



Washington Metropolitan Area Transit Authority (WMATA)

Washington Metrorail Safety Commission (WMSC) Corrective Action Plans Tracker - 2025

As of 08/15/25

Corrective Action Plan (CAP) Summary			
Total	Submitted (✓)		Open (●)
	Closed	Under Review <sup>1</sup>	
7	0	0	7

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

Risk Assessment Category*			
Description	High	Medium	Low
CAP Totals	Submitted: 0   Open: 2	Submitted: 0   Open: 5	Submitted: 0   Open: 0

\* As defined by WMATA's Agency Safety Plan

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 WMSC review and acceptance of the closure.

Emergency Management and Life Safety Programs	<div><div></div></div> <div>0%50%100%</div>	14%
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WMSC-25-C0293		May 2027	Open	<div></div>	0%
<p>Metrorail must identify all radio communication deficiencies (inability to transmit or inability to clearly understand the transmission) and establish both long term infrastructure solutions and short-term mitigations for the identified radio communication deficiencies. Personnel, including rail traffic controllers, rail vehicle operators, and roadway personnel must be made aware of the locations of area outages through regular documented notifications. Metrorail must establish an ongoing process that maintains the radio system in a reliable state systemwide.</p> <ul style="list-style-type: none"><li>Perform and submit an assessment and gap analysis of materials that impact system reliability.</li><li>Develop and submit an implementation plan outlining the schedule of activities for identified short-term mitigations.</li><li>Develop and submit a report outlining required mitigations for identified long-term solutions.</li><li>Submit a copy of the first quarterly Radio Project updates.</li><li>Submit the first six (6) months of progress reports on implementation of short-term mitigations.</li><li>Submit a copy of the second quarterly Radio Project updates.</li><li>Submit a copy of the third quarterly Radio Project updates.</li><li>Submit the second six (6) months of progress reports on implementation of short-term mitigations.</li><li>Confirm that there is evidence of the above actionable items.</li></ul>					
WMSC-25-C0294		February 2027	Open	<div></div>	8%
<p>Metrorail must review all departmental procedures (Safety, Power, Infrastructure, Information Technology, Facilities Maintenance, etc.) related to emergency trip stations and ensure proper alignment on the responsibilities for the inspection, preventive and corrective maintenance, and prioritization of all emergency trip stations. Emergency trip stations must be identified and repaired on a timeline commensurate with the function they are intended for, that is fire life safety and emergency functions. There must be clear responsibility for identification of emergency trip stations that are in need of repair and notification to proper departments for resolution. Out of service emergency trip stations must clearly indicate, in a manner readily understood by all personnel, what aspect of the emergency trip station is not in service.</p> <p>✓ Submitted short-term work plan to identify necessary repairs.</p> <ul style="list-style-type: none"><li>Submit evidence of specified updates to existing Emergency Trip Station (ETS) Outage Dashboard.</li><li>Develop and submit a notification about ETS Outage Dashboard.</li><li>Submit the first three (3) months' worth of completed/closed short-term work orders.</li><li>Submit the second three (3) months' worth of completed/closed short-term work orders.</li><li>Develop and submit an interim repair plan.</li><li>Develop and submit standards document.</li><li>Submit the first three (3) months' worth of completed/closed interim work orders.</li><li>Submit the second three (3) months' worth of completed/closed interim work orders.</li><li>Update and submit Power procedures.</li><li>Update and submit Digital Modernization procedures.</li><li>Develop and submit long-term plan.</li><li>Confirm that there is evidence of the above actionable items.</li></ul>					
WMSC-25-C0295A		February 2026	Open	<div></div>	25%
<p>Metrorail must review all departmental procedures for inspections, preventive, and corrective maintenance related to fire life safety issues (this includes but is not limited to assets, equipment, and blocked egress routes) and ensure that inspections are identifying all such fire life safety issues. Inspections should focus on the fire life safety assets but also maintenance issues which could negatively impact their use in an emergency. The inventory of each station's life safety assets should be reviewed to ensure that all assets are properly captured. Metrorail must regularly communicate with front-line personnel to underscore the importance of identifying, addressing, or reporting emergency pathways that are observed as blocked and the importance of keeping these pathways free of debris, construction materials, or any other item that may impede egress in an emergency.</p> <p>✓ Updated Fire Life Safety (FLS) definition in WMATA's Digital Glossary.</p> <ul style="list-style-type: none"><li>Revise and submit FLS Asset List.</li><li>Develop and distribute FLS Asset guidance document.</li><li>Confirm that there is evidence of the above actionable items.</li></ul>					

