



W-0444 – Collision at Reston Town Center Station – December 31, 2023

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.

When a fatality occurs within the Metrorail system, the WMSC, in collaboration with WMATA, conducts an investigation to determine causes and contributing factors so that, where possible, mitigations can be implemented to help prevent future occurrences. Between 2023 and 2024, there were 14 such fatalities on the Metrorail system. Of these fatalities, 13 investigations are being presented on September 15, 2026. The investigations into 9 of these 13 fatalities presented no safety protocol deviations that contributed to the causation of the event. Therefore, there are no corrective measures or mitigations that were identified to prevent recurrence. 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. The WMSC staff will not present any further details for these reports prior to Commissioner review for adoption due to the sensitive nature of these events. As with all adopted WMSC investigation reports, each of these will also be available for review on our website at wmsc.gov. The WMSC extends its condolences to each family impacted by these events.

Safety event summary:

On January 1, 2024, at 9:32 a.m., the train operator of Train 603 reported to the radio rail traffic controller (RTC) that they observed a body in the roadway at chain marker (CM) N2 1152+00. Train 603 was located on track 1 in approach to Reston Town Center Station when the train's operator reported the body was approximately 1300 feet from Reston Town Center Station, track 2.

At 9:36 a.m., after the report from the train operator of Train 603, third rail power was de-energized on track 2, and emergency services were dispatched. A Rail Transportation Supervisor responded to the scene at 9:49 a.m. and notified the control center that the person on the roadway was deceased. Rail service was suspended, and third rail power was de-energized on track 1 at 10:00 a.m.

All personnel and equipment cleared the roadway, and normal service resumed at 12:45 p.m.



An investigative review of Closed-Circuit Television footage determined that on December 31, 2023, at 10:57 p.m., a customer walked towards the 8-car marker, jumped from the platform onto the roadway at Reston Town Center Station on track 2, and began walking towards Herndon Station. Train 604 serviced Reston Town Center Station, track 2, at 11:07 p.m. and then collided with the customer at 11:10 p.m., after departing from the station. The person was lying on the right-side running rail, straddling the two running rails near CM N2 1152+00. The train operator of Train 604 was unaware of a collision and continued on.

After the collision, multiple trains traversed the area between Reston Town Center Station and Herndon Station on track 2, a total of 27 times.

The train operator of Train 604 and Train 604 were removed from service in accordance with Metrorail policy.

WMATA's Drug and Alcohol Program determined that the train operator of Train 604 complied with the Drug and Alcohol Policy and Testing Program Policy.

The Office of Vehicle Program Services (CENV) completed a data analysis on Train 604's consist and reported that there were no issues with the train that attributed to the incident.

Repairs were made to damage found on Train 604, including a missing collector shoe on railcar 7306, and railcar 7307 had a bent left suspension reservoir draincock bracket.

Eight additional train operators provided written statements explaining that they did not see anything on the roadway when they traveled between Reston Town Center Station and Herndon Station.

The probable cause of this safety event was the intentional action of the person to trespass onto the rail right-of-way, and subsequent strike by the train.

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 E23924

Date of Event:	December 31, 2023
Type of Event:	A3 – Collision
Incident Time:	23:08 hours
Location:	Reston Town Center Station, Track 2 Chain Marker (CM) N2 1152+00
Time and How received by SAFE:	01:41 hours/MAC Notification
WMSC Notification Time:	02:06 hours
Responding Safety Officers:	Office of Safety Investigations (OSI) Office of Emergency Preparedness (OEP)
Rail Vehicle:	Train ID 604 (L7306/07x7225/24x7726/27x7441/40T) Train ID 603 (L6181/80x6165/64x6144/45T)
Injuries:	Fatality
Damage:	R7306 – #1 collector shoe missing. R7307 – Bent left suspension reservoir draincock bracket.
Emergency Responders:	The Office of Track and Structures (TRST) Emergency Response Team (ERT) Metro Transit Police Department (MTPD) Fairfax County Fire and Rescue Department (FCFRD)
SMS I/A Number	20240101#113683MX

Reston Town Center – Collision

December 31, 2023

Table of Contents

Abbreviations and Acronyms-----	3
Executive Summary-----	4
Incident Site-----	5
Field Sketch/Schematics-----	5
Purpose and Scope-----	5
Investigative Methods-----	5
Investigation-----	6
Chronological Event Timeline-----	11
Interview Findings-----	14
Train Operator (Train ID 604)-----	15
Train Operator (Train ID 603)-----	15
Vehicle Program Services (CENV)-----	16
Advanced Information Management System (AIMS)-----	17
The Office of Systems and Software (OSS)-----	Error! Bookmark not defined.
Office of Systems Maintenance, Office of Radio Communications (COMR)-----	20
Weather-----	20
Related Rules and Procedures-----	20
Human Factors-----	20
Fatigue-----	20
Post-Incident Toxicology Testing-----	21
Findings-----	21
Immediate Mitigation to Prevent Recurrence-----	21
Probable Cause Statement-----	21
Recommended Corrective Actions-----	21
Appendices-----	23
Appendix A – Interview Summary-----	23
Train Operator (Train ID 604)-----	23
Train Operator (Train ID 603)-----	23
Appendix B – MTPD Incident Report-----	24
Appendix C – Why-Tree Analysis-----	29

Abbreviations and Acronyms

AIMS	Advanced Information Management System
AOM	Assistant Operations Manager
ARS	Audio Recording System
CCTV	Closed-Circuit Television
CM	Chain Marker
ERT	Emergency Response Team
FCFRD	Fairfax County Fire and Rescue Department
MICC	Metro Integrated Command and Communications Center
MOR	Metrorail Operating Rulebook
MTPD	Metro Transit Police Department
NOAA	National Oceanic and Atmospheric Administration
OM	Operations Manager
RTC	Rail Traffic Controller
RTRA	Office of Rail Transportation
SAFE	Department of Safety
SMS	Safety Measurement System
TRST	Office of Track and Structures
WMATA	Washington Metropolitan Area Transit Authority
WMSC	Washington Metrorail Safety Commission

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

Incident Date: 12/31/2023 Time: 23:08 hours
Final Report – Collision
E23924

Drafted By: SAFE 705 – 02/29/2024
Reviewed By: SAFE 707 – 02/29/2024
Approved By: SAFE 707 – 02/29/2024

Page 3

Executive Summary

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

On Monday, January 1, 2024, at 09:32 hours, the Train Operator of Train ID 603 (L6181/80x6165/64x6144/45T) contacted the Metro Integrated Command & Communications Center (MICC) and advised the Radio Rail Traffic Controller (RTC) that they observed a “body in the roadway” at Chain Marker (CM) N2 1152+00, within the vicinity of Reston Town Center Station.

Consultation of the Closed-Circuit Television (CCTV) determined that on Sunday, December 31, 2023, at 22:57 hours, a customer walked towards the 8-car marker, jumped from the platform, and onto the roadway at Reston Town Center Station on track 2. The person continued walking towards Herndon Station.

CCTV footage obtained from the forward-facing camera of Train ID 604’s lead car (L7306/07x7225/24x7726/27x7441/40T) revealed that the train collided with the customer at 23:10 hours, as the person was lying on the right side running rail straddling the wayside and the area between the two running rails near CM N2 1152+00. The CCTV footage obtained from the console camera of Train ID 604’s lead car revealed that the Train Operator appeared alert and unaware that the train had collided with the person.

After the collision, multiple consists traversed the area between Reston Town Center Station and Herndon Station on track 2 a total of 27 times.

The reporting Train Operator of Train ID 603 was located on track 1, after departing Herndon Station when they reported observing the person on the roadway on track 2.

The Radio RTC dispatched an Office of Rail Transportation (RTRA) Rail Supervisor to investigate the report. The Button RTC notified the Operations Manager (OM) of the event, notified the Metro Transit Police Department (MTPD), and requested a response. MTPD dispatched units to Reston Town Center Station. The Assistant Operations Manager (AOM) contacted the Fairfax County Fire and Rescue Department (FCFRD) to respond to Reston Town Center Station.

Trains began single-tracking between Wiehle-Reston East Station and Herndon Station utilizing track 1. Third rail power was de-energized between Wiehle-Reston East Station and Reston Town Center Station on track 2.

At 09:45 hours, the Rail Supervisor confirmed that a person was located at CM N2 1152+00. Train service was suspended between Wiehle-Reston East Station and Herndon Station on tracks 1 and 2.

MTPD established the Incident Command Post on the platform at Reston Town Center Station. The Office of the Medical Examiner was notified, and Funeral Services were contacted to retrieve the person from the roadway.

At 12:30 hours, MTPD turned the scene over to the RTRA. At 12:36 hours, the Rail Supervisor reported the roadway was clear, and at 12:45 hours, normal train service resumed.

