

**W-0436 – Collision at Rhode Island Ave-Brentwood Station - November 19, 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 November 19, 2025, at 8:31 a.m., a collision occurred at Rhode Island Ave-Brentwood Station, track 2, when a person, who was later determined to be a minor, was struck by Train 128. Train 128 was operating in manual mode when the person placed themselves in the path of the train as it entered the station. The train operator depressed the emergency stop push button and reported the collision to the control center. The train came to a complete stop with five of the eight cars on the platform, leaving three cars outside the platform limits. Third rail power was de-energized and the assistant operations manager in the control center notified emergency services at 8:32 a.m. A rail operations supervisor, who was already at the station, responded to the scene and assisted the train operator with offloading the customers onto the platform. Metro Transit Police Department personnel arrived on the scene at 8:33 a.m., with Metropolitan Police Department and District of Columbia Fire and Emergency Medical Services arriving minutes later. Incident Command was established at 8:43 a.m. The rail operations supervisor performed a ground walk around and hot sticked to confirm power was de-energized at 8:49 a.m. By 9:13 a.m., the person was removed from underneath the lead car of the train and transported to the hospital with non-life-threatening injuries. Trains on track 1 bypassed Rhode Island Ave-Brentwood Station during the emergency response. The Department of Track and Structures (TRST) Emergency Response Team (ERT) responded to the scene to perform a track inspection and assist with the roadway clean-up. Train 128 (changed to nonrevenue ID 728) departed Rhode Island Ave-Brentwood Station at 9:42 a.m., enroute to Brentwood Rail Yard.

The operator and the train were removed from service in accordance with Metrorail policy. WMATA's Drug and Alcohol Program determined that the operator complied with the Drug and Alcohol Policy and Testing Program Policy.

There was no damage to the train, and required cleaning was performed before returning the train service.



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

FINAL REPORT OF INVESTIGATION A&I E252272

Date of Event:	November 19, 2025
Type of Event:	A-3 (a) FTA: Collision Resulting in Injury
Incident Time:	08:31 Hours
Location:	Rhode Island Avenue Station
Time and How received by Safety:	08:32 Hours / Safety Information Official (SIO)
Washington Metrorail Safety Commission (WMSC) Notification Time:	09:59 Hours
Responding Safety Officers:	Safety Primary Responder, Safety Investigator
Rail Vehicle:	Train ID 128 (L7030/31x7111/10x 7100/01x7025/24T)
Injuries:	Serious Injury
Damage:	None
Emergency Responders:	District of Columbia Fire and Emergency Medical Services (DCFEMS), Metro Transit Police Department (MTPD), Metropolitan Police Department (MPD)
Safety Universal Data System (SUDS I/A) Number	20251119#132486MX

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E252272

Drafted By: SAFE 708 – 12/15/2025
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Rhode Island Avenue Station – Collision Resulting in Injury

November 19, 2025

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Abbreviations and Acronyms

AIMS	Advanced Information Management System
AOM	Assistant Operations Manager
ARS	Audio Recording System
CCTV	Closed-Circuit Television
CENV	Office of Vehicle Program Services – Rail Fleet
CMNT	Office of Car Maintenance
CMOR	Office of the Chief Fleet Officer – Rail Fleet
DC	District of Columbia
DCFEMS	District of Columbia Fire and Emergency Medical Services
ER	Event Recorder
ERT	Emergency Response Team
ICP	Incident Command Post
IIT	Incident Investigation Team
I/A	Incidents/Accidents
MC	Master Controller
MICC	Metro Integrated Command and Communications Center
MOR	Metrorail Operating Rulebook
MPD	Metropolitan Police Department
MTPD	Metro Transit Police Department
NOAA	National Oceanic and Atmospheric Administration
OAP	Operations Administrative Policy
OEP	Office of Emergency Preparedness
RTC	Rail Traffic Controller
RTRA	Office of Rail Transportation

RVO	Rail Vehicle Operator
SAFE	Department of Safety
SOP	Standard Operating Procedure
SPO	Allied Security Special Police Officer
SPOTS	System Performance On-Time Summary
SUDS	Safety Universal Data System
TRST	Department of Track & Structures
VMDS	Vehicle Monitoring and Diagnostic System
WIC	WMATA Incident Commander
WMATA	Washington Metropolitan Area Transit Authority
WMSC	Washington Metrorail Safety Commission
WSAD	Warning and Strobe Alarm Device

Executive Summary

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

On Wednesday, November 19, 2025, at 08:31 hours, a Collision Resulting in Injury event occurred at the Rhode Island Avenue Station, Track 2. Closed Circuit Television (CCTV) from Rhode Island Avenue Station showed that, as Train ID 128, an eight-car 7000 series consist (L7030/31x7111/10x 7100/01x7025/24T), was traversing the platform, a person leapt from the platform onto the right-of-way, placing themselves in the direct path of the train. The Rail Vehicle Operator (RVO) of Train ID 128 initiated emergency braking and depressed the Emergency Stop pushbutton; however, the front section of the lead car struck the person, knocking them to the roadway, underneath the train. The train came to a complete stop past the center of the platform.

The RVO notified the Metro Integrated Command and Communication Center (MICC), OPS 1 Radio Rail Traffic Controller (RTC) of a person entering the roadway and being struck by their train. The Radio RTC halted rail traffic on Track 2 and dispatched Office of Rail Transportation (RTRA) Rail Operation Supervisors (ROS) to the location. The Button RTC notified the MICC Rail Section Assistant Operations Manager (AOM) of the event and de-energized third rail power on Track 2 at Rhode Island Avenue Station. The AOM notified the District of Columbia (DC) Emergency Dispatcher of the event. Metropolitan Police Department (MPD) and District of Columbia Fire and Emergency Medical Services (DCFEMS) personnel were notified and dispatched to the station.

CCTV showed customers going from the platform to the mezzanine and notifying a Rail Operations Supervisor (ROS) #1 and the Rhode Island Avenue Station Manager of the incident. An Allied Security Special Police Officer (SPO) on the station platform also reported the incident to the Metro Transit Police Department (MTPD), who dispatched MTPD personnel. The ROS #1 responded to the platform and reported that the person was underneath the train, exhibiting signs of life.

Upon the arrival of DCFEMS and MTPD personnel at the station, Unified Command was established. Rescue efforts were performed, and at 09:13 hours, the person was extricated from beneath the train. It was discovered that the person was a minor, and they were transported to the Children's National Hospital.

At 09:24 hours, after the person was rescued from beneath the train, Incident Command was transferred to the MTPD WMATA Incident Commander (WIC), and the MTPD Crime Scene Investigation unit performed an investigation on Track 2. Single-tracking resumed via Track 1. After the Crime Scene Investigation had concluded, a Department of Car Maintenance, Rail Fleet (CMNT) Road Mechanic inspected the undercarriage of the incident train. Finding no visible damage, third rail power was temporarily restored, and the train was sent to Brentwood Yard. Once the incident train left the station, third rail power was de-energized on Track 2 for a Department of Track and Structures (TRST) Emergency Response Team (ERT) to clean the roadway of bodily fluids and debris and inspect the tracks for any defects.

At 09:56 hours, the WIC transferred Incident Command to ROS #1. Once ERT reported Track 2 had been decontaminated and was revenue-ready, third rail power was restored, and normal service resumed.

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In adherence to the RTRA Standard Operating Procedure (SOP) 102-01-02, which outlines the protocol for removing an employee from service for involvement in an operational safety event, the Radio RTC dispatched an ROS to relieve the RVO from duty for post-incident testing.

In accordance with the Office of the Chief Fleet Officer – Rail (CMOR), SOP 102.04, and Operations Administrative Policy (OAP) 102.06, the MICC initiated the removal of Train ID 128 from service for Incident Investigations Team (IIT) investigation procedures.

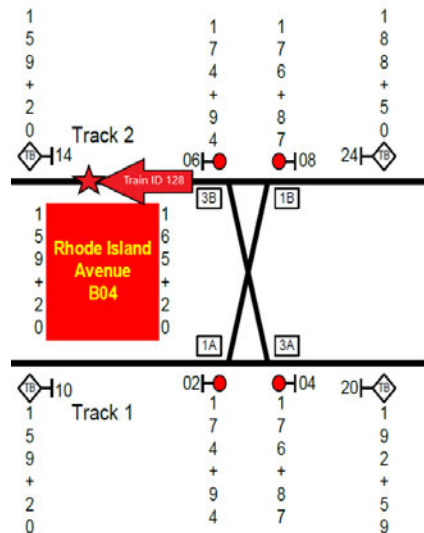
There was no damage to equipment or infrastructure reported as a result of this incident.

The probable cause of the Collision Resulting in Injury at the Rhode Island Avenue Station on November 19, 2025, was the intentional action of the person to enter into the rail right-of-way and was subsequently struck by Train ID 128.

Incident Site

Rhode Island Avenue Station, Track 2. This is an outdoor aerial station with a center platform and direct fixation tracks

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:

- Physical site assessment, including video and document review.
- Formal Interviews – Safety interviewed one (1) individual as part of this investigation. The interview included persons present at, during, and after the incident, those directly involved in the response process, and representatives from the Washington Metrorail Safety Commission (WMSC). Safety interviewed the following individual:
 - RVO
- Informal Interviews – Collected through conversations with individuals during the investigation to provide background and supporting information. Written statements were reviewed from personnel present during the event.
- Documentation Review – 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)
 - RVO's Employee Training Procedures & Records
 - RVO's Employee Certification Records
 - RVO's 30-Day Work History
 - Rail Transportation – Investigation Data
 - Office of Vehicle Program Services – Rail Fleet Investigation Data
 - Metro Transit Police Department – 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 Wednesday, November 19, 2025, at 08:27 hours, CCTV from the Rhode Island Avenue Station showed a person evading the fare and entering the station by piggybacking through an open fare gate. The person took the escalator to the elevated platform and stood at the center platform near Track 2.

