



W-0437 – Evacuation for Life Safety Reasons at Brookland-CUA Station – April 4, 2024

Document Purpose

This WMSC written report on WMATA Metrorail's safety event investigation and review of Metrorail's findings in accordance with the WMSC Program Standard, in conjunction with the attached Metrorail investigation report that has undergone WMSC staff review, feedback, and Metrorail revision, describes the investigation activities, identifies factors causing or contributing to the accident, and sets forth ongoing, additional, or upcoming corrective actions and further oversight work (such as inspections and audits) as necessary or appropriate. The WMSC's ongoing oversight during the investigative process, including safety event reporting and verification, participation in investigative interviews, data review, consistent communication with the Metrorail investigations team, and feedback on Metrorail's reports leads to further improvements prior to consideration of the reports by WMSC Commissioners for adoption. The WMSC's safety event investigation oversight assures the sufficiency and thoroughness of Metrorail's investigations. The WMSC Commissioners are considering these documents (the WMSC review and Metrorail's investigation report) as a unified item for adoption at the Washington Metrorail Safety Commission meeting on September 15, 2026.

WMSC staff recommend adoption of this investigation.

Between 2023 and 2024, there were 14 fatalities on the Metrorail system. Of these fatalities, 13 investigations are being presented on September 15, 2026. Investigation reports for these incidents are being considered for adoption in 2026 due to the nature of the events and a review of the WMSC's process for collecting information related to these investigations.

Safety event summary:

On April 4, 2024, at 3:59 p.m., the station manager at Brookland-CUA Station contacted a communications agent within the control center to report that a person was shot. The communications agent instructed the station manager to evacuate the station.

Prior to the evacuation, at 3:52 p.m., a bus operations specialist notified a Metro Transit Police Department (MTPD) Dispatcher of a fight in Bus Bay A at Brookland-CUA Station. Four minutes later, the bus operations specialist informed the MTPD Dispatcher that the incident at the bus bay was clear.

At 3:56 p.m., an Allied Security Officer located at Brookland-CUA Station reported to MTPD via radio that there were twenty individuals engaged in a fight on the platform, and one individual was armed with a handgun.

At 3:57 p.m., the Allied Security Officer informed the MTPD Dispatcher that a person was shot and requested emergency service from the District of Columbia Fire and Emergency Medical Services (DCFEMS). Metrorail suspended service at Brookland-CUA Station.

MTPD arrived at 4:00 p.m. and performed life-saving measures on the person who was shot; however, the person succumbed to their injuries.

Trains continued to bypass Brookland Station until all personnel were clear, and the station was reopened at 9:24 p.m.



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The probable cause of this event was due to a person who discharged a firearm inside Brookland-CUA station.

There were no corrective actions as a result of this event.



Washington Metropolitan Area Transit Authority
Department of Safety (SAFE)
Office of Safety Investigations (OSI)
FINAL REPORT OF INVESTIGATION A&I E24265

Date of Event:	April 4, 2024
Type of Event:	A-4: Evacuation for Life Safety Reasons
Incident Time:	15:56 Hours
Location:	Brookland Station - Platform
Time and How received by SAFE:	15:56 hours – SAFE/MAC
WMSC Notification Time:	16:59 Hours
Responding Safety Officers:	WMATA: Office of Emergency Preparedness (OEP) WMSC: None Other: None
Rail Vehicle:	None
Injuries:	Fatal Injury
Damage:	None
Emergency Responders:	Metro Transit Police Department (MTPD), District of Columbia Fire and EMS (DCFEMS), Metropolitan Police Department (MPD)
SMS I/A Incident Number:	20240406#115951

Brookland Station– Evacuation for Life Safety Reasons

April 4, 2024

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Abbreviations and Acronyms

AIMS	Advanced Information Management System
ATC	Automatic Train Control
CAP	Corrective Action Plan
CCTV	Closed-Circuit Television
CMNT	Car Maintenance
CMOR	The Office of Chief Mechanical Officer
COMR	Office of Radio Communications
DCFEMS	District of Columbia Fire and Emergency Services
IIT	Incident Investigation Team
MAC	Mission Assurance Coordinator
MICC	Metro Integrated Command and Communications Center
MOR	Metrorail Operating Rulebook
MPD	Metropolitan Police Department
MTPD	Metro Transit Police Department
OEP	Office of Emergency Preparedness
NOAA	National Oceanic and Atmospheric Administration
RTRA	Office of Rail Transportation
SAFE	Department of Safety
SMS	Safety Measurement System
SOC	Security Operations Control Center
VDMS	Vehicle Monitoring and Diagnostic System
WMATA	Washington Metropolitan Area Transit Authority
WMSC	Washington Metrorail Safety Commission

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

Executive Summary

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

On Thursday, April 4, 2024, at 15:59 hours, the Station Manager at Brookland Station contacted the Communication Section within the Metro Integrated Command and Communication Center (MICC) and reported a person was shot. The Communications Agent instructed the Station Manager to evacuate the station.