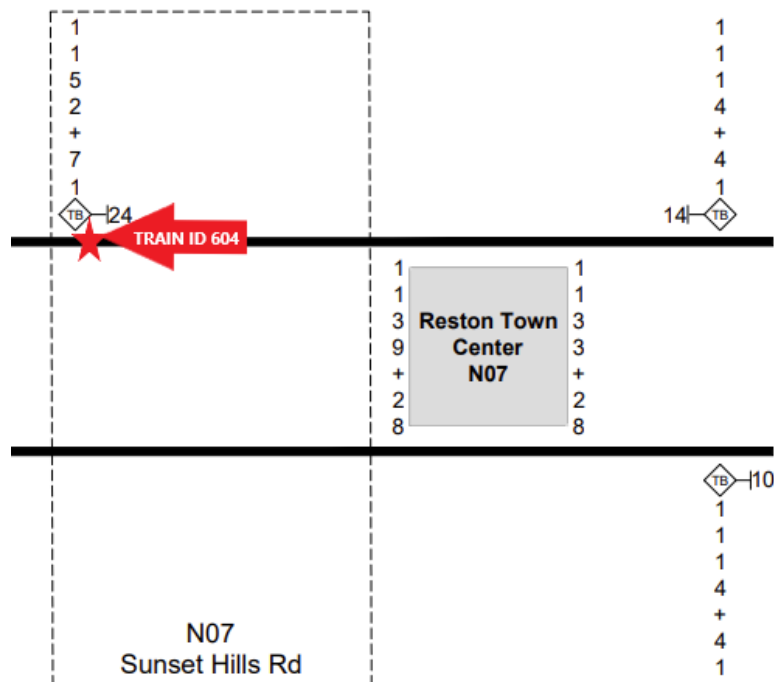
RTRA removed the Train Operator of Train ID 604 from service for post-incident testing. Train ID 604 was removed from service for post-incident inspection.

The probable cause of the Collision event that occurred on December 31, 2023, at CM N2 1152+00 was the intentional action of the person to trespass onto the rail right-of-way, and subsequent strike by the train. An additional causal factor was that the event occurred at night, and visibility for the Train Operator was reduced.

Incident Site

Reston Town Center Station (N07)
Track 2, CM N2 1152+00

Field Sketch/Schematics



*The approximate incident site is notated by a red star.
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 Collision at Reston Town Center Station on December 31, 2023, 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:

- Physical Site Assessment through document and video review

- Formal Interviews – SAFE interviewed one 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). SAFE interviewed the following individual:
 - Train Operator – Train ID 603
 - Train Operator – Train ID 604
- 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.
 - Multiple Train Operators
- 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)
 - RTRA Supervisor's Written Statement
 - Train Operator's Written Statement
 - Train Operator's 30-Day Work History
 - Train Operator's Training Records
- System Data Recording Review – Collection of information contained in Metro Data Recording Systems. This data includes:
 - ARS (Audio Recording System) playback [Radio and Landline Communications]
 - The Office of Chief Mechanical Officer (CMOR) Incident Investigation Team (IIT) Vehicle Monitoring and Diagnostic System (VMDS)
 - Closed-Circuit Television (CCTV)

Investigation

On December 31, 2023, at 22:57 hours, CCTV captured a customer walking towards the 8-car marker, jumping from the platform and onto the roadway at Reston Town Center Station on track 2. The person continued walking towards Herndon Station.

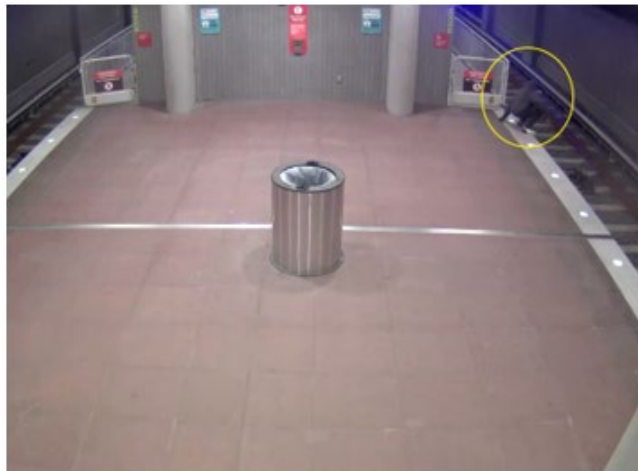


Image 1 - Images of the customer entering the roadway from the platform at Reston Town Center Station on track 2 at 22:57 hours; and the customer walking on the roadway passing the refuge area on track 2 near Reston Town Center Station at 22:58 hours.

The System Performance On-Time Summary (SPOTS) determined that at 23:06 hours, Train ID 604 arrived at Reston Town Center Station on track 2; and at 23:08 hours, Train ID 604 departed Reston Town Center Station towards Herndon Station in the direction that the person was walking.

The CCTV revealed that seconds later, Train ID 604 collided with the person as they were lying on the right-side running rail straddling the wayside and the area between the two running rails near CM N2 1152+00.

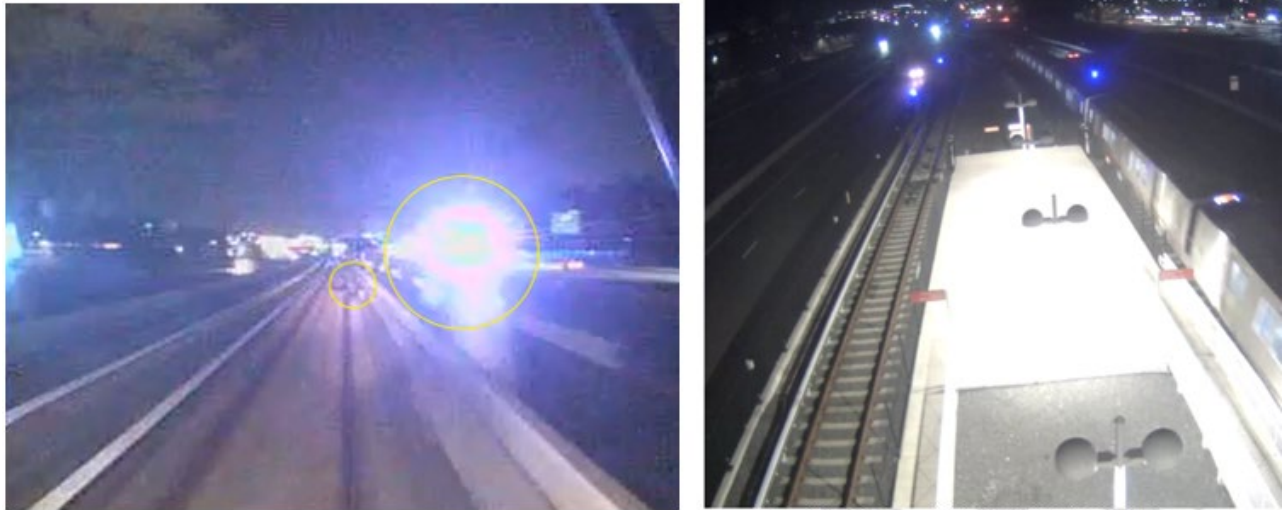


Image 2 – The first image is depicting the location where the person was lying prior to the collision and lighting from ETS Box; and the second image is depicting Train ID 604 passing CM N2 1152+00 at 23:08 hours.

Consultation of the forward-facing camera from the lead car of Train ID 604 revealed that it was after dark prior to the collision, an Emergency Trip Station (ETS) Box light located at CM N2 1151+39 was observed glaring as the train approached the area where the person was lying.



Image 3 – Image from the console camera depicting the Train Operator operating the train while glaring lighting from the ETS Box pierced through the windshield prior to the collision.

SPOTS revealed that multiple consists traversed the area between Reston Town Center Station and Herndon Station on track 2 a total of 27 times after the collision. There were no reports of observing the person on the roadway from the train operators.

