn was not activated prior to entering the Brookland Station. There appears to be no issues with the train that attributed to this incident. Please see table #1 below the sequence of events that occurred prior, during and after reported event. Trains operated as designed, as a result, CENV does not have any hold on the cars.</p> <p>Recommendations:</p> <p>Perform brake rate checks per Task 70 Continue to perform undercar repairs and cleaning. Document findings in Maximo.</p> <p>If all listed recommendations have been met, and DI is successful, CENV has no hold on cars</p> | | | | | | | | |
| Component: | 000-300-A00 SUBSYSTEM; CAR LOGIC; 2K/3K/6K/7K | Work Accomp: | DOWNLOADED | Reason: | FOREIGN OBJECT DAMAGE | Status: | CLOSE | Position: | Warranty?: | N |
| 20 | SAFETY WALK AROUND | GOOD SAFETY WALK AROUND | | | | | | | | |
| Component: | 000-300 RAIL CAR; 2K/3K/6K/7K | Work Accomp: | CHECKED | Reason: | FOREIGN OBJECT DAMAGE | Status: | CLOSE | Position: | Warranty?: | N |
| 30 | Exterior inspection | Exterior Visually inspected in shape no damage is found. | | | | | | | | |

WT_plust_woprnt.rptdesign

07/10/2025 15:08

Figure 28 - MAXIMO Work Order #19644667, page 1 of 2.

Incident Date: 07/05/2025 Time: 22:12 hours
Final Report – Collision (Person Struck by Train)
E251030

Drafted By: SAFE 708 – 08/04/2025
Reviewed By: SAFE 707 – 09/08/2025
Approved By: SAFE 707 – 09/08/2025



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

Work Order #: 19644667
Type: CM

19644667

Status: CLOSE
07/09/2025 09:14

Work Description: TRESPASSER STRUCK BY A TRAIN

Job Plan Description:

