



Washington Metropolitan Area Transit Authority (WMATA)

National Transportation Safety Board (NTSB) Tracker

As of 08/15/25

| Corrective Action Plan (CAP) Summary |               |                           |          |
|--------------------------------------|---------------|---------------------------|----------|
| Total                                | Submitted (✓) |                           | Open (●) |
|                                      | Closed        | Under Review <sup>1</sup> |          |
| 32                                   | 26            | 4                         | 2        |

<sup>1</sup> Under Review status includes items that were submitted to NTSB for review and closure, and items that were returned by NTSB to address additional comments.

| Risk Assessment Category and Description |                                      |                             |                                |
|--|--------------------------------------|-----------------------------|--------------------------------|
| I  | II                                   | III                         | IV                             |
| Unacceptable                             | Undesirable - ESC* Decision Required | Acceptable with ESC* Review | Acceptable without ESC* Review |
| Submitted: 0   Open: 1                   | Submitted: 16   Open: 1              | Submitted: 10   Open: 0     | Submitted: 4   Open: 0         |

\* ESC - Executive Safety Committee

| CAP Number | Risk Assessment | Closure Submission Date** | CAP Status | Actionable Item Status |
|------------|-----------------|---------------------------|------------|------------------------|
|------------|-----------------|---------------------------|------------|------------------------|

\*\*Date WMATA requests closure. Actual closure date is subject to WMSC review and acceptance of the closure.

|   |  |  |  |  |
|---|--|--|--|--|
| Railroad and Rail Transit Roadway Worker Protection |  |  |  | <div><div></div></div> <div>0%50%100%</div> 100% |
|---|--|--|--|--|

|   |   |               |      |                        |      |
|---|---|---------------|------|------------------------|------|
| NTSB-R-08-004   | I | December 2022 | Open | <div><div></div></div> | 100% |
| ✓ WMATA implemented appropriate technology to notify wayside workers of approaching trains and train operators when approaching areas with workers on or near the tracks. |   |               |      |                        |      |

|  |  |  |  |  |
|--|--|--|--|--|
| Collision of Two WMATA Trains Near Fort Totten Station |  |  |  | <div><div></div></div> <div>0%50%100%</div> 100% |
|--|--|--|--|--|

|  |     |                |        |                        |      |
|--|-----|----------------|--------|------------------------|------|
| NTSB-R-10-20   | II  | September 2017 | Closed | <div><div></div></div> | 100% |
| ✓ WMATA removed 1000-series railcars from service as new 7000-series railcars were commissioned and placed in-service. |     |                |        |                        |      |
| NTSB-R-10-21   | II  | December 2015  | Closed | <div><div></div></div> | 100% |
| ✓ WMATA equipped lead railcar pairs with an operating onboard event recorder.  |     |                |        |                        |      |
| NTSB-R-10-22   | III | June 2016      | Closed | <div><div></div></div> | 100% |
| ✓ WMATA developed a program to monitor railcar event recorders.  |     |                |        |                        |      |

|   |  |  |  |  |
|---|--|--|--|--|
| WMATA L’Enfant Plaza Station Electrical Arcing and Smoke Accident - Urgent Safety Recommendations Resulting from the Accident |  |  |  | <div><div></div></div> <div>0%50%100%</div> 100% |
|---|--|--|--|--|

|  |     |                |        |                        |      |
|--|-----|----------------|--------|------------------------|------|
| NTSB-R-15-8  | II  | June 2016      | Closed | <div><div></div></div> | 100% |
| ✓ WMATA assessed the state of good repair of tunnel ventilation systems in accordance with industry best practices.  |     |                |        |                        |      |
| NTSB-R-15-9  | II  | September 2017 | Closed | <div><div></div></div> | 100% |
| ✓ WMATA developed operational procedures for tunnel ventilation to provide optimal configuration for smoke emergencies.  |     |                |        |                        |      |
| NTSB-R-15-10   | II  | October 2017   | Closed | <div><div></div></div> | 100% |
| ✓ WMATA developed training programs for control center staff on updated ventilation procedures and configurations.   |     |                |        |                        |      |
| NTSB-R-15-25   | III | April 2019     | Closed | <div><div></div></div> | 100% |
| ✓ WMATA developed and implemented a program to ensure that all power cable connector assemblies are properly constructed and installed in accordance with engineering design specifications. |     |                |        |                        |      |

