



W-0448 – Collision at College Park Station – May 15, 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.

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 May 15, 2024, at 1:31 p.m., the train operator of Train 542 notified the radio rail traffic controller (RTC) that a customer was struck by their train at College Park Station on track 2.

An investigative review of closed-circuit television footage showed that prior to the collision, at 1:26 p.m., the customer exited Train 523 on track 1 at College Park Station, then stood on the north end of the platform. Train 542 approached College Park Station at about 31 mph. The person walked towards the granite edge and stepped into the roadway at 1:31 p.m., placing themselves in the direct path of Train 542 as it entered the platform at College Park Station on track 2. The Train Operator of Train 542 depressed the emergency stop pushbutton in accordance with Metrorail procedure. The train came to a complete stop with 2 cars on the platform. Customers were offloaded from Train 542 onto the station's platform and emergency services were contacted. Third rail power was de-energized on track 2 at 1:33 p.m.



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The train operator performed a ground walk around and located the customer under the rear truck of car 7659 with no signs of life. MTPD arrived at 1:43 p.m., and Prince George's County Fire Department arrived at 1:47 p.m.

Trains continued to service College Park Station on track 1.

Third rail power was energized at 3:40 p.m. to move Train 542 to Greenbelt Rail Yard. Fifteen minutes later, third rail power was de-energized again to continue the recovery of the deceased customer. The Emergency Response Team, Car Maintenance, and first responders reported clear of the roadway, and normal service resumed at 4:45 p.m.

The train operator and Train 542 were removed from service in accordance with Metrorail policy. WMATA's Drug and Alcohol Program determined that the train operator complied with the Drug and Alcohol Policy and Testing Program Policy.

Repairs were made to the damaged antennae on railcar 7658.

The probable cause of this safety event was the intentional action of the person to trespass onto the roadway and was subsequently struck by Train 542.

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 E24380

Date of Event:	May 15, 2024
Type of Event:	A3 – Collision
Incident Time:	13:31 hours
Location:	College Park Station, Track 2
Time and How received by SAFE:	13:33 hours/SIO Alert
WMSC Notification Time:	14:54 hours
Responding Safety Officers:	Office of Emergency Preparedness (OEP)
Rail Vehicle:	Train # ID 542 (L7658/59x7332/73x7671/70T)
Injuries:	Fatality
Damage:	Antennae Damage
Emergency Responders:	Metro Transit Police Department (MTPD) Prince George's County Fire Department (PGFD)
SMS I/A Number	20240515#116922MX

College Park Station – Collision

May 15, 2024
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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
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
PGFD	Prince George's County Fire Department
RTC	Rail Traffic Controller
RTRA	Office of Rail Transportation
RVO	Rail Vehicle Operator
SAFE	Department of Safety
SDOC	Safety Director On Call
SIO	Safety Information Officer
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

Executive Summary

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

On Wednesday, May 15, 2024, at 13:31 hours, the Rail Vehicle Operator (RVO) of Train ID 542 (L7658/7659 7332/7333 7671/7670T) notified the Metro Integrated Command and Communication Center (MICC) that a customer was struck by their train at College Park Station on track 2. The Radio Rail Traffic Controller (RTC) dispatched an Office of Rail Transportation (RTRA) Supervisor to College Park Station.

At 13:26 hours, it was determined through Closed-Circuit Television (CCTV) footage that the customer exited Train ID 523 at College Park Station on track 1. Between 13:25 and 13:31 hours, the person was observed standing by a seating shelter on the north end of the platform at College Park Station.

The person walked towards the granite edge and stepped into the roadway at 13:31 hours, placing themselves in the direct path of Train ID 542 as it entered the platform at College Park Station on track 2.

The Assistant Operation Manager (AOM) was standing at the OPS3 console desk and overheard the radio transmission from the Rail Vehicle Operator on ID 542. At 13:35 hours, third rail power was de-energized at College Park Station, track 2.

At 13:34 hours, the AOM contacted the Prince George Fire Department (PGFD) Dispatcher on a non-emergency landline and advised them of the event.

The Rail Vehicle Operator was instructed to offload the train, verify the consist was clear of passengers and foul time protection was granted to conduct a ground walk around. Upon completion of the ground walk around the Rail Vehicle Operator reported there were no signs of life.

In adherence to Standard Operating Procedure 102-01-02, which outlines the protocol for Removing an Employee from Service for involvement in an operational safety event, the Radio RTC dispatched a Rail Supervisor to relieve the Rail Vehicle Operator from duty for post-incident testing.

In accordance with the Office of the Chief Mechanical Officer (CMOR) Incident Investigation Team (IIT) Operations Administrative Policy (OAP) 102.06, the Metro Integrated Command and Communications Center (MICC) promptly initiated the removal of Train ID 542 from revenue service for post-incident investigative measures. This action adhered to the Rail Vehicle Event Investigation Policy, ensuring a comprehensive examination of the incident.

Normal service resumed at 16:45 hours.

The probable cause of the Collision event that occurred on May 15, 2024, at College Park Station, was the intentional action of the person to trespass onto the rail right-of-way and was subsequently struck by Train ID 542.

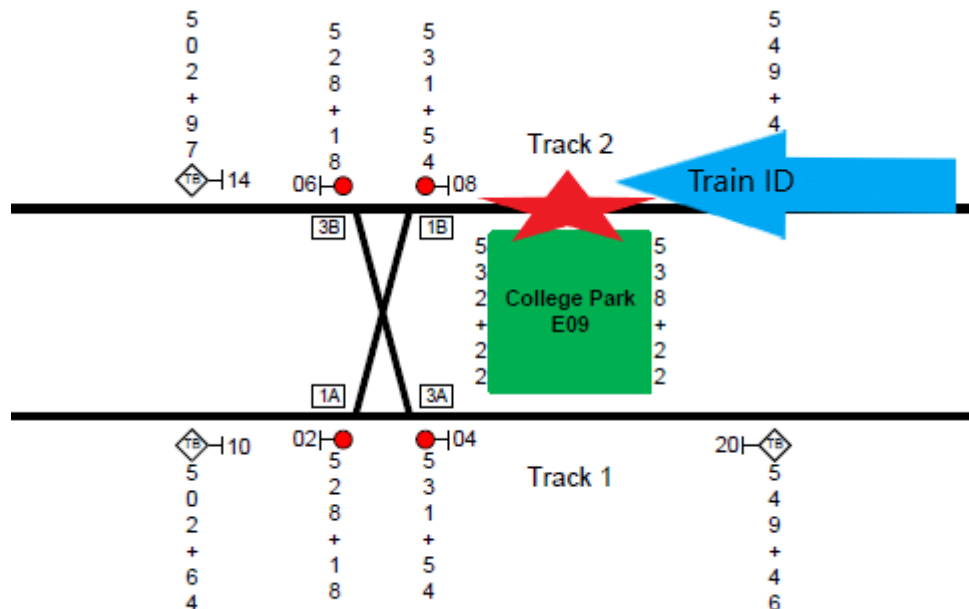
Incident Site

Incident Date: 05/15/2024 Time: 13:31 hours
Final Report – Collision Rev 1.
E24380

Drafted By: SAFE 705: 07/03/2024
Reviewed By: SAFE 702 – 07/15/2024
Approved By: SAFE 707 – 07/15/2024

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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 Collision at College Park Station on May 15, 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 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:
 - Rail Vehicle Operator - Rail Vehicle Operator (Train ID 542)

- 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:
 - Rail Vehicle Operator Training Records
 - Rail Vehicle Operator Certification
 - Rail Vehicle Operator 30-Day work history review
 - Rail Vehicle Operator's Written Statement
 - RTRA Supervisor's Written Statement
 - Metrorail Operating Rulebook (MOR)
 - National Oceanic and Atmospheric Administration (NOAA)
 - Metro Integrated Command and Control (MICC) Incident Report
 - Maximo Data
 - MTPD 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]
 - The Office of Chief Mechanical Officer (CMOR) Incident Investigation Team (IIT) Vehicle Monitoring and Diagnostic System (VMDS)
 - Closed-Circuit Television (CCTV)

Investigation

On Wednesday, May, 15, 2024 at 13:26 hours, it was determined through CCTV footage that a customer exited Train ID 523 at College Park Station on track 1.