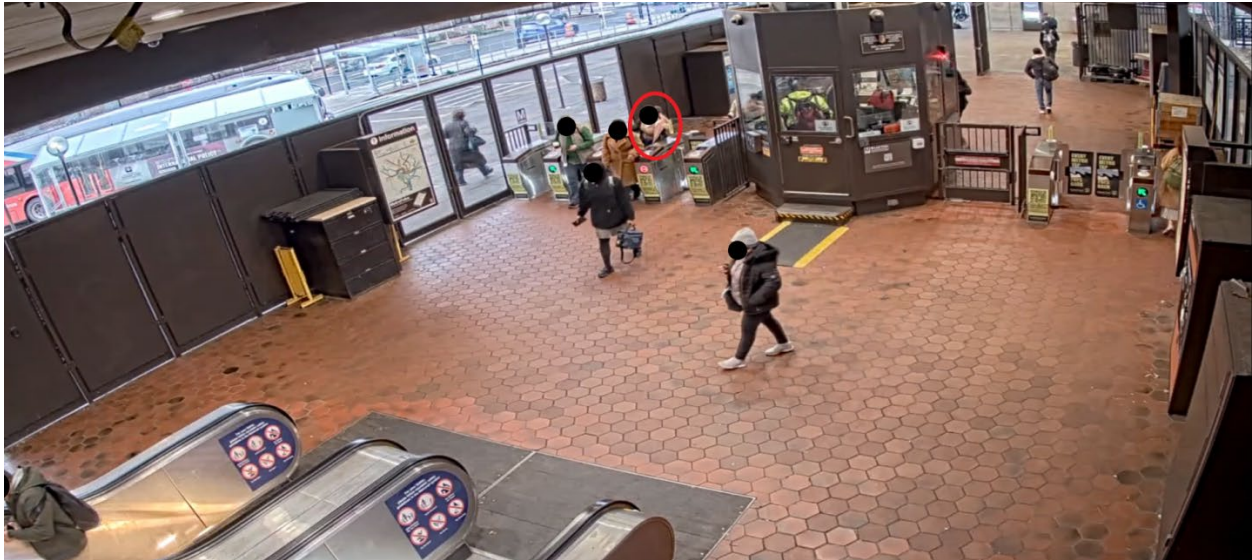


Figure 1 - Depicts the person evading the fare and entering the station by piggybacking through the opened fare gate used by a paying customer.

At 08:31 hours, as Train ID 128 entered the Rhode Island Avenue Station, Track 2, the person leapt from the center platform to the right-of-way into the path of the train. The Office of Vehicle Program Services – Rail Fleet (CENV) Investigation Data revealed that RVO moved the Master Controller (MC) to the Emergency Braking position and pressed the Emergency Stop pushbutton. The train came into contact with the person, knocking them to the roadway, beneath the stopping train. The RVO notified the Radio RTC of a person entering the roadway and being struck by their train. The Radio RTC halted train movement on Track 2 and requested ROSs to respond to Rhode Island Avenue Station. The Button RTC notified the Rail Section AOM and was instructed to de-energize third rail power on Track 2. At 08:31 hours, an SPO on the station platform also reported the incident to MTPD via the MTPD Radio Talk group. MTPD officers were dispatched to the station.

At 08:32 hours, the AOM notified the DC Emergency Dispatcher of the event. MPD and DCFEMS personnel were notified and dispatched to the station. CCTV showed customers going from the platform to the mezzanine to notify the ROS #1 and Station Manager of the incident. ROS #1 responded to the platform, keyed customers off of the train. The Radio RTC instructed ROS #1 to perform a ground walk-around inspection of the train. The ROS reported that the person was underneath the train, exhibiting signs of life.

At 08:33 hours, MTPD arrived at Rhode Island Avenue Station and assumed the role of the WMATA Incident Commander (WIC). Trains bypassed Rhode Island Avenue Station, via Track 1, and a Bus Bridge was requested.



Figure 2 - Depicts the location where Train ID 128 came to a point of final rest.

At 08:43 hours, DCFEMS personnel arrived at Rhode Island Avenue Station, and Unified Command was established. Rescue efforts were performed, and at 09:13 hours, the person was extricated from beneath the train. It was discovered that the person was a minor and was transported to the Children's National Hospital.



Figure 3 - Train ID 128 at a point of final rest with 3 trailing cars outside of the platform limits.

At 09:24 hours, Incident Command was transferred to the WIC. MTPD Crime Scene Investigation unit performed an investigation on Track 2. Single-tracking resumed via Track 1. After the Crime Scene Investigation had concluded, a Department of Car Maintenance, Rail Fleet (CMNT) Road Mechanic conducted an inspection of the undercarriage of the incident train. Finding no visible damage, third rail power was temporarily restored, and the train was sent to Brentwood Yard. Once the incident train left the station, third rail power was once again de-energized on Track 2 for ERT to clean the roadway of bodily fluids and debris and inspect the tracks for any defects.

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At 09:56 hours, the WIC transferred Incident Command to ROS #1. Once ERT reported Track 2 had been decontaminated and was revenue-ready. At 10:02 hours, third rail power was restored, and normal service resumed.

Chronological Event Timeline

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

Time	Description
08:27:21 hours	A person evaded the fare and entered the Rhode Island Avenue Station by piggybacking through an open fare gate. [CCTV]
08:28:03 hours	The person arrived on the platform and stood near the center of the platform near Track 2. [CCTV]
08:31:07 hours	Train ID 128 entered the Rhode Island Avenue Station Track 2 platform limits. [SPOTS]
08:31:13 hours	The person leapt from the platform onto the right-of-way on Track 2. [CCTV]
08:31:20 hours	Train ID 128 came to a complete stop. [CCTV]
08:31:21 hours	<u>Train ID 128</u> : Announced that a person jumped from the platform in front of the train at Rhode Island Avenue Station, Track 2, and the train came into contact with the person. Lead car 7030. <u>Radio RTC #1</u> : Acknowledged the transmission and asked if the RVO was okay. <u>Train ID 128</u> : Stated that they were trying to stay over. <u>Button RTC</u> : Requested ROS in the area to provide their locations. [OPS 1 Radio]
08:31:37 hours	<u>Allied SPO</u> : Informed the MTPD 1X Communications Agent of a person who fell into the roadway at Rhode Island Avenue Station. <u>MTPD Officer #1</u> : Stated they were enroute to Rhode Island Avenue Station. <u>MTPD Communications Agent</u> : Asked Police 1 if they received the message. Police 1: Acknowledged the message and stated that they notified the MICC Rail Section. <u>MTPD Officer #2</u> : Stated they were enroute to Rhode Island Avenue Station. [MTPD 1X Radio]
08:31:55 hours	<u>Button RTC</u> : Informed the AOM of a person struck by a train at Rhode Island Avenue Station, Track 2. <u>AOM</u> : Acknowledged the message and instructed the Button RTC to de-energize third rail power. <u>Button RTC</u> : Acknowledged the message. [ROCC OPS 1 Phone]
08:32:12 hours	<u>AOM</u> : Contacted DC 911 Dispatch and reported a person struck by a train at Rhode Island Avenue Station, Track 2. <u>DC 911 Dispatcher</u> : Stated they had already received a call about the incident. <u>AOM</u> : Acknowledged the message. [ROCC Rail 2 Phone]
08:32:17 hours	<u>ROS #1</u> : Stated they were at Rhode Island Avenue Station. They were just informed about the incident by a customer. <u>ROS #1</u> : Stated they were on the platform and requested permission to key customers of Train ID 128. <u>Button RTC</u> : Acknowledged the message affirmatively and asked the ROS if the train was fully berthed. <u>ROS #1</u> : Replied negatively and stated that the train had stopped in the middle of the platform. <u>Button RTC</u> : Asked how many cars were on the platform. <u>Train ID 128</u> : Stated approximately 4 to 5 cars were on the platform.

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Time	Description
	<u>ROS #1</u>: Stated that there were approximately 5 to 6 cars on the platform and requested permission to key customers off the train. <u>Radio RTC #2</u>: Acknowledged the message affirmatively. [OPS 1 Radio]
08:32:20 hours	<u>Communications Agent</u> : Radioed for the Rhode Island Avenue Station Manager. [OPS 5 Radio]
08:32:26 hours	Third Rail power de-energized on Track 2 at Rhode Island Avenue Station. [AIMS]
08:33:11 hours	<u>Button RTC</u>: Informed the Communications Agent of a person struck by a train at the Rhode Island Avenue Station, Track 2. Communications Agent: Acknowledged the message. [ROCC OPS 1 Phone]
08:32:13 hours	<u>OM</u> : Notified the SIO of a possible person struck by a train at the Rhode Island Avenue Station. Allied SPO reported that a person fell into the roadway. [MICC Rail 1 Phone]
08:33:32 hours	MTPD arrived at Rhode Island Avenue Station. [CCTV]
08:33:35 hours	Button RTC: Informed the MTPD Communications Agent of a person struck at Rhode Island Avenue Station, Track 2. MTPD Communications Agent: Acknowledged the message and stated they were aware of the incident. [VAHQ SOCC Radio CAD Phone]
08:33:45 hours	ROS #1 keyed customers off train ID 128. [CCTV]
08:33:57 hours	<u>DCFEMS Dispatcher</u> : Announced a local alarm at Rhode Island Avenue Station for a person struck by a train. Engine 12, Truck 15, Battalion Chief of Special Operations, Unit 7, Medic 17, AMR 70, and Safety Battalion Chief were dispatched to the location. The address provided was 801 Rhode Island Avenue NE, Washington, DC. [DCFEMS Dispatch Radio]
08:34:26 hours	<u>DCFEMS Communications Agent</u> : Announced a local alarm at Rhode Island Avenue Station for a person struck by a train. Engine 12, Truck 15, Battalion Chief of Special Operations, EMS 7, Medic 17, AMR 70, and Safety Battalion Chief were dispatched to the location. The address provided was 801 Rhode Island Avenue NE, Washington, DC. The Communications Agent announced that the person was underneath the train and exhibited signs of life. [DCFEMS Main Operations Radio]
08:35:00 hours	<u>Radio RTC #2</u>: Instructed Train ID 128 to notify them once the train was clear of customers. <u>ROS #1</u>: Acknowledged the message and stated that they were walking through the train to verify clear of customers. [OPS 1 Radio]
08:36:16 hours	MPD arrived at Rhode Island Avenue Station. [CCTV]
08:37:24 hours	Trains single-track via Track 1 at Rhode Island Avenue Station. [CCTV]
08:38:17 hours	<u>Station Supervisor</u>: Stated they were at Union Station enroute to NoMa-Gallaudet Station. <u>Communications Agent</u>: Redirected the Station Supervisor to Rhode Island Avenue Station. The Communications Agent advised that trains were single-tracking between NoMa-Gallaudet Station and Rhode Island Avenue Station. [OPS 5 Radio]
08:38:04 hours	<u>Battalion Chief Special Operations</u> : Notified the DCFEMS Communications Agent that Engine 12 was on scene at Rhode Island Avenue Station and established Incident Command. [DCFEMS Main Operations Radio]
08:38:43 hours	DCFEMS arrived at Rhode Island Avenue Station. [CCTV]
08:39:20 hours	Train ID 128 re-blocked to non-revenue ID 728. [AIMS]

