

Cap ID	CAP Status	Finding/Recommendation	Hazard Rating - Current & Historical	Anticipated Closure Date	Source
NTSB R-8-004-A	Open	Properly 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	Safety Directive 16-2 (12/16/2015)
WMSC-20-0042	Open	Finding 5: WMATA employees are not consistently following RMP Rule 5.12 for equipment calibration.	2C	07/21/26	RMP Audit (6/18/2020)
WMSC-20-0049	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.	3D	10/13/25	ROCC Audit (8/9/2020)
WMSC-20-0068	Open	Finding 8: Metrol'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.	3D	10/13/25	ROCC Audit (8/9/2020)
WMSC-21-0093	Open	Ten Metrol structures have steel rebar hearings, which created a seismic risk in the event of an earthquake other seismic events.	4D	07/06/26	Seismic Structures Audit (1/23/2021)
WMSC-21-0098	Open	A lack of an Intrusion Detection Warning (IDW) system where WMATA's own criteria require it.	2D	09/05/28	WMSC Response (9/1/2021)
WMSC-21-0100	Open	Metrol is not maintaining a fully functioning radio communications system in all rail yards and shops.	3C	12/29/26	WMSC Directive (4/30/2021)
WMSC-21-0129	Open	Finding 2: Metrol ignores the minimum daily release period (rest period) requirements in its Fatigue Risk Management Policy.	3B	03/10/26	Fitness for Duty Audit (9/1/2021)
WMSC-21-0129	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 AFPA Fitness for Duty Standard.	3B	12/22/25	Fitness for Duty Audit (9/1/2021)
WMSC-21-0131	Open	Recommendation 2: Metrol 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.	4B	02/16/26	Fitness for Duty Audit (9/1/2021)
WMSC-21-0139	Open	The 7800 Series rehabilitation and subsystems overhaul program is being developed without full SAFE coordination, involvement or approval.	3C	03/17/26	Revenue Vehicle (Railcar) Program Audit (8/14/2021)
WMSC-21-0143	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.	3B	09/28/26	Revenue Vehicle (Railcar) Program Audit (8/14/2021)
WMSC-21-0146	Open	Metrol railcars do not include inward-and outward-facing audio and image recorders in all operating compartments.	3C	10/17/26	Revenue Vehicle (Railcar) Program Audit (8/14/2021)
WMSC-21-0154	Open	Finding 1: Metrol is not consistently following safety protocols for high voltage 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.	4D	05/11/27	High Voltage Traction Power Audit (10/27/2021)
WMSC-22-0013	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.	2D	10/05/26	Emergency Management and Fire Life Safety Program (10/2/2021)
WMSC-22-0018	Open	Finding 2: Metrol does not effectively identify, track, communicate and address operational hazards as required by its Agency Safety Plan.	3C	11/15/25	Rail Operations (4/7/21)
WMSC-22-0018	Open	Finding 3: Metrol does not effectively identify, track, communicate and address operational hazards as required by its Agency Safety Plan.	3C	12/15/26	Rail Operations (4/7/21)
WMSC-22-0033	Open	Finding 13: With frequent modifications due to temporary and permanent orders, and outdated versions of Metrol's rulebook being distributed to personnel when hard copies are available, the latest Metrol 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 Metrol Safety Rules and Procedures Handbook (MSRPH) unrealistic.	4C	03/28/26	Rail Operations (4/7/21)
WMSC-22-0038	Open	Finding 1: Metrol 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.	4C	04/25/28	Station Main, Elevator/Escalator Audit (5/24/22)
WMSC-22-0033	Open	Metrol 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.	3E	12/19/26	ATC Room Inspection, maintenance and cleaning program (10/2/2021)
WMSC-22-0036	Open	Finding 3: Metrol is closing preventative maintenance work orders without correcting known deficiencies, which does not comply with its Systems Maintenance (SMNT) Maintenance Control Policy.	3B	03/02/26	Communications Systems (9/29/2021)
WMSC-22-0037	Open	Finding 4: Metrol personnel are not effectively communicating, responding to and identifying issues related to trouble calls pertaining to communications systems. Metrol's class communications related "corrective maintenance" / "repair" tickets without effectively identifying, documenting and addressing issues.	3B	03/08/27	Communications Systems (9/29/2021)
WMSC-22-0038	Open	Finding 6: Metrol 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 that they are trained on and capable of maintaining as required by the PTASP.	2A	06/23/28	Communications Systems (9/29/2021)
WMSC-22-0032	Open	Finding 5: Metrol Communications rooms have signs of recurring water, dirt and dust intrusion. Metrol 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.	3C	06/23/26	Communications Systems (9/29/2021)
