

Cap ID	CAP Status	Finding/Recommendation	Expected Completion	Source
NTSB R-8-004-A	Open	Promptly implement appropriate technology that will automatically alert wayside workers of approaching trains and will automatically alert train operators when approaching areas with workers on or near the tracks.	03/01/23	<a href="#">Safety Directive 16-2 (12/15/2015)</a>
WMSC-20-C0042	Open	Finding 5. WMATA employees are not consistently following RWP Rule 5.12 for equipment calibration.	11/23/26	<a href="#">RWP Audit (6/18/2020)</a>
WMSC-20-C0049	Open	Finding 1. ROCC management contributes to a chaotic environment. Use of profanities, threats and racial, sexual or other forms of harassment are regular features of the control centers environment, which makes it difficult for controllers to do their jobs and drives low morale and significant turnover.	10/13/25	<a href="#">ROCC Audit (9/8/2020)</a>
WMSC-20-C0056	Open	Finding 8. Metrorail's ROCC recruitment and retention approach is failing. Some controller trainees have left the ROCC immediately after or shortly after the training course, which is scheduled to last nine months.	10/13/25	<a href="#">ROCC Audit (9/8/2020)</a>
WMSC-21-C0072	Open	WMATA does not have load ratings for its bridges and aerial structures.	03/17/25	<a href="#">Elevated Structures Audit (1/25/2021)</a>
WMSC-21-C0083	Open	Ten Metrorail structures have steel rocker bearings, which created a seismic risk in the event of an earthquake other seismic events.	01/12/26	<a href="#">Elevated Structures Audit (1/25/2021)</a>
WMSC-21-C0098	Open	Several Metrorail preventive maintenance instructions do not include acceptable tolerances for required measurements.	08/04/25	<a href="#">Roadway Maintenance Machine (RMM) Audit (3/9/2021)</a>
WMSC-21-C0099	Open	A lack of an intrusion Detection Warning (IDW) system where WMATA's own criteria require it.	06/05/28	<a href="#">WMSC Directive (4/30/2021)</a>
WMSC-21-C0100	Open	Metrorail is not maintaining a fully functioning radio communications system in all rail yards and shops.	12/28/26	<a href="#">WMSC Directive (4/30/2021)</a>
WMSC-21-C0120	Open	Finding 2. Metrorail ignores the minimum daily release period (rest period) requirements in its Fatigue Risk Management Policy.	09/15/25	<a href="#">Fitness for Duty Audit (8/31/2021)</a>
WMSC-21-C0129	Open	Finding 11. WMATA does not have a documented procedure for and training to carry out fitness for duty checks prior to or during shifts on a regular basis for all covered employees as specified in the APTA fitness for Duty Standard.	12/22/25	<a href="#">Fitness for Duty Audit (8/31/2021)</a>
WMSC-21-C0130	Open	Recommendation 1. Metrorail does not collect fitness for duty data in a manner that allows for identification, tracking and trending of issues.	05/26/25	<a href="#">Fitness for Duty Audit (8/31/2021)</a>
WMSC-21-C0131	Open	Recommendation 2. Metrorail is not providing medical oversight of contractors and does not include any requirement in contracts that contractors meet WMATA medical, fatigue or hours of service standards.	02/16/26	<a href="#">Fitness for Duty Audit (8/31/2021)</a>
WMSC-21-C0134	Open	Metrorail's 6000-Series rehabilitation program, including coupler overhaul work, was implemented by CMOR, CENV and CMNT without safety certification and approvals required by WMATA's SSCPP.	02/19/28	<a href="#">Revenue Vehicle (Railcar) Programs Audit (9/14/2021)</a>
WMSC-21-C0136	Open	6000 Series cars that underwent rehabilitation were put into service without SAFE approval.	05/09/26	<a href="#">Revenue Vehicle (Railcar) Programs Audit (9/14/2021)</a>
WMSC-21-C0137	Open	Metrorail removed the coupler overhaul from the 6000 Series SMP process without documenting that change or completing a review of that change by the SCRC.	05/09/26	<a href="#">Revenue Vehicle (Railcar) Programs Audit (9/14/2021)</a>
WMSC-21-C0139	Open	The 7000 Series rehabilitation and subsystems overhaul program is being developed without full SAFE coordination, involvement or approval.	11/24/25	<a href="#">Revenue Vehicle (Railcar) Programs Audit (9/14/2021)</a>