Image 1 – The customer exiting Train ID 523 at College Park Station track 1 at 13:25 hours.

Between 13:25 and 13:31 hours, the person was observed standing by a seating shelter on the North end of the platform at College Park Station, track 2. At 13:31 hours, the person walked towards the granite edge of the platform at College Park Station and then stepped into the roadway, placing themselves in the path of Train ID 542 on track 2.



Image 2 – Train ID 542 entering the platform at 13:31 hours.

At 13:31, the Rail Vehicle Operator of ID 542 (L7658/7659 7332/7333 7671/7670T) notified the Radio RTC that a customer had been struck by the train. The Rail Vehicle Operator advised that two cars were on the platform. The Radio RTC directed the Rail Vehicle Operator of Train ID 542 to key down, perform a radio check, and walk the passengers through the two cars on the platform.

The MICC Communications Section notified the College Park Station Manager and MTPD Dispatcher of the event by phone.

At 13:33 hours, MTPD dispatched several units to College Park Station. The AOM was standing near the OPS3 console desk and overheard the radio transmission from the Rail Vehicle Operator of Train ID 542. The Radio RTC instructed an RTRA Supervisor from Greenbelt Station and the College Park Station Station Manager to respond to the incident. Green Line trains began single-tracking between Greenbelt Station and Hyattsville Crossing Station.

At 13:33 hours, the Advanced Information Management System (AIMS) indicated the breakers were commanded open, and third rail power was de-energized.

At 13:34 hours, the Radio RTC instructed the Rail Vehicle Operator of Train ID 542 to verify that the train was clear of passengers. Then, foul time protection was granted to conduct a ground walk-around inspection. Upon completion of the ground walk-around, the Rail Vehicle Operator of Train ID 542 reported that the person was located under the rear truck of car 7659 with no signs of life.

At 13:34 hours, the AOM contacted the PGFD on a non-emergency landline and advised them of the event. The Communications Section within the MICC contacted the Bus Operations Control Center (BOCC) and requested a bus bridge at College Park Station.

MTPD Video Operations reported confirming that the person placed themselves in front of Train ID 542 after reviewing the CCTV.

At 13:35 hours, the Radio RTC re-assigned Train ID 542 to Train ID 742.

At 13:36 hours, Track and Structures personnel advised the Radio RTC that they had arrived at College Park Station.

At 13:39 hours, the first MTPD Officer arrived on the scene. At 13:41 hours, the MTPD Criminal Investigations Division (CID) arrived and later interviewed the Rail Vehicle Operator as part of the investigation. An MTPD Supervisor arrived, assumed incident command, and announced the Command Post would be located at College Park Station kiosk.

The Rail Vehicle Operator of Train ID 542 returned to the platform and relinquished foul time at 13:40 hours.

At 13:43 hours, Car Maintenance personnel located at Fort Totten Station was instructed to respond to College Park Station.

At 13:47 hours, PGFD arrived on scene.

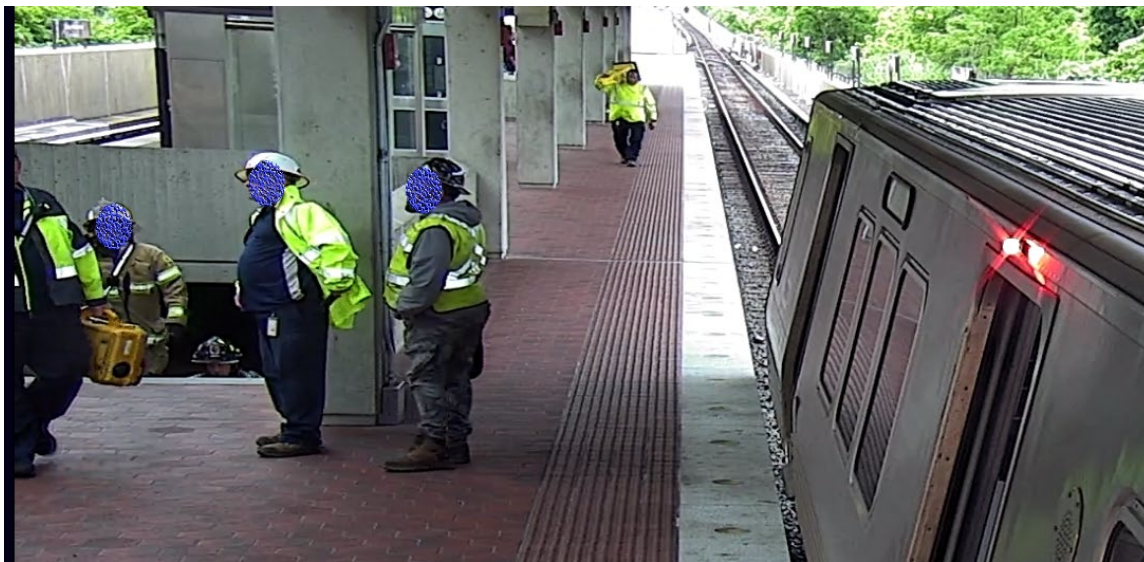


Image 3 - PGFD arrived at College Park Station platform at 13:47 hours.

At 14:37 hours, Car Maintenance personnel requested and was granted foul time to enter the roadway on track 2, accompanied by MTPD to complete a ground walk-around inspection. Car Maintenance relinquished foul time at 14:49 hours.

At 15:12 hours, an RTRA Supervisor reported that the Rail Vehicle Operator was removed from service.

At 15:24 hours, the Medical Examiner arrived at College Park Station.

At 15:40 hours, the Radio RTC announced a third rail power energization. At 15:43 hours an RTRA Supervisor was instructed to operate Train ID 742 (542) to Greenbelt Station and was given an absolute block to signal E10-36.

The AIMS System shows that third rail power was de-energized at 15:54 hours.

At 15:55 hours, an RTRA Supervisor requested and was granted access to the hot-stick and confirm that third rail power was de-energized at College Park, track 2 Chain Marker (CM) E2 539+00 to place the Warning Strobe and Alarm Device (WSAD) while MTPD investigated. At 15:55 hours, permission was granted, and the RTRA Supervisor entered the roadway to hot-stick and placed the WSAD. The RTRA Supervisor relinquished foul time at 15:56 hours.

At 15:57 hours, the person was removed from the roadway at College Park Station.

At 15:59 hours, Train ID 742 arrived at Greenbelt Yard and advised the Interlocking Operator that MTPD officers were aboard car 7658.