ROCS SPOTS REPORT

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

Current date/time: Sat Jan 13 14:27:57 2024

Select Platform: N07-2 and/or Select ID: Leave blank to remove criteria

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

Select Date: Dec 31 2023 Select Times (0-24HRS): From 22:00 To 25:00

Generate Report

ID	Platform	length	dcode	Right door open	Right door close	dwel	Left door open	Left door close	dwel	Head Arrived	Tail cleared	cars	Headway door open to door open
517	N07-2	8	68				22:05:30	22:05:47	17	22:04:53	22:06:09	7660-7661.7387-7386.7456-7457.7443-7442	-
513	N07-2	8	68							22:18:44	22:19:53	7558-7559.7687-7686.7206-7207.7585-7584	-
501	N07-2	8	68				22:32:45	22:33:02	17	22:32:06	22:33:26	7674-7675.7601-7600.7392-7393.7645-7644	27:15
502	N07-2	8	68				22:49:42	22:49:58	16	22:49:01	22:50:22	7432-7433.7483-7482.7192-7193.7539-7538	16:57
504	N07-2	8	68				23:07:26	23:07:35	9	23:06:53	23:08:00	7440-7441.7727-7726.7224-7225.7307-7306	17:44
505	N07-2	8	68				23:23:16	23:23:30	14	23:22:41	23:23:55	6110-6111.6097-6096.6053-6052.6133-6132	15:50
506	N07-2	8	68				23:35:25	23:35:42	17	23:34:49	23:36:04	7646-7647.7557-7556.7604-7605.7115-7114	12:09
507	N07-2	8	68				23:47:12	23:47:26	14	23:46:37	23:47:52	7720-7721.7399-7398.7262-7263.7471-7470	11:47

ROCS SPOTS REPORT

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

Current date/time: Sat Jan 13 14:29:35 2024

Select Platform: N07-2 and/or Select ID: Leave blank to remove criteria

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

Select Date: Jan 1 2024 Select Times (0-24HRS): From 00:00 To 10:00

Generate Report

ID	Platform	length	dcode	Right door open	Right door close	dwel	Left door open	Left door close	dwel	Head Arrived	Tail cleared	cars	Headway door open to door open
608	N07-2	8	68				00:03:01	00:03:16	15	00:02:19	00:03:39	7730-7731.7627-7626.7304-7305.7247-7246	-
609	N07-2	6	68				00:17:37	00:18:03	26	00:17:10	00:18:28	6119-6118.6142-6143.6098-6099	14:36
611	N07-2	6	68				00:30:47	00:31:03	16	00:30:15	00:31:24	6145-6144.6164-6165.6180-6181	13:10
612	N07-2	6	68				00:40:44	00:40:56	12	00:40:16	00:41:19	3080-3081.3004-3005.3168-3169	9:57
613	N07-2	8	68				00:56:06	00:56:21	15	00:55:25	00:56:46	7578-7579.7531-7530.7214-7215.7229-7228	15:22
614	N07-2	8	68				01:15:20	01:15:37	17	01:14:41	01:15:57	7594-7595.7723-7722.7536-7537.7319-7318	19:14
615	N07-2	8	68				01:25:14	01:25:31	17	01:24:41	01:25:54	7702-7703.7657-7656.7340-7341.7283-7282	9:54
617	N07-2	8	68				01:45:02	01:45:18	16	01:44:26	01:45:41	7190-7191.7693-7692.7738-7739.7357-7356	19:48
601	N07-2	8	68				01:55:54	01:56:11	17	01:55:19	01:56:33	7674-7675.7601-7600.7392-7393.7645-7644	10:52
602	N07-2	2	68				02:15:07	02:15:23	16	02:14:30	02:15:48	7432-7433.7483-7482.7192-7193.7539-7538	19:13
604	N07-2	8	68				02:32:10	02:32:24	14	02:31:33	02:32:48	7440-7441.7727-7726.7224-7225.7307-7306	17:03
602	N07-2	8	68				02:43:12	02:43:30	18	02:42:38	02:43:56	6110-6111.6097-6096.6053-6052.6133-6132	11:02
614	N07-2	8	68				03:00:58	03:01:07	9	03:00:17	03:01:27	7594-7595.7723-7722.7536-7537.7319-7318	17:46
727	N07-2	8	93							03:06:03	03:06:29	7190-7191.7693-7692.7738-7739.7357-7356	-
614	N07-2	8	68							07:03:33	07:03:46	7538-7539.7193-7192.7482-7483.7433-7432	-
617	N07-2	8	68							07:32:02	07:33:30	7644-7645.7393-7392.7600-7601.7675-7674	-
618	N07-2	8	68				07:49:39	07:49:54	15	07:48:55	07:50:21	7228-7229.7215-7214.7530-7531.7579-7578	288:41
601	N07-2	8	68				08:03:05	08:03:18	13	08:02:26	08:03:43	7694-7695.7735-7734.7422-7423.7635-7634	13:26
602	N07-2	6	68				08:13:10	08:13:24	14	08:12:41	08:13:46	6119-6118.6142-6143.6098-6099	10:05
603	N07-2	6	68				08:35:36	08:35:49	13	08:35:09	08:36:11	6145-6144.6164-6165.6180-6181	22:26
604	N07-2	8	68				08:43:37	08:43:54	17	08:43:01	08:44:17	7262-7263.7471-7470.7284-7285.7573-7572	8:01
605	N07-2	6	68				08:57:37	08:57:53	16	08:57:07	08:58:19	3040-3041.3099-3098.3057-3056	14:00
606	N07-2	8	68				09:07:13	09:07:28	15	09:06:37	09:07:53	7696-7697.7219-7218.7294-7295.7291-7290	9:36
607	N07-2	8	68				09:21:42	09:21:59	17	09:20:59	09:22:19	7458-7459.7741-7740.7710-7711.7681-7680	14:29

Table 1 – ROCS SPOTS Report depicting consists that arrived and departed at Reston Town Center Station on track 2 after Train ID 604 and until Train ID 603 reported.

On Monday, January 1, 2024, at 09:26 hours, Train ID 603 departed Herndon Station on track 1. At 09:29 hours, CCTV revealed Train ID 603 was located near CM N1 1152+00.

Incident Date: 12/31/2023 Time: 23:08 hours
Final Report – Collision
E23924

Drafted By: SAFE 705 – 02/29/2024
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Approved By: SAFE 707 – 02/29/2024

Page 8



Image 4 – Image of Train ID 603 traversing between Herndon Station and Reston Town Center Station on track 1, and near CM N1 1152+00 at 09:29 hours.

The Audio Recording System (ARS) revealed that at 09:32 hours, the Train Operator of Train ID 603 (L6181/80x6165/64x6144/45T) contacted the MICC and reported an emergency, and then advised that they observed a “body on the roadway” at CM N2 1152+00. The Radio RTC acknowledged the report, then contacted Rail Supervisor #1 who was located at Wiehle-Reston Station, and instructed them to report to Reston Town Center Station.

The Radio RTC contacted the Train Operator of Train ID 607 which was the last train to traverse the area prior to the report from Train ID 603, and inquired if their train had collided with anyone on the roadway. The Train Operator of Train ID 607 responded that their train did not come in contact with anyone.

At 09:32 hours, the Button RTC notified the OM of the report, and then contacted MTPD and notified them of the report.

At 09:35 hours, the Radio RTC advised Train ID 608 located at Wiehle-Reston East Station on track 2 that they would be the first train to single track between Wiehle-Reston East Station and Herndon Station by way of track 1.

At 09:36 hours, the Advanced Information Management System (AIMS) displayed that third rail power was de-energized between Wiehle-Reston East Station and Reston Town Center Station on track 2.

At 09:37 hours, MTPD dispatched units to Reston Town Center Station. At 09:38 hours, the AOM contacted the FCFRD and requested a response to Reston Town Center Station.

The Radio RTC announced that trains were single tracking between Wiehle-Reston East Station and Herndon Station utilizing track 1 due to a person struck by a train.

At 09:39 hours, the Rail Supervisor #1 reported to the Radio RTC that they were located at Reston Town Center Station and requested foul time. The Radio RTC granted foul time from Reston Town Center Station, track 2 to CM N2 1156+00.

At 09:41 hours, MTPD dispatched units to intercept Train ID 603.

At 09:45 hours, Rail Supervisor #1 confirmed that a person was located at CM N2 1152+00. The Radio RTC acknowledged, and then instructed Rail Supervisor #1 to hot stick and confirm that third rail power was de-energized. At 09:48 hours, Rail Supervisor #1 confirmed that third rail power was de-energized at CM N2 1152+00, and then advised that the person on the roadway was in two halves, with one part between the running rails.

At 09:53, a Rail Supervisor #2 reported to the Radio RTC that they had arrived at Reston Town Center Station and that FCFRD was on scene. The Radio RTC acknowledged, and then granted foul time to escort the FDFRD onto the roadway on track 2.

At 09:55 hours, an MTPD Officer reported to MTPD Dispatch that they had arrived at Reston Town Center Station and established the command post on the platform.

At 09:56 hours, the Rail Operations Information Center (ROIC) requested a shuttle bus service. The Bus Operations Communication Center (BOCC) facilitated a bus bridge through Four Mile Bus Division.

At 09:59 hours, MTPD reported that FCFRD pronounced the person deceased.

At 10:01 hours, the Radio RTC announced that service was suspended between Wiehle-Reston East Station and Herndon Station on tracks 1 and 2.

At 10:02 hours, Rail Supervisor #1 requested permission to hot stick and confirm third rail power was de-energized on track 1. The Radio RTC granted foul time to hot stick at CM N1 1152+00. At 10:04 hours, the Rail Supervisor #1 confirmed that power was de-energized at CM N1 1152+00.