WMSC-21-C0143	Open	Metrorail does not consistently follow a standard process to address wheels out-of-round, to prevent cars with wheels out-of-round from operating, and to identify and address the root causes of wheels out-of-round.	09/26/26	<a href="#">Revenue Vehicle (Railcar) Programs Audit (9/14/2021)</a>
WMSC-21-C0146	Open	Metrorail railcars do not include inward-and outward-facing audio and image recorders in all operating compartments.	10/17/26	<a href="#">Revenue Vehicle (Railcar) Programs Audit (9/14/2021)</a>
WMSC-21-C0154	Open	Traction Power Maintenance employees do not get all required information and training to maintain equipment that they are directed to work on, and there is no process in place to ensure that personnel are trained on specific equipment prior to working on that equipment.	04/12/27	<a href="#">High Voltage Traction Power Audit (10/27/2021)</a>
WMSC-21-C0155	Open	Metrorail is not effectively identifying, tracking and mitigating hazards related to high voltage and traction power.	05/03/25	<a href="#">High Voltage Traction Power Audit (10/27/2021)</a>
WMSC-21-C0156	Open	Metrorail is behind schedule on its floating slab testing to monitor for deterioration due to stray current.	03/25/25	<a href="#">High Voltage Traction Power Audit (10/27/2021)</a>
WMSC-22-C0167	Open	Finding 6. Metrorail has not clearly defined and communicated the authority and duties of its Fire Marshal and any other fire prevention roles or positions, and does not have effective continuity plans in the event the Fire Marshal is unavailable.	06/02/25	<a href="#">Emergency Management and Fire Life Safety Programs (2/22/22)</a>
WMSC-22-C0168	Open	Finding 7. Metrorail does not ensure that experts in fire and life safety are included in and have a documented role in Metrorail project development, planning, review and approvals, which contributes to hazards being introduced into the Metrorail system or hazards being allowed to continue to exist without adequate mitigation.	01/10/26	<a href="#">Emergency Management and Fire Life Safety Programs (2/22/22)</a>
WMSC-22-C0170	Open	Finding 9. Metrorail does not routinely conduct hazard assessments to evaluate and prioritize fire and life safety and emergency management issues. Further, Metrorail has not established a fire and life safety and emergency management hazard identification, tracking and open item resolution process for prioritizing and implementing safety improvements.	06/02/25	<a href="#">Emergency Management and Fire Life Safety Programs (2/22/22)</a>
WMSC-22-C0173	Open	Finding 12. The exit stairwell from Rosslyn Station is not protected from obstructions, which creates a risk that the hatch will not be able to be opened in an emergency, trapping customers inside.	10/05/26	<a href="#">Emergency Management and Fire Life Safety Programs (2/22/22)</a>
WMSC-22-C0182	Open	Finding 2. Metrorail does not effectively identify, track, communicate and address operational hazards as required by its Agency Safety Plan.	11/15/25	<a href="#">Rail Operations (4/7/22)</a>
WMSC-22-C0183	Open	Finding 3. Metrorail creates safety risks by not requiring and conducting territory familiarization and physical characteristics training, and not assessing knowledge of physical characteristics prior to assigning operations personnel work on a line, in a terminal or in a yard.	11/10/25	<a href="#">Rail Operations (4/7/22)</a>
WMSC-22-C0189	Open	Finding 9. Metrorail does not ensure personnel serving as on-the-job training instructors, including those personnel described as line platform instructors (LPIs), are effective and have specific training and direction on what to teach and how to assess their assigned students.	09/22/25	<a href="#">Rail Operations (4/7/22)</a>
