



W-0431 – Evacuation for Life Safety Reasons at L'Enfant Plaza Station – December 8, 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 August 4, 2026.

WMSC staff recommend adoption of this investigation.

Safety event summary:

On December 8, 2025, at 5:50 a.m., the train operator of Train 310 contacted the Radio Rail Traffic Controller (RTC) to report a third-rail fire after departing L'Enfant Plaza Station on Track 2 in the direction of Pentagon Station. Service between L'Enfant Plaza and Pentagon stations was suspended, and the Control Center Assistant Operations Manager notified District of Columbia Fire and Emergency Medical Services (DCFEMS). The Button Rail Traffic Controller called the Maintenance Operations Fan Desk to request fan activation at 5:56 a.m. Two rail operations supervisors boarded separate out of service trains to perform riding track inspections on tracks 1 and 2 to locate the fire.

At 6:11 a.m., the L'Enfant Plaza Station Manager began evacuating the upper-level Green/Yellow Line platforms without permission or direction from control center personnel. However, this situation did not warrant an evacuation, and customers could have safely waited on the platform for train service to resume. The lower-level Blue/Orange/Silver Line platforms remained in service, resulting in a partial station evacuation. At 6:15 a.m., the L'Enfant Plaza Station Manager contacted the Communications (COMMS) Agent in the control center to ask if full evacuation was required. The Communications Agent informed the station manager that L'Enfant Plaza Station was closed, and trains were not servicing the station. The communications agent stating the station was closed did not answer the Station Manager's question about further evacuation and the Station Manager misinterpreted the answer to mean the station should be fully evacuated. The Communication Agent was unaware that the Station Manager had partially evacuated the station.

A Rail Operations Supervisor who performed a riding track inspection acknowledged a burning smell, but no fire or smoke was found on either track. An investigative review of the train's forward-facing camera showed sparks present on track 2 near the third rail, that self-dissipated without Metrorail or fire department personnel intervention. Normal rail operations resumed at 6:20 a.m.

No injuries or property damage were reported.



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The probable cause of the evacuation for life-safety at L'Enfant Plaza Station was the Station Manager's decision to begin evacuating customers without clear instructions from supervisory personnel.

WMSC Staff Observation:

Under the Federal Transit Administration's State Safety Oversight (SSO) regulation (49 CFR Part 674), rail transit agencies such as Metrorail must notify both the State Safety Oversight Agency (SSOA) and the Federal Transportation Authority (FTA) within two hours of certain safety events occurring on a rail fixed guideway public transportation system. Among the safety events that require such a notification are evacuation for life safety events. The investigation found that an FTA employee was among those evacuated. They later contacted WMATA to report that no notification had been received. At the time, the Control Center was unaware that L'Enfant Plaza Station had been evacuated, which delayed the Department of Safety (SAFE) notification.



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

FINAL REPORT OF INVESTIGATION A&I 252498

Date of Event:	December 8, 2025
Type of Event:	A-4 FTA: Evacuation for Life Safety Reasons
Incident Time:	06:16 hours
Location:	L'Enfant Plaza Station, Track 2
Time and How received by Safety:	December 9, 2025, 04:10 hours Safety Information Official (SIO)
Washington Metrorail Safety Commission (WMSC) Notification Time:	December 9, 2025, 10:35 hours
Responding Safety Officers:	WMATA: Office of Emergency Preparedness (OEP)
Rail Vehicle:	Train ID 310 L6116/17x6038/39x6150/51T
Injuries:	None
Damage:	None
Emergency Responders:	District of Columbia Fire and Emergency Medical Services (DCFEMS); Metro Transit Police Department (MTPD); Washington Metropolitan Area Transit Authority (WMATA) Emergency Response Team (ERT)
Safety Universal Data System (SUDS I/A) Number	20251208#133113MX

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E252498

Drafted By: SAFE 706 – 02/02/2026
Reviewed By: SAFE 710 – 02/11/2026
Approved By: SAFE 707 – 02/16/2026

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L'Enfant Plaza Station – Evacuation for Life Safety Reasons