At 10:08 hours, the Train Operator of Train ID 603 informed the Radio RTC that MTPD was holding the train at East Falls Church Station.

At 10:19 hours, the TRST ERT reported to the Radio RTC that they had arrived at Reston Town Center Station. At 10:27 hours, Incident Command reported to MTPD Dispatch that the MTPD Crime Scene Unit was on the scene. At 10:33 hours, the Office of Emergency Preparedness (OEP) reported to the Incident Command that they were on the scene.

At 10:48 hours, Rail Supervisor #3 informed the Radio RTC that MTPD requested that Train ID 603 be removed from service for post-incident inspection. The Radio RTC instructed Rail Supervisor #3 to offload the train and prepare for the transport to West Falls Church Yard. At 10:49 hours, Rail Supervisor #3 advised the train was cleared of customers. At 10:51 hours, the Radio RTC dispatched Train ID 603 to West Falls Church Yard.

At 11:01 hours, MTPD reported that the Office of the Chief Medical Examiner (OCME) was notified at 10:42 hours, and advised that they would not respond.

At 11:19 hours, MTPD reported that at 11:15 hours, the Metropolitan Funeral Services was requested to respond.

At 11:56 hours, Incident Command reported to the MTPD Dispatch that the Emergency Tunnel Evacuation Cart (ETEC) was being deployed on track 2.

At 12:30 hours, Incident Command reported that MTPD units were clear of the roadway and turned the scene over to RTRA.

At 12:36 hours, Rail Supervisor #2 reported that all personnel and equipment were clear of the roadway, tracks 1 and 2 were revenue-ready, and third rail power could be restored.

At 12:36 hours, the Radio RTC announced a power energization alert that third rail power would be restored between Wiehle-Reston East Station and Reston Town Center Station on tracks 1 and 2.

AIMS displayed that at 12:45 hours, third rail power was restored between Wiehle-Reston East Station and Reston Town Center Station on tracks 1 and 2.

At 12:45 hours, the Radio RTC announced that normal train service was resumed between Wiehle-Reston East Station and Reston Town Center Station on tracks 1 and 2.

At 12:49 hours, Train ID 605 arrived at Reston Town Center Station on track 2, and at 12:50 hours, Train ID 607 arrived Reston Town Center Station on track 1.

The Office of Vehicle Program Services (CENV) completed a data analysis on Train ID 604's consist, and reported that there were no issues with the train that are attributed to the incident.

The Office of Car Maintenance (CMNT) performed an under-car inspection of Train ID 604 (L7306/07x7225/24x7726/27x7441/40T) and determined that on rail car 7306 collector shoe #1 was missing, and there was no physical damage to the train. On rail car 7307, the left suspension reservoir draincock bracket was bent. The consist was sent through the car wash, and a thorough under-car cleaning was performed.



Image 5 – Photos of R7306 missing collector shoe #1; and R7307 bent left suspension reservoir draincock bracket.

Chronological Event Timeline

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

Time	Description
December 31, 2023	
22:57:02 hours	The Customer was observed entering the roadway at Reston Town Center Station on track 2. [CCTV]
23:06:53 hours	Train ID 604 arrived at Reston Town Center Station on track 2. [SPOTS]

Time	Description
23:08:00 hours	Train ID 604 departed Reston Town Center Station on track 2. [SPOTS]
23:08:16 hours	Train ID 604 collided with the person on the roadway. [CCTV]
23:23:55 hours	Train ID 605 departed Reston Town Center Station on track 2. [SPOTS]
23:36:04 hours	Train ID 606 departed Reston Town Center Station on track 2. [SPOTS]
23:47:52 hours	Train ID 607 departed Reston Town Center Station on track 2. [SPOTS]
January 1, 2024	
00:03:19 hours	Train ID 608 departed Reston Town Center Station on track 2. [SPOTS]
00:18:28 hours	Train ID 609 departed Reston Town Center Station on track 2. [SPOTS]
00:31:24 hours	Train ID 611 departed Reston Town Center Station on track 2. [SPOTS]
00:41:19 hours	Train ID 612 departed Reston Town Center Station on track 2. [SPOTS]
00:56:46 hours	Train ID 613 departed Reston Town Center Station on track 2. [SPOTS]
01:15:57 hours	Train ID 614 departed Reston Town Center Station on track 2. [SPOTS]
01:25:54 hours	Train ID 615 departed Reston Town Center Station on track 2. [SPOTS]
01:45:41 hours	Train ID 617 departed Reston Town Center Station on track 2. [SPOTS]
01:56:33 hours	Train ID 601 departed Reston Town Center Station on track 2. [SPOTS]
02:15:48 hours	Train ID 602 departed Reston Town Center Station on track 2. [SPOTS]
02:32:48 hours	Train ID 604 departed Reston Town Center Station on track 2. [SPOTS]
02:43:56 hours	Train ID 692 departed Reston Town Center Station on track 2. [SPOTS]
03:01:27 hours	Train ID 614 departed Reston Town Center Station on track 2. [SPOTS]
03:06:29 hours	Train ID 727 departed Reston Town Center Station on track 2. [SPOTS]
07:03:46 hours	Train ID 614 departed Reston Town Center Station on track 2. [SPOTS]
07:33:30 hours	Train ID 617 departed Reston Town Center Station on track 2. [SPOTS]
07:50:21 hours	Train ID 618 departed Reston Town Center Station on track 2. [SPOTS]
08:03:43 hours	Train ID 601 departed Reston Town Center Station on track 2. [SPOTS]
08:13:46 hours	Train ID 602 departed Reston Town Center Station on track 2. [SPOTS]
08:36:11 hours	Train ID 603 departed Reston Town Center Station on track 2. [SPOTS]
08:44:17 hours	Train ID 604 departed Reston Town Center Station on track 2. [SPOTS]
08:58:19 hours	Train ID 605 departed Reston Town Center Station on track 2. [SPOTS]
09:07:53 hours	Train ID 606 departed Reston Town Center Station on track 2. [SPOTS]
09:22:19 hours	Train ID 607 departed Reston Town Center Station on track 2. [SPOTS]
09:26:32 hours	Train ID 603 departed Herndon Station on track 1. [SPOTS]
09:32:25 hours	<u>Train ID 603</u>: Reported an emergency. Advised that they observed a “body on the roadway” at CM N2 1152+00. <u>Radio RTC</u>: Acknowledged. Dispatched Rail Supervisor #1 to Reston Town Center Station. Inquired if Train ID 607 made contact with anyone after departing Reston Town Center Station. <u>Rail Supervisor #1</u>: Acknowledged. Advised en route from Wiehle-Reston East Station. <u>Train ID 607</u>: Responded, “Negative.” [RADIO, OPS 4]
09:32:36 hours	<u>Button RTC</u>: Notified the OM of the report. <u>OM</u>: Acknowledged. [PHONE, Rail 1]

Time	Description
09:33:43 hours	<u>Button RTC</u> : Notified MTPD of the report. <u>MTPD Dispatcher</u> : Acknowledged. [PHONE, SOCC]
09:35:07 hours	<u>Radio RTC</u> : Advised Train ID 608 that they would be the first train to single track between Wiehle-Reston East Station and Herndon Station by way of track 1. <u>Train ID 608</u> : Acknowledged. [RADIO, OPS 4]
09:36:00 hours	Third rail power was de-energized on track 2 between Reston Town Center Station and Wiehle-Reston East Station. [AIMS]
09:37:54 hours	<u>MTPD Dispatcher</u> : Dispatched MTPD units to Reston Town Center Station. <u>MTPD Officer</u> : Acknowledged. [RADIO, MTPD 1X]
09:38:17 hours	<u>Radio RTC</u> : Announced that trains were single tracking between Wiehle Reston East Station and Herndon Station utilizing track 1 due to a person struck by a train. [RADIO, OPS 4]
09:38:34 hours	<u>AOM</u> : Contacted FCFRD and requested a response to Reston Town Center Station. [PHONE, Rail 2]
09:39:02 hours	<u>Rail Supervisor #1</u> : Advised located at Reston Town Center Station and requested foul time. <u>Radio RTC</u> : Granted foul time from Reston Town Center Station, track 2 to CM N2 1156+00. [RADIO, OPS 4]
09:41:34 hours	<u>MTPD Dispatcher</u> : Dispatched MTPD units to intercept Train ID 603. [RADIO, MTPD 1X]
09:42:26 hours	<u>Radio RTC</u> : Instructed Rail Supervisor #2 to set up the Incident Command Post upon arrival at Reston Center Station. <u>Rail Supervisor #2</u> : Acknowledged. [RADIO, OPS 4]
09:45:16 hours	<u>Rail Supervisor #1</u> : Confirmed that a person was located at CM N2 1152+00. <u>Radio RTC</u> : Acknowledged. Instructed to hot stick and confirm that third rail power was de-energized. [RADIO, OPS 4]
09:48:05 hours	<u>Rail Supervisor #1</u> : Reported hot stick and confirmed that third rail power was de-energized at CM N2 1152+00. <u>Radio RTC</u> : Acknowledged. [RADIO, OPS 4]
09:49:53 hours	<u>Rail Supervisor #1</u> : Reported observing the person on the roadway in two halves, with one part between the running rails. <u>Radio RTC</u> : Acknowledged. Notified the AOM of the report. [PHONE, OPS 4]
09:51:23 hours	<u>Rail Supervisor #2</u> : Advised located at Reston Town Center Station. <u>Radio RTC</u> : Acknowledged. [RADIO, OPS 4]
09:53:34 hours	<u>Rail Supervisor #2</u> : Advised that FCFRD was on the scene. <u>Radio RTC</u> : Acknowledged. Granted foul time to escort the FDFRD onto the roadway track 2. [RADIO, OPS 4]
09:55:55 hours	<u>MTPD Officer</u> : Advised arrived at Reston Town Center Station and established the command post on the platform. <u>MTPD Dispatcher</u> : Acknowledged. [RADIO, MTPD 1X]
09:56:30 hours	<u>BOCC Command</u> : Requested a bus bridge set up from Four Mile Bus Division. <u>Four Mile Division Superintendent</u> : Acknowledged. [PHONE, BOCC]
09:59:00 hours	FCFRD pronounced the person deceased. [MTPD]
10:01:33 hours	<u>Radio RTC</u> : Announced that service was suspended between Wiehle-Reston East Station and Herndon Station on tracks 1 and 2. [RADIO, OPS 4]