WMSC-22-C0193	Open	Finding 13. With frequent modifications due to temporary and permanent orders, and outdated versions of Metrorail's rulebook being distributed to personnel when hard copies are available, the latest Metrorail rules are not easily accessible to train operators. This creates document control issues and makes a rule requiring personnel to carry the latest version of the Metrorail Safety Rules and Procedures Handbook (MSRPH) unrealistic.	07/20/26	<a href="#">Rail Operations (4/7/22)</a>
WMSC-22-C0199	Open	Finding 1. Metrorail has not developed and implemented a comprehensive water intrusion and remediation program covering stations, elevators and escalators, which contributes to damage and deterioration of structures and other assets, to electrical hazards and to other safety risks.	04/23/28	<a href="#">Station Maint., Elevator/Escalator Audit (5/25/22)</a>
WMSC-22-C0212	Open	This CAP builds on C-0037, which was originally issued on May 12, 2020: Third rail power restoration is routinely rushed by ROCC management with a focus on restoring train service rather than a focus on following safety procedures.	05/12/25	<a href="#">Improper Power Restoration Order (5/17/2022)</a>
WMSC-22-C0213	Open	Metrorail has an ineffective and insufficient inspection, maintenance and cleaning program for Automatic Train Control equipment, particularly including a lack of required tools, procedural compliance, and supervisory oversight for care of vital equipment housed in train control rooms, and is not maintaining the structural integrity of these ancillary rooms.	12/19/26	<a href="#">ATC Room inspection, maintenance and cleaning program (8/4/2022)</a>
WMSC-22-C0214	Open	Finding 1. Metrorail does not have adequate supervisory oversight and safety promotion to ensure that approved preventative maintenance inspections (PMI) are properly completed to ensure the safety of the rail system. Communications personnel are not using correct and current forms and processes necessary to ensure that safety-critical communications systems are appropriately and safely maintained.	07/21/25	<a href="#">Communications Systems (9/29/2022)</a>
WMSC-22-C0215	Open	Finding 2. Metrorail does not have sufficiently detailed instructions and procedures specifying how to inspect and maintain each communications asset. For some assets, there are no instructions or procedures at all.	07/07/25	<a href="#">Communications Systems (9/29/2022)</a>
WMSC-22-C0216	Open	Finding 3. Metrorail is closing preventative maintenance work orders without correcting known deficiencies, which does not comply with its Systems Maintenance (SMNT) Maintenance Control Policy.	03/02/26	<a href="#">Communications Systems (9/29/2022)</a>
WMSC-22-C0217	Open	Finding 4. Metrorail personnel are not effectively communicating, responding to and identifying issues related to trouble calls pertaining to communications systems. Metrorail closes communications related "corrective maintenance" (repair) tickets without effectively identifying, documenting and addressing issues.	03/08/27	<a href="#">Communications Systems (9/29/2022)</a>
WMSC-22-C0219	Open	Finding 6. Metrorail has insufficient training for communications personnel, including on-the-job training (OJT) that SMNT itself describes as deficient, and a lack of requirements to ensure that personnel only work on equipment they are trained on and capable of maintaining as required by the PTASP.	08/04/25	<a href="#">Communications Systems (9/29/2022)</a>
WMSC-22-C0220	Open	Finding 7. Metrorail does not have schematics, manuals, and other materials in each Communications Room required by Metrorail's Communications Room Bi-weekly Cleaning and Inspection PMI.	08/11/26	<a href="#">Communications Systems (9/29/2022)</a>
WMSC-22-C0221	Open	Finding 8. Metrorail lacks the safety assurance and safety promotion activities required to ensure that only current and calibrated radios are in use as required by Metrorail instruction and procedure, creating a risk that this safety equipment will not properly function when needed.	06/09/25	<a href="#">Communications Systems (9/29/2022)</a>