December 8, 2025

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Abbreviations and Acronyms

AIMS	Advanced Information Management System
AOM	Assistant Operations Manager
ARS	Audio Recording System
CAP	Corrective Action Plan
CCTV	Closed-Circuit Television
COMMS	Office of Communications
CMNT	Office of Car Maintenance
CMOR	Office of the Chief Fleet Officer
DCFEMS	District of Columbia Fire and Emergency Medical Services
EM	Emergency Management
ERT	Emergency Response Team
EV	Environmental Control System
FLO	Fire Liaison Officer
FT	Foul Time
MICC	Metro Integrated Command and Communications Center
MOC	Maintenance Operations Center
MOR	Metrorail Operating Rulebook
MTPD	Metro Transit Police Department
NOAA	National Oceanic and Atmospheric Administration
OSC	On-scene Commander
OEP	Office of Emergency Preparedness
PA	Public Announcement System
ROS	Rail Operations Supervisor

RTC	Rail Traffic Controller
RTRA	Office of Rail Transportation
RVO	Rail Vehicle Operator
SAFE	Department of Safety
SUDS	Safety Universal Data 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 Monday, December 8, 2025, at 05:50 hours, the Rail Vehicle Operator (RVO) of Train ID 310, a six-car legacy series consist (L6116/17x6038/39x6150/51T), contacted the Metro Integrated Command and Communication Center (MICC) Radio Rail Traffic Controller (RTC), and reported a fire on the third rail after departing L'Enfant Plaza Station, Track 2, in the direction of Pentagon Station. As a precaution, train service between L'Enfant Plaza Station and Pentagon Station was suspended, and the District of Columbia Fire and Emergency Medical Services (DCFEMS) were notified. The involved train was offloaded at Archives Station, and supervisory personnel conducted riding track inspections in both directions. No evidence of fire or smoke was identified.

During the service disruption, the L'Enfant Plaza Station Manager at kiosk "A" contacted the MICC Communications (COMMS) Agent to determine whether customers should be permitted to enter or exit the station and whether a full evacuation was necessary. Clear direction to evacuate was not provided. At 06:11 hours, the Station Manager initiated an evacuation of the upper-level Green/Yellow Line platforms. The lower-level Blue/Orange/Silver Line platforms remained in service, resulting in a partial station evacuation. Shortly thereafter, it was confirmed that no fire or smoke was present, and normal rail operations resumed.

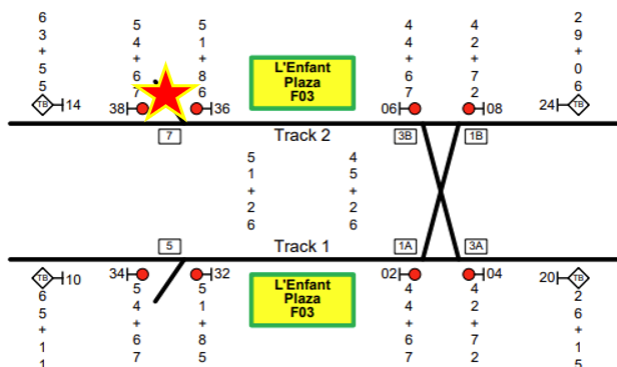
There were no injuries or property damage associated with this event.

The probable cause of the evacuation for life safety reasons event at L'Enfant Plaza Station on December 8, 2025, was the Station Manager's decision to begin evacuating customers without clear instructions to do so. A contributing factor was the lack of definitive communication between the MICC COMMS Agent and the Station Manager regarding whether an evacuation was warranted. The reported condition was wayside and did not require the evacuation of L'Enfant Plaza Station.

Incident Site

L'Enfant Plaza Station, track 2, is an underground, split-level station with side platforms.

Field Sketch/Schematics



The above depiction is not to scale.

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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.
- 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.
 - Station Manager
- 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)
 - Rail Transportation – Investigation Data
 - 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)

Investigation

On Monday, December 8, 2025, at 05:50 hours, the Audio Recording System (ARS) playback indicated that the RVO of Train ID 310 contacted the OPS 3 Radio RTC and reported a fire on the third rail. The RVO stated they witnessed the fire shortly after departing L'Enfant Plaza Station, but before they reached the L-Line Bridge. The Radio RTC acknowledged and copied the transmission and instructed the Button RTC to cancel all automatic signals leading into L'Enfant Plaza Station.

At 05:52 hours, the ARS Playback indicated that the Radio RTC instructed Train ID 510, Train ID 514, and Train ID 311 to hold at their respective locations and not enter L'Enfant Plaza Station. Train ID 510 was instructed to key their train down and reverse ends upon arrival at Gallery Place-China Town Station. The AOM contacted the DCFEMS and reported an active fire on WMATA rail, track 2, in the tunnel between L'Enfant Plaza Station and the Ohio Drive access gate of the L-Line Bridge. The DCFEMS emergency dispatcher acknowledged the message and stated that responders were en route.