At 16:16 hours, an RTRA Supervisor advised that MTPD transferred the scene to RTRA, and MTPD was clear of the scene.

At 16:25 hours, Facilities Maintenance personnel requested and were granted foul time to enter the roadway on track 2 by the Radio RTC. Facilities Maintenance personnel relinquished foul time at 16:40 hours. An RTRA Supervisor confirmed the removal of WSAD and advised that the track was clear of personnel and equipment and ready for revenue service; no test train was required.

At 16:42 hours, the Radio RTC announced a third rail power energization alert on Radio Ops 3.

At 16:45 hours, normal operations resumed at College Park Station.

Chronological Event Timeline

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

Time	Description
13:25:36 hours	The patron exited Train ID 523 on track 1, at College Park Station. [CCTV]
13:26:12 hours	The patron was observed standing by the seating shelter on the North end of the platform at College Park Station, track 2. [CCTV]
13:28:35 hours	The patron retrieved a bottle of liquid from their bag and began drinking the unknown substance. [CCTV]
13:31:12 hours	The patron walked towards the edge of the platform at College Park, track 2. [CCTV]
13:31:39 hours	The patron entered onto the roadway at College Park Station on track 2 prior to the impact. [CCTV]
13:31:44 hours	The patron was impacted by Train ID 542. [CCTV]
13:33 hours	Breakers Commanded Open Third Rail De-Energized Track 2 [AIMS]
13:34 hours	<u>Radio RTC</u> : Instructed Rail Vehicle Operator to offload [Radio, Ops 3]
13:35 hours	<u>MTPD Video Operations</u> : Advised MTPD Dispatch review confirmed the patron entered roadway. [Radio, MTPD 1X]
13:36 hours	Track and Structure personnel arrived on scene [Radio, Ops 3]
13:38 hours	<u>Radio RTC</u> : Foul Time given to Rail Vehicle Operator to conduct ground walk to check for signs of life and damage. IRPG reported the victim under rear trucks of train with no signs of life. [Radio, Ops 3]
13:43 hours	MTPD arrived on scene [Radio, MTPD 1X, CCTV]
13:46 hours	<u>MTPD Supervisor</u> : Command Post was established at College Park kiosk. [MTPD 1X, CCTV]
13:47 hours	PGFD arrived on scene. [CCTV]

Time	Description
13:57 hours	<u>Radio RTC</u> : directed RTRA Supervisor to hot stick track 2 and RTRA Supervisor advised PGFD accessed track 2. (Radio, Ops 4]
14:03 hours	<u>RTRA Supervisor</u> : Confirmed third rail de-energized on Greenbelt end of platform CM E2-541+00. [Radio, Ops 3]
14:25 hours	Emergency Response Team (ERT) and Facilities Maintenance personnel arrived on scene. [Radio, Ops 3]
14:37 hours	<u>CMNT</u> : Requested and granted permission for ground walk track 2. [Radio, Ops 3]
14:50 hours	<u>CMNT</u> : Relinquished Foul Time and advised train had some damage but safe for movement. [Radio, Ops 3]
15:12:00 hours	<u>RTRA Supervisor</u> : Reported Rail Vehicle Operator removed from service and transported for a PIME [RTRA Managerial Report]
15:24 hours	Medical Examiner arrived at College Park platform. [CCTV]
15:43 hours	<u>Radio RTC</u> : Track 2, third rail power restored for incident train movement to Greenbelt Yard. [Radio, Ops 3]
15:47 hours	Incident Train (now Train ID 742) moved to Greenbelt Yard. [Radio, Ops 3, AIMS]
15:53 hours	Breakers commanded open; third rail power de-energized College Park track 2 to continue MTPD investigation. [Radio, Ops 3, AIMS]
15:54:00 hours	Third Rail power was de-energized. (Ops 3, AIMS]
15:55 hours	<u>RTRA Supervisor</u> : Granted foul time and given permission to hot stick to verify track 2 is de-energized. [Radio, Ops 3]
15:56 hours	RTRA Supervisor verified de-energized CM E2-539+00. [Radio, Ops 3]
15:57 hours	Patron removed from College Park Station, track 2. [CCTV]
16:01 hours	<u>Greenbelt Tower</u> : Notified MICC Rail Incident Train 742 will be on track 13. [Radio, GBYD2]
16:16 hours	<u>Rail Vehicle Operator Train ID 742</u> : Notified MICC Rail that MTPD turned track 2 at College Park Station over to RTRA. [Radio, Ops 3]
16:25 hours	<u>Radio RTC</u> : Foul time granted to ERT and PLNT at College Park track 2 for track clean up. [Radio, Ops 3]
16:45 hours	Normal serviced resumed on the Greenline. [Radio, Ops3]

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

Advanced Information Management System (AIMS)

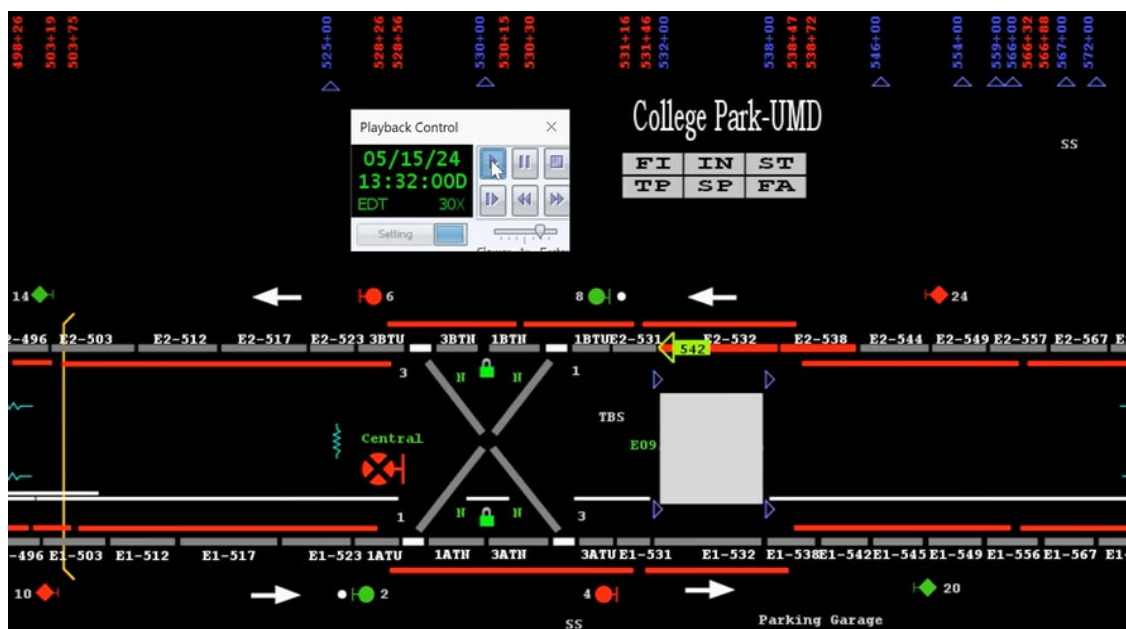


Image 4 - Train ID 542 holding on the platform at College Park Station track 2 at 13:37 hours.

