



Washington Metropolitan Area Transit Authority (WMATA)

Safety Directive 16-4 - Track Integrity Investigation Tracker

All CAPs in this Directive were **closed** as of 07/17/20

Corrective Action Plan (CAP) Summary			
Total	Submitted (✓)		Open (●)
	Closed	Under Review ¹	
12	12	0	0

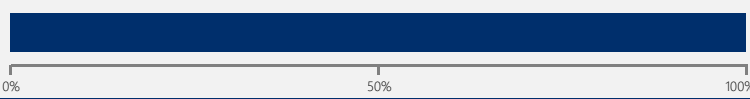
¹ Under Review status includes items that were submitted to FTA for review and closure, and items that were returned by FTA to address additional comments.







Risk Assessment Category and Description with CAP Totals			
I	II	III	IV
Unacceptable	Undesirable - ESC* Decision Required	Acceptable with ESC* Review	Acceptable without ESC* Review
Submitted: 0 Open: 0	Submitted: 5 Open: 0	Submitted: 5 Open: 0	Submitted: 2 Open: 0

* ESC - Executive Safety Committee

CAP Number	Risk Assessment	Closure Submission Date**	CAP Status	Actionable Item Status
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**Date WMATA requests closure. Actual closure date is subject to FTA review and acceptance of the closure.

Track Integrity Investigation		100%
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FTA-16-4-T1	III	August 2017	Closed		100%
<p>WMATA must develop additional track inspection training and certification requirements, and expand mentoring.</p> <ul style="list-style-type: none"> ✓ WMATA developed an updated track inspection training program. ✓ WMATA developed formal recertification and refresher training program. ✓ WMATA developed a train-the-trainer program. ✓ WMATA implemented the track walker training class. ✓ Finally, WMATA performed a quality assurance audit to review actionable items. 					
FTA-16-4-T2	II	October 2018	Closed		100%
<p>WMATA must establish a new track inspection plan that expands time available for track inspection and more frequent inspections of priority locations.</p> <ul style="list-style-type: none"> ✓ WMATA revised its track standards manual. ✓ WMATA developed a track inspection plan based on updates to the track standards manual. ✓ WMATA developed a supervisory track inspection plan. ✓ Finally, WMATA performed a quality assurance audit to review actionable items. 					
FTA-16-4-T3	II	August 2019	Closed		100%
<p>WMATA must commit adequate resources and qualified personnel to complete required maintenance and inspect special track work.</p> <ul style="list-style-type: none"> ✓ WMATA reinforced requirements and standards of the TRST-1000 manual. ✓ WMATA reassessed track walker and track inspection supervisor job descriptions, skills and requirements. ✓ WMATA performed a training and skills assessment. ✓ Finally, WMATA performed a quality assurance audit to review actionable items. 					
FTA-16-4-T4	III	September 2019	Closed		100%
<p>WMATA must expand the use of the Track Geometry Vehicle (TGV) in its track inspection program, and ensure the training and certification of the TGV crew.</p> <ul style="list-style-type: none"> ✓ WMATA augmented the track maintenance program to incorporate TGV inspection. ✓ WMATA developed TGV crew training and certification program. ✓ WMATA developed methods for comparing TGV data and walking inspections. ✓ Finally, WMATA performed a quality assurance audit to review actionable items. 					
FTA-16-4-T5	IV	August 2018	Closed		100%
<p>WMATA must revise the TRST 1000 manual, or establish a separate track inspection manual, focused on inspection safety limits.</p> <ul style="list-style-type: none"> ✓ WMATA developed an updated track inspection manual. ✓ Finally, WMATA performed a quality assurance audit to review actionable items. 					
FTA-16-4-T6	IV	January 2020	Closed		100%
<p>WMATA must establish a clear process for imposing and removing speed restrictions.</p> <ul style="list-style-type: none"> ✓ WMATA issued a temporary order to outline the speed restriction process. ✓ WMATA issued a memo to track inspectors for notification of the temporary order. ✓ WMATA performed safety audits of the speed restriction process. ✓ WMATA confirmed there was reasonable evidence to support completion of actionable items and performance measures. 					

CAP Number	Risk Assessment	Closure Submission Date**	CAP Status	Actionable Item Status
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**Date WMATA requests closure. Actual closure date is subject to FTA review and acceptance of the closure.

FTA-16-4-T7	II	September 2018	Closed		100%
<p>WMATA must develop a formal procedure to ensure track inspection information is shared with maintenance managers to jointly establish maintenance priorities.</p> <ul style="list-style-type: none"> √ WMATA improved interdepartmental coordination as part of FTA SMI CAP R-3-26-a. √ WMATA developed a formal process for coordination between track inspection and maintenance teams. √ WMATA developed prioritization methods for track maintenance activities. √ Finally, WMATA performed a quality assurance audit to review actionable items. 					
FTA-16-4-T8	II	March 2017	Closed		100%
<p>WMATA must ensure that track maintenance managers use inspection information to establish maintenance priorities.</p> <ul style="list-style-type: none"> √ WMATA provided training to maintenance managers on prioritization developed as part of CAP FTA-16-4-T7. √ Finally, WMATA performed a quality assurance audit to review actionable items. 					
FTA-16-4-T9	II	May 2019	Closed		100%
<p>WMATA must ensure that track inspectors and maintenance managers prioritize drainage defects.</p> <ul style="list-style-type: none"> √ WMATA updated the TRST-1000 manual to incorporate inspection and maintenance requirements for drainage defects. √ Finally, WMATA performed a quality assurance audit to review actionable items. 					
FTA-16-4-T10	III	October 2018	Closed		100%
<p>WMATA must provide additional staff to oversee track inspection and maintenance activities to ensure conformance with track safety standards.</p> <ul style="list-style-type: none"> √ WMATA evaluated required staffing levels through a third-party consultant. √ WMATA developed an updated organization structure for track inspection and maintenance, including roles and responsibilities. √ WMATA provided a staffing plan for track inspection. √ Finally, WMATA performed a quality assurance audit to review actionable items. 					
FTA-16-4-T11	III	March 2017	Closed		100%
<p>WMATA must develop a special inspection and repair plan to address stud bolt installation and missing fasteners, ensuring track maintenance personnel are trained in proper installation standards.</p> <ul style="list-style-type: none"> √ WMATA developed a special inspection and repair plan. √ WMATA developed quality control checklists to verify work is completed correctly. √ Finally, WMATA performed a quality assurance audit to review actionable items. 					
FTA-16-4-T12	III	August 2018	Closed		100%
<p>Cadweld C-bonds must be identified and replaced with huck bolted cables as specified in WMATA's design and construction standards.</p> <ul style="list-style-type: none"> √ WMATA reviewed Automatic Train Control (ATC) design and construction standards. √ WMATA developed a C-Bond replacement plan and schedule. √ WMATA developed a quality assurance plan for C-Bond replacement. √ WMATA provided progress reports for C-Bond replacement. √ Finally, WMATA performed a quality assurance audit to review actionable items. 					