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At 05:54 hours, the ARS Playback indicated that the Radio RTC contacted the RVO of Train ID 510 and instructed them to move down to Archives Station, offload their train, and verify that the train was clear of customers.

At 05:55 hours, the ARS Playback indicated that the POLICE 1 contacted the Metropolitan Transit Police Department (MTPD) dispatcher and requested an officer to be dispatched to L'Enfant Plaza Station for a report of fire. MTPD acknowledged and copied the transmission and dispatched officers to the L-Line Bridge's Ohio Drive access gate and to L'Enfant Plaza Station.

The ARS Playback indicated that at 05:56 hours, the Button RTC contacted the Maintenance Operations Center (MOC) Desk Controller, and reported a fire on the L-Line Bridge track 2, near the portal, and requested that fans be activated in the area. Rail Operations Supervisor (ROS) #1 contacted the Radio RTC and stated they were en route to Anacostia Station. The Radio RTC instructed ROS #1 to re-direct to the Navy Yard - Ballpark Station to assist the operators.

At 06:00 hours, the RVO of Train ID 510 contacted the Radio RTC and stated that their train was verified clear of customers. The Radio RTC acknowledged and instructed them to input a new Train ID as 710. This train would be used to investigate the reported fire and smoke. The Radio RTC instructed the RVO to turn off the train's Environmental Control System (EV) within all cars of the consist.

The Closed Circuit Television (CCTV) revealed that at 06:01 hours, DCFEMS entered L'Enfant Station.



Picture 1 – Depicts arrival of DFEMS with on track safety equipment.

The Radio RTC contacted Train ID 710 and asked if they were keyed up on the L'Enfant Plaza Station operating end. The RVO acknowledged and confirmed. The Radio RTC granted the RVO

of Train ID 710 a permissive block¹ No closer than 10 feet of signal F03-08, and instructed them to stand by at that location and await further instruction.

At 06:03 hours, the ARS Playback indicated that ROS #2 contacted the Radio RTC and stated that they were located at L'Enfant Plaza Station. The Radio RTC instructed Train ID 710 to hold and allow ROS #2 to board their train to perform a track inspection on track 2.

At 06:04 hours, the ARS playback indicated that ROS #3 contacted the Radio RTC and stated they were currently aboard Train ID 315. The Radio RTC instructed Train ID 315 to move down to Pentagon Station, and ROS #3 to verify the train was clear of customers. The Radio RTC instructed ROS #3 to perform a track inspection on track 1 between Pentagon Station and L'Enfant Plaza Station.

The ARS playback indicated that at 06:05 hours, the Radio RTC contacted ROS #2 and instructed them to perform a track inspection on track 2 from L'Enfant Plaza Station to Pentagon Station. The Radio RTC instructed ROS #2 to stop the train and advise the MICC if they identified any signs of fire, and if so, would they be able to extinguish it.

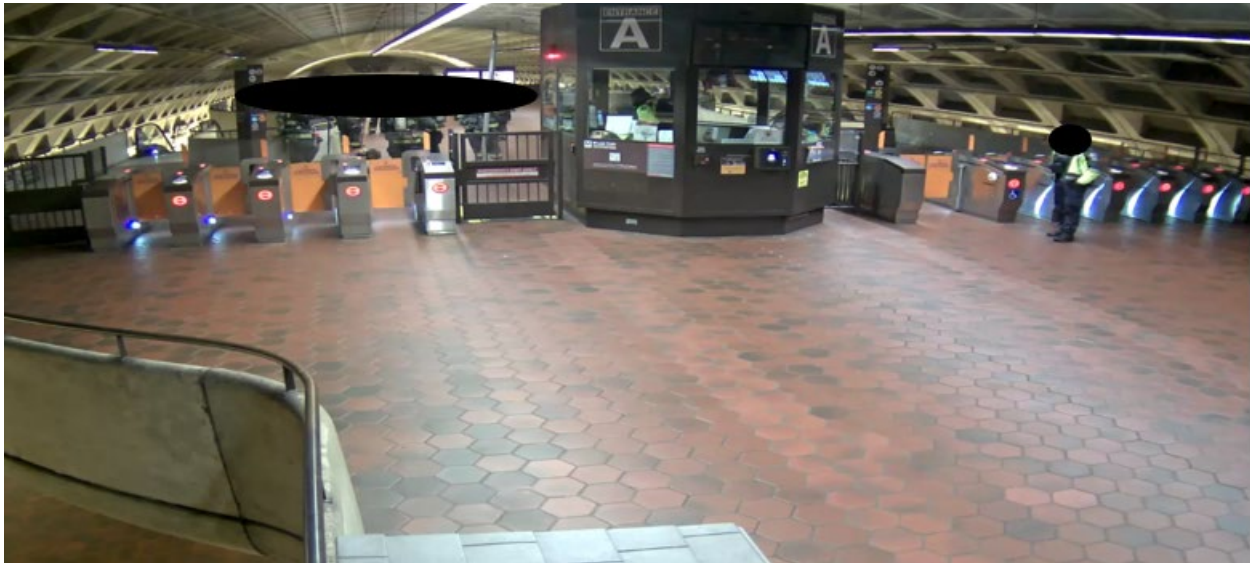
At 06:06 hours, the inbound and outbound fans on the lower level of L'Enfant Plaza Station, servicing the orange and blue line trains, were activated to Emergency/Exhaust.