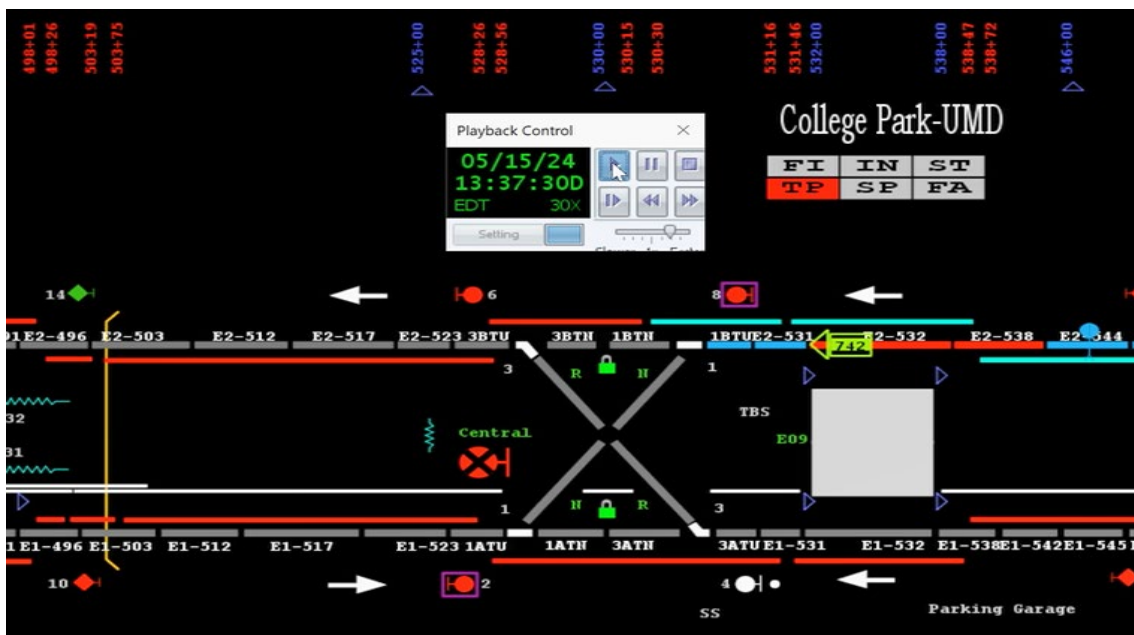


Image 5 - AIMS Display Train ID 542 re-assigned to Train ID 742 at 13:37 hours.

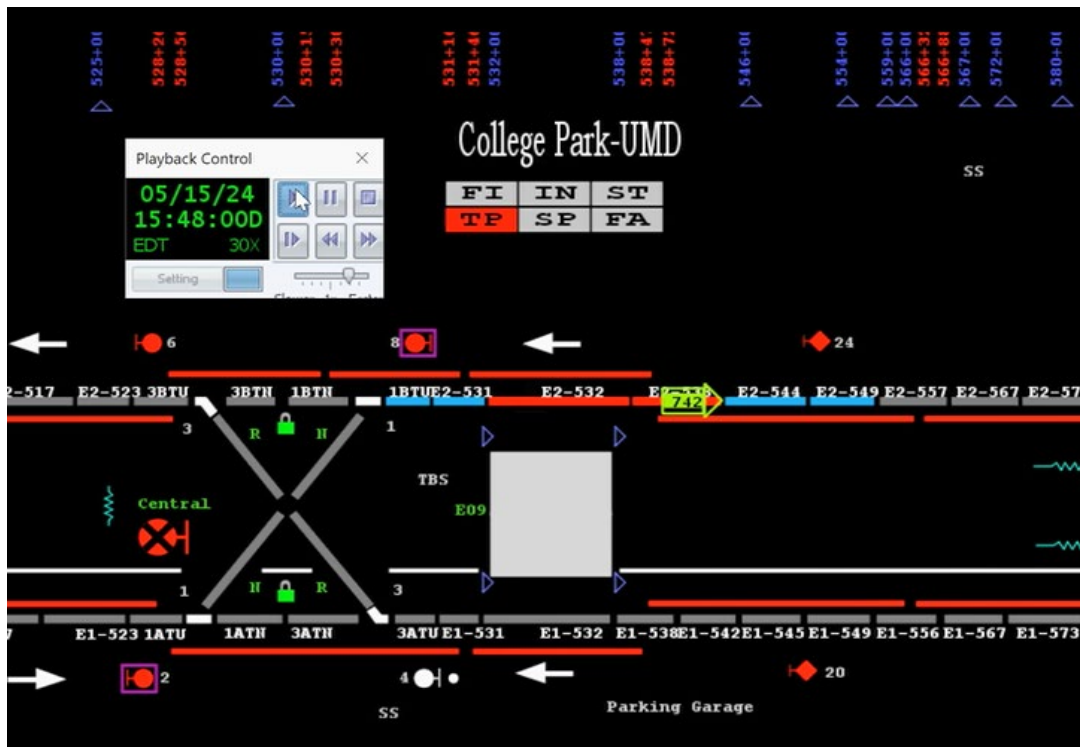


Image 6 - AIMS Display Train ID 742 moves away from platform at 15:48 hours.

Office of the Chief Mechanical Officer, Incident Investigation Team (CMOR/IIT)

CENV has completed railcar 7658 data analysis. At the time of the reported incident the data indicates the following:

At approximately 13:31 hours, Train ID 542 approached College Park Station at about 31 mph. As the Train ID 542 entered College Park Station, track 2 the train started slowing down. The Master Controller was placed into B5, shortly after the Master Controller was placed into Emergency. The Emergency Stop Pushbutton "Mushroom" was depressed, and the train came to a complete stop. The calculated deceleration rate was an average of 3.4 mph.