WMSC-22-C0222	Open	Finding 9. Metrorail communications rooms have signs of recurring water, dirt and dust intrusion. Metrorail is also improperly storing equipment in these rooms. Components in these rooms therefore may not function as required for the safety of riders, workers and first responders.	01/04/25	<a href="#">Communications Systems (9/29/2022)</a>
WMSC-22-C0224	Open	Recommendation 2. Some job descriptions have not been updated since the 1970s and 1980s and do not reflect current job responsibilities and necessary qualifications.	03/07/26	<a href="#">Communications Systems (9/29/2022)</a>
WMSC-22-C0225	Open	Finding 1: Metrorail's organizational structure prevents Metrorail from effectively ensuring that its track is maintained in a state of good repair as specified by Metrorail policies, procedures and standards.	05/10/25	<a href="#">Track Maintenance and Training (12/14/2022)</a>

WMSC-22-C0226	Open	Finding 2: Metrorail is not maintaining track infrastructure in rail yards in accordance with TRST-1000 requirements and related standards. This has introduced operational hazards.	09/08/25	<a href="#">Track Maintenance and Training (12/14/2022)</a>
WMSC-22-C0230	Open	Finding 6: Metrorail lacks the capability to complete required rail grinding activities across the system to ensure safe operations.	10/11/25	<a href="#">Track Maintenance and Training (12/14/2022)</a>
WMSC-23-C0238	Open	Finding 1: Metrorail is not carrying out the safety risk management, safety assurance and safety promotion for the structures program required by Metrorail's Agency Safety Plan to ensure safe and effective structural engineering, maintenance, and operation.	06/16/25	<a href="#">Structures Program (7/25/2023)</a>
WMSC-23-C0239	Open	Finding 2: Metrorail's Structures Maintenance and Inspections department has not formalized and documented its on-the-job training process for structural inspection.	05/31/25	<a href="#">Structures Program (7/25/2023)</a>
WMSC-23-C0240	Open	Finding 1: Metrorail does not ensure the use of adequate fall protection when working on or around RMM.	10/20/25	<a href="#">Roadway Maintenance Machines (10/18/2023)</a>
WMSC-23-C0241	Open	Finding 2: Metrorail is not effectively tracking and mitigating hazards related to RMM maintenance and operations in accordance with its PTASP.	02/09/26	<a href="#">Roadway Maintenance Machines (10/18/2023)</a>
WMSC-23-C0242	Open	Finding 3: Metrorail has not documented its practices regarding adjustments to its contractor RMM inspection procedures.	08/18/25	<a href="#">Roadway Maintenance Machines (10/18/2023)</a>
WMSC-23-C0243	Open	Finding 4: Metrorail does not have a process and assigned resources to inspect and maintain the hi-rail gear on hi-rail vehicles owned by WMATA as required to ensure the vehicles' safe operation.	05/24/25	<a href="#">Roadway Maintenance Machines (10/18/2023)</a>
WMSC-23-C0244	Open	Finding 5: Metrorail is not reviewing its RMM-related procedures as required.	09/15/25	<a href="#">Roadway Maintenance Machines (10/18/2023)</a>
WMSC-23-C0245	Open	Recommendation 1: Metrorail has the opportunity to more effectively collect and proactively utilize reliability data to ensure safe and effective operations.	05/06/25	<a href="#">Roadway Maintenance Machines (10/18/2023)</a>
WMSC-23-C0249	Open	Recommendation 5: Metrorail can improve the effectiveness of training and available operational manuals by providing a consistent, complete format that documents operational restrictions and allows personnel to identify where to look for such information, and by incorporating these improvements into a recurring troubleshooting training.	08/25/25	<a href="#">Roadway Maintenance Machines (10/18/2023)</a>
WMSC-23-C0250	Open	Recommendation 6: Metrorail has an opportunity to improve safety through effective interdepartmental coordination to fully utilize available safety data, technology, and contracts.	07/07/25	<a href="#">Roadway Maintenance Machines (10/18/2023)</a>