Time	Description
10:02:52 hours	<u>Rail Supervisor #1</u> : Requested permission to hot stick and confirm third rail power de-energized on track 1. <u>Radio RTC</u> : Acknowledged. Granted foul time to hot stick at CM N1 1152+00. [RADIO, OPS 4]
10:04:46 hours	<u>Rail Supervisor #1</u> : Reported hot stick and confirmed that third rail power was de-energized at CM N1 1152+00. <u>Radio RTC</u> : Acknowledged. [RADIO, OPS 4]
10:19:45 hours	<u>TRST ERT RWIC</u> : Advised arrived at Reston Town Center Station. <u>Radio RTC</u> : Acknowledged. [RADIO, OPS 4]
10:27:21 hours	<u>Incident Command</u> : Reported MTPD Crime Scene Unit was on the scene. <u>MTPD Dispatcher</u> : Acknowledged. [RADIO, MTPD 1X]
10:33:30 hours	<u>OEP</u> : Advised on the scene. <u>Incident Command</u> : Acknowledged. [RADIO, MTPD 1X]
10:48:28 hours	<u>Rail Supervisor #3</u> : Advised that MTPD requested that Train ID 603 be removed from service for post-incident inspection. <u>Radio RTC</u> : Acknowledged. Instructed to offload the train and prepare for transport to West Falls Church Yard. [RADIO, OPS 4]
10:49:11 hours	<u>Rail Supervisor #3</u> : Advised the train was cleared of customers. <u>Radio RTC</u> : Acknowledged. [RADIO, OPS 4]
10:51:09 hours	<u>Radio RTC</u> : Dispatched Train ID 603 to West Falls Church Yard. [RADIO, OPS 4]
11:01:01 hours	MTPD reported that the OCME was notified at 10:42 hours, and advised that they would not respond. [RADIO MTPD 1X]
11:19:03 hours	MTPD reported that at 11:15 hours, the Metropolitan Funeral Services was requested to respond. [RADIO MTPD 1X]
11:56:57 hours	<u>Incident Command</u> : Advised that the ETEC Cart was being deployed on track 2. <u>MTPD Dispatcher</u> : Acknowledged. [RADIO, MTPD 1X]
12:30:55 hours	<u>Incident Command</u> : Reported MTPD units were clear of the roadway, and turned the scene over to RTRA. <u>MTPD Dispatcher</u> : Acknowledged. [RADIO, MTPD 1X]
12:36:17 hours	<u>Rail Supervisor #1</u> : Reported that all personnel and equipment were clear of the roadway, tracks 1 and 2 were revenue ready, and third rail power could be restored. <u>Radio RTC</u> : Acknowledged. [RADIO, OPS 4]
12:36:49 hours	<u>Radio RTC</u> : Announced a power energization alert that third rail power would be restored between Wiehle-Reston East Station and Reston Town Center Station on tracks 1 and 2. [RADIO, OPS 4]
12:45:00 hours	Third Rail Power was restored between Wiehle-Reston East Station and Reston Town Center Station on tracks 1 and 2. [AIMS]
12:45:33 hours	<u>Radio RTC</u> : Announced that normal train service was resumed between Wiehle-Reston East Station and Reston Town Center Station on tracks 1 and 2. [RADIO, OPS 4]
12:49:29 hours	Train ID 605 arrived at Reston Town Center Station on track 2. [SPOTS]
12:50:38 hours	Train ID 607 arrived Reston Town Center Station on track 1. [SPOTS]

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

Interview and Written Statement Findings

Incident Date: 12/31/2023 Time: 23:08 hours
Final Report – Collision
E23924

Drafted By: SAFE 705 – 02/29/2024
Reviewed By: SAFE 707 – 02/29/2024
Approved By: SAFE 707 – 02/29/2024

Page 14

As part of the investigation launched into the event, SAFE 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.

Train Operator (Train ID 604) Formal Interview

- The Train Operator stated they were concluding the final trip of their shift on December 31, 2023, when this incident occurred.
- The Train Operator stated the weather was inclement and precipitation made visibility difficult.
- The Train Operator stated they did not observe anyone in the roadway.
- The Train Operator stated they thought that they departed Reston Town Center Station and arrived at Herndon Station without incident.
- The Train Operator stated they were notified of the incident the next day.
- The Train Operator reported that there were no defects with the train.

Train Operator (Train ID 603) Formal Interview

- The Train Operator stated they initially thought they observed trash in the roadway at CM N2 1152+00.
- The Train Operator stated that on their return trip, and after departing Herndon Station on track 1, they were able to confirm that it was not trash on the roadway, but human remains.
- The Train Operator stated they notified the Radio RTC of what they observed.
- The Train Operator stated they offloaded the train at East Falls Church Station, a Rail Supervisor took over operating, and the train was sent to West Falls Church Yard.
- The Train Operator stated that they attended an interview with MTPD Detectives regarding the incident.

Train Operator (Train ID 608) Written Statement

- The Train Operator stated they transported the RTRA Supervisor to the incident site on 01/01/2024.
- The Train Operator stated they did not have any other involvement in the incident besides this.

Train Operator (Train ID 615) Written Statement

- The Train Operator stated they overheard Train ID 603's initial broadcast at the time of discovery on 01/01/2024.
- The Train Operator stated they did not observe anything pertaining to the incident.

Train Operator (Train ID 614) Written Statement

- The Train Operator stated they were on shift operating trains on 12/31/2023.
- The Train Operator stated they did not observe anything pertaining to the incident.

Train Operator (Train ID 612) Written Statement

- The Train Operator stated they were on shift operating trains on 12/31/2023.
- The Train Operator stated they did not observe anything pertaining to the incident.

Train Operator (Train ID 611) Written Statement

- The Train Operator stated they were on shift operating trains on 12/31/2023.
- The Train Operator stated they did not observe anything pertaining to the incident.

Train Operator (Train ID 605) Written Statement

- The Train Operator stated they were on shift operating trains on 12/31/2023.
- The Train Operator stated they did not observe anything pertaining to the incident.

Train Operator (Train ID 604 Previous Day) Written Statement

- The Train Operator stated they were on shift operating trains on 12/31/2023.
- The Train Operator stated they did not observe anything pertaining to the incident.

Train Operator (Train ID 602) Written Statement

- The Train Operator stated they were on shift operating trains on 12/31/2023.
- The Train Operator stated they did not observe anything pertaining to the incident.

Vehicle Program Services (CENV)

CENV has completed data analysis from car 7306. There appear to be no issues with the train that are attributed to this incident.

Below is the sequence of events that occurred just before, during and after.