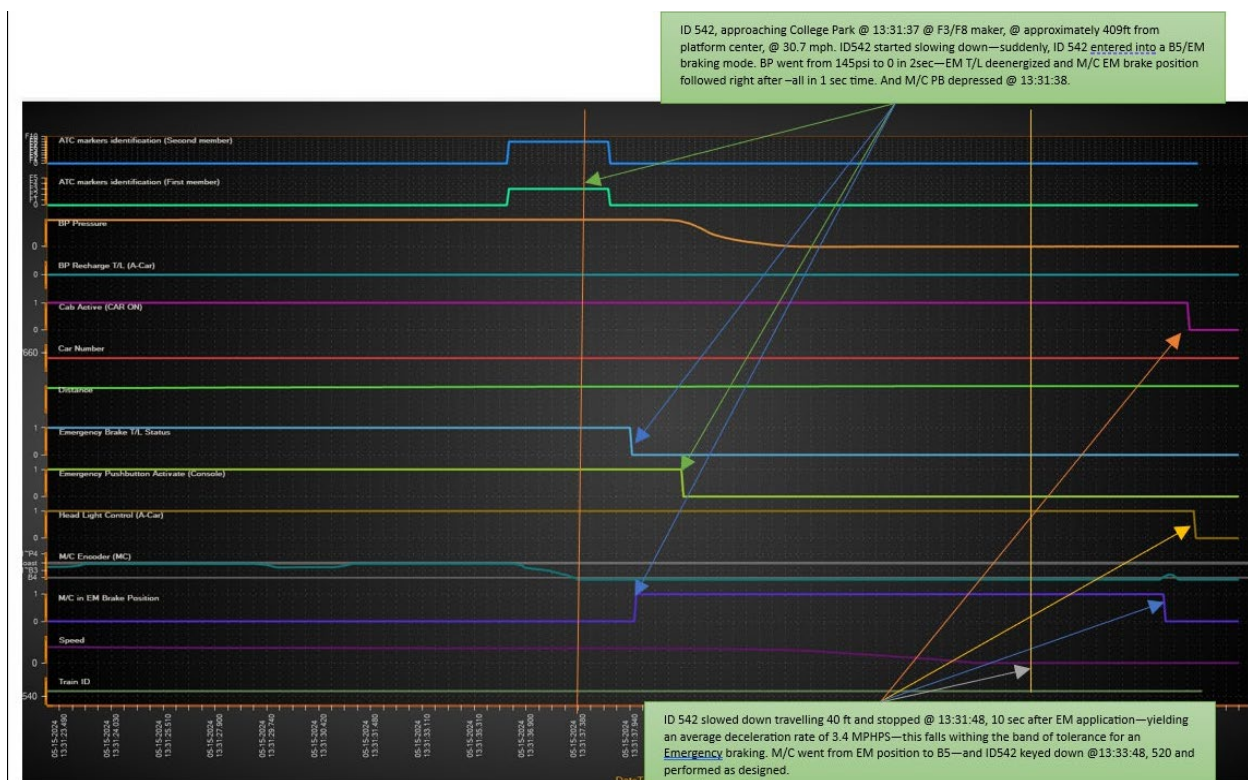


Figure 1 –Train ID 542 Train Performance

During the time of the reported incident, the train performed as designed. No railcar anomalies were observed.

Written Statement Findings

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.

Rail Vehicle Operator (Train ID 542)

“A customer jumped in front of my train, and we made contact. I called OCC and started the offload and looking for signs of life in the process”.

Weather

On May 15, 2024, at the time of the incident, NOAA recorded the temperature as 86°F, with clear skies, winds 10 mph, and 47% humidity. The weather was not a contributing factor in this incident (Weather source: NOAA) – Location: College Park, Maryland.

Related Rules and Procedures

Metrorail Operating Rulebook (MOR)

- 1.1 Guiding Safety Principles
- 1.2 Incident Reporting
- 9.5 Emergency Stops
- 17.28 Emergency Maintenance Procedures

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 not available. The Rail Vehicle Operator reported feeling fully alert at the time of the incident. The Rail Vehicle 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 Rail Vehicle Operator reported keeping a regular sleep schedule in the days leading up to the incident.

The Rail Vehicle Operator performed day work in the days leading up to the incident. The Rail Vehicle Operator was awake for 9.5 hours at the time of the incident. The Rail Vehicle Operator reported 9 hours of sleep in the 24 hours preceding the incident. The off-duty period was 12.5 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 subject customer intentionally trespassed and positioned themselves onto the roadway at College Park Station on Track 2.

Immediate Mitigation to Prevent Recurrence

- Third Rail Power was de-energized.
- The Rail Vehicle Operator of Train ID 542 was removed from service.
- Train ID 542 was removed from service.

Probable Cause Statement

The probable cause of the Collision event that occurred on May 15, 2024, within the platform limits of College Park Station, track 2, was the intentional action of the subject customer to trespass onto the rail right-of-way and subsequent strike by the train.

Recommended Corrective Actions

No Corrective Actions.

Appendices

Appendix A – Interview Summary

Rail Vehicle Operator

The Rail Vehicle Operator is a WMATA employee with 13 years of service and 5 total years of experience as a Rail Vehicle Operator. The Rail Vehicle Operator holds a Roadway Worker Protection (RWP) Level 2 certification that expires in April 2025.

During the formal interview, the Rail Vehicle Operator stated that, they were preparing to service College Park Station on their regular route. The Rail Vehicle Operator stated they were operating at about 35 mph on approach to College Park Station's platform as opposed to their usual 40 mph approach. The Rail Vehicle Operator stated another Rail Vehicle Operator had advised of slippery conditions due to a recent hydraulic fluid spill they would encounter as Train ID 542 continued inbound.

The Rail Vehicle Operator stated on approach to the College Park Station platform the Rail Vehicle Operator advised they scanned the platform for potential concerns and observed the subject customer looking towards the roadway of track 2 and making odd movements, like preparing to lurch forward before the train was at the platform.

The Rail Vehicle Operator stated they then observed the customer jump in front of their train from the platform side. The Rail Vehicle Operator stated they immediately deployed emergency braking and pushed the "mushroom" button to stop the train. The Rail Vehicle Operator stated they heard the collision with the passenger and train passing over the passenger.

The Rail Vehicle Operator stated they advised the MICC, keyed down, checked handset radio and offloaded the train per the MICC directive. The Rail Vehicle Operator stated they requested assistance from a Station Manager to assist with off-loading and passengers via the MICC.

The Rail Vehicle Operator stated they were directed by the MICC Radio RTC to complete a ground walk around to check for the passenger and any damage. The Rail Vehicle Operator was granted foul time and entered the roadway. The passenger was located without signs of life under the rear truck of the second car. The Rail Vehicle Operator returned to the platform.

The Rail Vehicle Operator stated they were interviewed by MTPD and identified the area where the passenger was located. After a MTPD on scene interview the Rail Vehicle Operator was removed from the scene and transported by train for a PIME. The Rail Vehicle Operator returned to Greenbelt Yard and completed RTRA paperwork before securing for the day.

Appendix B – RTRA Documentation



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):	Single Tracking/Minor Delays
Incident Date:	Wednesday, May 15, 2024	Vehicles Involved:	ID 542 7658 (Lead Car)
Incident Time:	1:35PM	First Reported By:	Train Operator [REDACTED]
Location:	College Park/U of MD Track #2		

BRIEF DESCRIPTION:

At approximately 1:35pm, Train Operator [REDACTED] reported his train made contact with a person as his train was entering College Park, Track #2. A ground walk around was conducted as single-track operations were implemented between Greenbelt and College Park via Track #1. Upon being interviewed, Operator [REDACTED] was transported for post incident testing and offered EAP.

Key Employees Involved & Employee Statements:

Train Operator [REDACTED] stated in his Incident Report: "A customer jumped in front of my train we made contact. I called ROCC and started the offload and looking for signs of life process."

Post Incident Testing & Employee History:

- Operator [REDACTED] was removed from service and transported for post incident testing
- Operator [REDACTED] was hired with the Authority on June 27, 2011
- Operator [REDACTED] has been a Certified Train Operator since May 15, 2014
- Operator [REDACTED] last Train Certification was February 21, 2024 (QL-1)

Document 1: RTRA Managerial Investigative Report, Page 1 of 3, redacted.