At 06:07 hours, the inbound and outbound fans on the upper level of L'Enfant Plaza Station, servicing the green and yellow line trains, were activated to Emergency/Exhaust.

At 06:09 hours, the Radio RTC contacted ROS #2 and requested an update on the track inspection. ROS #2 stated they could smell signs of something burning, but were unable to identify any visuals of smoke or fire.

The CCTV footage revealed that at 06:10 hours, the Station Manager of L'Enfant Plaza Station's upper level, which serviced the Yellow and Green line trains, prohibited entry into the station by setting the faregates to exit only.

¹ A permissive block is a section of clear track ahead of a train in the established direction of traffic up to a specific point (limit) into which no other train, vehicle or track obstruction is permitted.



Picture 2 – Depicts when the L'Enfant Plaza Station faregates were changed to no entry at the time of the partial evacuation.

The investigation revealed that the Station manager made a broadcast announcement over the station's PA system, instructing all customers within L'Enfant Plaza Station to evacuate immediately due to a report of a fire in the station. Customers on the upper level traveling the Yellow and Green line trains exited the station. Customers on the lower level serviced by the Orange, Blue and Silver line trains did not evacuate during this event.

At 06:11 hours, the ARS Playback indicated that the MTPD officer contacted the POLICE 1 dispatcher and stated they arrived on scene at the Ohio Drive access gate, joined by DCFEMS responders.

At 06:15 hours, the ARS playback indicated that ROS #2 aboard Train ID 710 contacted the Radio RTC and informed them that they completed the track inspection and did not observe any signs of smoke or fire. The Station Manager at L'Enfant Plaza Station contacted the MICC Communications Center (COMMS) Agent and asked if they were to let customers enter L'Enfant Plaza Station, or instruct them to exit. The COMMS Agent stated that L'Enfant Plaza Station was closed, and trains were bypassing the station. The Station Manager asked if they needed to evacuate the entire station, and the COMMS Agent stated that a bus-bridge was being set-up but they were unsure if it was established.

The ARS Playback indicated that at 06:17 hours, the Radio RTC contacted Train ID 715 and requested an update of the track inspection. ROS 3 stated that they had not yet reached L'Enfant Plaza Station, but at the time, no signs of fire or smoke were identified. Minutes later, at 06:19 hours, the ROS #3 contacted the Radio RTC and stated that they verified a good track inspection and no signs of fire or smoke were identified. The Radio RTC instructed the RVO of Train ID 715 to change their ID back to 315.

At 06:20 hours, L'Enfant Plaza Station was reopened to customers and train service was restored between L'Enfant Plaza Station and Navy Yard Station, and L'Enfant Plaza Station to Pentagon Station.

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At 06:25 hours, the ARS Playback indicated that ERT stated they were on scene at L'Enfant Plaza Station. The Radio RTC instructed them to perform a riding track inspection to verify good track and report to the MICC if any signs of fire or smoke were visible.

At 06:27 hours, the MTPD Officer contacted the POLICE 1 and stated they were clear of L'Enfant Plaza Station, and the Office of Rail Transportation (RTRA) assumed control of the scene.

The ARS Playback indicated that at 06:42 hours, ERT contacted the Radio RTC and stated they completed a good track inspection and the tracks were safe for train movement.