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|   |  |     |
|---|--|-----|
| WMATA L’Enfant Plaza Station Electrical Arcing and Smoke Accident - Safety Recommendations from the Accident Final Report | <div><div></div><div>0%50%100%</div></div> | 98% |
|---|--|-----|

|  |     |                |              |                                   |      |
|--|-----|----------------|--------------|-----------------------------------|------|
| NTSB-R-16-08   | II  | April 2022     | Closed       | <div><div></div></div>            | 100% |
| <p>Review and revise WMATA’s tunnel inspection, maintenance, and repair procedures to mitigate water intrusion into tunnels.</p> <ul style="list-style-type: none"><li>✓ WMATA developed maintenance/inspection procedures to identify and mitigate water intrusion into the tunnels.</li><li>✓ WMATA confirmed there is reasonable evidence to support completion of actionable items and performance measures.</li></ul>   |     |                |              |                                   |      |
| NTSB-R-16-09   | II  | June 2024      | Under Review | <div><div></div></div>            | 100% |
| <p>When the revision of tunnel inspection, maintenance, and repair procedures recommended in Safety Recommendation R-16-08 have been completed, train maintenance employees on the new procedures, and ensure that the procedures are implemented.</p> <ul style="list-style-type: none"><li>✓ WMATA developed maintenance/inspection procedures to identify and mitigate water intrusion into the tunnels.</li><li>✓ WMATA incorporated a revised tunnel inspection, maintenance, and repair procedures into training curriculum.</li><li>✓ WMATA rolled out a new curriculum and training program.</li><li>✓ WMATA created an audit plan and schedule to verify implementation.</li><li>✓ WMATA confirmed there is reasonable evidence to support completion of actionable items and performance measures.</li></ul> |     |                |              |                                   |      |
| NTSB-R-16-10   | III | July 2018      | Closed       | <div><div></div></div>            | 100% |
| <p>Improve the capacity of tunnel ventilation fans to conform to the requirements of National Fire Protection Association (NFPA) 130.</p> <ul style="list-style-type: none"><li>✓ WMATA reviewed existing ventilation studies that have been completed and also developed a recommended approach to analyzing the entire underground ventilation system for compliance with NFPA 130.</li><li>✓ WMATA issued a contract for ventilation analysis.</li><li>✓ WMATA recommended infrastructure improvements.</li><li>✓ WMATA developed an action plan for recommended improvements.</li><li>✓ Finally, WMATA performed a quality assurance audit to review actionable items.</li></ul>   |     |                |              |                                   |      |
| NTSB-R-16-11   | II  | September 2017 | Closed       | <div><div></div></div>            | 100% |
| <p>Develop and implement procedures for actions to be taken by Rail Operations Control Center (ROCC) personnel when smoke detectors alarm.</p> <ul style="list-style-type: none"><li>✓ WMATA wrote tunnel ventilation procedures in conjunction with NTSB R-15-9.</li><li>✓ WMATA analyzed potential tunnel ventilation system improvements.</li><li>✓ WMATA developed location-specific emergency ventilation configurations.</li><li>✓ Finally, WMATA performed a quality assurance audit to review actionable items.</li></ul>  |     |                |              |                                   |      |