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Time	Description
08:42:17 hours	<u>ROS #1</u>: Informed the Radio RTC that Train ID 728, on Track 1 at Rhode Island Avenue Station, was clear of customers. <u>Radio RTC #2</u>: Acknowledged the message and asked ROS #1 if they had a hot-stick to confirm third rail power was de-energized. <u>ROS #1</u>: Confirmed that they had a hot-stick. <u>Radio RTC #2</u>: Acknowledged the message and instructed ROS #1 to stand by for foul time. [OPS 1 Radio]
08:43:19 hours	Train ID 728's RVO secured by MTPD. [CCTV]
08:43:54 hours	<u>Battalion Chief Special Operations</u>: Notified the DCFEMS Communications Agent that they were on scene at Rhode Island Avenue Station and assumed Incident Command. The Incident Command Post was in front of the station. <u>DCFEMS Communications Agent</u>: Acknowledged the message. [DCFEMS Main Operations Radio]
08:44:34 hours	DCFEMS hot-sticked the third rail at Rhode Island Avenue Station, Track 2, to confirm power de-energization. [CCTV]
08:46:06 hours	DCFEMS attached a WSAD to the third rail at Rhode Island Avenue Station, Track 2. [CCTV]
08:48:47 hours	ROS #1 hot-sticked the third rail at Rhode Island Avenue Station, Track 2, to confirm power de-energization. [CCTV]
08:49:10 hours	<u>ROS #1</u>: Informed Central that hot-stick confirmed third rail power de-energization at Rhode Island Avenue Station, Track 2. <u>Radio RTC #2</u>: Acknowledged the message. [OPS 1 Radio]
08:49:40 hours	<u>Radio RTC #2</u>: Asked ROS #1 to perform a ground walkaround inspection of the train and to provide the location of the person underneath the train. <u>ROS #1</u>: Stated that the person was near the third door of lead car 7030. <u>Radio RTC #2</u>: Acknowledged the message. [OPS 1 Radio]
08:56:05 hours	<u>ERT</u> : Informed Central that they arrived at Rhode Island Avenue Station. [OPS 1 Radio]
08:56:10 hours	<u>CMNT #1</u>: Requested permission to key themselves off of Train ID 123 at Rhode Island Avenue Station, Track 1. <u>Radio RTC #2</u>: Acknowledged the message. <u>Radio RTC #2</u>: Instructed Train ID 123 to hold at Rhode Island Avenue Station to allow CMNT #1 to key themselves off the train. The RVO was instructed not to service the station. <u>Train ID 123</u>: Acknowledged the message. [OPS 1 Radio]
09:11:31 hours	<u>CMNT #2</u>: Stated that they were approaching NoMa-Gallaudet Station and requested permission to key themselves off of Train ID 129 at Rhode Island Avenue Station, Track 1. <u>Radio RTC #2</u>: Acknowledged the message. <u>Radio RTC #2</u>: Instructed Train ID 129 to hold at Rhode Island Avenue Station to allow CMNT #2 to key themselves off the train. The RVO was instructed not to service the station. <u>Train ID 129</u>: Acknowledged the message. [OPS 1 Radio]
09:11:48 hours	<u>WIC</u> : Informed Police 1 that the RVO had been interviewed by MTPD Criminal Investigations and was to be released to a ROS. [MTPD 2X Radio]
09:13:11 hours	<u>Battalion Chief Special Operations</u> : Notified the DCFEMS Communications Agent that the person had been extricated from beneath the train. [DCFEMS Main Operations Radio]
09:13:19 hours	<u>MTPD Operations</u> : Informed Police 1 that the person was extricated from beneath the train and was to be transported to Children's Hospital.

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Time	Description
	Police 1: Acknowledged the message. [MTPD 2X Radio]
09:14:03 hours	<u>WIC</u> : Informed Police 1 that single tracking could resume at Rhode Island Avenue Station, Track 1, once they confirmed with MTPD Operations that there were enough officers to maintain crowd control. Police 1: Acknowledged the message. [MTPD 2X Radio]
09:14:07 hours	<u>Battalion Chief Special Operations</u> : Notified the DCFEMS Communications Agent that the person struck would be transported to Hospital #2. All DCFEMS personnel were clear of the roadway. They would provide an update once Incident Command had been transferred. [DCFEMS Main Operations Radio]
09:23:50 hours	<u>Battalion Chief Special Operations</u> : Notified the DCFEMS Communications Agent that the person struck was a minor and would be transported by Medic 17. [DCFEMS Main Operations Radio]
09:24:51 hours	<u>WIC</u> : Informed Police 1 that DCFEMS was demobilizing. They now had Incident Command, and the ICP was being moved to the Rhode Island Avenue Station platform. Police 1: Acknowledged the message and asked the WIC to confirm the hospital where the person was being transported. [MTPD 2X Radio]
09:26:05 hours	<u>MTPD Operations</u> : Informed the WIC that all DCFEMS personnel had cleared the roadway. [MTPD 2X Radio]
09:27:28 hours	Rhode Island Avenue Station reopened. [CCTV]
09:28:01 hours	<u>CMNT</u> : Requested permission to enter the roadway at Rhode Island Avenue Station, Track 2, to perform a ground walk-around inspection of the incident train. <u>Radio RTC</u> : Acknowledged the message and granted CMNT permission to enter the roadway under foul time protection. [OPS 1 Radio]
09:28:15 hours	<u>Police 1</u> : Informed the WIC that CMNT was going to perform a ground walk-around inspection of the incident train. Once cleared, the train would be transported to Brentwood Yard. [MTPD 2X Radio]
09:28:35 hours	<u>Fire Liaison Officer (FLO)</u> : Contacted the Fire Liaison Sergeant to inquire which hospital the person struck was being transported to. <u>Fire Liaison Sergeant</u> : Stated the person was being transported to Hospital 2, Children's Hospital. [ROCC FLO Phone]
09:28:58 hours	<u>Radio RTC</u> : Announced all trains were servicing Rhode Island Avenue Station, via Track 1. [OPS 1 Radio]
09:33:53 hours	<u>CMNT</u> : Relinquished their foul time and informed the Radio RTC that no undercarriage train damage was identified. They were now inspecting the interior of the train before permitting train movement. <u>Radio RTC</u> : Acknowledged the message. [OPS 1 Radio]
09:36:33 hours	<u>ROS #1</u> : Requested that the Radio RTC have third rail power restored at Rhode Island Avenue Station, Track 2, to move the incident train to Brentwood Yard. Once the train leaves the station, the third rail power needs to be de-energized to decontaminate the roadway. <u>Radio RTC</u> : Acknowledged the message and asked ROS #1 to confirm all personnel and equipment had cleared the roadway. <u>CMNT</u> : Stated all personnel and equipment were clear of the roadway. <u>Radio RTC</u> : Acknowledged the message and made a power energization announcement. [OPS 1 Radio]
09:40:20 hours	Third Rail power was restored on Track 2 at Rhode Island Avenue Station. [AIMS]

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Time	Description
09:42:40 hours	Train ID 728 departed Rhode Island Avenue Station, Track 2, to Brentwood Yard. [CCTV]
09:45:55 hours	<u>Battalion Chief Special Operations</u> : Notified the DCFEMS Communications Agent that they relinquished Incident Command and units would be returning in service shortly. [DCFEMS Main Operations Radio]
09:46:34 hours	Third Rail power was de-energized on Track 2 at Rhode Island Avenue Station. [AIMS]
09:46:43 hours	<u>Radio RTC</u> : Informed ERT that third rail power on Track 2 at Rhode Island Avenue Station was de-energized. The Radio RTC instructed ERT to get permission from the WIC to enter the roadway for decontamination. <u>ERT</u> : Acknowledged the message. [OPS 1 Radio]
09:48:18 hours	<u>ERT</u> : Informed the Radio RTC that they received permission from the WIC to enter the roadway to hot-stick and confirm third rail power was de-energized on Track 2 at Rhode Island Avenue Station. <u>Radio RTC</u> : Acknowledged the message. [OPS 1 Radio]
09:49:38 hours	<u>ERT</u> : Informed the Radio RTC that hot-sticking was completed and third rail power de-energization was confirmed on Track 2 at Rhode Island Avenue Station. <u>Radio RTC</u> : Acknowledged the message. [OPS 1 Radio]
09:56:58 hours	<u>WIC</u> : Informed Police 1 that Incident Command was being transferred to ROS #1. <u>Police 1</u> : Acknowledged the message and asked the WIC to confirm MTPD personnel were clear of the roadway. <u>WIC</u> : Acknowledged the message and stated ERT was the only personnel in the roadway, performing decontamination cleaning. [MTPD 2X Radio]
09:58:09 hours	<u>ROS #1</u> : Informed the Radio RTC that Incident Command was transferred to RTRA. ERT remained in the roadway for cleaning. They would advise once ERT cleared the roadway. <u>Radio RTC</u> : Acknowledged the message and asked if a test train was needed. <u>ROS #1</u> : Stated no test train was needed. <u>Radio RTC</u> : Acknowledged the message and instructed ROS #1 to inform them once ERT had cleared the roadway. [OPS 1 Radio]
09:59:43 hours	<u>ERT</u> : Informed the Radio RTC that all personnel and equipment were clear of the roadway. Tracks were good for revenue service. Third rail power could be restored at their discretion. <u>Radio RTC</u> : Acknowledged the message with 100% repeat back. <u>Radio RTC</u> : Made a power energization announcement. [OPS 1 Radio]
10:02:18 hours	Third Rail power was restored on Track 2 at Rhode Island Avenue Station. [AIMS]