Prior to the evacuation, at 15:52 hours, a MICC Bus Operations Specialist notified the MTPD Dispatcher of a fight in Bus Bay A at Brookland Station; MTPD Officers were dispatched. At 15:56 hours, the Bus Operations Specialists informed the MTPD Dispatcher the incident at the bus bay was clear.

An Allied Security Officer who was located on the platform at Brookland Station advised MTPD via radio there were twenty (20) individuals engaged in a fight and one individual was armed with a handgun.

At 15:57 hours, the Allied Security Officer informed MTPD Dispatch that a person was shot and requested emergency service from the District of Columbia Fire and Emergency Medical Services (DCFEMS).

The MICC Radio Rail Traffic Controller (RTC) instructed all trains tracks 1 and 2 to bypass Brookland Station.

At 16:00 hours, MTPD arrived and established the Incident Command Post.

One person was fatally wounded as a result of this event.

At 18:20 hours, DCFEMS turned the scene over to MTPD. At 21:24 hours, MTPD terminated Incident Command, and the station was reopened.

The probable cause of the Evacuation for Life Safety Reasons event on April 4, 2024, at Brookland Station was due to a person who discharged a firearm, which resulted in a customer receiving fatal injuries.

Incident Site

Brookland Station - Platform

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

Upon receiving notification of the Evacuation for Life Safety Reasons event at the Brookland Station on April 4, 2024, SAFE dispatched a cross-functional team to assess the scene and conduct the subsequent investigation. SAFE team members worked with relevant WMATA subject matter experts to review the incident's facts and data.

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.
- Documentation Review – Collection of relevant work history information and process documentation contained in WMATA systems of record. These records include:
 - National Oceanic and Atmospheric Administration (NOAA)
 - Metro Integrated Command and Control (MICC) Incident Report
- System Data Recording Review – Collection of information contained in Metro Data Recording Systems. This data includes:
 - Audio Recording System (ARS) playback [Radio and Landline Communications]
 - Closed-Circuit Television (CCTV)

Investigation

On Thursday, April 4, 2024, at 15:56 hours, Closed-Circuit Television (CCTV) revealed that a group of people were engaged in a physical altercation on track 1 side at Brookland Station on the platform. Moments later the group dispersed, and an individual collapsed near escalator X03.

The Audio Recording System (ARS) revealed that at 15:56 hours, an Allied Security Officer who was located on the platform at Brookland Station contacted MTPD via radio and reported that there were twenty (20) individuals engaged in a fight and one was armed with a handgun.

At 15:57 hours, the Allied Security Officer reported that one individual had sustained a gunshot and requested that DCFEMS respond to the station. The MICC Operations Manager (OM) notified the Button RTC of the event and instructed them to have all trains bypass Brookland Station.

At 15:58 hours, the Radio RTC instructed trains to bypass Brookland Station. The Security Operations Control Center (SOCC) notified the DCFEMS dispatch center to request emergency medical assistance.

At 15:59 hours, the Station Manager at Brookland Station reported to the MICC Communications Agent that there was an active shooting at the station. The MICC Communications Agent instructed the Station Manager to evacuate and close the station while using caution.

At 15:59 hours, Police 1 advised responding officers that DCFEMS were dispatched and en route.

At 16:00 hours, MTPD Officers arrived at Brookland Station and reported that one person had sustained a gunshot injury. A bus bridge was requested at this time.

At 16:03 hours, DCFEMS arrived at Brookland Station, and at 16:09 hours, Unified Command was established at the bus bay outside of the station.

At 16:03 hours, an Office of Rail Transportation (RTRA) Rail Supervisor advised the Radio RTC that they were boarding Train ID 148 en route to Brookland Station.

At 16:12 hours, an RTRA Supervisor arrived on the scene.