Incident Date: 05/15/2024 Time: 13:31 hours
Final Report – Collision Rev 1.
E24380

Drafted By: SAFE 705: 07/03/2024
Reviewed By: SAFE 702 – 07/15/2024
Approved By: SAFE 707 – 07/15/2024

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Washington Metropolitan Area Transit Authority



Office of Rail Transportation: Managerial Incident Investigation Report

SIGNIFICANT INCIDENT TIMELINE:

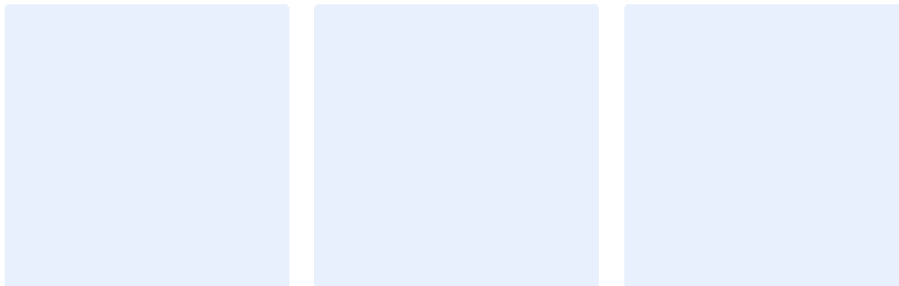
1:35PM – Operator [REDACTED] reported his train made contact with a person on the roadway while approaching College Park, Track #2. Operator conducted a ground walk around inspection.
3:12PM – Operator [REDACTED] was transported for Post Incident Testing

SIGNIFICANT FINDINGS & PENDING ISSUES:

CORRECTIVE ACTIONS:

N/A

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



Document 3: RTRA Managerial Investigative Report, Page 2 of 3, redacted.



Washington Metropolitan Area Transit Authority



Office of Rail Transportation: Managerial Incident Investigation Report

Report Prepared
by:

Superintendent [REDACTED]

5/15/2024

Report Reviewed
by:

Document 4: Managerial Investigative Report, Page 3 of 3.

Clear Form

M RTRA SUPERVISOR REPORT				
Date 5-15-2024	Incident Time 1:30 pm	Incident Location (Station Mezzanine #) College Park	Track/Mezzanine # tk2	
Equipment Number (Train ID & Car Numbers; Escalator/Elevator #) ID 542 car #7658-7332-7671				
Incident Description Person Struck By Train				
WMATA Personnel Involved	Employee #	Rule Violation?	Home Division	Post Incident
		N/A	Greenbelt	Yes
Customer Information (Detailed Information must be recorded on Station Manager Incident Report)				
Name N/A	Address N/A		Injury? Yes	
Name	Address		Injury?	
Name	Address		Injury?	
Fire Department/EMS/Other External Agency Responding (Use Supplemental sheet if necessary)				
Arrival Time	Unit Number	Person In Charge	Remarks	
1:36 pm				

Chronological Account of Incident

At approximately 1:27pm operator [REDACTED] reported a person jumped in front of his train, MICC contacted me at 1:30pm and I arrived at the scene at 1:36pm shortly after Transit officer [REDACTED] arrived at 1:41pm. Myself and officer [REDACTED] set up the command post at the kiosk at College Park. A host of other officers, firefighters, medics, plant, ert, and other WMATA Supervisors, Superintendent [REDACTED] and Line Director [REDACTED] also arrived at the scene. The medical examiner arrived at 3:25pm, power was restored on track two at 3:40pm, the train was moved at 3:46pm, the person was removed from the roadway at 4:14pm and the tracks were cleared for train movement at 4:43pm.

(Note time for each entry; Include statement of Employee or Witness at conclusion)

Your Arrival Time: 1:36pm

Document 5 - RTRA Supervisor Report, Page 1 of 2, redacted

Incident Date: 05/15/2024 Time: 13:31 hours
Final Report – Collision Rev 1.
E24380

Drafted By: SAFE 705: 07/03/2024
Reviewed By: SAFE 702 – 07/15/2024
Approved By: SAFE 707 – 07/15/2024

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WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

OPERATORS MANIFEST

Safety takes precedence over scheduled times, operate defensively

PUNCH MARK ☐	DIV: GREENBELT - RAIL	DIVISION 44	IF WORK WAS PERFORMED ON ASSIGNED DAY OFF PUNCH HERE ☐						
NEW EMPLOYEE NUMBER AND NAME IF OTHER THAN BELOW		RUN DATE	RUN NUMBER	ACTUAL TIME					
PLEASE HANDPRINT BLOCK LETTERS ABC. ETC.		05/15/24							
			440002	04 00					
EMPLOYEE NUMBER		OPERATORS NAME	440200	11 05					
IF ACTUAL IS MORE OR LESS THAN SCHEDULED TIME STATE REASON									
Call for trouble: 962-1811 (bus). 962-1652 (rail)									
Transit Police: 962-2121			TOTAL	15 05					
☐ CONTRACT RUN		IF ANOTHER MAINFEST HAS BEEN USED ENTER RUN NUMBER OF ADDITIONAL WORK							
BUS CONDITION	VEHICLE NO.	BLOCK NO.	TIME OF STARTING		LEAVING POINT	ROUTE NO.			
O.K. DEF.			SCHEDULE TRIPS	RUN TIME	ACT. FROM	DEPT. SCHED. TIME	A.M. or P.M.		
			HRS MIN	LTR	HRS MIN				
			2	27				BRANCH AVE	GRYL-3
		507	2	48				BRANCH AVE	BAGB
			3	38				GREENBELT	
								(GREENBELT)	
			3	59				OFF DUTY	
REMARKS:									
SIGNATURE									

Document 8 - RTRA Rail Vehicle Operator Manifest, Page 2 of 2, redacted

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Approved By: SAFE 707 – 07/15/2024

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Appendix C – MICC ROC Report



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

Page 4 of 11
MX76PROD

Incident Number : 8758203			SMS Number : SMS ID: 20240515#116922MX		
Train Operator [REDACTED] reported person struck by train track #2., 0/0, E09, PUB, JUMP, 542					
<u>Date/Time</u> 05/15/2024 13:32 <u>Trouble Code</u> JUMP JUMPER: PERSON HIT BY TRAIN <u>Responsibility Code</u> PUB PUBLIC: CAUSED PROBLEM <u>Train ID</u> 542 <u>Line</u> GRN		<u>Station Location</u> E09: (COLLEGE PARK STATION) <u>Location Details</u> <u>Direction</u> INBOUND <u>Track Number</u> N/A <u>Chain Markers</u>		<u>Reported By</u> Train Operator B. Limes null null <u>Notifications</u> <u>Resolved By</u> <u>Approved/Closed by</u> <u>Org. OCC</u> ROCC	
Delays in Minutes					
<u>Line Delay</u> 8		<u>Train Delay</u> 8		<u>Passenger Delay</u> 8	
Trips Modified					
<u>Partial</u> 1	<u>Late Dispatch</u> 0	<u>Rerouted</u> 0	<u>Not Dispatched</u> 0	<u>Offloads</u> 1	

WT_MICC_Rail_Approved_Incident.rptdesign

05/16/2024 01:49

Document 9 - MICC Incident Report, Page 1 of 3, redacted.