WMSC-24-C0251	Open	Finding 1: Metrorail ATC Maintenance personnel do not have a uniform understanding of Metrorail procedures, which leads to inadequate completion of safety tasks, such as inspections and handling of vital systems, that are required to ensure that track circuits and other elements of the ATC system function properly as required to prevent train collisions and to provide other designed safety protections.	01/10/28	<a href="#">ATC and Signals Program (1/18/2024)</a>
WMSC-24-C0252	Open	Finding 1: Metrorail ATC Maintenance personnel do not have a uniform understanding of Metrorail procedures, which leads to inadequate completion of safety tasks, such as inspections and handling of vital systems, that are required to ensure that track circuits and other elements of the ATC system function properly as required to prevent train collisions and to provide other designed safety protections.	02/08/27	<a href="#">ATC and Signals Program (1/18/2024)</a>
WMSC-24-C0253	Open	Finding 1: Metrorail ATC Maintenance personnel do not have a uniform understanding of Metrorail procedures, which leads to inadequate completion of safety tasks, such as inspections and handling of vital systems, that are required to ensure that track circuits and other elements of the ATC system function properly as required to prevent train collisions and to provide other designed safety protections.	07/20/26	<a href="#">ATC and Signals Program (1/18/2024)</a>
WMSC-24-C0254	Open	Finding 2: Metrorail does not review, analyze, and act upon available safety data about the health and functionality of the Automatic Train Control system and subsystems as required by Metrorail's Agency Safety Plan. Therefore, Metrorail's ATC Engineering cannot reliably or proactively determine whether or not the ATC system and subsystems are or will be functioning as designed to provide for the safety of riders and workers.	04/12/27	<a href="#">ATC and Signals Program (1/18/2024)</a>
WMSC-24-C0255	In development	Finding 3: Metrorail is putting its personnel at risk due to health hazards such as damaged and repositioned materials marked as containing asbestos that are not being identified and managed as required by its Agency Safety Plan.		<a href="#">ATC and Signals Program (1/18/2024)</a>
WMSC-24-C0256	Open	Finding 4: Metrorail is not systematically identifying, tracking, and mitigating hazards related to automatic train control and signaling as required by its Agency Safety Plan.	08/11/25	<a href="#">ATC and Signals Program (1/18/2024)</a>
WMSC-24-C0257	Open	Finding 5: Metrorail is not maintaining its books of plans in accordance with its requirements.	10/24/26	<a href="#">ATC and Signals Program (1/18/2024)</a>
WMSC-24-C0258	Open	Recommendation 1: Metrorail has not determined the required staffing for ATC and Signals.	10/12/26	<a href="#">ATC and Signals Program (1/18/2024)</a>
WMSC-24-C0259	Open	Recommendation 2: Metrorail does not ensure that lessons learned from prior projects are consistently shared with all relevant personnel responsible for ATC and Signals.	11/17/25	<a href="#">ATC and Signals Program (1/18/2024)</a>
WMSC-24-C0260	Open	Recommendation 3: Metrorail does not have a procedure for the removal of hang tags in Train Control Rooms that indicate temporary modifications. This has led to many rooms having such "temporary" hang tags in place for decades.	02/15/27	<a href="#">ATC and Signals Program (1/18/2024)</a>
WMSC-24-C0261	Open	Develop and implement a corrective action plan in accordance with the requirements of WMSC Program Standard Section 9.C to address Safety Recommendation R-23-28.	03/15/27	<a href="#">Order re NTSB Safety Recommendation R-23-28 (1/17/2024)</a>
WMSC-24-C0262	Open	Develop and implement a corrective action plan in accordance with the requirements of WMSC Program Standard Section 9.C to address Safety Recommendation R-23-28.	07/19/27	<a href="#">Order re NTSB Safety Recommendation R-23-28 (1/17/2024)</a>