A Primary Responder from the Office of Emergency Preparedness (OEP) was dispatched to replace the Auto External Defibrillator (AED).

At 16:33 hours, the person was pronounced deceased by DCFEMS.

At 19:39 hours, the District of Columbia Medical Examiner arrived on the scene.

At 20:08 hours, the person was removed from Brookland Station.

At 20:38 hours, Facilities Maintenance arrived on the scene.

At 21:22 hours, Incident Command was terminated by MTPD, and the scene was released to RTRA.

The RTRA Supervisor contacted the Button RTC via landline and advised that Brookland Station was reopened.

At 21:22 hours, Train ID 120 on track 2 and Train ID 129 on track 1, were the first revenue trains to service Brookland Station after reopening.

Chronological Event Timeline

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

Time	Description
15:52:05 hours	<u>MTPD Dispatcher</u> : Dispatched units for the fight in the bus bay at Brookland Station. <u>MTPD Officer</u> : Acknowledged. [Radio MTPD1X]
15:52:18 hours	<u>MTPD Officer</u> : Advised in route to Brookland. [Radio MTPD1X]
15:56:14 hours	<u>MTPD Dispatcher</u> : Advised Brookland is clear per Bus Operations. [Radio MTPD1X]
15:56:29 hours	<u>Allied Security</u> : Advised fight on the platform and 1 person with a handgun. <u>MTPD Dispatcher</u> : Acknowledged. [Radio MTPD1X]
15:56:42 hours	<u>Allied Security</u> : Advised twenty individuals fighting on the platform. [Radio MTPD1X]
15:57:06 hours	<u>MTPD Dispatcher</u> : Advised code 1 units were responding and to use caution. [Radio MTPD1X]
15:57:13 hours	<u>Allied Security</u> : Advised a shooting and needed an ambulance. <u>MTPD Dispatcher</u> : Acknowledged. [Radio MTPD1X]
15:57:22 hours	<u>Radio RTC</u> : Instructed trains to travel at restricted speed into Brookland Station. [Radio OPS1]
15:57:48 hours	<u>SRT Team 2</u> : Advised responding. <u>MTPD Dispatcher</u> : Acknowledged. [Radio MTPD1X]
15:58:10 hours	<u>Police 1</u> : Advised the station will be bypassed. <u>MTPD Dispatcher</u> : Acknowledged. [Radio MTPD1X]
15:58:14 hours	<u>Radio RTC</u> : Advised all trains to bypass Brookland Station. [Radio OPS1]
15:58:36 hours	<u>Station Manager</u> : Reported an active shooter at Brookland Station. <u>Communications Agent</u> : Acknowledge. [Radio OPS5]
15:59:28 hours	<u>MTPD Officer</u> : Confirmed shooting. <u>MTPD Dispatcher</u> : Acknowledged. [Radio MTPD1X]
15:59:32 hours	<u>Communications Agent</u> : Instructed the Station Manager to evacuate the station. <u>Station Manager</u> : Acknowledged. [Radio OPS5]
15:59:46 hours	<u>Police 1</u> : Advised DCFEMS were en route. <u>MTPD Dispatcher</u> : Acknowledged. [Radio MTPD1X]
16:00:01 hours	<u>MTPD Officer</u> : Reported a juvenile with a gunshot wound. <u>MTPD Dispatcher</u> : Acknowledged. [Radio MTPD1X]
16:01:12 hours	<u>MTPD Officer</u> : Established incident command. <u>MTPD Dispatcher</u> : Acknowledged. [Radio MTPD1X]
16:00:28 hours	<u>Communications Agent</u> : Instructed the Station Manager to evacuate the station. <u>Station Manager</u> : Advised the station was being evacuated. [Radio OPS5]
16:00:00 hours	<u>Assistant Operations Manager</u> : Requested a bus bridge. [Phone, AOM]