WMSC-22-0036	Open	Finding 2: Metrol is not maintaining track infrastructure in rail yards in accordance with TRST-1000 requirements and related standards. This has introduced operational hazards.		12/30/25	Track Maintenance and Training (12/14/2021)
WMSC-23-0028	Open	Finding 1: Metrol does not ensure the use of adequate fall protection when working on or around RRM.	3D	10/20/25	Roadway Maintenance Machines (10/15/2021)
WMSC-23-0041	Open	Finding 3: Metrol is not effectively tracking and mitigating hazards related to RRM maintenance and operations in accordance with its PTASP.	3C	02/09/26	Roadway Maintenance Machines (10/15/2021)
WMSC-23-0044	Open	Finding 1: Metrol has not documented its practices regarding adjustments to its contractor RRM inspection procedures.	4E	01/26/26	Roadway Maintenance Machines (10/15/2021)
WMSC-24-0081	Open	Finding 1: Metrol's ATC Maintenance personnel do not have a uniform understanding of Metrol 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.	2D	01/10/28	ATC and Signals Program (1/18/2024)
WMSC-24-0092	Open	Finding 1: Metrol's ATC Maintenance personnel do not have a uniform understanding of Metrol 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.	2D	02/08/27	ATC and Signals Program (1/18/2024)
WMSC-24-0093	Open	Finding 1: Metrol's ATC Maintenance personnel do not have a uniform understanding of Metrol 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.	2D	07/20/26	ATC and Signals Program (1/18/2024)
WMSC-24-0084	Open	Finding 2: Metrol 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 Metrol's Agency Safety Plan. Thereafter, Metrol'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.	2D	04/12/27	ATC and Signals Program (1/18/2024)
WMSC-24-0096	Open	Finding 4: Metrol is not systematically identifying, tracking, and mitigating hazards related to automatic train control and signaling as required by its Agency Safety Plan.	2D	09/15/26	ATC and Signals Program (1/18/2024)
WMSC-24-0092	Open	Finding 5: Metrol is not maintaining its books of plans in accordance with its requirements.	2D	10/24/26	ATC and Signals Program (1/18/2024)
WMSC-24-0098	Open	Recommendation 1: Metrol has not determined the required staffing for ATC and Signals.	3B	11/10/26	ATC and Signals Program (1/18/2024)
WMSC-24-0098	Open	Recommendation 2: Metrol does not ensure that lessons learned from prior projects are consistently shared with all relevant personnel responsible for ATC and Signals.	2D	11/17/25	ATC and Signals Program (1/18/2024)
WMSC-24-0098	Open	Recommendation 3: Metrol 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.	2D	02/19/27	ATC and Signals Program (1/18/2024)
WMSC-24-0081	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.	2D	03/15/27	Order re NTSB Safety Recommendation R-23-28 (11/7/2024)
WMSC-24-0082	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.	3D	03/14/28	Order re NTSB Safety Recommendation R-23-28 (11/7/2024)
WMSC-24-0083	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.	3D	02/02/26	Order re NTSB Safety Recommendation R-23-28 (11/7/2024)
WMSC-24-0084	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.	3D	12/30/25	Order re NTSB Safety Recommendation R-23-28 (11/7/2024)
WMSC-24-0086	Open	Finding 1: Metrol is not consistently identifying, addressing, and preventing water intrusion in power rooms.	2D	08/23/27	Power Systems (2/7/2024)
WMSC-24-0086	Open	Finding 2: Metrol is not ensuring that adequate spare parts are maintained for Power facilities.	3E	11/17/25	Power Systems (2/7/2024)
WMSC-24-0088	Open	Finding 1: Metrol 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, Metrol is not ensuring that its trains are only operated by personnel who have demonstrated the skills required to do so safely.	3C	05/11/26	Train Operator Certification Order (2/28/2024)
WMSC-24-0089	Open	Finding 2: Metrol is not conducting retraining of personnel who do not pass certification exams as required by its Performance Standardization Program Manual, and is not consistently retraining those personnel as specified in its safety procedures.	3C	02/02/26	Train Operator Certification Order (2/28/2024)
WMSC-24-0070	Open	Finding 1: Metrol is not carrying out railcar maintenance and inspection tasks as specified by its procedures.	2D	08/10/26	Revenue Vehicles Audit (8/21/24)
WMSC-24-0071	Open	Finding 2: Metrol is training railcar personnel on outdated procedures.	3D	04/13/27	Revenue Vehicles Audit (8/21/24)
WMSC-24-0073	Open	Finding 3: Metrol is not identifying and mitigating hazards related to railcars and railcar personnel.	2D	03/16/26	Revenue Vehicles Audit (8/21/24)