| NTSB-R-16-12   | II  | September 2019 | Closed       | <div><div></div></div>            | 100% |
| <p>Develop location-specific emergency ventilation config based on engineering studies of the WMATA tunnel ventilation system.</p> <ul style="list-style-type: none"><li>✓ WMATA wrote tunnel ventilation procedures in conjunction with NTSB R-15-9.</li><li>✓ WMATA set a specific set of steps and responsibilities for smoke detector alarms.</li><li>✓ Finally, WMATA performed a quality assurance audit to review actionable items.</li></ul>   |     |                |              |                                   |      |
| NTSB-R-16-13   | II  | March 2020     | Closed       | <div><div></div></div>            | 100% |
| <p>Once action to address Safety Recommendation R-16-12 is completed, train all ROCC personnel on the new procedures for responding to smoke alarms. This training should include regular refresher training.</p> <ul style="list-style-type: none"><li>✓ WMATA developed and implementing procedures for actions to be taken by ROCC personnel when smoke detectors alarm.</li><li>✓ WMATA incorporated procedures into the ROCC curriculum, to include refresher training.</li><li>✓ WMATA provided documentation of training.</li><li>✓ Finally, WMATA performed a quality assurance audit to review actionable items.</li></ul>  |     |                |              |                                   |      |
| NTSB-R-16-14   | II  | December 2016  | Closed       | <div><div></div></div>            | 100% |
| <p>Incorporate smoke alarms in periodic emergency drills and exercises.</p> <ul style="list-style-type: none"><li>✓ WMATA conducted quarterly emergency drills.</li><li>✓ WMATA developed a drill and coordination plan for the drill scheduled for October 2016.</li><li>✓ Finally, WMATA performed a quality assurance audit to review actionable items.</li></ul>   |     |                |              |                                   |      |
| NTSB-R-16-15   | III | May 2018       | Closed       | <div><div></div></div>            | 100% |
| <p>Include in your efficiency testing program (rules compliance testing program) a specific test to ensure appropriate emergency actions are taken by ROCC supervisors and control operators in response to an alarm.</p> <ul style="list-style-type: none"><li>✓ WMATA conducted efficiency testing.</li><li>✓ WMATA conducted specific tests for ROCC personnels' response to alarms.</li><li>✓ Finally, WMATA performed a quality assurance audit to review actionable items.</li></ul>   |     |                |              |                                   |      |
| NTSB-R-16-16   | II  | August 2020    | Open         | <div><div></div><div></div></div> | 33%  |
| <p>Install and maintain a system that will detect the presence and location of fire and smoke throughout the WMATA tunnel and station network.</p> <ul style="list-style-type: none"><li>✓ WMATA evaluated and tested potential smoke detection solutions.</li><li>● WMATA will develop an implementation plan for selected smoke detection solution.</li><li>● WMATA will confirm there is reasonable evidence to support completion of actionable items and performance measures.</li></ul>  |     |                |              |                                   |      |