16:02:01 hours	<u>MTPD Officers</u> : Advised starting CPR. <u>MTPD Dispatcher</u> : Acknowledged. [Radio MTPD1X]
16:03:00 hours	<u>DCFEMS</u> : Arrived on scene. [CCTV]
16:03:02 hours	<u>RTRA Supervisor</u> : Advised the Radio RTC that they were boarding Train ID 148 en route to Brookland Station. <u>Radio RTC</u> : Acknowledged and advised the RTRA Supervisor to give them a landline. [Radio OPS1]
16:05:13 hours	<u>Radio RTC</u> : Instructed the RTRA Supervisor to proceed to the lead car and key themselves off and advised them of the shooting incident at Brookland Station, and that the station was being bypassed. Also, the location of the incident command post was unknown. <u>RTRA Supervisor</u> : Acknowledged. [Phone, AOM]
16:06:11 hours	<u>Communication Specialist</u> : Advised all Station Managers to refrain from calling the MICC unless for an emergency. [Radio OPS5]
16:09:02 hours	<u>MTPD Officer</u> : Established unified command with DCFEMS. <u>MTPD Dispatcher</u> : Acknowledged. [Radio MTPD1X]
16:09:46 hours	<u>Incident Commander</u> : Instructed to switch to MTPD2X. <u>MTPD Dispatcher</u> : Acknowledged. [Radio MTPD1X]
16:11:30 hours	<u>Incident Commander</u> : Requested a Bus Supervisor. <u>MTPD Dispatcher</u> : Acknowledged. [Radio MTPD2X]
16:12:37 hours	RTRA Supervisor arrived at Brookland Station, track 2. [CCTV]
16:15:35 hours	<u>Incident Commander</u> : Advised the station was closed and an entry-exit log was started. <u>MTPD Dispatcher</u> : Acknowledged. [Radio MTPD2X]
16:19:26 hours	<u>MTPD Officer</u> : Advised that homicide was notified. <u>MTPD Dispatcher</u> : Acknowledged. [Radio MTPD2X]
16:33:26 hours	<u>Incident Commander</u> : Advised the person was pronounced at 16:20 hours. <u>MTPD Dispatcher</u> : Acknowledged. [Radio MTPD2X]
18:20:51 hours	<u>Incident Commander</u> : Advised all units can switch back to MTPD1X. <u>MTPD Dispatcher</u> : Acknowledged. [Radio MTPD2X]
18:33:42 hours	<u>MAC</u> : Notified Criminal Investigations Division (CID). [Phone MAC]
18:56:00 hours	<u>Radio RTC</u> : Advised all Redline Operators trains were still by passing Brookland Station at restricted speed due to police activity. [Radio, OPS1]
19:39:25 hours	The District of Columbia Medical Examiner arrived on the scene. [CCTV]
20:08:46 hours	The person was removed from Brookland Station [CCTV]
20:38:42 hours	Facilities Maintenance arrived on the scene.
21:22:22 hours	<u>Incident Commander</u> : Advised command was terminated and that the station could be reopened. <u>MTPD Dispatcher</u> : Acknowledged. [Radio MTPD1X]

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

Weather

On April 4, 2024, at the time of the incident, NOAA recorded the temperature as 57°F, with clear skies. The weather was not a contributing factor in this incident (Weather source: NOAA) – Location: Washington, DC.

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.

Related Rules and Procedures

- Safety Bulletin: SB 23-02-D - Active Assailant Preparedness
- Standard Number - 1003-2-01/01 - Incident Management Standard

Findings

- A group of individuals were involved in a physical altercation on the platform at Brookland Station.
- One person was shot.
- The event resulted in a fatality.

Immediate Mitigation to Prevent Recurrence

- Brookland Station was evacuated and closed.
- Train service was suspended at Brookland Station, and a Bus Bridge was established.
- DCFEMS and MTPD arrived on the scene to investigate and render aid.

Probable Cause Statement

The probable cause of the evacuation for Life Safety Reasons Event on April 4, 2024, at Brookland Station was a person discharging a firearm, which resulted in a customer receiving fatal injuries.

Recommended Corrective Actions

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

Appendix A – RTRA Written Statements

Document 1: Document: Station Manager's written statement.

WMATA/RTA Incident/Accident Report (Other than Motor Vehicle) Page 2 of 2

Additional Information- Complete this page for any incident where the information is available and when additional space is needed for incident description.