Incident Date: 05/15/2024 Time: 13:31 hours
Final Report – Collision Rev 1.
E24380

Drafted By: SAFE 705: 07/03/2024
Reviewed By: SAFE 702 – 07/15/2024
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Washington Metropolitan Area Transit Authority
Maintenance and Material Management System
MICC Rail Approved Incident Report

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MX76PROD

Incident Number : 8758203

SMS Number : SMS ID: 20240515#116922MX

Train Operator [REDACTED] reported person struck by train track #2., 0/0, E09, PUB, JUMP, 542

Incident Chronology (Timeline)				
Time	Add'l Pass. Delays	Add'l Trouble	Incident Level Code	Description
13:32	8	JUMP	A2	Train Operator [REDACTED] reported person struck by train track #2. AOM, COMM, MTPD and all concern personnel notified.
13:33				Breakers commanded open and Third rail power de-energized track #2 at College Park Station.
13:34				MICC instructed Train Operator [REDACTED] to offload and escort the customers to the platform.
13:36				Track & Structure Unit 602 arrived on scene at College Park track 2.
13:38				Foul time was given to Operator [REDACTED] to perform a ground walk around and inspect for signs of life and any damage to the train. RTRA Supervisor [REDACTED] enroute to College Park on train 542. IRPG 7659 notified MICC Rail the customer is under the rear trucks on the platform side of College Park track two with no signs of life.
13:41				Gap train put in service at Greenbelt as 542 arriving at College Park servicing the customers from track two side. Trains begin single tracking between Greenbelt & College Park utilizing track #1.
13:43				MTPD arrived on scene at College Park track two. IMF procedures in affect.
13:46				Command Post has been established at College Park Station Kiosk. Supervisor [REDACTED] arrived at College Park for support.
13:50				Fire Department arrived on scene at College Park track two.
13:57				RTRA Supervisor [REDACTED] arrived on scene at College Park for support. Supervisor [REDACTED] notified MICC Rail the Fire Department has accessed the roadway at College Park track two. MICC Rail instructed Supervisor [REDACTED] to go to the roadway under foul time to hot stick and confirm third rail power is de-energized at College Park track two.
14:00				Superintendent [REDACTED] arrived on scene at College Park and was instructed to command post is at the kiosk.
14:03				RTRA Supervisor [REDACTED] confirmed third rail power de-energized on the Greenbelt end of the train at E2-541+00. RTRA Supervisor [REDACTED] arrived on scene at College Park Station for support.
14:16				Unit 15 RTRA Supervisor [REDACTED] arrived at Fort Totten Station for support. Manual Terminal operations in place for trains to turn at Fort Totten.
14:25				ERT 699 and Plant Personnel arrived on scene at College Park for support.
14:28				Director [REDACTED] arrived on scene at College Park and was instructed the command post is at the kiosk.
14:37				CMNT [REDACTED] requesting to perform a ground walk around College Park track two at the request of LT [REDACTED]. CMNT was granted foul time to enter the roadway.
14:50				CMNT [REDACTED] notified MICC Rail clear of the roadway College Park track two. CMNT [REDACTED] notified there is some damage to the train, but safe to move.
15:21				ERT 656 on site and released 699.
15:43				Third rail power restoration procedures implemented College Park track two to move the incident train to Greenbelt Yard.
15:47				Incident train 742 moving non-revenue track two in the direction of Greenbelt Yard.
15:53				Breakers commanded open; third rail Power de-energized College Park track two to continue MTPD investigation.
15:55				RTRA Supervisor [REDACTED] granted foul time and given permission to hot stick and confirm third rail power is de-energized at College Park track two.
15:56				RTRA Supervisor [REDACTED] confirmed power is de-energized at E2-539+00.
16:01				Greenbelt Yard Tower notified MICC Rail the incident train 742 will be on track 13.
16:16				RTRA Supervisor [REDACTED] notified MICC Rail that MTPD has turned the scene at College Park track two over to RTRA personnel.
16:25				Foul time given to ERT 656 and plant personnel at College Paark track two for track clean up.

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Document 10 - MICC Incident Report, Page 2 of 3, redacted.

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

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MX76PROD

Incident Number : 8758203

SMS Number : SMS ID: 20240515#116922MX

Train Operator [REDACTED] reported person struck by train track #2., 0/0, E09, PUB, JUMP, 542

Incident Chronology (Timeline)

Time	Add'l Pass. Delays	Add'l Trouble	Incident Level Code	Description
16:40				ERT 656 relinquished foul time College Park track two, clean up is complete.
16:41				RTRA Supervisor [REDACTED] notified MICC Rail third rail power can be restored to College Park track two.
16:44				Third rail Power restoration completed College Park track two.
16:48				Normal service resumed from Greenbelt Station to College Park Station track two, train 536 moving in revenue service track two from Greenbelt in the direction of Branch Avenue.

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Document 11 - MICC Incident Report, Page 3 of 3, redacted.

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Appendix D – MTPD Report



Event Report			
Metro Transit Police Department		ORI-DCMTP0000	
Type of Report	MTPD CCN	Local Jurisdiction	Local CCN
Open	2024-09034-001	Prince Georges County	

Event Location					
Street	Station Acronym	City, State	County	MTP District	Local District
4101 River Rd	CLGP - COLLEGE PARK-U OF MD	COLLEGE PARK, MD 20740	PG1-Hyattsville-District 1	District 1	PG1-Hyattsville-District 1
Date and Time of Event			Date and Time Reported		
From To			5/15/2024 1:34:37 PM		
5/15/2024 1:31:00 PM					
Category					
Rail Station, Line or Right-of-Way	On Bus	Property	Other		
CLGP - COLLEGE PARK-U OF MD Green		Rail Station	MSA1		
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		If Case Cleared Exceptionally,	Clearance Date
Case Status (Completed by the Official who signs this report):			
Reporting Officer (Print)	Badge #	Second Officer (Print)	Badge #
[Redacted]		[Redacted]	
Supervisor's Name (Electronically Approved)		Teletype #	Investigator Notified ID#

MTPD CCN:
ORI-DCMTP0000

Event Report Page 1 of 6

Document 1 - MTPD Report, Page 1 of 6, redacted.

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MTPD CCN:
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Document 2 - MTPD Report, Page 1 of 6, redacted

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Victim Information				
Other Person Information				
Last Name, First MI [REDACTED]		Entity Type Injured	DOB [REDACTED]	
Address Type H - Home	Address (Street) City, State Zip 2009 E St NE Apt #2 WASHINGTON, DC			
Work/School Address – Addl. Contact Info				
Age [REDACTED]	Sex Female	Race White	Ethnicity Not of Hispanic Origin	DL State/Number District of Columbia 1828843

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Document 3 - MTPD Report, Page 1 of 6, redacted

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Has a DVR been requested?

Narrative Information

V1 JUMPED IN FRONT OF TRAIN 742 AS IT ENTERED CLGP. V1 STRUCK AND PRONOUNCED DECEASED ON SCENE.

If second CCN is available, insert here:

Additional Narrative on Supplemental Report

MTPD CCN:
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Has a DVR been requested? <i>Narrative Information</i>	
V1 JUMPED IN FRONT OF TRAIN 742 AS IT ENTERED CLGP. V1 STRUCK AND PRONOUNCED DECEASED ON SCENE.	
If second CCN is available, insert here:	Additional Narrative on Supplemental Report

MTPD CCN:
ORI-DCMTP0000

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Document 5 - MTPD Report, Page 1 of 6, redacted

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Additional Narrative

BWC activated

On May 15, 2024 at approximately 1334 hours I, [REDACTED] responded to the College Park metro station located in Prince George's County, MD for the report of a person struck by train 742 heading in the direction of Branch Avenue. Prior to arriving to the station, it was confirmed via video that a person had indeed placed themselves on the track 2 roadway in front of a Branch Avenue bound train as it was servicing the station at 1331 hours. Police 1 also confirmed that power had been brought down on the track 2 side of the station. Upon arrival to the scene I found the train had been offloaded and I made contact with the train operator, [REDACTED] who stated that the person struck was underneath one of the cars. I had the operator open the doors to train car 7659 in order to try and see the individual, however, they were not visible and I could hear no signs of movement. I immediately isolated operator [REDACTED] in train car 7658 and [REDACTED] arrived on scene with a WSAD and located the individual underneath train car 7659. [REDACTED] confirmed there were no signs of life and it was deemed a recovery. PG Fire Department [REDACTED] arrived on scene and confirmed that the individual struck by the train was deceased and that there would be a recovery operation rather than a rescue operation. Trains continued single tracking on the track 1 side of the station. The area of the platform where the train was located was cordoned off with police tape and mobile barriers. Operator [REDACTED] was kept isolation until CID arrived on scene to interview him. I began filling out an entry/exit log for anyone entering the established perimeter.