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| NTSB-R-16-17   | III | April 2020     | Under Review |  | 100% |
| <div>Develop procedures for regular testing of all smoke detectors.</div> <div><div>√</div>WMATA developed procedures for smoke detection systems.</div> <div><div>√</div>WMATA confirmed there was reasonable evidence to support completion of actionable items and performance measures.</div>  |     |                |              |  |      |
| NTSB-R-16-18   | III | February 2019  | Closed       |  | 100% |
| <div>Conduct a risk assessment before any preventive maintenance program is initiated, changed or discontinued.</div> <div><div>√</div>WMATA revised <i>System Safety Program Plan</i> (SSPP) to state that changes in preventative maintenance procedures are subject to formal approval.</div> <div><div>√</div>WMATA revised policy instructions to state that changes in preventative maintenance procedures that are subject to formal approval.</div> <div><div>√</div>WMATA reviewed existing policies to identify needs for revision.</div> <div><div>√</div>WMATA developed or revised policies to state that changes in preventative maintenance procedures must be approved as described.</div> <div><div>√</div>Finally, WMATA performed a quality assurance audit to review actionable items.</div> |     |                |              |  |      |
| NTSB-R-16-19   | III | June 2017      | Closed       |  | 100% |
| <div>Ensure that all train operators are trained and regularly tested on the appropriate procedure for emergency shutdown of railcar ventilation.</div> <div><div>√</div>WMATA updated procedure for shutting down railcar ventilation.</div> <div><div>√</div>WMATA updated the new train operator training curriculum.</div> <div><div>√</div>WMATA confirmed there was reasonable evidence to support completion of actionable items and performance measures.</div>  |     |                |              |  |      |
| NTSB-R-16-20   | III | February 2017  | Closed       |  | 100% |
| <div>Incorporate a specific test in your efficiency testing program to ensure that train operators understand the procedure for emergency shutdown of railcar ventilation.</div> <div><div>√</div>WMATA implemented an efficiency testing program for Rail Traffic Controllers (RTCs).</div> <div><div>√</div>WMATA tested train operators in emergency shutdown of railcar ventilation.</div> <div><div>√</div>WMATA confirmed there was reasonable evidence to support completion of actionable items and performance measures.</div>  |     |                |              |  |      |
| NTSB-R-16-21   | IV  | June 2017      | Closed       |  | 100% |
| <div>Revise Standard Operating Procedure (SOP) #6 to clarify which trains should be stopped until the source of smoke is identified.</div> <div><div>√</div>WMATA updated SOP #6 to state all trains that must be stopped in the event of a smoke incident.</div> <div><div>√</div>Finally, WMATA performed a quality assurance audit to review actionable items.</div>  |     |                |              |  |      |
| NTSB-R-16-22   | IV  | October 2017   | Closed       |  | 100% |
| <div>Revise your SOP to require that: (1) suitably trained, qualified, and properly equipped personnel investigate reports of wayside fire or smoke, and (2) these reports are not investigated using trains with revenue passengers.</div> <div><div>√</div>WMATA created procedural checklists.</div> <div><div>√</div>WMATA developed an SOP for smoke investigation.</div> <div><div>√</div>Finally, WMATA performed a quality assurance audit to review actionable items.</div>   |     |                |              |  |      |
| NTSB-R-16-23   | IV  | June 2021      | Under Review |  | 100% |
| <div>Review and revise as necessary your ROCC emergency response procedures for smoke and fire.</div> <div><div>√</div>WMATA developed tunnel ventilation procedures for Operations Control Center staff.</div> <div><div>√</div>WMATA developed procedural checklists for SOPs.</div> <div><div>√</div>WMATA developed drills to assess Metro’s response to smoke and fire.</div> <div><div>√</div>WMATA reviewed and revised existing SOPs for ROCC response to fire and smoke emergencies.</div> <div><div>√</div>WMATA confirmed there was reasonable evidence to support completion of actionable items and performance measures.</div>   |     |                |              |  |      |
| NTSB-R-16-24   | III | September 2017 | Under Review |  | 100% |
| <div>Retrain ROCC supervisors on all standard operating procedures for emergencies.</div> <div><div>√</div>WMATA established SOP procedural checklists.</div> <div><div>√</div>WMATA retrained ROCC supervisors on procedural checklists.</div> <div><div>√</div>WMATA confirmed there was reasonable evidence to support completion of actionable items and performance measures.</div>   |     |                |              |  |      |
| NTSB-R-16-25   | II  | June 2019      | Closed       |  | 100% |
| <div>Develop and incorporate a comprehensive program for training ROCC control operators in emergency response procedures including regular refresher training.</div> <div><div>√</div>WMATA developed annual recertification for RTCs.</div> <div><div>√</div>WMATA updated emergency response training.</div> <div><div>√</div>WMATA developed and implemented procedures for smoke detector alarms.</div> <div><div>√</div>WMATA trained all ROCC personnel on the new procedures for smoke detector alarms.</div> <div><div>√</div>WMATA confirmed there is reasonable evidence to support completion of actionable items and performance measures.</div>  |     |                |              |  |      |