TIME	EVENT	M/C Position
23:04:59.550	Train ID6 04 services Wiehle-Reston (TRK 2)ADC low , ATS Regulated Speed 54, ATP Speed Limit 0, ATP Measured Speed 0	B5
23:06:06.210	Train ID 604 passes first set of markers (F1/F8) entering Reston Town Center; EM T/L Status High; B/P @141.538 psi ATS Regulated Speed 54 ATP Speed Limit 55 and ATP Measured Speed 49	P5
23:07:06.370	Train ID 604 services Reston Town Center (TRK 2) ADC low , ATS regulated speed 49, ATP Speed 0	B5
23:07:30.270	ADC status is high; ATS Regulated Speed 49, ATP Speed Limit 40, ATP Measured Speed 0, Train is leaving Reston Town Center (TRK 2)	P5
23:08:38.380	Train ID 604 passes first set of markers (F1/F8) entering Herndon; EM T/L Status High; B/P @140.475 psi	Coast
23:10:01.180	Train ID services Herndon (TRK2), ADC low, ATS Regulated Speed 49, ATP Speed Limit 40, ATP Measured Speed 0, B/P @ 148.713 psi	B5

- During this timeframe, emergency brakes did not activate (EM T/L high); Mushroom pushbutton(s) was not depressed.
- M/C Deadman did not initiate an emergency brake application.
- Road horn was not activated during this timeframe.



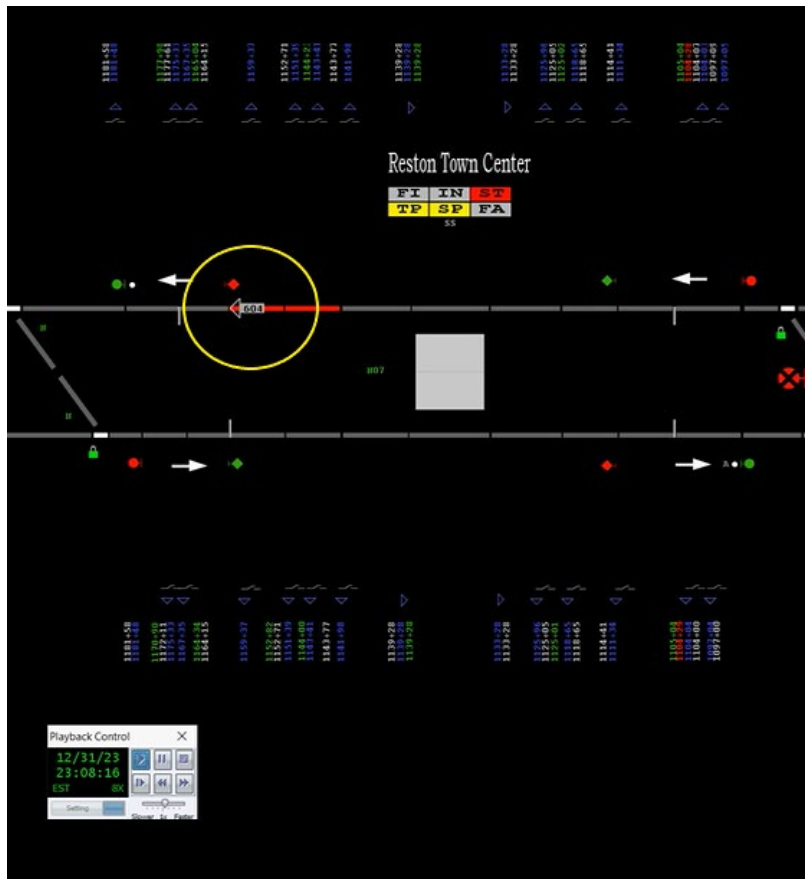


Figure 4: Train ID 604 passed CM N2 1152+00 at 23:08 hours.

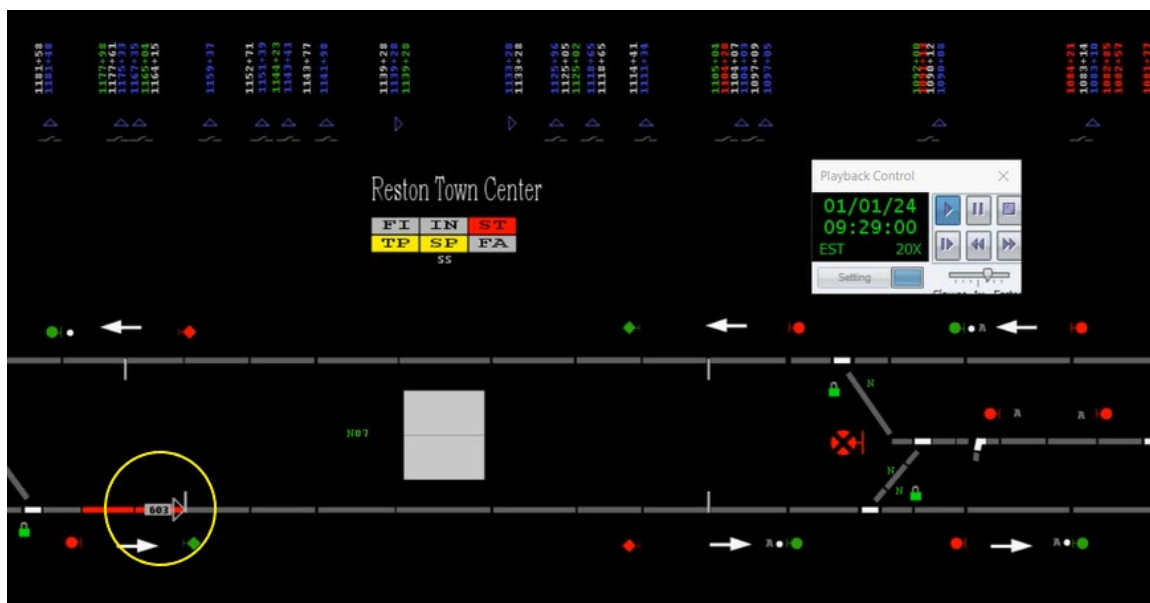


Figure 5: Train ID 603 passed CM N2 1152+00 by way of track 1 at 09:29 hours on January 1, 2024.

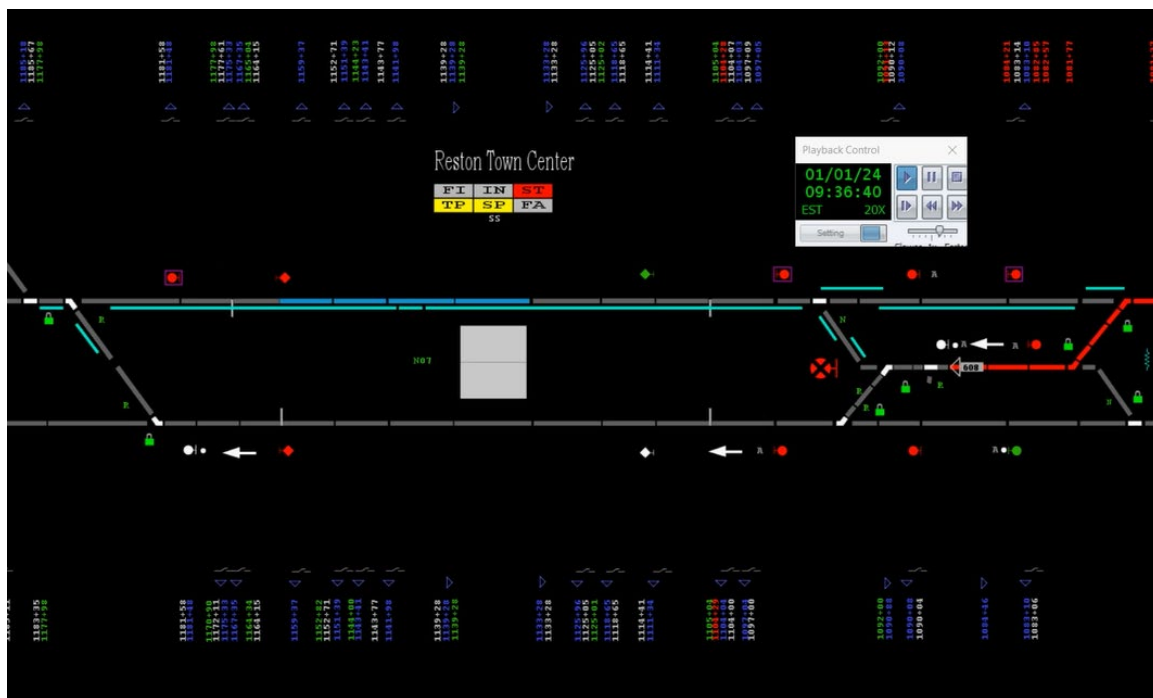


Figure 6: Power was deenergized to CM N2 1152+00 track 2 at 09:36 hours.