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

Advanced Information Management System (AIMS)

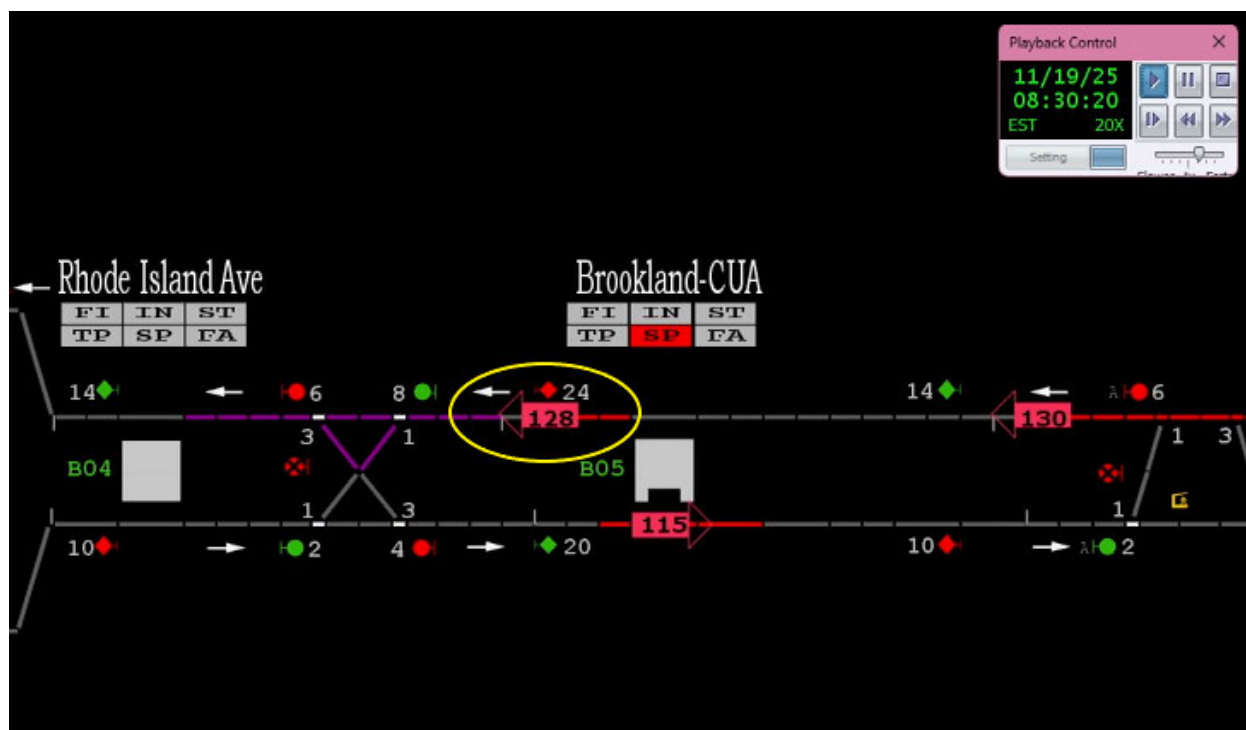


Figure 4 - Depicts Train ID 128 approaching Rhode Island Avenue Station, Track 2.

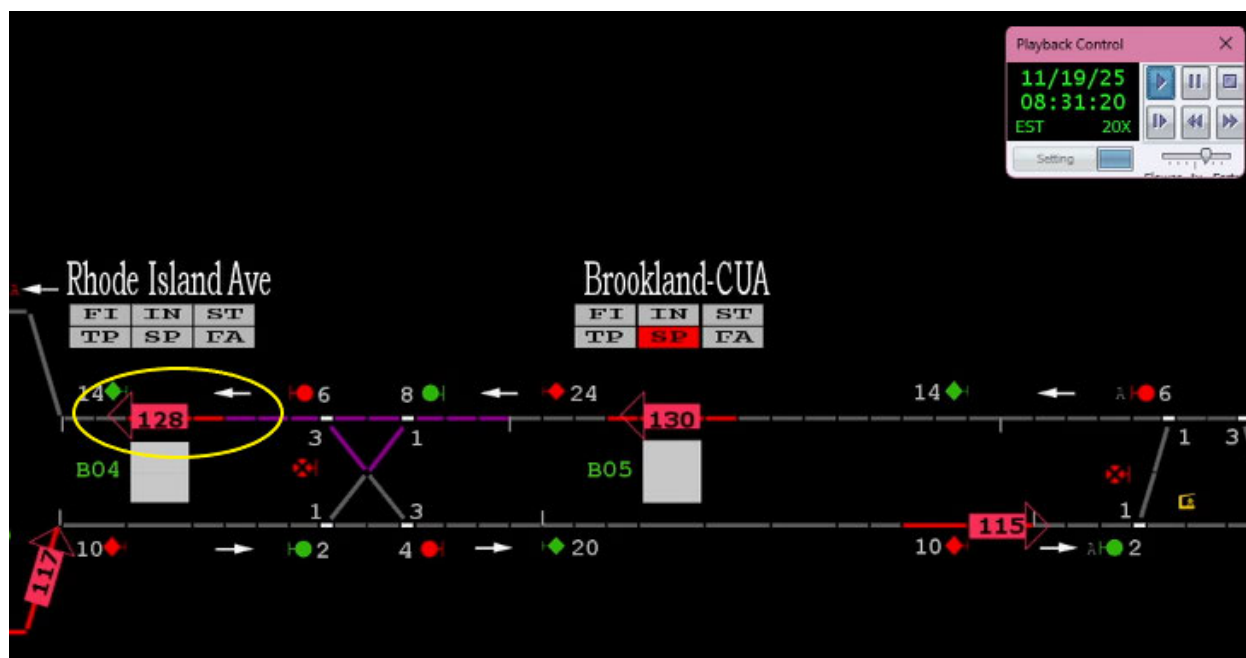


Figure 5 - Depicts Train ID 128 at Rhode Island Avenue Station at the time of the event.

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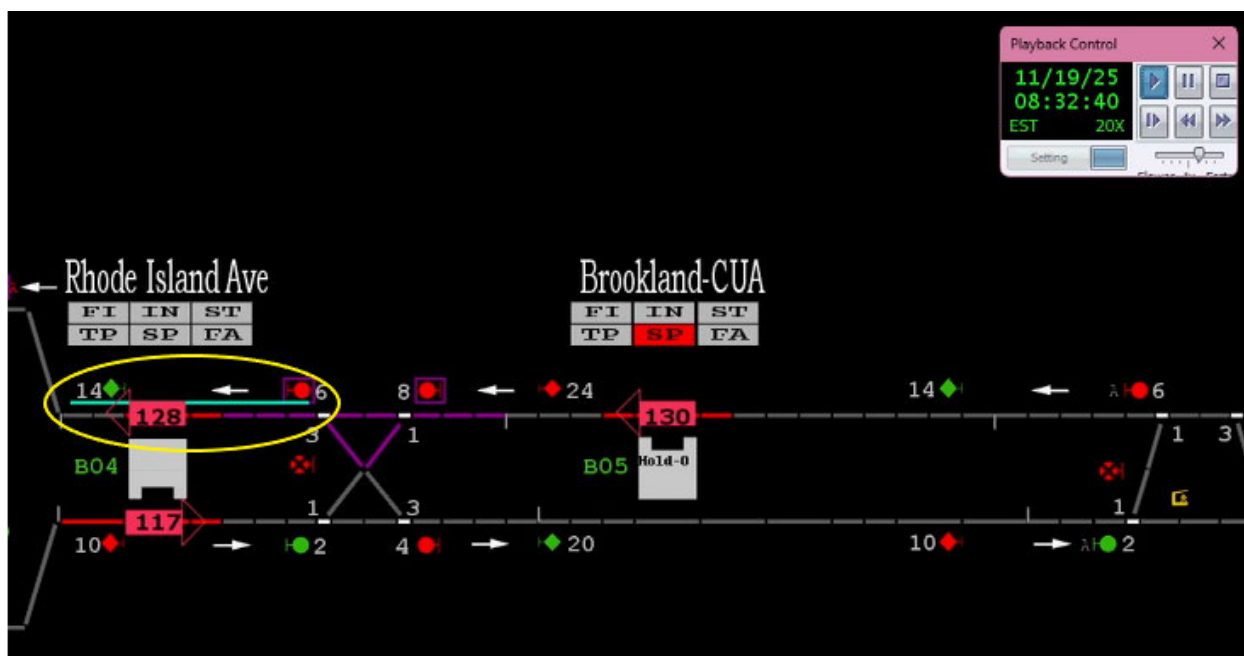


Figure 6 -Depicts third rail power de-energization on Track 2 at Rhode Island Avenue Station.