The RVO of Train ID 310 initially reported fire/smoke between the tunnel section and the L-Line bridge, which did not require an evacuation of L'Enfant Plaza Station. Inaccurate communication and instructions between the COMMS Agent and L'Enfant Plaza Station Manager resulted in the station being evacuated. The investigation revealed that an employee of the Federal Transportation Authority (FTA) was apart of the evacuation, and later contacted WMATA reporting the evacuation due to not receiving an Everbridge notification. At the time the MICC was unaware that L'Enfant Plaza Station was evacuated which resulted in a delayed SAFE notification.

Chronological Event Timeline

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

Time	Description
05:50:53 hours	<u>RVO</u> : The RVO of Train ID 310 contacted the Radio RTC and reported a fire on the third rail between the tunnel section and L-Line bridge after departing from L'Enfant Plaza Station. <u>Radio RTC</u> : Acknowledged and copied the transmission. Asked the RVO to confirm if they had already passed the fire. <u>RVO</u> : Confirmed to the Radio RTC that they passed the fire. Stated the fire is visible on the third rail soon after leaving L'Enfant Plaza Station. <u>Radio RTC</u> : Instructs Train ID 513 to hold at Navy Yard Station. Instructs the Button RTC to cancel all automatic signals leading into L'Enfant Plaza Station. [OPS 3 Radio]
05:52:35 hours	<u>Radio RTC</u> : Instructed Train ID 510 to key their train down and reverse ends of the train once they arrived at Gallery Place Station. Instructed Train ID 512 to hold at Shaw-Howard University Station. Instructed Train ID 514 to hold at Columbia Heights Station. Instructed Train ID 311 to hold at Gallery Place Station. [OPS 3 Radio]
05:52:49 hours	<u>AOM</u> : Contacted DCFEMS and reported sparks and possible fire on the track 2 side inside the tunnel. <u>DCFEMS</u> : Acknowledged the message and stated that responders were in route. [Rail 2 Phone]
05:54:21 hours	<u>Radio RTC</u> : Instructed Train ID 313 to offload their train at Pentagon Station and they do not need to verify that the train is clear of customers. [OPS 3 Radio]
05:54:52 hours	<u>Radio RTC</u> : Contacted Train ID 510 and instructed them to move down to Archives Station and offload their train, and verify that the train was clear of customers. <u>Train ID 510</u> : Acknowledged the transmission. [OPS 3 Radio]
05:55:29 hours	<u>POLICE 1</u> : Contacted MTPD officer and dispatched them to L'Enfant to assist the station with report of a fire.

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Time	Description
	<u>MTPD</u> : Acknowledged the transmission and dispatched an officer to Ohio Drive at the L-Line bridge. [MTPD-1X Radio]
05:56:11 hours	<u>Button RTC</u> : Contacted MOC and reported a fire on the L-Line bridge track 2 near the portal area and requested fans be activated. MOC: Acknowledged and copied the transmission. [Yel/Grn 2 Phone]
05:56:49 hours	<u>ROS 1</u> : Contacted the Radio RTC and stated they were in route to Anacostia Station to assist. <u>Radio RTC</u> : Instructed ROS 1 to report to Navy Yard Station to assist. [OPS 3 Radio]
05:58:59 hours	<u>Radio RTC</u> : Contacted Train ID 513 and instructed them to offload their train at Waterfront Station and reverse ends to key up on their L'Enfant Plaza Station operating end. <u>Train ID 513</u> : Acknowledged and copied the transmission. [OPS 3 Radio]
06:00:02 hours	<u>RVO</u> : Contacted the Radio RTC and stated that their Train ID 510 was clear of customers. <u>Radio RTC</u> : Acknowledged the message and instructed them to change their Train ID from 510 to 710. Instructed the RVO to turn off the train's EV within all cars of the consist. [OPS 3 Radio]
06:01:44 hours	<u>Radio RTC</u> : Contacted the RVO of Train ID 710 and asked if they were keyed up on the L'Enfant Plaza Station operating end. <u>RVO</u> : Stated they changed their Train ID to 710 and were keyed up on the L'Enfant Plaza Station operating end with the train's EV turned off. <u>Radio RTC</u> : Granted the RVO a permissive block no closer than 10 feet of signal F03-08 and instructed them to stand-by at that location. <u>RVO</u> : Acknowledged and copied the transmission. [OPS 3 Radio]
06:03:32 hours	<u>ROS 2</u> : Contacted the Radio RTC and stated they were located at L'Enfant Plaza Station. <u>Radio RTC</u> : Instructed Train ID 710 to hold at L'Enfant Plaza Station. Instructed the ROS 2 to board Train ID 710 on track 2 and perform a track inspection. <u>ROS 2</u> : Acknowledged and copied the transmission. [OPS 3 Radio]
06:04:23 hours	<u>ROS 3</u> : Contacted the Radio RTC and stated they were currently on board Train ID 315. <u>Radio RTC</u> : Instructed Train ID 315 to move down to Pentagon Station, ROS 3 would verify the train was clear of customers, and they would perform a track inspection on the L-Line bridge in the direction of L'Enfant Plaza Station. <u>Train ID 315</u> : Acknowledged and copied the transmission. [OPS 3 Radio]
06:05:40 hours	<u>Radio RTC</u> : Contacted ROS 2 and instructed them to perform a track inspection aboard Train ID 710 and to stop the train if they identified any signs of fire. The Radio RTC instructed ROS 2 to advise them if they were able to extinguish the fire. <u>ROS 2</u> : Acknowledged the transmission. [OPS 3 Radio]
06:06:14 hours	Inbound and Outbound fans were activated on the orange and blue lines to exhaust/emergency. [AIM Events History]
06:07:16 hours	Inbound and Outbound fans were activated on the yellow and green lines to exhaust/emergency. [AIM Events History]
06:09:49 hours	<u>Radio RTC</u> : Contacted ROS 2 and requested an update.