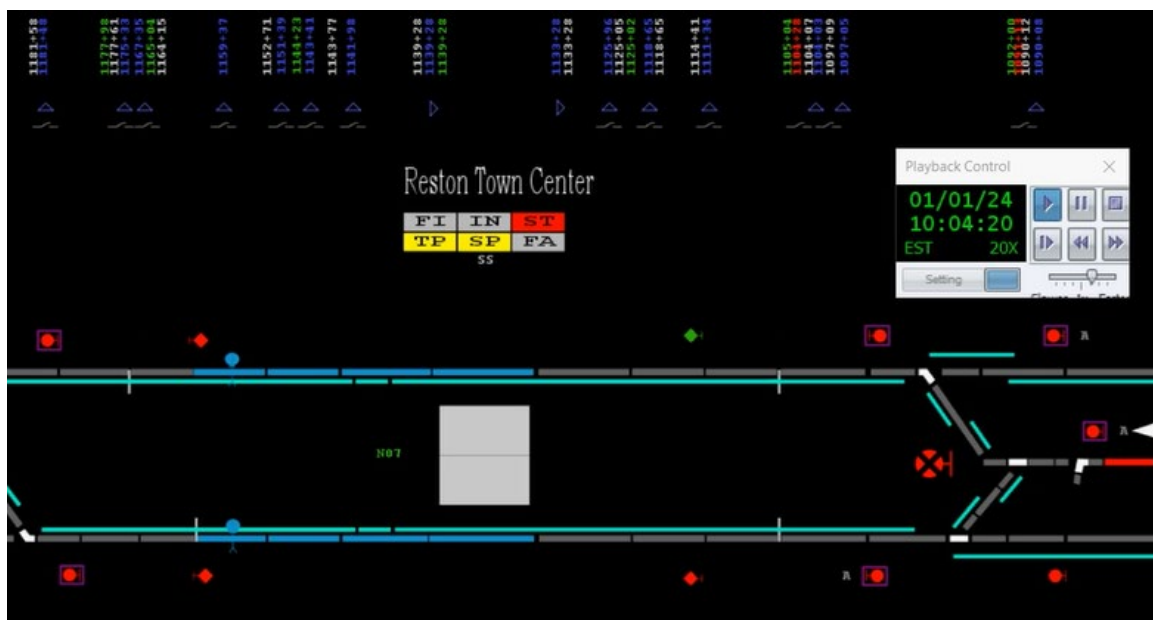


Figure 7: Power was deenergized to both tracks within vicinity of CM N2 1152+00 at 10:04 hours.

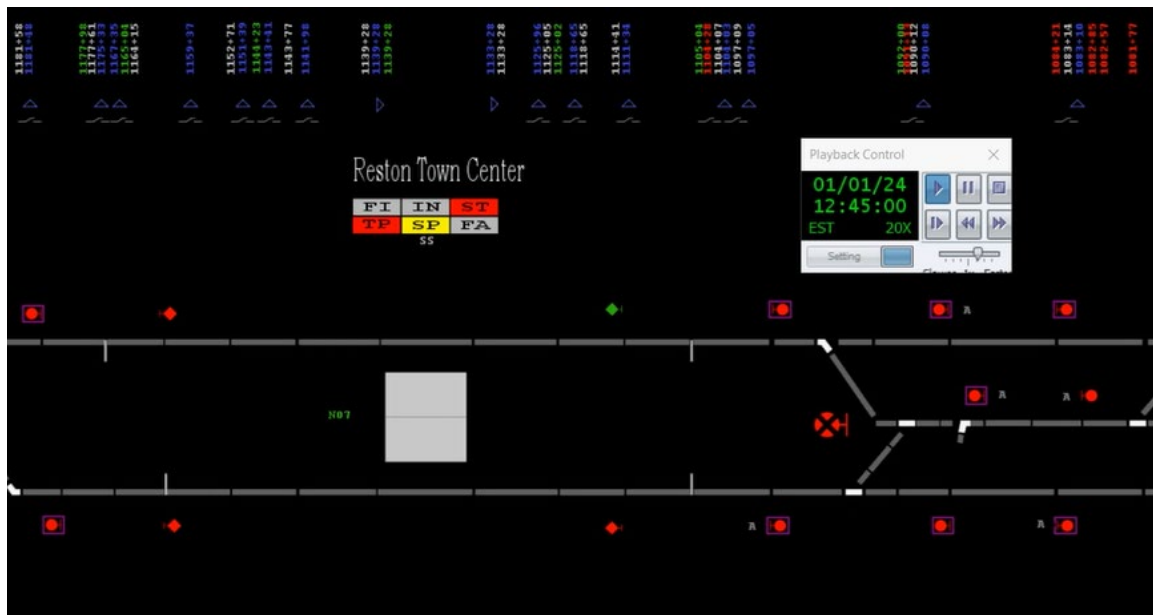


Figure 8: Power was reenergized to both tracks within vicinity of CM N2 1152+00 at 12:45 hours.

Office of Systems Maintenance, Office of Radio Communications (COMR)

No communications issues were identified as being contributory to the incident.

Weather

On December 31, 2023, at the time of the incident, NOAA recorded the average temperature as 43°F, with passing clouds, winds averaging 6 mph, and 60% humidity. The weather was a contributing factor in this incident as the event occurred after dark and precipitation added to poor visibility. (Weather source: NOAA) – Location: Reston, VA.

Related Rules and Procedures

Metrorail Operating Rulebook (MOR)

- 1.1 Guiding Safety Principles
- 1.2 Incident Reporting

Standard Operating Procedure (SOP)

- #26 Person Hit by Train

Incident Management Standard

Human Factors

Fatigue

Signs and Symptoms of Fatigue

OSI evaluated conditions at the time of the incident to distinguish whether evidence of fatigue was present. Video of the incident was reviewed for behaviors suggesting fatigue. No indications of

fatigue were evident from the video. The Train Operator reported feeling fully alert at the time of the incident. The Train Operator reported experiencing no symptoms of fatigue in the time leading up to the incident.

Fatigue Risk

OSI evaluated incident data for fatigue risk factors. Risk factors for fatigue were not present. The incident time of day did not suggest an increased risk of fatigue-related impairment. The Train Operator reported keeping a regular sleep schedule in the days leading up to the incident. The Train Operator performed day and night work in the days leading up to the incident. The Train

Operator was awake for 10.133 hours at the time of the incident. The Train Operator reported 11.5 hours of sleep in the 24 hours preceding the incident. The off-duty period was 10.8833 hours which provides an opportunity for 7-9 hours of sleep. The employee reported no issues with sleep.

Post-Incident Toxicology Testing

WMATA's Drug and Alcohol Program determined that the personnel involved complied with the Drug and Alcohol Policy and Testing Program 7.7.3/6.

Findings

- The person intentionally jumped from the platform onto the roadway at Reston Town Center Station on track 2.
- After departing Reston Town Center Station, Train ID 604 collided with the person who was lying on the roadway.
- The Train Operator was unaware that the train had collided with the person.
- The event occurred at night.
- Bright lighting was observed from an ETS Box that was posted along the roadway and in a place just before the area where the person was struck.
- Multiple consists traversed the area where the person was struck.
- Train ID 603 observed the person on the roadway the next day and reported to the MICC.

Immediate Mitigation to Prevent Recurrence

- Third Rail Power was de-energized.
- Train service was suspended between Wiehle-Reston Station and Herndon Station.
- Train ID 603 and Train ID 604 were removed from service.
- Train inspections and video downloads were conducted.
- The Train Operator of Train ID 603 attended an interview with MTPD Detectives after making the report.
- The Train Operator of Train ID 604 was removed from service.

Probable Cause Statement

The probable cause of the Collision event that occurred on December 31, 2023, at CM N2 1152+00 was the intentional action of the person to trespass onto the rail right-of-way, and subsequent strike by the train. An additional causal factor was that the event occurred at night, and visibility for the Train Operator was reduced.

Recommended Corrective Actions

Incident Date: 12/31/2023 Time: 23:08 hours
Final Report – Collision
E23924

Drafted By: SAFE 705 – 02/29/2024
Reviewed By: SAFE 707 – 02/29/2024
Approved By: SAFE 707 – 02/29/2024

Page 21

No recommended corrective actions.

Appendices

Appendix A – Interview Summary

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

Train Operator (Train ID 604)

The Train Operator is a WMATA employee with 11 months of service and 7 months of experience as a Train Operator. The Train Operator holds a Roadway Worker Protection (RWP) Level 2 certification that expires in January 2024. The Train Operator certified as a train operator on their first attempt with a Quality Level QL-1 in May 2023.

The Train Operator stated they were concluding their final trip for the shift on December 31, 2023, when they approached Reston Town Center Station. The Train Operator stated the weather was inclement and precipitation made visibility difficult.

The Train Operator stated they did not observe anyone in the roadway and did not hear any information aired in reference to personnel in the roadway.

The Train Operator stated they left Reston Town Center station and arrived at Herndon Station by way of track 2 without incident and concluded their shift in a similar fashion. The Train Operator stated they were only made aware of the incident the following day.

