



Inspection Form

Form WMSC-IR-1

Washington Metrorail Safety Commission

Agency/Department Information

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| Inspection Date | YYYY/MM/DD 2021/10/04 | Report Number | 20210929-WMATA-KEK-33 |
| Rail Agency Name | Washington Metropolitan Area Transit Authority | Rail Agency Department | Name |
| Rail Agency Department | ATCM | Contact Information | |
| Inspection Location | WMATA TSSM Building | | |

Inspection Summary

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|---|-------------|
| Inspection Activity # | 1 |
| Activity Code | MTG/STC/TNG |
| Inspection Units | 1 |
| Inspection Subunits | |
| Defects (Number) | 0 |
| Recommended Finding | Yes |
| Remedial Action Required¹ | No |
| Recommended Reinspection | No |

Activity Summaries

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|---|--|--------------------------------|---|---------------------------------------|------------------|---------------|----------------------------------|----------------------|---------------------|----------|-----|
| Inspection Activity # | 1 | Inspection Subject | OJT Program Progress | | | | Activity Code | MTG/STC/TNG | | | |
| Job Briefing Employee Name/Title | N/A | Accompanied Inspector? | Yes | Out Brief Conducted | Yes | Time | 10:00 AM | Outside Shift | No | | |
| Related Reports | | Related CAPS / Findings | FTA-R-2-16-a, FTA-R-TSR-18-008, TOC-ATC-15-013; Deliverable #2, and Safety Directive 15-1 | | | | | | | | |
| Related Rules, SOPs, Standards, or Other | Ref | Rule or SOP | Standard | | | Other / Title | | | Checklist Reference | | |
| | | | WMATA PTASP | | | | | | | | |
| Inspection Location | Main Track | Yard | Station | OCC | RTA Facility | WMSC Office | Track Type | At-grade | Tunnel | Elevated | N/A |
| | | X | | | | | | | | | X |
| Line(s) & Track Number | WMATA TSSM Building | | | Chain Marker and/or Station(s) | | | From | | To | | |
| Vehicles | Head Car Number | | Number of Cars | | Equipment | | N/A | | | | |
| | N/A | | N/A | | | | | | | | |
| Description | Follow through with OJT program progression; 2.1 - FTA Finding Technical Training for operations and maintenance department's is under-resourced and fractured, currently provided by five different departments and IT, is insufficiently directed and resourced, and relies significantly on on-the-job-training (OJT) which is informal and lack oversight. TOC-ATC-15-013 – Deliverable #2; Required ATC Mechanic Courses and Training Plans. Deliverable #3 & #4: As part of Safety Directive 16-2, the FTA found that, "After initial training for ATC employees, the program is not structured with defined levels of knowledge and feedback to employees for promotion. "To remedy, FTA recommended that, "WMATA must implement new courses and refresher training to coincide with each mechanic level. WMATA also must provide an approved plan for training of employees before the employees can be allowed to take promotional tests that are tailored for specific Technician level, including a process to provide feedback on deficiencies for personnel who fail. | | | | | | Number of Defects | | 0 | | |
| | | | | | | | Recommended Finding? | | Yes | | |
| | | | | | | | Remedial Action Required? | | No | | |
| | | | | | | | Recommended Reinspection? | | No | | |
| Remedial Action | | | | | | | | | | | |

¹ The rail transit agency must provide WMSC with the necessary evidence (e.g. maintenance work order system records, photos, documentation, records, data, or other evidence) to close out the Remedial Action. Closeout of Remedial Actions may also be subject to ongoing WMSC verification inspections to ensure corrections are sufficient and effective.

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| Inspector in Charge's Signature | Date 2021/10/04 |
| Inspector in Charge's Name Kemmerly Kendrick | Inspection Team N/A |