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Time	Description
	<u>ROS 2</u>: Stated they smelled something within the tunnel section, but did not observe any signs of smoke or fire. <u>Radio RTC</u>: Acknowledged the message and instructed them to continue the inspection to Pentagon Station. [OPS 3 Radio]
06:11:59 hours	<u>MTPD</u>: Contacted POLICE 1 and stated they arrived on scene at Ohio Drive and were with the DCFEMS responders. <u>POLICE 1</u>: Acknowledged and copied the transmission. [MTPD-1X Radio]
06:15:07 hours	<u>Train ID 710</u>: Contacted the Radio RTC and stated they completed the track inspection and nothing was found. <u>Radio RTC</u>: Acknowledged and copied the transmission. Instructed ROS 2 to return to L'Enfant Plaza Station. [OPS 3 Radio]
06:15:09 hours	<u>Station Manager</u>: Contacted the COMMS Agent and asked if they were still permitted to allow customers to enter and exit L'Enfant Plaza Station. <u>COMMS Agent</u>: Informed the Station Manager that L'Enfant Plaza Station was closed and trains were not servicing that station. <u>Station Manager</u>: Asked the COMMS Agent if they needed to evacuate the entire L'Enfant Plaza Station. <u>COMMS Agent</u>: Stated that a bus bridge was being set-up but was not sure if it was established. <u>Station Manager</u>: Acknowledged the message. [ROIC 3 Phone]
06:17:00 hours	<u>Radio RTC</u>: Contacted Train ID 715 and requested update for track inspection. <u>Train ID 715</u>: Stated that they were still in route to L'Enfant Plaza Station, but had not identified any signs of smoke or fire. <u>Radio RTC</u>: Acknowledged and copied the message, instructed Train ID 715 to update again once properly berthed at the eight-car marker of L'Enfant Plaza Station. [OPS 3 Radio]
06:19:51 hours	<u>Unit 52</u>: Contacted the Radio RTC and reported a good track inspection. Stated they could smell smoke but no other signs of smoke or fire were present. <u>Radio RTC</u>: Acknowledged and copied the transmission and stated they would be continuing normal operations. [OPS 3 Radio]
06:20:51 hours	<u>Radio RTC</u>: Contacted Train ID 715 and instructed them to return to normal service and change their ID back to 315. <u>Train ID 715</u>: Acknowledged and copied the transmission. [OPS 3 Radio]
06:25:42 hours	<u>Radio RTC</u>: Contacted ERT and requested their location. <u>ERT</u>: Stated they were entering L'Enfant Station at that time. <u>Radio RTC</u>: Instructed ERT to perform a riding inspection to verify good track and report to the MICC if any signs of fire or smoke were visible. <u>ERT</u>: Acknowledged and copied the transmission. [OPS 3 Radio]
06:27:34 hours	<u>MTPD</u>: Contacted POLICE 1 and stated that they have cleared and RTRA assumed control of the scene. <u>POLICE 1</u>: Acknowledged and copied the transmission. [MTPD-1X Radio]
06:42:30 hours	<u>Radio RTC</u>: Contacted ERT and requested an update. <u>ERT</u>: Stated they completed a good track inspection that was safe for train movement and they did not identify any signs of smoke or fire. <u>Radio RTC</u>: Acknowledged and copied the transmission. [OPS 3 Radio]

