

Washington Metrorail Safety Commission (WMSC)

Findings that require WMATA Metrorail to propose Corrective Action Plans (CAPs)

The following Corrective Action Plans (CAPs) that emerged between 2015 and 2018 from findings issued by the Federal Transit Administration are now closed:

R-7-42-a

R-7-40-a

R-7-40-b

R-7-40-c

FTA-Rail-1-1-A

FTA-TSR-18-002

The WMSC is issuing new findings below that will address the safety needs that these above CAPs originally set out to address. These new findings are reflective of the current organization at WMATA Metrorail. Consistent with the WMSC Program Standard, WMATA is required to propose corresponding CAPs and submit them to WMSC for approval within 30 days of receipt of this notice.

Finding: Metrorail lacks sufficient capability to collect safety-related data from assets via telemetry sources and analyze that data for use by rail and operations staff to improve the safety of those assets, which is a critical element of SMS.

Propose a corrective action that addresses the following: Metrorail will design and test a strategy to improve the collection of safety-related telemetry data from its assets. (C0001).

Propose a corrective action that addresses the following: Metrorail will design and test a strategy that will correlate the improved safety data to each asset. (C0002).

Propose a corrective action that addresses the following: Metrorail will design and test a strategy to use existing software packages to analyze data for review and assessment by rail operations and maintenance personnel. (C0003).

Propose a corrective action that addresses the following: Metrorail will design and test a strategy to use the analyses to implement corrective action plans, work orders, and engineering test plans/engineering modification instructions. (C0004).

Propose a corrective action that addresses the following: At the conclusion of designing and testing a strategy to improve, analyze and act upon safety data produce a lessons learned document, including a plan for a Metrorail enterprise rollout of the system. (C0005).

Finding: The Rail Operations Control Center must be appropriately staffed to meet the current operational needs.

Propose a corrective action that addresses the following: Determine the number of ROCC staff required, given the current operational and maintenance activities. Provide details that support the staffing number. (C0006).

Propose a corrective action that addresses the following: Develop plan to reach the required level of staffing under C0006 through innovation in recruitment, training, retention; and, achieve that staffing level. (C0007).

Since 1990, when the NTSB started issuing its Most Wanted List of Transportation Safety Improvements, human fatigue has been on the list. Railroads that are regulated by the Federal Railroad Administration have been subject to hours of service limits since 1907. Rail transit systems such as Metrorail are similar to FRA-regulated railroads. Accident experience and scientific evidence supports hours of service limits as part of an overall fatigue management program to ensure the safety and health of the employees and the public.

Finding: Metrorail does not currently have an effective hours of service policy.

Propose a corrective action that addresses the following: Metrorail must develop and implement an effective hours of service policy as part of an overall fatigue management program. (C0008).

The findings below were developed for deficiencies identified during the August 15, 2019 Largo Tail Track, Track 2 collision that occurred while the operator cab camera was prevented from recording the collision. The WMSC's findings are listed below. They are presented here to provide context into deficiencies identified in the Preliminary Report of Investigation identifying WMATA's processes that have not been resolved by the RTRA operations personal notice dated Monday June 17, 2019, "Caution When Stowing 7k Cab Sun Visors."

Finding: The operator cab camera was blocked due to the intentional placement of a movable visor to block the camera view.

Propose corrective action that addresses the following: WMATA shall institute controls to prevent an operator from using the visor to obstruct the camera. (C0009).

Propose corrective action that addresses the following: WMATA shall develop a training module to implement the Visor Placement order for RTRA operational personal (Train operators, RTRA supervisors, Interlocking Operators and other operational personnel) and provide the WMSC with proposed training for approval prior to implementation. (C0010).

Propose corrective action that addresses the following: WMATA shall schedule and conduct localized safety stand-downs using the training module and provide the WMSC training rosters when completed. (C0011).

Propose corrective action that addresses the following: WMATA shall develop a service bulletin adding a Visor Placement procedure to CMNT daily safety inspections and provide the WMSC with service bulletin for approval prior to implementation. (C0012).

Propose corrective action that addresses the following: WMATA shall develop an engineering fix to the 7000-series to prevent visor and operator cab camera interference. (C0013).

Propose corrective action that addresses the following: WMATA shall incorporate any operator cab camera engineering fix as lessons learned into the 8000-series specifications and Certifiable Items List. (C0014).

Thank you for working together to improve Metrorail safety,
David