WMSC-24-C0263	Open	Develop and implement a corrective action plan in accordance with the requirements of WMSC Program Standard Section 9.C to address Safety Recommendation R-23-28.	02/02/26	<a href="#">Order re NTSB Safety Recommendation R-23-28 (1/17/2024)</a>
WMSC-24-C0264	Open	Develop and implement a corrective action plan in accordance with the requirements of WMSC Program Standard Section 9.C to address Safety Recommendation R-23-28.	11/17/25	<a href="#">Order re NTSB Safety Recommendation R-23-28 (1/17/2024)</a>
WMSC-24-C0265	Open	Finding 1: Metrorail is not consistently identifying, addressing, and preventing water intrusion in power rooms.	08/23/27	<a href="#">Power Systems (2/7/2024)</a>
WMSC-24-C0266	Open	Finding 2: Metrorail is not ensuring that adequate egress paths are maintained for Power facilities.	11/17/25	<a href="#">Power Systems (2/7/2024)</a>
WMSC-24-C0268	Open	Finding 1: Metrorail is not performing its train operator certification activities reliably and consistently in accordance with its safety requirements specified in its Agency Safety Plan and the associated Performance Standardization on Program Manual. Therefore, Metrorail is not ensuring that its trains are only operated by personnel who have demonstrated the skills required to do so safely.	05/11/26	<a href="#">Train Operator Certification Order (2/28/2024)</a>
WMSC-24-C0269	Open	Finding 2: Metrorail is not conducting retraining of personnel who do not pass certification exams as required by its Performance Standardization Program Manual, and is not consistently retesting these personnel as specified in its safety procedures.	02/02/26	<a href="#">Train Operator Certification Order (2/28/2024)</a>
WMSC-24-C0270	Open	Finding 1: Metrorail is not carrying out railcar maintenance and inspection tasks as specified by its procedures.	08/10/26	<a href="#">Revenue Vehicles Audit (5/21/24)</a>
WMSC-24-C0271	Open	Finding 2: Metrorail is training railcar personnel on outdated procedures.	07/13/26	<a href="#">Revenue Vehicles Audit (5/21/24)</a>
WMSC-24-C0272	In development	Finding 3: Metrorail is not meeting life-safety and occupational safety and health requirements in railcar maintenance facilities.		<a href="#">Revenue Vehicles Audit (5/21/24)</a>
WMSC-24-C0273	Open	Finding 4: Metrorail is not identifying and mitigating hazards related to railcars and railcar personnel.	03/16/26	<a href="#">Revenue Vehicles Audit (5/21/24)</a>
WMSC-24-C0274	Open	Finding 5: Metrorail is not following its operational certification requirements for Car Maintenance Road Mechanics.	08/04/25	<a href="#">Revenue Vehicles Audit (5/21/24)</a>
WMSC-24-C0276	Open	Finding 7: Metrorail is using equipment that is not calibrated in accordance with its policies and procedures, including for inspection and maintenance of components with a direct impact on safety.	10/06/25	<a href="#">Revenue Vehicles Audit (5/21/24)</a>
WMSC-24-C0277	Open	Recommendation 1: Metrorail is not tracking the shelf life of railcar parts that decay over time and therefore have a limited shelf life	01/12/26	<a href="#">Revenue Vehicles Audit (5/21/24)</a>
WMSC-24-C0278	Open	Recommendation 2: Metrorail could improve the effectiveness of its maintenance tasks by proactively providing training records to supervisors of employees newly assigned to their shift or location.	07/28/25	<a href="#">Revenue Vehicles Audit (5/21/24)</a>
WMSC-24-C0280	Open	Finding 1: Metrorail is not effectively ensuring that its personnel on and around the roadway are consistently following the Roadway Worker Protection rules designed for their safety.	10/26/26	<a href="#">Roadway Worker Protection Audit (7/31/24)</a>
WMSC-24-C0281	Open	Finding 2: Metrorail is not providing its personnel with up-to-date and accessible information about the locations where additional Roadway Worker Protection is required to prevent serious injury or death.	07/18/26	<a href="#">Roadway Worker Protection Audit (7/31/24)</a>