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

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Advanced Information Management System (AIMS)

Time	Location	Alarm	Geographical partition	Functional partition	Priority level
Mon Dec 8 06:29:40 EST 2025	L'Enfant	PI LL UPE IB Fan Status CONTROL FAILURE = Emergency On TIMEOUT ALARM FINAL ACK. BY SYSTEM AT vasc-hostapva	OB	LAFM	1-EVENT
Mon Dec 8 06:28:50 EST 2025	L'Enfant	PI LL UPE IB Fan Orientation CONTROL FAILURE = Supply TIMEOUT ALARM FINAL ACK. BY SYSTEM AT vasc-host	OB	LAFM	1-EVENT
Mon Dec 8 06:28:40 EST 2025	L'Enfant	PI LL UPE IB Fan Status CONTROL FAILURE = Emergency On TIMEOUT	OB	LAFM	4-MINOR
Mon Dec 8 06:27:50 EST 2025	L'Enfant	PI LL UPE IB Fan Orientation CONTROL FAILURE = Supply TIMEOUT	OB	LAFM	4-MINOR
Mon Dec 8 06:27:30 EST 2025	L'Enfant	PI LL UPE IB Fan On COMMANDED Emergency On BY 022679 AT vawkspower4pp	OB	LAFM	1-EVENT
Mon Dec 8 06:27:30 EST 2025	L'Enfant	PI LL UPE IB Fan Exhaust COMMANDED Supply BY 022679 AT vawkspower4pp	OB	LAFM	1-EVENT
Mon Dec 8 06:08:24 EST 2025	L'Enfant	PI LL UPE IB Fan Status CONTROL FAILURE = Emergency On TIMEOUT ALARM FINAL ACK. BY SYSTEM AT vasc-hostapva	OB	LAFM	1-EVENT
Mon Dec 8 06:07:54 EST 2025	L'Enfant	PI LL UPE IB Fan Status CONTROL FAILURE = Emergency On TIMEOUT ACKNOWLEDGED BY 052004 AT vawkspower9pp	OB	LAFM	1-EVENT
Mon Dec 8 06:07:31 EST 2025	L'Enfant	PI LL UPE IB Fan Status CONTROL FAILURE = Emergency On TIMEOUT ACKNOWLEDGED BY 052004 AT vawkspower9pp	OB	LAFM	1-EVENT
Mon Dec 8 06:07:24 EST 2025	L'Enfant	PI LL UPE IB Fan Status CONTROL FAILURE = Emergency On TIMEOUT	OB	LAFM	4-MINOR
Mon Dec 8 06:07:16 EST 2025	L'Enfant	PI Up UPE OB Fan Status COMMANDED CHANGE = Emergency On	GY	LAFM	1-EVENT
Mon Dec 8 06:07:15 EST 2025	L'Enfant	PI Up UPE OB Fan On COMMANDED Emergency On BY 022679 AT vawkspower4pp	GY	LAFM	1-EVENT
Mon Dec 8 06:07:15 EST 2025	L'Enfant	PI Up UPE OB Fan Exhaust COMMANDED Exhaust BY 022679 AT vawkspower4pp	GY	LAFM	1-EVENT
Mon Dec 8 06:07:10 EST 2025	L'Enfant	PI Up UPE IB Fan Status COMMANDED CHANGE = Emergency On	GY	LAFM	1-EVENT
Mon Dec 8 06:07:09 EST 2025	L'Enfant	PI Up UPE IB Fan On COMMANDED Emergency On BY 022679 AT vawkspower4pp	GY	LAFM	1-EVENT
Mon Dec 8 06:07:09 EST 2025	L'Enfant	PI Up UPE IB Fan Exhaust COMMANDED Exhaust BY 022679 AT vawkspower4pp	GY	LAFM	1-EVENT
Mon Dec 8 06:06:14 EST 2025	L'Enfant	PI LL UPE IB Fan On COMMANDED Emergency On BY 022679 AT vawkspower4pp	OB	LAFM	1-EVENT
Mon Dec 8 06:06:14 EST 2025	L'Enfant	PI LL UPE IB Fan Exhaust COMMANDED Exhaust BY 022679 AT vawkspower4pp	OB	LAFM	1-EVENT
Mon Dec 8 06:06:04 EST 2025	L'Enfant	PI LL UPE OB Fan Status COMMANDED CHANGE = Emergency On	OB	LAFM	1-EVENT
Mon Dec 8 06:06:03 EST 2025	L'Enfant	PI LL UPE OB Fan Exhaust COMMANDED Exhaust BY 022679 AT vawkspower4pp	OB	LAFM	1-EVENT
Mon Dec 8 06:06:03 EST 2025	L'Enfant	PI LL UPE OB Fan On COMMANDED Emergency On BY 022679 AT vawkspower4pp	OB	LAFM	1-EVENT

Figure 1 - Depicts the AIM Event History fan activation data report.