CSS Officers [REDACTED], [REDACTED], and [REDACTED] arrived on scene to collect evidence. Medical Examiner [REDACTED] arrived on scene to inspect the body. Train 742 was moved off of the individual and taken to Greenbelt rail yard with myself on board for crime scene inspection. The individual struck was identified as [REDACTED] via a DC driver's license found with the body. CID will be contacting next of kin.

TSOC [REDACTED] notified at 1643 hours (TSA: 05-16411-24).

All events did take place in Prince George's County, MD.

MTPD CCN:
ORI-DCMTP0000

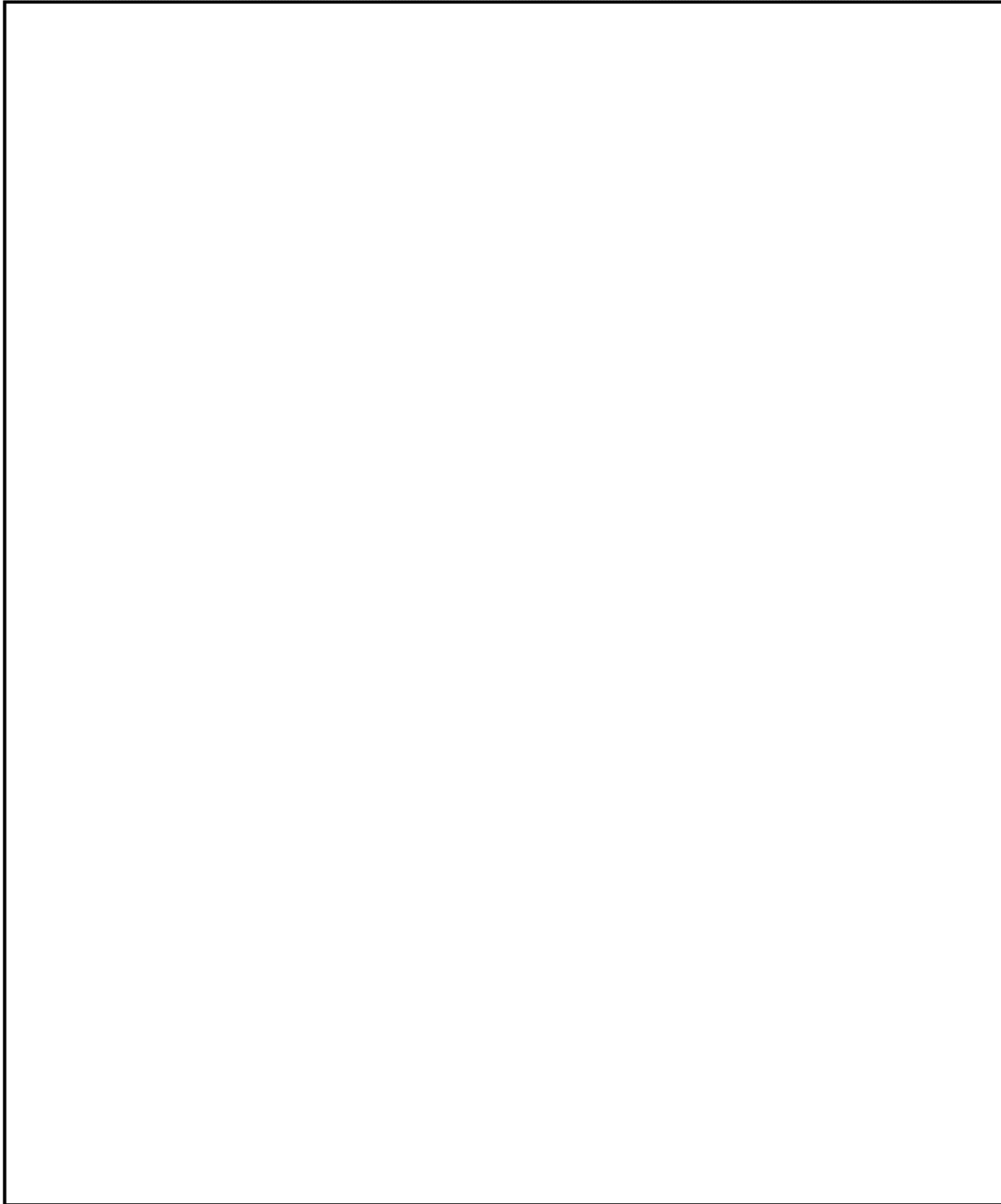
Event Report Page 5 of 6

Document 6 - MTPD Report, Page 1 of 6, redacted

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MTPD CCN:
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Appendix E– Maximo Work Orders 8758203

Work Order: 18615136	Train Operator B. Limes reported person struck by train track #2.	Work Type: CM	Asset/Location Priority: 0
Asset: R7658	> 7658, RAIL CAR, KAWASAKI, 7000 AC, A CAR	Operational Status:: OPERATING	Asset Up? ☒
Work Location: 1437	> E99, GREENBELT YARD	Status Reason:: 	WO Priority:: 1
Asset Tag: R7658	7658, RAIL CAR, KAWASAKI, 7000 AC, A CAR	Maintenance Alert? ☐	MSDS?:
Domicile Location:: 1213	> C99, ALEXANDRIA YARD		
RPM Loc:: E99-13-c-r			
Equipment Belongs To:: 			
Facility Location: E09	> COLLEGE PARK-U OF MD STATION		

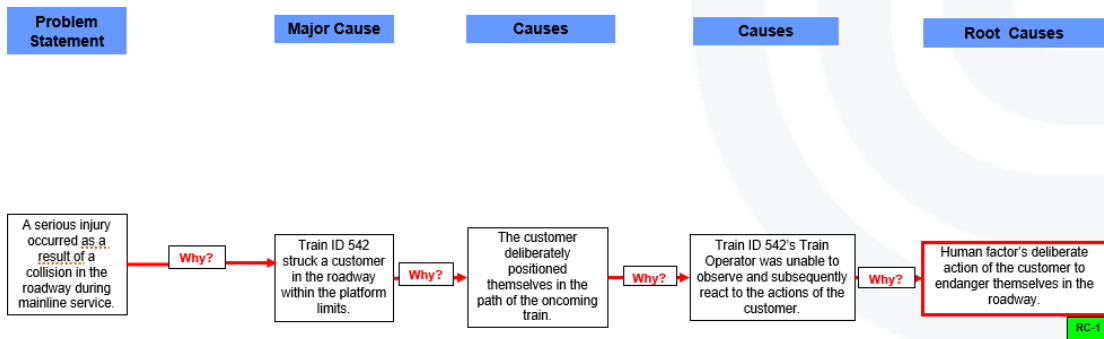
Document 8 - Maximo Work Order

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Appendix F – Why-Tree Analysis



Root Cause Analysis



E24380 – Collision – College Park Station