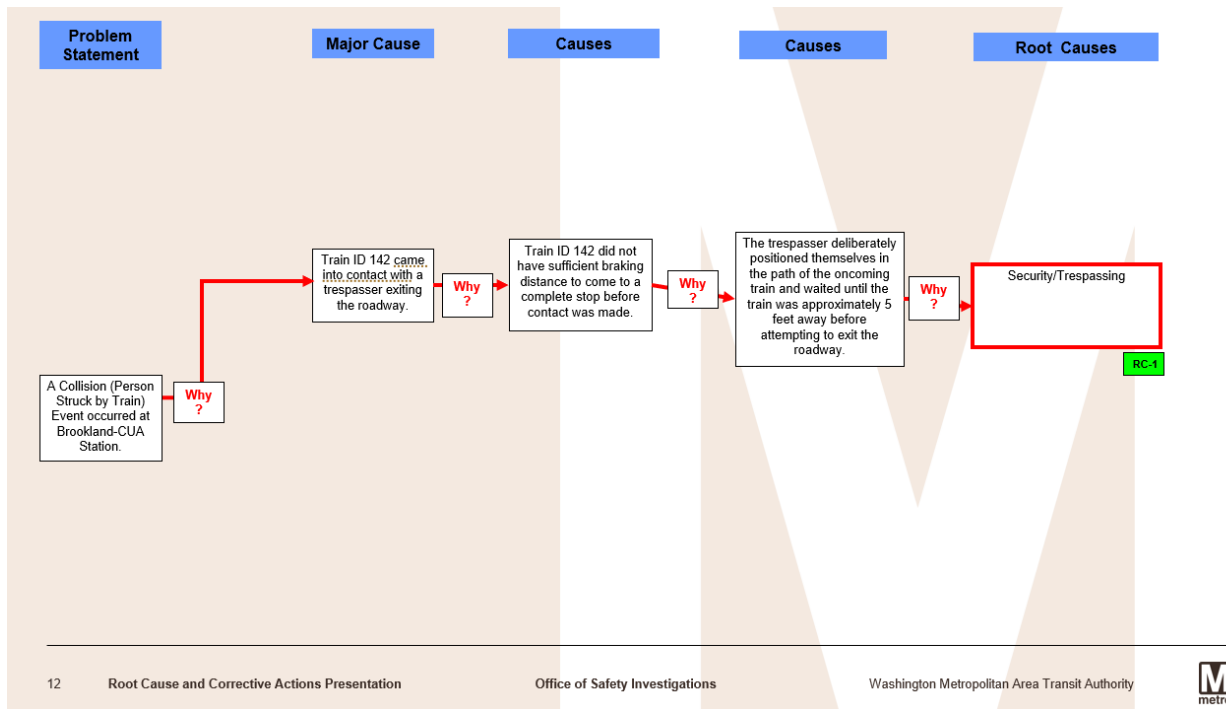
| Task IDs | | | | | | | | | | | |
|---|---------------------------------|------------------------|------------|----------------------------------|----------|---------------|--------------------------|---------------|-----------|--------------|----------|
| Task ID | | | | | | | | | | | |
| Component: 000-300 RAIL CAR; 2K/3K/6K/7K | | Work Accomp: INSPECTED | | Reason: FOREIGN OBJECT DAMAGE | | Status: CLOSE | | Position: | | Warranty?: N | |
| 40 Brake Rates Good | | | | | | | | | | | |
| Performed Brake Rates On Car. All rates are within specifications. | | | | | | | | | | | |
| Component: 000-300-E00 SUBSYSTEM; FRICTION BRAKE; 2K/3K/6K/7K | | Work Accomp: CHECKED | | Reason: INCIDENT//ACCIDENT | | Status: CLOSE | | Position: | | Warranty?: N | |
| Actual Labor | | | | | | | | | | | |
| Task ID | Labor | Start Date | End Date | Start Time | End Time | Approved? | Regular Hours | Premium Hours | Line Cost | | |
| 10 | | 07/06/2025 | 07/06/2025 | 04:00 | 09:00 | Y | 05:00 | 00:00 | \$339.67 | | |
| 20 | | 07/06/2025 | 07/06/2025 | 22:00 | 22:30 | Y | 00:30 | 00:00 | \$24.45 | | |
| 30 | | 07/07/2025 | 07/07/2025 | 19:30 | 20:30 | Y | 01:00 | 00:00 | \$48.90 | | |
| 40 | | 07/07/2025 | 07/07/2025 | 16:00 | 17:00 | Y | 01:00 | 00:00 | \$42.47 | | |
| | | | | | | | Total Actual Hour/Labor: | | 07:30 | 00:00 | \$455.49 |
| Related Incidents | | | | | | | | | | | |
| Ticket | Description | Class | | | Status | | | Relationship | | | |
| 8923121 | TRESPASSER STRUCK BY A TRAIN | SR | | | CLOSED | | | ORIGINATOR | | | |
| Failure Reporting | | | | | | | | | | | |
| Cause | Remedy | | | Supervisor | | | Remark Date | | | | |
| 2475 | NO DEFECT; NO REPAIRS PERFORMED | | | 3192 TESTED / INSPECTED | | | 07/07/2025 | | | | |
| Remarks: INSPECTED UNDERCAR. NO DAMAGE FOUND. NO FLATS ON ANY WHEELS. OK FOR SERVICE. | | | | | | | | | | | |

Figure 29 - MAXIMO Work Order #19644667, page 2 of 2.

Incident Date: 07/05/2025 Time: 22:12 hours
Final Report – Collision (Person Struck by Train)
E251030

Drafted By: SAFE 708 – 08/04/2025
Reviewed By: SAFE 707 – 09/08/2025
Approved By: SAFE 707 – 09/08/2025

Appendix I – Why-Tree Analysis



Incident Date: 07/05/2025 Time: 22:12 hours
 Final Report – Collision (Person Struck by Train)
 E251030

Drafted By: SAFE 708 – 08/04/2025
 Reviewed By: SAFE 707 – 09/08/2025
 Approved By: SAFE 707 – 09/08/2025