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|--|-----|---------------|--------|--|------|
| NTSB-R-16-26   | II  | March 2019    | Closed |  | 100% |
| Conduct regular emergency response drills and develop a program to test the efficiency of the ROCC to ensure that standard operating procedures are properly followed during emergencies.  |     |               |        |  |      |
| <div><div>√</div> WMATA updated emergency response training.</div> <div><div>√</div> WMATA conducted drills to assess Metro’s response to smoke &amp; fire.</div> <div><div>√</div> WMATA developed an audit plan to verify compliance with emergency procedures during drills.</div> <div><div>√</div> WMATA confirmed there was reasonable evidence to support completion of actionable items and performance measures.</div>  |     |               |        |  |      |
| NTSB-R-16-27   | III | November 2017 | Closed |  | 100% |
| Install line identification and direction signage at tunnel entrances and inside tunnels.  |     |               |        |  |      |
| <div><div>√</div> WMATA determined appropriate signage locations.</div> <div><div>√</div> WMATA surveyed tunnels to map proposed locations.</div> <div><div>√</div> WMATA developed proposed improvements and a tentative implementation plan for jurisdictional review.</div> <div><div>√</div> WMATA developed and implemented a final implementation plan when improvements were accepted by jurisdictional fire chiefs.</div> <div><div>√</div> Finally, WMATA performed a quality assurance audit to review actionable items.</div> |     |               |        |  |      |
| NTSB-R-16-28   | II  | March 2023    | Closed |  | 100% |
| Implement a regular schedule for the inspection and removal of obstructions from safety walkways and track-bed floors to ensure safe passageways for passengers to use during a tunnel evacuation.   |     |               |        |  |      |
| <div><div>√</div> WMATA removed obstructions from safety walkways.</div> <div><div>√</div> WMATA developed formal written procedures for inspection, reporting, clearing, and recording of obstructions in the roadway and on safety walkways.</div> <div><div>√</div> WMATA confirmed there is reasonable evidence to support completion of actionable items and performance measures.</div>  |     |               |        |  |      |
| NTSB-R-16-29   | II  | February 2017 | Closed |  | 100% |
| Conduct emergency response drills with local emergency response agencies in accordance with NFPA 130, document lessons learned, and develop and implement additional procedures as necessary to effectively respond to emergencies.  |     |               |        |  |      |
| <div><div>√</div> WMATA conducted quarterly emergency drills.</div> <div><div>√</div> WMATA outlined the standard approach for documenting drills in accordance with industry guidelines.</div> <div><div>√</div> Finally, WMATA performed a quality assurance audit to review actionable items.</div>   |     |               |        |  |      |
| NTSB-R-16-30   | IV  | February 2017 | Closed |  | 100% |
| Revise your standard operating procedures to require that an after-action review be conducted of all emergency responses to events with passenger or employee fatalities, and publish the results, including both the successes and the potential deficiencies of your responses, to help ensure that deficiencies are appropriately remediated.   |     |               |        |  |      |
| <div><div>√</div> WMATA developed an SOP detailing requirements for performing an After-Action Review (AAR).</div> <div><div>√</div> Finally, WMATA performed a quality assurance audit to review actionable items.</div>  |     |               |        |  |      |
| NTSB-R-16-31   | II  | August 2017   | Closed |  | 100% |
| Review and revise your quality assurance program to ensure that regular quality assurance audits are included to identify and correct any elements of procedural noncompliance.  |     |               |        |  |      |
| <div><div>√</div> WMATA developed an overview of the Quality Management System (QMS), quality objectives and guiding principles.</div> <div><div>√</div> WMATA reviewed the existing manual and identified gaps.</div> <div><div>√</div> WMATA revised manual to incorporate input from gap analysis.</div> <div><div>√</div> WMATA implemented updated QMS.</div> <div><div>√</div> WMATA confirmed there was reasonable evidence to support completion of actionable items and performance measures.</div>                             |     |               |        |  |      |