



## WMSC Inspection Report 20250306

ISSUED 3/10/2025

### Inspection Details

Title: CTEM Training CAP Verification (C-0095)

Location: Document Review

Date of Inspection: 12/18/2024 to 3/6/2025

Time of Inspection: not applicable to records review

Unannounced

Risk-Based (CAP C-0095)

Functional Area: Vehicles, Operations

Hazard Rating: 3D

### Overview

On December 18, 2024, a WMSC inspector began a risk-based document inspection relating to compliance with corrective action plan C-0095.

C-0095 was created to address finding 12 from the [2021 Audit of Roadway Maintenance Machine Inspection, Maintenance and Training](#), which states “CTEM mechanics get only limited training on specific vehicles that would assist them in moving and maintaining RMMs, and do not get adequate refresher training.” The WMSC closed C-0095 on September 15, 2022.

On December 18, 2024, the WMSC requested from Metrorail the Car Track Equipment Maintenance (CTEM) training matrix and training records for each CTEM employee and other employees with responsibilities for inspection, maintenance, repair, or operation of RMM. Over the course of months, requests and documents were exchanged between Metrorail and the WMSC. However, based on the documents, the WMSC was unable to verify implementation of Metrorail’s planned Car Track Equipment Maintenance (CTEM) training program. The final actionable item for C-0095 included a training schedule, which was provided during the CAP review process. This inspection determined—and Metrorail confirmed—that the training schedule was not implemented.

On March 6, 2025, the WMSC and Metrorail met to discuss next steps regarding the implementation of the required training as anticipated in C-0095.



## Defects and Corrective Actions

WMSC Inspections identify safety issues that may be classified as defects, findings, or recommendations. Findings and recommendations are defined by Program Standard Section 5.E.2 and 5.E.3 respectively. Ordinarily, issues identified in a WMSC inspection report are classified as defects. Defects are specific safety issues of non-conformance/non-compliance that are identified and that require remedial action.

At present, it is not yet determined whether the finding that led to C-0095 remains and the WMSC is awaiting further information from WMATA to aid in this decision. Identified below are WMATA actions that may result in further efforts to address the training deficiencies, and that will contribute to the WMSC's conclusion for this inspection.

## Defect Observations and Determinations

During the course of this inspection, the WMSC identified C-0095 WMATA CTEM training materials and schedules that were originally scheduled to occur between June 6, 2022, and July 10, 2022. The WMSC was unable to verify that those trainings occurred. Metrorail confirmed via email on March 3, 2025, that the originally-planned trainings were not implemented and no CTEM staff received training.

Thereafter, on March 6, 2025, the WMSC and Metrorail met to discuss next steps. During this meeting WMATA confirmed that the original training that was scheduled never occurred and WMATA is now reviewing the original finding and corrective action plan to determine the appropriate next steps. Next steps may include updating the training curriculum.

## Next Steps

Please respond **by Thursday, March 13, 2025**, to acknowledge receipt and to convey the timeline for Metrorail's detailed response recognizing and addressing that C-0095's training was never implemented but now must be implemented.