CAP Number	Risk Assessment	Closure Submission Date**	CAP Status	Actionable Item Status	
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WMSC-25-C0295B	<div></div>	January 2027	Open	<div></div>	8%
<p>Metrorail must review all departmental procedures for inspections, preventive, and corrective maintenance related to fire life safety issues (this includes but is not limited to assets, equipment, and blocked egress routes) and ensure that inspections are identifying all such fire life safety issues. Inspections should focus on the fire life safety assets but also maintenance issues which could negatively impact their use in an emergency. The inventory of each station’s life safety assets should be reviewed to ensure that all assets are properly captured. Metrorail must regularly communicate with front-line personnel to underscore the importance of identifying, addressing, or reporting emergency pathways that are observed as blocked and the importance of keeping these pathways free of debris, construction materials, or any other item that may impede egress in an emergency.</p> <div><div>√</div>Developed and submitted a Maximo project change request to require additional fields.</div> <ul style="list-style-type: none"><li>• Submit evidence that newly mandatory Maximo fields have been implemented.</li><li>• Develop and distribute memorandum promoting awareness to Maximo configuration changes.</li><li>• Update and submit Metro Integrated Command &amp; Communications Center procedures.</li><li>• Update and submit Rail Transportation procedures.</li><li>• Update and submit Track &amp; Structures procedures and submit roster and acknowledgments from active, applicable personnel.</li><li>• Update and submit Power procedures and submit roster and acknowledgments from active, applicable personnel.</li><li>• Update and submit Digital Modernization procedures and submit roster and acknowledgments from active, applicable personnel.</li><li>• Update and submit Facilities procedures and submit roster and acknowledgments from active, applicable personnel.</li><li>• Update and submit Communications &amp; Signaling procedures and submit roster and acknowledgments from active, applicable personnel.</li><li>• Submit the first set of three (3) months’ worth of Maximo work order closures.</li><li>• Submit the first second of three (3) months’ worth of Maximo work order closures.</li><li>• Confirm that there is evidence of the above actionable items.</li></ul>					
WMSC-25-C0295C	<div></div>	June 2027	Open	<div></div>	0%
<p>Metrorail must review all departmental procedures for inspections, preventive, and corrective maintenance related to fire life safety issues (this includes but is not limited to assets, equipment, and blocked egress routes) and ensure that inspections are identifying all such fire life safety issues. Inspections should focus on the fire life safety assets but also maintenance issues which could negatively impact their use in an emergency. The inventory of each station’s life safety assets should be reviewed to ensure that all assets are properly captured. Metrorail must regularly communicate with front-line personnel to underscore the importance of identifying, addressing, or reporting emergency pathways that are observed as blocked and the importance of keeping these pathways free of debris, construction materials, or any other item that may impede egress in an emergency.</p> <div><li>• Conduct gap analysis of emergency egress procedure.</li><li>• Update and submit emergency egress procedure.</li><li>• Develop and distribute emergency egress Safety Bulletin.</li><li>• Submit Maximo work order to evidence emergency egress cleanup efforts.</li><li>• Confirm that there is evidence of the above actionable items.</li></div>					
WMSC-25-C0296	<div></div>	October 2026	Open	<div></div>	50%
<p>Metrorail must review and update its Emergency Operation Plans and Incident Management Framework for communication during safety events. Metrorail must update its training to ensure that all personnel involved in safety events are aware of the proper communication channel, whether that is Ops Channel 6, the normal Ops Channel for that section of the system, or a different Ops Channel. Metrorail may not use Ops Channel 6 until such time that it is available to all parties and personnel are properly trained on its use.</p> <div><div>√</div>Submitted the revised Incident Management Framework (IMF) to outline a dedicated incident channel for responding to safety events.</div> <div>√</div> Submitted communication of the launch date for implementing the dedicated incident channel and evidence of distribution. <div>√</div> Developed and submitted a dedicated incident channel guidance document. <div>√</div> Updated and submitted the IMF training materials incorporating the dedicated incident channel guidance. <ul style="list-style-type: none"><li>• Distribute dedicated incident channel guidance and submit a roster and acknowledgments from 90% of active, applicable personnel.</li><li>• Submit six-months of records for personnel scheduled to undergo initial or refresher IMF training after the training materials were updated.</li><li>• Review incident response data and submit a memorandum documenting the results.</li><li>• Confirm that there is evidence of the above actionable items.</li></ul>					
WMSC-25-C0297	<div></div>	May 2026	Open	<div></div>	14%
<p>Metrorail must review and update Metrorail Procedure Number 678 (Procedure for Managing Fire and Smoke on the Metrorail System) so that it is consistent with the 2024 WMATA-MWCOG Emergency Policy Agreement (and any successor agreement) to ensure both are in alignment with and support the procedures, operations, and expectations of Metrorail’s jurisdictional emergency service partners. Provide the hazard analysis for final governing procedure. Metrorail must train control center personnel who may be involved in fire and smoke events on the revised procedural requirements. Metrorail must submit evidence showing the new procedures in place and the associated response times for fire/smoke events.</p> <div><div>√</div>Developed and submitted interim guidance on emergency services notification.</div> <ul style="list-style-type: none"><li>• Update and submit fire and smoke management procedure and conduct corresponding hazard assessment.</li><li>• Submit roster and acknowledgments from active, applicable personnel.</li><li>• Submit monthly tracking reports.</li><li>• Submit three (3) months’ worth of incident analyses.</li><li>• Submit evidence of validated sample.</li><li>• Confirm that there is evidence of the above actionable items.</li></ul>					