Customer Involved ☐ Employee Involved ☐ Witness ☐

Last Name, First Name *N/A* Employee # *N/A*
 Date of Birth *N/A* Sex *N/A* Home Phone *N/A* Work Phone *N/A* Cell Phone *N/A*
 Home Address *N/A* Email Address *N/A*

Nature of Injury/Illness *N/A*

Assistance Offered: Accepted ☐ Declined ☐

If Transported: *N/A*

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

Customer Involved ☐ Employee Involved ☐ Witness ☐

Last Name, First Name *N/A* Employee # *N/A*
 Date of Birth *N/A* Sex *N/A* Home Phone *N/A* Work Phone *N/A* Cell Phone *N/A*
 Home Address *N/A* Email Address *N/A*

Nature of Injury/Illness *N/A*

Assistance Offered: Accepted ☐ Declined ☐

If Transported: *N/A*

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

Police/Fire/Other Agencies Involved

Jurisdiction/Arrival Time *4:00 pm* Name *[Redacted]* Badge/Unit Number *[Redacted]*
Transit
 Jurisdiction/Arrival Time *4:15 pm* Name *[Redacted]* Badge/Unit Number *Engine No. 17*
Ambulance

DESCRIBE THE INCIDENT (continued or witness statement): Include what you did to correct the problem and who you notified and when. Describe any property damage and the extent of any injuries.

Continued as last

was assisting the male victim that was lying on the ground with a gun shot wound. Transit officers arrived on the scene and asked for my AED and First Aid Kit and they started assisting the shot victim. I and the special police officer [Redacted] started clearing the platform of customers to close the station. Bus Supv. arrived at 4:05 pm [Redacted] arrived at 4:15 pm [Redacted] arrived at 4:45 pm.

Employee Completing report

Employee Name (print) *[Redacted]* Employee # *[Redacted]* Date: *4-5-24*

50.7530 06/11 White Copy: Division or Supervisor Yellow Copy: For any incident involving escalators or elevators, remains in book for use of elevator/escalator inspectors

Document 2: Station Manager's written statement. Page 2.

Incident Date: 04/04/2024 Time: 15:56 hours
 Final Report – Evacuation for Life Safety Reasons
 E24265

Drafted By: SAFE 706 - 05/07/2024
 Reviewed By: SAFE 702 - 06/06/2024
 Approved By: SAFE 707 - 06/07/2024

Appendix B – OEP Response Report

Submitted by: [REDACTED]

**M OEP**
metro Office of Emergency Preparedness

SAFE OEP Incident Response Report

Overview

<u>Incident Date/Time:</u>	<u>Responder 1:</u>	<u>Additional Responders:</u>
2024-04-04	[REDACTED]	<u>Incident Type:</u>
15:56	<u>MAC 1:</u> [REDACTED]	Shooting
<u>Incident Location:</u>	<u>MAC 2:</u>	
Brookland-CUA	<u>MAC Log #:</u> 11004	

Incident Metrics

<u>OPS Channel:</u> Rail Ops 1	<u>On Scene Time:</u> 1705
<u>MTPD Channels:</u>	<u>Disregard Time:</u> N/A
MTPD 2x	<u>Time of Recovery:</u> 20:10
<u>Bus/Rail Yard Channel:</u>	<u>In-Service Time:</u> 20:30
<u>Incident Start Time:</u> 15:56	<u>Command Est. Time:</u> 16:00
<u>PR Dispatch Time:</u> 16:06	<u>Transfer of Command Time:</u> 20:10
<u>Response Time:</u> 16:06	

Incident Personnel

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

Document 3: The Office of Emergency Preparedness Report.

Submitted by: [REDACTED]

Incident Overview

Was Power removed: No

Red Tag (if applicable): N/A

Incident Narrative:

It was reported to MTPD Communications that there was a large group on juveniles that began to fight in the bus bay, and continued into the Station. One of the juveniles produced a firearm, and discharged one round, which struck an individual in the head. MTPD responded, and performed life saving measures, along with DCFD however, the patron was pronounced on the Platform. The AED was deployed by Metro staff, and the Station was bypassed during the investigation. Command was established by [REDACTED] (MTPD), and shuttle service was initiated.

Incident Successes:

MTPD Mobile Patrol Officers arrived very quickly, and began performing life saving measures. Allied security also provided a quick lookout, and CID and DVEU were able to produce an image from CCTV, for Officers canvassing for the subject. Command was established fairly quickly by the Officer [REDACTED] when they first arrived on scene as well. The command post had the vital departments there, and Metrobus and Metrorail movement was tailored quite quickly to appease customers, and conduct the investigation, to due to the coordination at the post.

Opportunities for Improvement:

DC OCME took the used AED, and we are unsure why. If that is a practice for them, that should be something that OEP Responders should be familiarized with. Radio coverage is still an issue in the system, as it was difficult to hear some transmissions.

Document 4: The Office of Emergency Preparedness Report. Page 2.