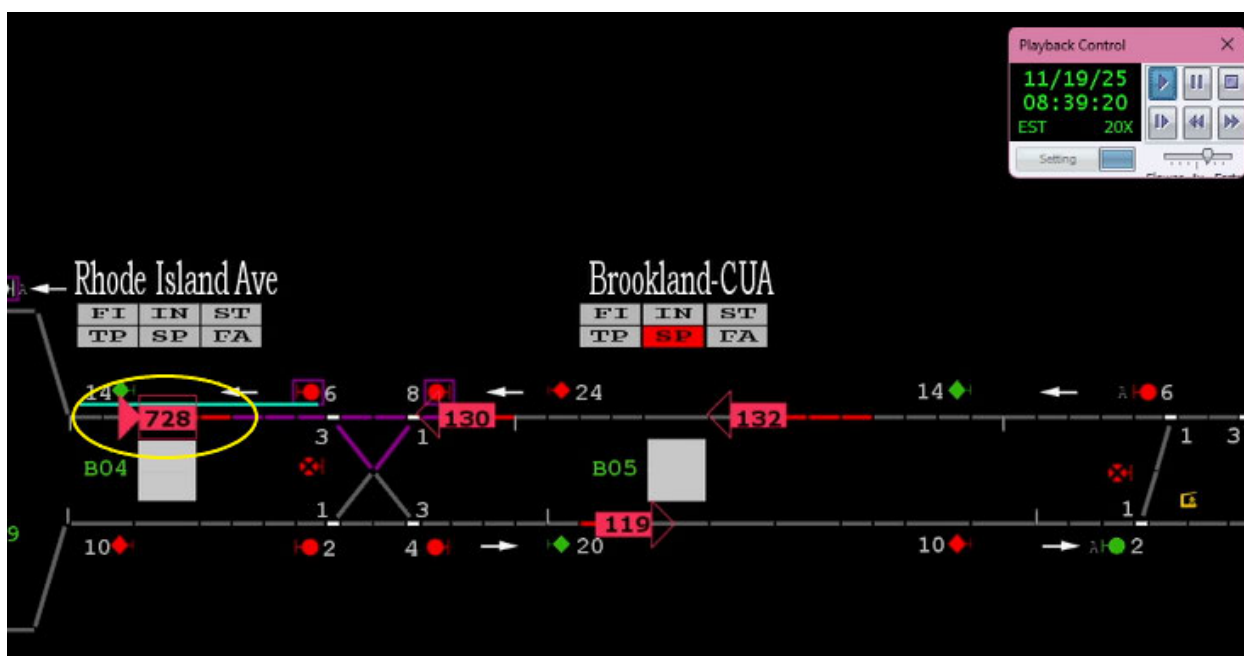


Figure 7 - Depicts Train ID 128's ID changed to non-revenue ID 728.

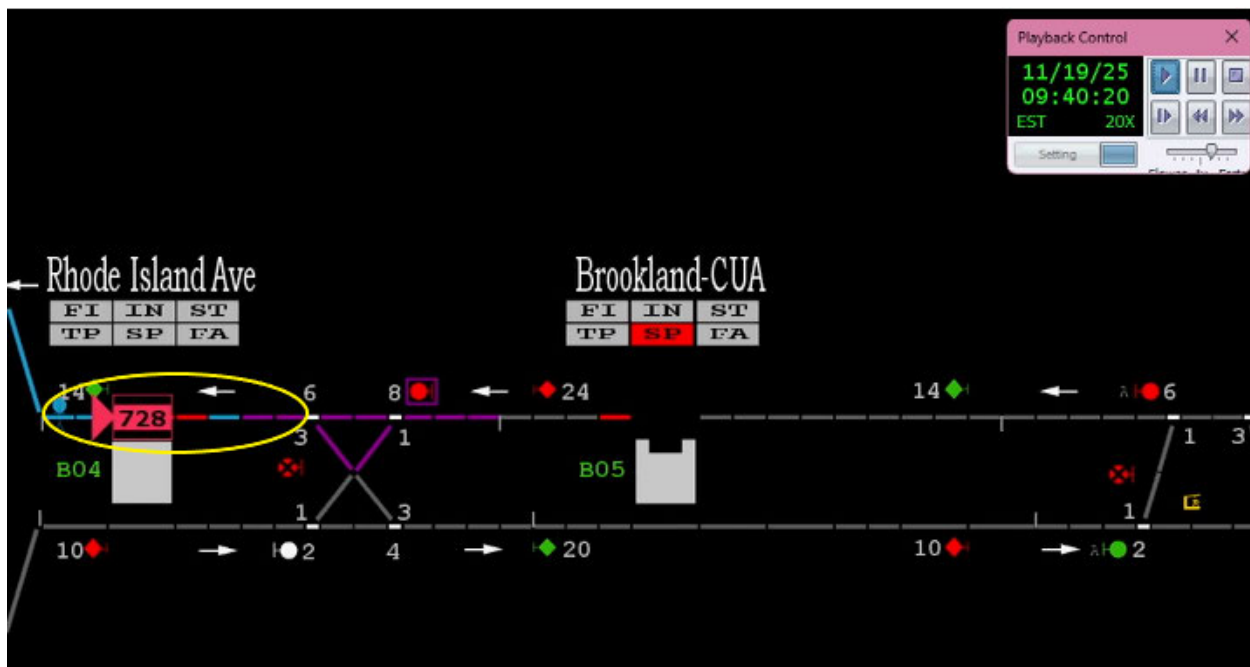


Figure 8 - Depicts third rail power restored on Track 2 at Rhode Island Avenue Station.

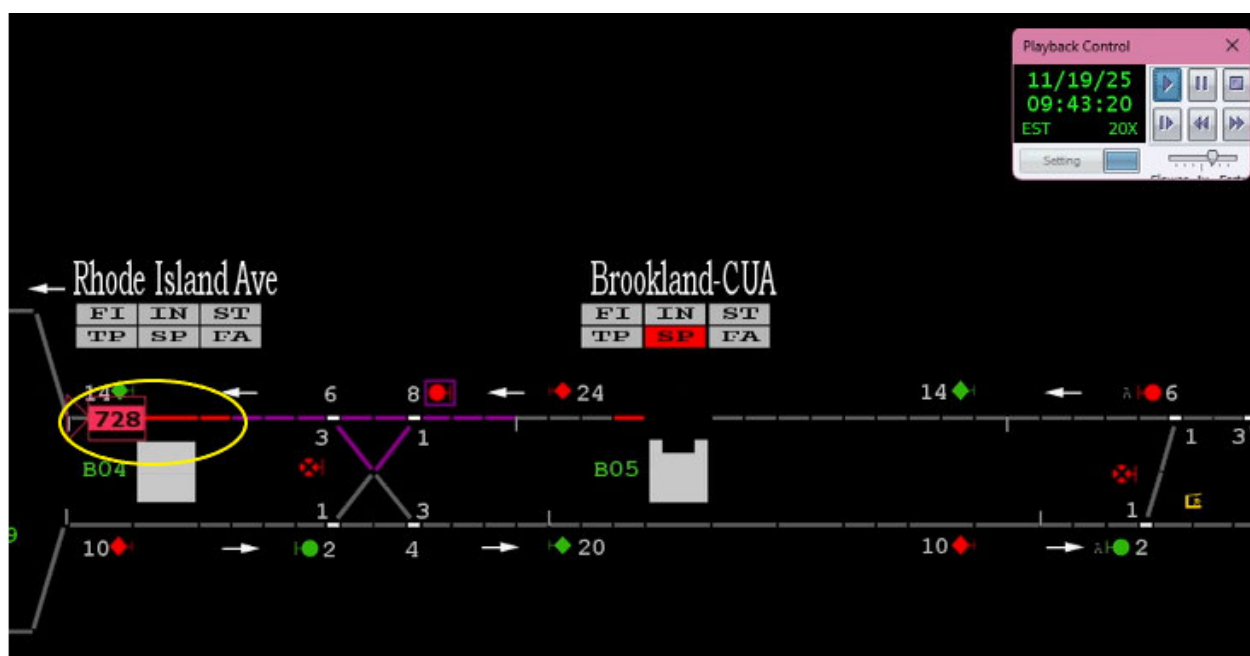


Figure 9 - Depicts Train ID 728 departing Rhode Island Avenue Station, Track 2, towards Brentwood Yard.

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: Mon Nov 24 12:13:21 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: Select Times (0-24HRS): From To

Generate Report

ID	Platform	length	dcode	Right door open	Right door close	dwell	Left door open	Left door close	dwell	Head Arrived	Tail cleared	cars	Headway door open to door open
116	B04-2	6	12				08:01:13	08:01:35	22	08:00:44	08:01:58	6030-6031.6093-6092.6001-6000	-
118	B04-2	8	12				08:04:57	08:05:21	24	08:04:25	08:05:45	7682-7683.7011-7010.7144-7145.7083-7082	3:44
120	B04-2	8	12				08:11:12	08:11:30	18	08:10:31	08:11:54	3134-3135.3031-3030.3046-3047.3145-3144	6:15
122	B04-2	6	12				08:16:15	08:16:37	22	08:15:43	08:17:00	3215-3214.3287-3286.3139-3138	5:03
124	B04-2	8	12				08:22:11	08:22:30	19	08:21:42	08:22:53	7022-7023.7717-7716.7286-7287.7081-7080	5:56
126	B04-2	6	12				08:26:46	08:27:02	16	08:26:16	08:27:24	3241-3240.3043-3042.3213-3212	4:35
128	B04-2	8	86							08:31:07	09:43:26	7024-7025.7101-7100.7110-7111.7031-7030	-
136	B04-2	8	12				10:04:36	10:04:54	18	10:03:59	10:05:18	7612-7613.7087-7086.7134-7135.7117-7116	97:50
114	B04-2	8	12				10:06:34	10:06:54	20	10:06:01	10:07:29	3283-3282.3156-3157.3057-3056.3255-3254	1:58
118	B04-2	8	12				10:12:43	10:13:06	23	10:12:11	10:13:31	3026-3027.3184-3185.3262-3263.3289-3288	6:09
122	B04-2	6	12				10:19:01	10:19:29	28	10:18:31	10:19:54	3260-3261.3199-3198.3021-3020	6:18
126	B04-2	6	12				10:25:33	10:25:59	26	10:24:59	10:26:17	3285-3284.3243-3242.3271-3270	6:32
128	B04-2	8	12				10:35:18	10:35:38	20	10:34:46	10:36:00	7018-7019.7063-7062.7044-7045.7077-7076	9:45
122	B04-2	6	12				10:40:34	10:40:59	25	10:40:09	10:41:18	6030-6031.6093-6092.6001-6000	5:16
132	B04-2	8	12				10:49:34	10:49:56	22	10:49:00	10:50:19	3134-3135.3031-3030.3046-3047.3145-3144	9:00
134	B04-2	6	12				10:54:21	10:55:15	54	10:53:50	10:55:38	3215-3214.3287-3286.3139-3138	4:47

Operations

Rail Transportation (RTRA)

Adopted from the RTRA Managerial Investigation report with minor edits and grammatical changes.