Closed-Circuit Television



Picture 3 – Depicts the forward-facing camera and RVO's Point-Of-View on approach to the reported fire.

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Picture 4 – Depicts the forward-facing camera and RVO'S Point-Of-View on approach to the reported fire, part 2.



Picture 5 – Depicts the forward-facing camera and RVO's Point-Of-View at the moment of passing the reported fire.

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Picture 6 – Depicts the rear-facing camera as Train ID 310 passed the reported fire.

Interview Findings and Written Statements

As part of the investigation launched into the event, Safety interviewed one 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.

Station Manager

- Stated they were not given any direct instructions from the MICC COMMS section and were unaware of the reported fire until DCFEMS arrived on scene.
- Stated they contacted the COMMS Agent and were instructed that L'Enfant Plaza Station was intended to be closed and to evacuate the station.
- Stated MTPD did not provide any information or instruction, yet sought direction from the Station Manager.
- Stated that they alerted customers within L'Enfant Plaza Station to evacuate using the station's Public Announcement system.

Weather

On Monday, December 8, 2025, at the time of the incident, NOAA recorded the temperature as 36°F, with cloudy skies, winds of 13 mph, and 76% humidity. Weather was not a contributing factor in this incident (Weather source: NOAA) – Location: [Pentagon AHP Station].

Related Rules and Procedures

Standard Operating Procedures

SOP-678

6.6 Procedures for Fire or Smoke at a Passenger Station

- 6.6.2 – If there is a report of fire or smoke within a station during revenue service hours, the Communications Agent shall establish contact with the Station Manager of the affected station via two-way radio, Channel OPS #5 to verify:
 - 6.6.2.2 – The status of the evacuation.
 - 6.2.2.3 – The presence of any smoke or fire condition within the station.

Human Factors

Evidence of Fatigue

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

Fatigue Risk

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

Post-Incident Toxicology Testing

Post-Incident Toxicology Testing was not conducted for this event.

Findings

- The COMMS Agent did not communicate the report of fire to the Station Manager of L'Enfant Station over the OPS #5 radio channel.
- RVO of Train ID 310 reported a fire in two different locations, shortly after departing L'Enfant Plaza Station and the L Line Bridge, which are several thousand feet apart.
- Station Manager announced over the PA system for all customers at L'Enfant Plaza Station to evacuate due to a reported fire on the Metrorail system.

Immediate Mitigation to Prevent Recurrence

- Automatic signals outside of L'Enfant Plaza Station were cancelled.
- Trains were stopped and rerouted. Yellow trains were turned at Arlington Cemetery Station.

Probable Cause Statement

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The probable cause of the evacuation for life safety reasons event at L'Enfant Plaza Station on December 8, 2025, was the Station Manager's decision to begin evacuating customers without clear instructions to do so. A contributing factor was the lack of definitive communication between the MICC COMMS Agent and the Station Manager regarding whether an evacuation was warranted. The reported condition was wayside and did not require the evacuation of L'Enfant Plaza Station.

Recommended Corrective Actions

Corrective Action Code	Description	Responsible Party	Estimated Completion Date
	No Corrective Actions		

Appendix A – Interview Summaries

The following narrative is an interview summary with SAFE and represents the statements made by the involved individuals. As such, times and details may conflict with the data contained in systems of record.

Station Manager (SM)

During the informal interview, the SM stated that at the time of the incident, they had no knowledge of a fire/smoke event taking place. The SM stated that they were not contacted by the MICC, and was informed of the incident by DCFEMS upon their arrival at L'Enfant Plaza Station. At that time, the SM contacted the MICC COMMS section and requested guidance and assistance from them and update of the reported fire/smoke. The SM stated that the COMMS Agent instructed them to evacuate L'Enfant Plaza Station as it was going to be closed. The SM stated that additional information was not provided by responding MTPD officers. The SM stated they then initiated an evacuation of L'Enfant Plaza Station and alerted customers within the station by using the Public Announcement (PA) System.