WMSC-24-0074	Open	Finding 5: Metrol is not following its operational certification requirements for Car Maintenance Road Mechanics.	4D	10/20/25	Revenue Vehicles Audit (8/21/24)
WMSC-24-0075	Open	Finding 7: Metrol 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.	4D	11/18/25	Revenue Vehicles Audit (8/21/24)
WMSC-24-0077	Open	Recommendation 1: Metrol is not tracking the shelf life of railcar parts that decay over time and therefore have a limited shelf life.	3D	10/12/26	Revenue Vehicles Audit (8/21/24)
WMSC-24-0080	Open	Finding 1: Metrol is not effectively ensuring that its personnel on and around the roadway are consistently following the Roadway Worker Protection rules designed for their safety.	1E	10/26/26	Roadway Worker Protection Audit (7/31/24)
WMSC-24-0081	Open	Finding 2: Metrol 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.	1E	07/18/26	Roadway Worker Protection Audit (7/31/24)
WMSC-24-0082	Open	Finding 3: Metrol is not systematically identifying, tracking, and mitigating hazards related to Roadway Worker Protection as required by its Agency Safety Plan.	2D	03/17/26	Roadway Worker Protection Audit (7/31/24)
WMSC-24-0083	Open	Finding 4: Metrol is training and qualifying personnel on outdated Roadway Worker Protection related procedures and rules.	1D	02/03/26	Roadway Worker Protection Audit (7/31/24)
WMSC-24-0084	Open	Finding 6: Metrol has no process to ensure that areas requiring additional Roadway Worker Protection are accurately identified on an ongoing basis.	1E	05/02/27	Roadway Worker Protection Audit (7/31/24)
WMSC-24-0085	Open	Finding 8: Metrol directs its personnel to use forms of protection without training on the proper use of the protection. Specifically, Metrol has no training or qualification related to local control. This contributes to an inconsistent application of Roadway Worker Protection rules.	1D	10/11/27	Roadway Worker Protection Audit (7/31/24)
WMSC-24-0086	Open	Finding 7: Metrol is not following its existing safety rules and does not have adequate training and supervisory oversight to ensure safe operation under mobile command.	1E	02/03/26	Roadway Worker Protection Audit (7/31/24)
WMSC-24-0087	Open	Finding 8: Metrol 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.	1E	12/15/26	Roadway Worker Protection Audit (7/31/24)
WMSC-24-0088	Open	Finding 9: Metrol is providing RMP qualifications without following the listed requirements for those qualifications.	1D	05/09/28	Roadway Worker Protection Audit (7/31/24)
WMSC-24-0089	Open	Finding 10: Metrol is not following its procedures regarding Roadway Worker Protection Training.	1D	11/21/27	Roadway Worker Protection Audit (7/31/24)
WMSC-24-0090	Open	Finding 11: Metrol is not providing critical roadway worker-related safety information and training. Instructors do not follow the standardized curriculum and omit materials.	1D	06/16/26	Roadway Worker Protection Audit (7/31/24)
WMSC-24-0091	Open	Finding 12: Metrol is providing incorrect information about cardinal rules and incomplete testing for non-English speaking contractors in Roadway Worker Protection Training.	1E	03/16/27	Roadway Worker Protection Audit (7/31/24)
WMSC-24-0092	Open	Finding 13: Metrol requires on-the-job Roadway Worker Protection training without outlining the requirements or process for this training.	1E	10/24/28	Roadway Worker Protection Audit (7/31/24)
WMSC-24-0094	Open	Finding 1: Metrol does not have a reliable communication system for operations or emergencies.	1D	09/21/27	Emergency Management and Life Safety Audit (11/29/24)
WMSC-24-0095	Open	Finding 2: Metrol Emergency Trip Stations (ETS) located throughout the system are not treated as fire life safety assets.	1A	04/06/27	Emergency Management and Life Safety Audit (11/29/24)
WMSC-24-0096	Open	Finding 3: Metrol fire and life safety inspections do not identify and resolve deficiencies with fire life safety equipment and assets within stations.	1A	04/14/28	Emergency Management and Life Safety Audit (11/29/24)
WMSC-24-0098	Open	Finding 4: Metrol fire and life safety inspections do not identify and resolve deficiencies with fire life safety equipment and assets within stations.	1A	03/16/27	Emergency Management and Life Safety Audit (11/29/24)
WMSC-24-0099	Open	Finding 5: Metrol fire and life safety inspections do not identify and resolve deficiencies with fire life safety equipment and assets within stations.	1A	06/03/27	Emergency Management and Life Safety Audit (11/29/24)
WMSC-24-0100	Open	Finding 6: Metrol is not following its existing safety rules and does not have adequate training and supervisory oversight to ensure safe operation under mobile command.	4A	10/22/28	Emergency Management and Life Safety Audit (11/29/24)