Brief Description:

At approximately 8:31hours, the RVO operating Train ID 128, reported a Person Struck by Train incident at Rhode Island Avenue Station, Track 2. CCTV footage confirms that the injured person intentionally entered the roadway as Train ID 128 was arriving on the platform limits. Emergency response services were immediately dispatched. The RVO was removed from service and transported for post-incident testing.

Key Employees Involved & Employee Statements:

The RVO written statement states, "I entered Rhode Island Ave station on Track 2 at 8:27 am. Upon reaching the middle of the platform, I observed a person wearing a white shirt moving fast towards the edge. I put the master controller in emergency mode. The train did make contact. The emergency mushroom was pressed. Central Control was contacted."

Post-Incident Testing & Employee History:

- The RVO was removed from service and transported for Post-Incident testing.
- The RVO was hired by WMATA on December 9, 2013
- The RVO has been a Certified Rail Vehicle Operator since April 1, 2020
- The RVO's last Rail Vehicle Certification was July 9, 2024 (Pass)
- The RVO has no previous Safety Violations

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Fleet

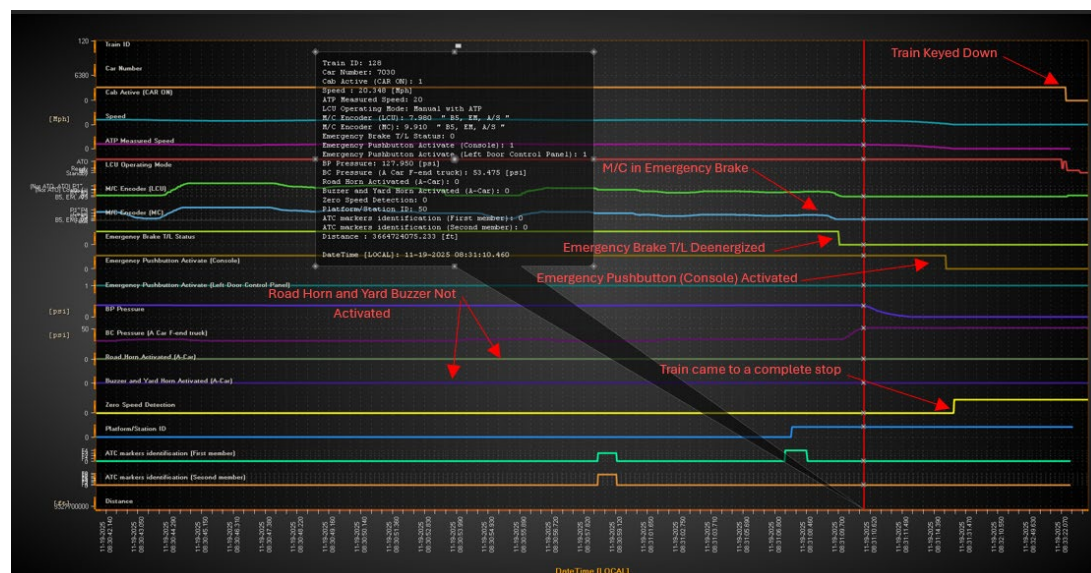
Office of Vehicle Program Services – Rail Fleet (CENV) Investigation Data
Adopted from CENV Investigation report with minor formatting and grammatical edits:

CENV completed an analysis of data from Train ID 128, Cars (L7030/31x7111/10x 7100/01x 7025/24T), involved in a Collision Resulting in Injury event at the Rhode Island Avenue Station Track 2. The train deceleration rate calculated using distance traveled was 3.3 MPH Per Second, which is within the train's design specification. There were no failures identified on the fault logs from the consist that could be related to the incident, and the train operated as designed. There was no evidence of road horn or yard buzzer operation within the station platform.

Timeline of Events:

Time	Event	Train Speed
8:31:01 hours	Train ID 128 entered Rhode Island Station, being operated in Manual mode.	23.9 MPH
8:31:09 hours	Emergency brake application by the Master Controller.	20.9 MPH
8:31:09 hours	Emergency Brake Train Lines de-energized.	20.9 MPH
8:31:10 hours	Brake cylinder pressure reached 53.5 PSI	20.36 MPH
8:31:15 hours	Emergency pushbutton on console activated.	5.06 MPH
8:31:18 hours	Train ID 128 came to a complete stop.	0 MPH
8:33:23 hours	Car 7030 was keyed down.	0 MPH

Event Recorder Data Graph:



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Metro Transit Police Department

MTPD Event Report

Event Summary:

An injured Person jumped in front of the train as it was servicing Rhode Island Avenue Station. The person was rescued and transported to the Children's Hospital for further treatment.

Additional Narrative:

On November 19, 2025, MTPD Officers responded to the Rhode Island Avenue Metro Station in reference to a person under the train.

Upon arrival, we observed the Shady Grove Station-bound train stopped halfway on the platform. A ROS and Allied Security SPO were in the process of clearing passengers from the train. MTPD Officer #1 made contact with and secured the RVO. MTPD Officer #2 located the injured person underneath car 7030. The injured person was alive and conscious. The information was relayed to MTPD Dispatch and the MICC Operations Manager to begin rescue operations. The injured person was removed from the roadway by DCFEMA and transported to the Children's Hospital by Medic 17 for further treatment. Video review of the event by Police 1 shows the person jumping into the roadway, in front of Train ID 128, as it reached the halfway point of the platform.

Event Timeline:

Time	Description of Events
08:39 hours	Power was de-energized on Track 2
08:41 hours	MTPD Lieutenant established Incident Command
08:44 hours	Unified Command was established with DCFEMS. WSADs were placed.
08:46 hours	DCFEMS requested trains bypass the station.
08:49 hours	Track 2 power de-energization confirmed
09:13 hours	The injured person was removed from the roadway.
09:26 hours	ALL DCFEMS personnel were clear of the roadway. Incident Command transferred to MTPD.
09:57 hours	MTPD Criminal Investigation Department processed the scene and transferred Incident Command to RTRA.
10:04 hours	Normal Service resumed.
10:05 hours	Transportation Security Operation Center (TSOC) notified. Event added to shift log.

Safety and Readiness

Safety

Emergency Preparedness

Incident Narrative:

DCFEMS, MTPD, and various WMATA resources were dispatched to the Rhode Island Avenue Station, track 2, for a person who jumped in front of Train ID 128. The person was a viable rescue, so resources were deployed to the roadway. Power was de-energized, and the WSADs were put

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into place. The person was removed and transported to the Children's Hospital for treatment. Car Maintenance checked the train for defects, and it was sent to the Brentwood Yard for evaluation. MTPD collected further evidence in the roadway, then turned the scene over to Rail Transportation. FMNT decontaminated the roadway as needed. Normal service resumed afterward.

Incident Successes:

All in all, everything seemed to go very well. Efficient operation, good communications, and smooth work within the different departments of WMATA.

Opportunities for Improvement:

Allowing Primary Response (PR) personnel to respond to the incidents. The PR was stopped in traffic for 15 minutes at the intersection of Rhode Island Avenue and Washington Place, waiting to get into the station. Traffic control of buses attempting to enter the station would have helped with the congestion.

Interview Findings and Written Statements

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

Train ID 128's RVO

- The RVO was operating in manual mode due to the weather.
- The RVO placed the Master Controller in Emergency Braking, then activated the Emergency Stop (Mushroom) pushbutton.
- The RVO stated they did not observe anyone near the edge of the platform until the person jumped into the path of the train.
- The RVO stated they were unable to complete a ground walk around of the train.
- A ROS responded to the Rhode Island Avenue Station, keyed the customers off the incident train, and conducted the ground walk around.

Weather

On Wednesday, November 19, 2025, at the time of the incident, NOAA recorded the temperature as 44°F, with cloudy skies, winds 3.4 mph, and 98% humidity. [Washington, DC]. Weather was not a contributing factor in this incident (Weather source: NOAA) – Location: [Washington, DC].

Evidence 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 involved was available to ascertain whether signs of fatigue were present. The RVO reported feeling fully alert at the time of the incident. The RVO reported experiencing no symptoms of fatigue in the time leading up to the incident.

Fatigue Risk

SAFE evaluated incident data for fatigue risk factors. No significant risk was identified. The incident time of day did not suggest an increased risk of fatigue-related impairment. The RVO reported keeping a regular sleep schedule in the days leading up to the incident. The RVO was

on vacation in the days leading up to the incident. The RVO was awake for 4.51 hours at the time of the incident. The employee reported 7.5 hours of sleep in the 24 hours preceding the incident. The off-duty period was 131.75 hours, which provides an opportunity for 7-9 hours of sleep. This was a comparable amount to the employee's usual workday sleep durations. The RVO reported no issues with sleep. The employee was on vacation in the days leading up to the incident.

1. Evidence of Fatigue:

Train ID 128 made contact with a trespasser on the roadway. The Person was struck at the Rhode Island Avenue Station, Track 2.

2. Fatigue Risk Factors:

2.1 Circadian Considerations

The incident occurred at 08:31 hours, which is outside the typical circadian low period (usually between 02:00 and 06:00 hours). This suggests a low probability of fatigue due to circadian rhythm alone.

2.2 Work Schedule and Overtime

The employee had an off-duty period of 131.75 hours prior to the incident.