WMSC-24-C0282	Open	Finding 3: Metrorail is not systematically identifying, tracking, and mitigating hazards related to Roadway Worker Protection as required by its Agency Safety Plan.	11/18/25	<a href="#">Roadway Worker Protection Audit (7/31/24)</a>
WMSC-24-C0283	Open	Finding 4: Metrorail is training and qualifying personnel on outdated Roadway Worker Protection-related procedures and rules	08/04/25	<a href="#">Roadway Worker Protection Audit (7/31/24)</a>
WMSC-24-C0284	Open	Finding 5: Metrorail has no process to ensure that areas requiring additional Roadway Worker Protection are accurately identified on an ongoing basis.	01/19/27	<a href="#">Roadway Worker Protection Audit (7/31/24)</a>
WMSC-24-C0285	Open	Finding 6: Metrorail directs its personnel to use forms of protection without training on the proper use of the protection. Specifically, Metrorail has no training or qualification related to local control. This contributes to an inconsistent application of Roadway Worker Protection rules.	10/11/27	<a href="#">Roadway Worker Protection Audit (7/31/24)</a>
WMSC-24-C0286	In development	Finding 7: Metrorail is not following its existing safety rules and does not have adequate training and supervisory oversight to ensure safe operation under mobile command.		<a href="#">Roadway Worker Protection Audit (7/31/24)</a>
WMSC-24-C0287	Open	Finding 8: Metrorail has no controls to ensure that rules being applied in areas it designates as an 'Authorized Construction Site' provide the same or greater level of protection for roadway workers as those workers have in other parts of the WMATA Rail System.	12/15/26	<a href="#">Roadway Worker Protection Audit (7/31/24)</a>
WMSC-24-C0288	Open	Finding 9: Metrorail is providing RWP qualifications without following the listed requirements for those qualifications.	07/17/27	<a href="#">Roadway Worker Protection Audit (7/31/24)</a>
WMSC-24-C0289	Open	Finding 10: Metrorail is not following its procedures regarding Roadway Worker Protection Training.	07/13/26	<a href="#">Roadway Worker Protection Audit (7/31/24)</a>

WMSC-24-C0290	Open	Finding 11: Metrorail is not providing critical roadway worker-related safety information and training. Instructors do not follow the standardized curriculum and omit materials.	01/19/26	<a href="#">Roadway Worker Protection Audit (7/31/24)</a>
WMSC-24-C0291	Open	Finding 12: Metrorail is providing incorrect information about cardinal rules and incomplete testing for non-English speaking contractors in Roadway Worker Protection Training.	02/02/26	<a href="#">Roadway Worker Protection Audit (7/31/24)</a>
WMSC-24-C0292	Open	Finding 13: Metrorail requires on-the-job Roadway Worker Protection training without outlining the requirements or process for this training.	10/24/28	<a href="#">Roadway Worker Protection Audit (7/31/24)</a>
WMSC-25-C0293	In development	Finding 1: Metrorail does not have a reliable communication system for operations or emergencies.		<a href="#">Emergency Management and Life Safety Audit (1/29/25)</a>
WMSC-25-C0294	In development	Finding 2: Metrorail Emergency Trip Stations (ETS) located throughout the system are not treated as fire life safety assets.		<a href="#">Emergency Management and Life Safety Audit (1/29/25)</a>
WMSC-25-C0295	In development	Finding 3: Metrorail fire and life safety inspections do not identify and resolve deficiencies with fire life safety equipment and assets within stations.		<a href="#">Emergency Management and Life Safety Audit (1/29/25)</a>
WMSC-25-C0296	In development	Finding 4: Metrorail is using emergency radio operations channel 6 although the channel is not ready for use.		<a href="#">Emergency Management and Life Safety Audit (1/29/25)</a>
WMSC-25-C0297	In development	Finding 5: Metrorail is not contacting jurisdictional emergency services immediately upon identification of fire and smoke on the Metrorail system.		<a href="#">Emergency Management and Life Safety Audit (1/29/25)</a>