WMSC-24-0101	Open	Finding 8: Metrol is not contacting jurisdictional emergency services immediately upon identification of fire and smoke on the Metrol system.	1A	07/21/26	Emergency Management and Life Safety Audit (11/29/24)
WMSC-24-0102	Open	Recommendation 3: Metrol does not evaluate the effectiveness of Line Platform Instructors (LPI).	4D	12/19/28	Control Center and Rail Operations Audit (8/27/25)
WMSC-24-0103	Open	Metrol is not following its own written process to ensure and document that its roadway workers in charge have demonstrated the knowledge and skills required to do their job safely.	1B	06/13/28	Control Center and Rail Operations Audit (8/27/25)
WMSC-24-0104	In development	Finding 3: Metrol 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.			ATC and Signals Program (1/18/2024)
WMSC-24-0105	In development	Finding 3: Metrol is not meeting life-safety and occupational safety and health requirements in railcar maintenance facilities.			Revenue Vehicles Audit (8/21/24)
WMSC-24-0106	In development	Finding 1: Metrol does not have a sufficient number of rail traffic controllers and turnover is increasing.			Control Center and Rail Operations Audit (8/27/25)
WMSC-24-0107	In development	Finding 2: Metrol Emergency Trip Stations (ETS) located throughout the system are not treated as fire life safety assets.			Control Center and Rail Operations Audit (8/27/25)
WMSC-24-0108	In development	Finding 3: Metrol does not provide refresher training to rail vehicle operators on incidents and emergencies.			Control Center and Rail Operations Audit (8/27/25)
WMSC-24-0109	In development	Finding 4: Metrol's Train the Trainer (TTT) program for Rail Training is not defined by Metrol's procedures.			Control Center and Rail Operations Audit (8/27/25)
WMSC-24-0110	In development	Finding 5: Metrol revised ATC local control procedures without first informing all affected staff including rail traffic controllers.			Control Center and Rail Operations Audit (8/27/25)
WMSC-24-0111	In development	Finding 6: Rail traffic controller consoles have been manipulated without their knowledge.			Control Center and Rail Operations Audit (8/27/25)
WMSC-24-0112	In development	Finding 7: Metrol uses Microsoft Teams chats during safety events but has not demonstrated a review of these records when determining the facts of these events.			Control Center and Rail Operations Audit (8/27/25)
WMSC-24-0113	In development	Finding 8: Metrol documents have not been updated on the required cadence.			Control Center and Rail Operations Audit (8/27/25)
WMSC-24-0114	In development	Finding 9: Metrol personnel are not following Metrol radio transmission rules such as for train identification and location information.			Control Center and Rail Operations Audit (8/27/25)
WMSC-24-0115	In development	Recommendation 1: Metrol "Service Disruption" calls during safety events are led by personnel who are actively managing the event rather than the designated role (Metro 1).			Control Center and Rail Operations Audit (8/27/25)
WMSC-24-0116	In development	Recommendation 2: Rail traffic controllers Advanced Information Management (AIM) system alarms are not standardized across rail traffic controller desks and personnel are not trained on how to arrange their alarm screens.			Control Center and Rail Operations Audit (8/27/25)
WMSC-24-0117	In development	Metrol elevators and escalators mechanics are not reviewing job hazard analyses as required by Metrol procedures.			Elevators and Escalators Audit (10/15/25)
WMSC-24-0118	In development	Metrol does not proactively monitor calibration expiration for elevators and escalators equipment.			Elevators and Escalators Audit (10/15/25)
WMSC-24-0119	In development	Metrol personnel on stationing elevator pits which have active electrical circuits with standing water present.			Elevators and Escalators Audit (10/15/25)
WMSC-24-0120	In development	Metrol elevator and escalator personnel are not trained on fall protection requirements listed within the job hazard analyses.			Elevators and Escalators Audit (10/15/25)
WMSC-24-0121	In development	Metrol is not maintaining or displaying elevator or escalator certificates on-site as required by local jurisdictions.			Elevators and Escalators Audit (10/15/25)
WMSC-24-0122	In development	Metrol elevator and escalator job descriptions are incomplete and a subset do not reflect current job responsibilities.			Elevators and Escalators Audit (10/15/25)
WMSC-24-0123	In development	Metrol's Office of Elevators and Escalators Services uses multiple systems to capture data which could impact data management and result in discrepancies.			Elevators and Escalators Audit (10/15/25)