2.3 Sleep and Awake Data

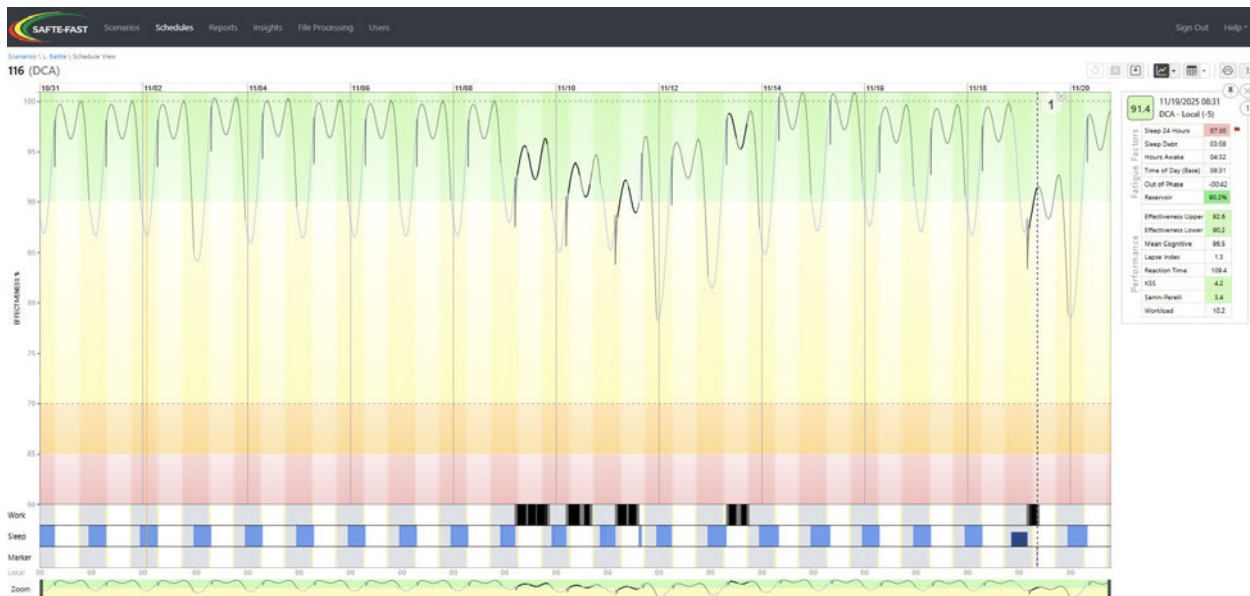
- Sleep duration (prior to incident): 7.5 hours
- Time awake at time of incident: 4.51 hours
- Release period prior to duty: 131.75 hours

3. Biomathematical Fatigue Modeling (SAFTE-FAST WebSFC)

A biomathematical fatigue modelling application (SAFTE-FAST WebSFC) was used to further evaluate potential fatigue risks based on the employee's work schedule, self-reported sleep the day prior to the incident, and reported habitual sleep patterns.

- Estimated performance effectiveness: 91.4% (normal to mildly reduced performance).
- Karolinska Sleepiness Scale (KSS): 4.2 (rather alert).
- Samn-Perelli Fatigue Scale (SP): 3.4 (okay, somewhat fresh).

Karolinska Sleepiness Scale (KSS) subjective measure of sleepiness to help assess an individual's level of drowsiness or alertness. Samn-Perelli Fatigue Scale (SP), which assesses how fatigued a person feels before and during a task.



Modeling analysis output shows estimated performance effectiveness during the incident work shift and for the week leading up to the work shift, based on the employee's work and reported sleep schedule. Estimates were based on the Train Operator's work schedule, reported sleep from the day preceding the incident, and reported habitual sleep durations (7 hours a day). Bold portions of the modeled curve show work (in black) and sleep times (in blue). Effectiveness is shown on the vertical axis, with colored fields in the chart background signifying ranges of effectiveness scores, including high effectiveness (>90%) in green, and low effectiveness (<65%) in red. Time is shown on the horizontal axis. Markers for work and sleep times are shown in the lanes above the time of day on the horizontal axis.

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

- The subject person intentionally trespassed and positioned themselves onto the roadway at Rhode Island Avenue Station on Track 2.
- No Incident Management / Incident Response deficiencies were identified.

Immediate Mitigation to Prevent Recurrence

- Third Rail Power was de-energized on Track 2.
- The RVO of Train ID 128 was removed from service.
- Train ID 128 was removed from service.
- The person was transported to Children's National Hospital.

Probable Cause Statement

The probable cause of the Collision Resulting in Injury at the Rhode Island Avenue Station on November 19, 2025, was the intentional action of the person to enter into the rail right-of-way and was subsequently struck by Train ID 128.

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Recommended Corrective Actions

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

Appendices

Appendix A – Interview Summary

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

Rail Transportation (RTRA)

Train ID 128's RVO

The RVO is a Metro employee with 11 years of service and 8 years of experience as a Rail Vehicle Operator. The RVO holds a Roadway Worker Protection (RWP) Level 2 certification that expires in December 2025.

During the formal interview, the RVO stated that they were operating the train in manual mode due to the weather. The RVO stated they did not observe anyone near the edge of the platform until the person jumped into the path of the train. The RVO placed the Master Controller in “emergency braking”, then pressed the “emergency mushroom” pushbutton. An ROS responded to the Rhode Island Avenue Station, keyed the customers off the incident train, and conducted the ground walk around. The RVO stated they were unable to complete a ground walk around of the train. The RVO was offered EAP and stated they may contact them later.

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 Train	Delay (Minutes):	Minor
Incident Date:	Wednesday, November 19, 2025	Vehicles Involved:	ID 128/7030-7111-7100-7025
Incident Time:	8:31AM	First Reported By:	RVO [REDACTED]
Location:	Rhode Island Avenue Trk #2		

BRIEF DESCRIPTION:

At approximately 8:31AM, RVO [REDACTED], while operating Train ID 128, reported a Person Struck by Train incident at Rhode Island Avenue platform, Trk #2. CCTV footage confirms that the injured person intentionally entered the roadway as ID 128 was arriving on the platform limits. Emergency response services were immediately dispatched. RVO [REDACTED] was removed from service and transported for post incident testing.

Key Employees Involved & Employee Statements:

RVO [REDACTED] stated in [REDACTED] Incident Report: "I operator [REDACTED], entered Rhode Island Ave station on track #2 at approx. 8:27am. Upon reaching the middle of the platform, I observed a [REDACTED] wearing a white shirt moving fast towards the edge. I put the master controller in emergency. The train did make contact. Mushroom was pressed. Central Control center was contacted."

Post Incident Testing & Employee History:

- RVO [REDACTED] was removed from service and transported for Post Incident testing
- RVO [REDACTED] was hired with the Authority on December 9, 2013
- RVO [REDACTED] has been a Certified Rail Vehicle Operator since April 1, 2020
- RVO [REDACTED]'s last Rail Vehicle Certification was July 9, 2024 (Pass)
- RVO [REDACTED] has no previous Safety Violations

Figure 10 - RTRA Managerial Incident Investigation Report, page 1 of 3.



Washington Metropolitan Area Transit Authority



Office of Rail Transportation: Managerial Incident Investigation Report

SIGNIFICANT INCIDENT TIMELINE:

8:31AM – A customer entered the roadway on Trk #2 at Rhode Island Avenue as Train ID 128 was Arriving. Train ID 128 subsequently made contact with the customer. RVO [REDACTED] immediately reported the incident to the MICC. All appropriate personnel were notified, and emergency services were dispatched.

9:30AM – RVO [REDACTED] was transported for Post Incident Testing.

9:57AM – MTPD released the scene to RTRA.

10:04AM – Normal service resumed.

SIGNIFICANT FINDINGS & PENDING ISSUES:

CORRECTIVE ACTIONS:

N/A

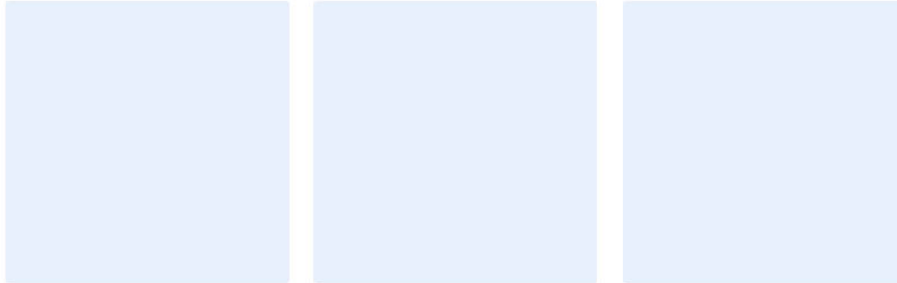
Figure 11 - RTRA Managerial Incident Investigation Report, page 2 of 3.



**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: Superintendent [REDACTED] 11/19/2025
Report Reviewed by: _____

Figure 12 - RTRA Managerial Incident Investigation Report, page 3 of 3.

Appendix C – RVO's Written Statement

 Witness or Employee Statement Form		TO BE COMPLETED AND DISTRIBUTED WITHIN 24 HOURS	
Washington Metropolitan Area Transit Authority			
Involved Person or Witness (Use this Block for Non-WMATA Involved Person or Witness)			
Name		Phone Number	E-Mail
Address			
Incident Information			
Date	Incident Time	Date/Time Reported	Location
11-19-25	8:31 AM	11/19/25 8:28 AM	Rhode Island Ave #2 ^{Track}
Incident ID# (from OCC) – Completed by Supervisor		SMS Incidents/Accidents Report# Completed by Supervisor	
What happened prior to the incident/accident?			
I operator [redacted] entered Rhode Island Ave Station at approx. 8:27 am.			
Describe the incident/accident			
Upon reaching the middle area of the platform a [redacted] customer wearing a white shirt moved fast towards the edge of platform & jumped onto the road way. Train master controller was put in emergency & Emergency mushroom was pressed. Train made contact with the person.			
What happened after the incident/accident?			
Central Control Center was contacted and notified. Supervisor Acuna & I loaded the train while I stayed with transit.			
Please indicate the area of the injury by placing an X on the corresponding body parts below. To specify which side of the body is involved, please use "L" for left and "R" for right.			
 FRONT		 BACK	
Turn Over to Complete Employee and Injury Information			➔

Figure 13 - RVO's Written Statement, page 1 of 2.