The Train Operator stated they were submitted to post-incident drug testing only.

Train Operator (Train ID 603)

The Train Operator is a WMATA employee with 1.5 years and experience as a Train Operator. The Train Operator holds a Roadway Worker Protection (RWP) Level 2 certification that expires in August 2024. The Train Operator certified as a train operator on their first attempt with a Quality Level QL-1 in December 2022.

The Train Operator stated at approximately 08:40 hours, they were on their first trip for the shift on January 1, 2024 when they left Reston Town Center Station by way of track 2 towards Herndon Station. The Train Operator stated they initially thought they observed trash in the roadway at CM N2 1152+00.

The Train Operator stated on their return trip leaving Herndon Station by way of track 1, they identified human remains in the roadway at CM N2 1152+00 while en route to Reston Town Center at approximately 09:30 hours.

The Train Operator stated they notified the Radio RTC of the incident and followed guidance to Reston Town Center station and continued their route, servicing each station to East Falls Church Station. The Train Operator stated they then offloaded Train ID 603 at East Falls Church Station and an RTRA Supervisor took over operations to lay up the train at West Falls Church Rail Yard.

The Train Operator stated they were interviewed by MTPD Detectives in reference to the incident.

The Train Operator stated they were not submitted to post-incident testing.

Appendix B – MTPD Incident Report



Event Report			
Metro Transit Police Department		ORI-DCMTP0000	
Type of Report	MTPD CCN	Local Jurisdiction	Local CCN
Open	2024-00009-001	Fairfax County	

Event Location					
Street	Station Acronym	City, State	County	MTP District	Local District
12023-a Sunset Hills Rd	RSTC - RESTON TOWN CENTER	RESTON, VA 20191	FFX-Fairfax County	District 2	FFX-Fairfax County
Date and Time of Event		Date and Time Reported			
From To		1/1/2024 9:37:43 AM			
12/31/2023 11:08:00 PM					
Category					
Rail Station, Line or Right-of-Way	On Bus	Property	Other		
RSTC - RESTON TOWN CENTER Silver		Rail Station	MSA3		
Specific Location (Foot Bridge, Kiosk, Platform, Tracks, Etc.)		For Burglary or B&E Only			
Rail/Tracks/In Tunnel		If Hotel Rule Applies, #Premises or Facilities Entered:			
Location Description					
Rail Station					

Event Information		
If Incident Use This Block	Offense #	DEATH REPORT
Incident Classification	Offense Classification	
Incident Description	Description	DEATH REPORT
	Weapon/Force Type of Activity	/
Entry Type:		Number Premises Entered:
Hate Crime Motivation: None (no bias) (mutually exclusive)		
Bias Motivation		
None (no bias) (mutually exclusive)		
Offender Suspected of Using:	Modus Operandi (MO):	
Case Status Information		Clearance Date
Case Status (Completed by the Official who signs this report):		
Reporting Officer (Print)	Badge #	Second Officer (Print) Badge #
Supervisor's Name (Electronically Approved)		Teletype # Investigator Notified ID#

MTPD CCN:
ORI-DCMTP0000

Event Report Page 1 of 5

Document 1: MTPD Incident Report Page 1 of 5

Incident Date: 12/31/2023 Time: 23:08 hours
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Page 24

Victim Information				
Other Person Information				
Last Name, First MI Doe, John			Entity Type Injured	DOB
Work/School Address - Addl. Contact Info				
Age	Sex	Race	Ethnicity	DL State/Number

MTPD CCN:
ORI-DCMTP0000

Document 2: MTPD Incident Report Page 2 of 5

Has a DVR been requested?

Narrative Information

On 1/1/24 at 0937 Reston Metro 442 responded for person struck by a train. FFX Fire #425 and #604 were on scene and pronounced the subjects Death at 0959hrs. The scene was turned over to rail for single tracking.

If second CCN is available, insert here:

Additional Narrative on Supplemental Report

MTPD CCN:
ORI-DCMTP0000

Event Report Page 3 of 5

Document 3: MTPD Incident Report Page 3 of 5

Incident Date: 12/31/2023 Time: 23:08 hours
Final Report – Collision
E23924

Drafted By: SAFE 705 – 02/29/2024
Reviewed By: SAFE 707 – 02/29/2024
Approved By: SAFE 707 – 02/29/2024

Page 26

Additional Narrative

BWC ACTIVEATED 442, 424, 873, & 414

I MTPD Ofc. [REDACTED] report on Monday 01/01/2024 approximately 0937hrs at 12023-a Sunset Hills Rd Reston, VA Reston Town Center Metro station receiving a radio run for a person struck by a train at train maker 1152+00 on track #2. Upon my arrival this officer noticed Fairfax Fire Department on scene with Engine #425, Medic #425 and truck #604 on the roadway track #2 along with WMATA Rail Supervisor [REDACTED] and [REDACTED]. This officer set up on scene command on the platform with with FFX fire department [REDACTED], both track #1 and #2 were stopped of all service. While on scene FFX Medic [REDACTED] observed the person that was struck by a WMATA train and pronounced the subject death at 0959hrs.

MTPD CSS [REDACTED], A29 House, Detectives [REDACTED], [REDACTED] Sgt. [REDACTED], [REDACTED] and LT. [REDACTED] responded along with WMATA ERT, and OEP [REDACTED] to assist with the scene. Upon further investigation it was revealed that the subject went through the end gate at approximately 2258hrs on 12/31/2023 and went onto the roadway and was struck by a train at about 2308hrs on track #2. Funeral home Metropolitan arrived at the station and took possession of the body and the scene was turned over to Rail Supervisor [REDACTED] to start single tracking service while WMATA ERT completed their work of the incident and all MTPD personal were put back into service. A DVR request has been submitted for this incident.

TSOC was notified by Sgt. [REDACTED] 1425 hours TSA-01-00097-24 [REDACTED]

MTPD CCN:
ORI-DCMTP0000

Event Report Page 4 of 5

Document 4: MTPD Incident Report Page 4 of 5

Incident Date: 12/31/2023 Time: 23:08 hours
Final Report – Collision
E23924

Drafted By: SAFE 705 – 02/29/2024
Reviewed By: SAFE 707 – 02/29/2024
Approved By: SAFE 707 – 02/29/2024

Page 27



MTPD CCN:
ORI-DCMTP0000

Event Report Page 5 of 5

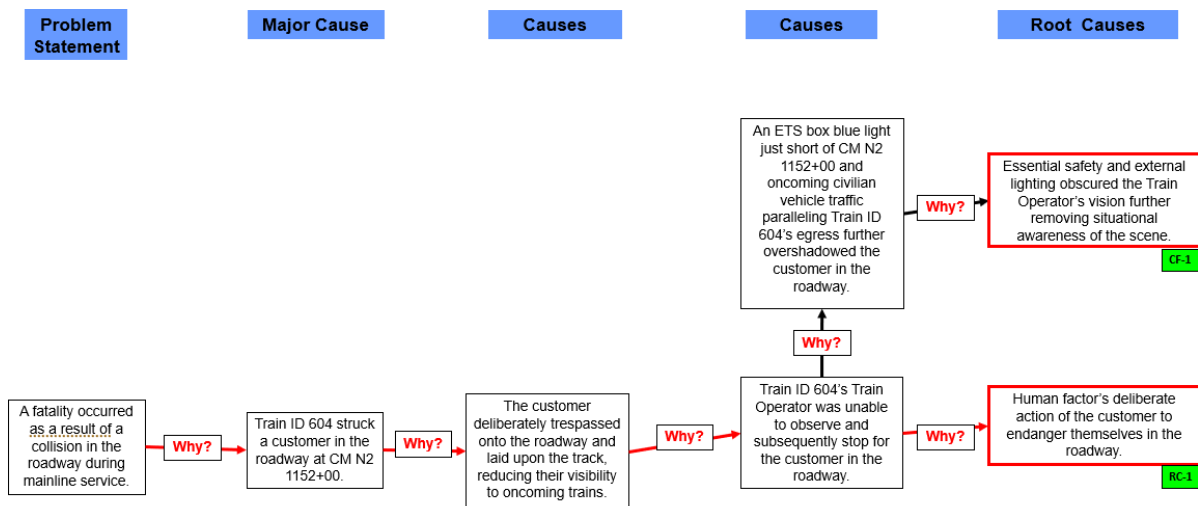
Document 5: MTPD Incident Report Page 5 of 5

Incident Date: 12/31/2023 Time: 23:08 hours
Final Report – Collision
E23924

Drafted By: SAFE 705 – 02/29/2024
Reviewed By: SAFE 707 – 02/29/2024
Approved By: SAFE 707 – 02/29/2024

Page 28

Appendix C – Why-Tree Analysis



Root Cause Analysis