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**Witness or Employee Statement Form**

TO BE COMPLETED AND

Washington Metropolitan Area Transit Authority DISTRIBUTED WITHIN 24 HOURS

Complete all fields (Write N/A if field does not apply)

Involved Personnel (Use this Block for WMATA Employees and Contractors)			
Name (Last, First, Middle, Initials)		Witness? ☐ Yes ☒ No	Employee ID
Phone Number		Job Title	Union
Last Day Worked (Prior to)		Hours Worked (in last 24 hours)	Date/Time Shift Began
On Overtime? ☐ Yes ☒ No		Personal Protective Equipment used (list)	
Name of Secondary Employer		Time asleep, before the incident? Fell Asleep: 8:30 AM Wake up: 4 AM	
Secondary Employer Full Address		Was this the sleep schedule for the last seven days, including days off? Yes ☐ No ☒	
Date of Hire		Supervisor	Phone Number
Injury Information (Complete for all involved people. If there is no injury, write None in Date of Injury)			
Date of Injury	Time of Injury	Date/Time Injury Reported	Body Part(s) Injured
11-19-25	8:25 am	8:31 am	
Location (Address) where injury occurred (check one: ☐ MD ☐ VA ☒ DC)			
Rhode Island Ave Station			
Witness Information (Name, Phone Number, Email, address)			
N/A			
Did Another Person Cause this Injury? ☒ Yes ☐ No		Name of Responsible Party	
		N/A	
Responsible Party Insurance Carrier/Agent		Phone Number	
N/A		N/A	
Are you able to Continue Work? ☐ Yes ☒ No		Name/Address of facility where you will seek treatment	
Doctor's Phone Number		Date you will see doctor	

Employee, please read before signing:

- (1) This form is only to be used for Employees who are injured on the job.
- (2) All persons having a workers' compensation claim that was caused by the act of another is required to have the written approval of the Authority before agreeing to or signing any settlement for the injuries or lost wages that were paid as part of the whole by the Authority or its insurer to the employee as workers' compensation benefits.
- (3) Any Employee who willfully makes any materially false or misleading statements or representations for the purpose of obtaining any benefits under workers' compensation or leave provisions of the Authority may be subject to prosecution, disciplinary action up to and including dismissal and may adversely affect the employee's rights to workers' compensation benefits.

THIS IS TO CERTIFY THAT I HAVE READ THE ABOVE GUIDELINES AND UNDERSTAND THEM FULLY AND THE INFORMATION I HAVE PROVIDED IS TRUE AND CORRECT.

Employee Signature: _____ Date: 11-19-25

Original: RISK Copy: (1) SMS Incidents/Accidents (SAFE) (2) Employee File (3) Employee

Figure 14 - RVO's Written Statement, page 2 of 2.

Incident Date: 11/19/2025 Time: 08:31 hours
Final Report v.1 – Collision Resulting in Injury
E252272

Drafted By: SAFE 708 – 12/15/2025
Reviewed By: SAFE 710 – 01/14/2026
Approved By: SAFE 707 – 02/04/2026

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Appendix D – Maximo Work Order 19973520



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

Page 1 of 2
MXAZP

Work Order #: 19973520
Type: CM

19973520

Status: INPRG
11/19/2025 15:30

Work Description: Train made contact with trespasser on the roadway, 10/72, B04, PUB, JUMP, 128
Job Plan Description:

Work Information					
Asset: R7030 7030, RAIL CAR, KAWASAKI, 7000 AC, A CAR		Owning Office: CMNT-CMNT-CMNT		Parent:	
Asset Tag: R7030		Maintenance Office: CMNT-SDYG-INSP		Create Date: 11/19/2025 15:29	
Asset S/N: 7030		Labor Group: CMNT		Actual Start: 11/19/2025 15:30	
Location: 1136 A99, SHADY GROVE YARD		Crew:		Actual Comp:	
Work Location: 1136 A99, SHADY GROVE YARD		Lead:		Item: K18050001	
Failure Class: CMNT001 RAIL CAR		GL Account: WMATA: [REDACTED] *****_OPR**			
Problem Code:		Supervisor:		Target Start:	
Requested By:		Requestor Phone: [REDACTED]		Target Comp:	
Chain Mark Start:		Chain Mark End:		Scheduled Start:	
Create-Mileage: 719977.0		Complete-Mileage: 0.0			
Task IDs					
Task ID					
10	See Details				
	Performed preliminary visual inspection in yard TWC antenna appears to be okay Yard Buzzer appears to be okay Yard Horn appears to be okay Body appears to be okay. Coupler does not appear to have any damage. Downloaded VMDS and ER EMM logs, files placed on flash drive and turned in to office. Advise performing undercar pressure wash cleaning and undercar inspection as next step.				
Component:	000-300 RAIL CAR; 2K/3K/6K/7K	Work Accom:	DOWNLOADED	Reason:	INCIDENT//ACCIDENT
		Status:	APPR	Position:	
20	CONTINUE				
	DOWNLOAD PROPULSION LOGS FOR REVIEW				
Component:	000-300 RAIL CAR; 2K/3K/6K/7K	Work Accom:	DOWNLOADED	Reason:	INCIDENT//ACCIDENT
		Status:	APPR	Position:	
		Warranty?:	N		

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11/25/2025 07:59

Figure 15 - Maximo Work Order 19973520, page 1 of 2.

Incident Date: 11/19/2025 Time: 08:31 hours
Final Report v.1 – Collision Resulting in Injury
E252272

Drafted By: SAFE 708 – 12/15/2025
Reviewed By: SAFE 710 – 01/14/2026
Approved By: SAFE 707 – 02/04/2026

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

Page 2 of 2
MXAZP

Work Order #: 19973520
Type: CM

19973520

Status: INPRG
11/19/2025 15:30

Work Description: Train made contact with trespasser on the roadway, 10/72, B04, PUB, JUMP, 128
Job Plan Description:

Task IDs										
Task ID										
30	BRAKE RATES.									
PERFORM THE BRAKE RATES FOR REVIEW.										
CAR: 7030	FRONT:	B5	B4	B1	COAST	EM				
		46	34	8	0	46				
	REAR:	44	34	9	0	43				
CAR: 7031	FRONT:	44	34	8	0	44				
	REAR:	44	34	8	0	44				
THE BRAKE RATE ARE WITHIN THE SPECS.										
Component: 000-300-E16 FRICTION BRAKE SYSTEM; 7K			Work Accompl: CHECKED		Reason: INCIDENT//ACCIDENT		Status: APPR		Position: Warranty?: N	
Actual Labor										
Task ID	Labor	Start Date	End Date	Start Time	End Time	Approved?	Regular Hours	Premium Hours	Line Cost	
10		11/19/2025	11/19/2025	14:30	19:00	N	04:30	00:00	\$202.78	
20		11/20/2025	11/20/2025	07:00	08:30	N	01:30	00:00	\$76.67	
20		11/20/2025	11/20/2025	02:00	03:00	N	01:00	00:00	\$51.12	
30		11/20/2025	11/20/2025	17:00	18:00	N	01:00	00:00	\$51.61	
Total Actual Hour/Labor:							08:00	00:00	\$382.18	
Related Incidents										
Ticket	Description	Class	Status	Relationship						
8990297	Train made contact with trespasser on the roadway, 10/72, B04, PUB, JUMP, 128	SR	INPROG	ORIGINATOR						
Failure Reporting										
Cause	Remedy	Supervisor	Remark Date							
Remarks:										

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11/25/2025 07:59

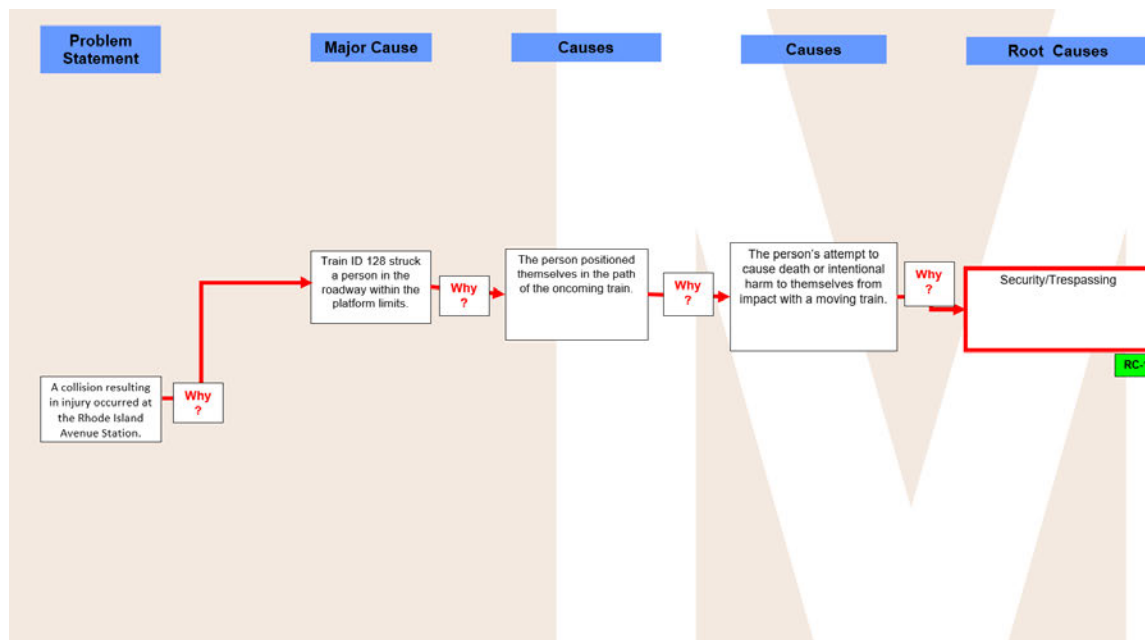
Figure 16 - Maximo Work Order 19973520, page 2 of 2.

Incident Date: 11/19/2025 Time: 08:31 hours
Final Report v.1 – Collision Resulting in Injury
E252272

Drafted By: SAFE 708 – 12/15/2025
Reviewed By: SAFE 710 – 01/14/2026
Approved By: SAFE 707 – 02/04/2026

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Appendix E – Why-Tree Analysis



Incident Date: 11/19/2025 Time: 08:31 hours
 Final Report v.1 – Collision Resulting in Injury
 E252272

Drafted By: SAFE 708 – 12/15/2025
 Reviewed By: SAFE 710 – 01/14/2026
 Approved By: SAFE 707 – 02/04/2026

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