



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration**Agency/Department Information**

Inspection Date	YYYY	MM	DD	Report Number	20161004-WMATA-TL-1		
	2016	10	04				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Automatic Train Control	Sub- Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	Red Line between Metro Center (A01) and Gallery Place (B01)						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	ATC-WI-PI					
Inspection Units	1					
Inspection Subunits	1					
Defects (Number)	0					
Recommended Finding	No					
Remedial Action Required ¹	No					
Recommended Reinspection	No					

Activity Summaries

Inspection Activity #	1	Inspection Subject				Bobbing Track Circuit Inspection			Activity Code		ATC	WI	PI
Job Briefing Employee Name/Title	ATC 2227				Accompanied Inspector?	Yes	Out Brief Conducted	No	Time	1030-1200	Outside Shift	No	
Related Reports	N/A				Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference				
	MSRPH												
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A		
	X								X				
Line(s)	A/B	Track Number	1	Chain Marker and/or Station(s)			From		To				
							B01		A01				
Vehicles	Head Car Number		Number of Cars		Equipment		N/A						
	N/A		N/A										
Description	FWSO investigated 3 bobbing track circuits on track one between Metro Center (A01) and Gallery Place (B01), B01-11, B01-10, and B01-08. WMATA attributed these bobbing circuits to mismatched rail, where a 1971 controlled cooled rail was connected to a 2015 head hardened rail. WMATA stated that the difference in material properties lead to a difference in electrical resistance between the two rails which causes the signal to bob. In addition to the difference in rails, the right rail had original Landis fasteners which were dry rotted.							Number of Defects		0			
								Recommended Finding?		No			
								Remedial Action Required?		No			
								Recommended Reinspection?		No			

¹ The rail transit agency must provide FTA 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 FTA verification inspections to ensure corrections are sufficient and effective.

Inspector in Charge - Signature	TERRELL A WILLIAMS		Digitally signed by TERRELL A WILLIAMS DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FTAHQ, cn=TERRELL A WILLIAMS Date: 2016.10.12 07:49:43 -04'00'	Date	10/04/2016
Inspector in Charge - Name	Troy Lloyd		Inspection Team Troy Lloyd, Mike Vitale		

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	FWSO noted the area was clean and dry, but there was some debris underneath the ATC equipment. This debris was blocking the drain and could lead to potential issues with drainage should water penetration occur in the area.		
Remedial Action	N/A		



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United States Department of Transportation
Federal Transit Administration**Agency/Department Information**

Inspection Date	YYYY	MM	DD	Report Number	20161005-WMATA-TL-1		
	2016	10	05				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Track and Structures	Sub- Department	TKIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	D-Line Track 2 from Landover (D12) to New Carrollton (D13)						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-WI-PI					
Inspection Units	1					
Inspection Subunits	1					
Defects (Number)	0					
Recommended Finding	Yes					
Remedial Action Required ¹	Yes					
Recommended Reinspection	Yes					

Activity Summaries

Inspection Activity #	1	Inspection Subject				Walking Inspection D-Line Track 2			Activity Code		TRK	WI	PI
Job Briefing Employee Name/Title	TRST 6431				Accompanied Inspector?	Yes	Out Brief Conducted	No	Time	1100-1300	Outside Shift	No	
Related Reports	N/A				Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference				
	MSRPH												
	TRST 1000												
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A		
	X							X					
Line(s)	D	Track Number	2	Chain Marker and/or Station(s)		From		To					
						Landover (D12)		New Carrollton (D13)					
Vehicles	Head Car Number		Number of Cars		Equipment	N/A							
	N/A		N/A										
Description	FWSO inspected track 2 of the D-Line from the Landover Station (D12) to the New Carrollton Station (D13). The following items were observed: D2-546+80-D2-547+80; clusters of defective F20 direct fixation fasteners with loose studs and loose serrated washers and nuts. Loose stud nuts and washers are allowing 3/4" vertical deflection. Fasteners were installed improper with no							Number of Defects		0			
								Recommended Finding?		No			
								Remedial Action Required?		No			
								Recommended Reinspection?		No			

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Inspector in Charge - Signature	TERRELL A WILLIAMS <small>Digitally signed by TERRELL A WILLIAMS DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FTAHQ, cn=TERRELL A WILLIAMS Date: 2016.10.12 07:32:33 -04'00'</small>		Date 10/05/2016
Inspector in Charge - Name Troy Lloyd	Inspection Team Troy Lloyd, Phil Herbert, Mike Vitale, Jeremy Liu		

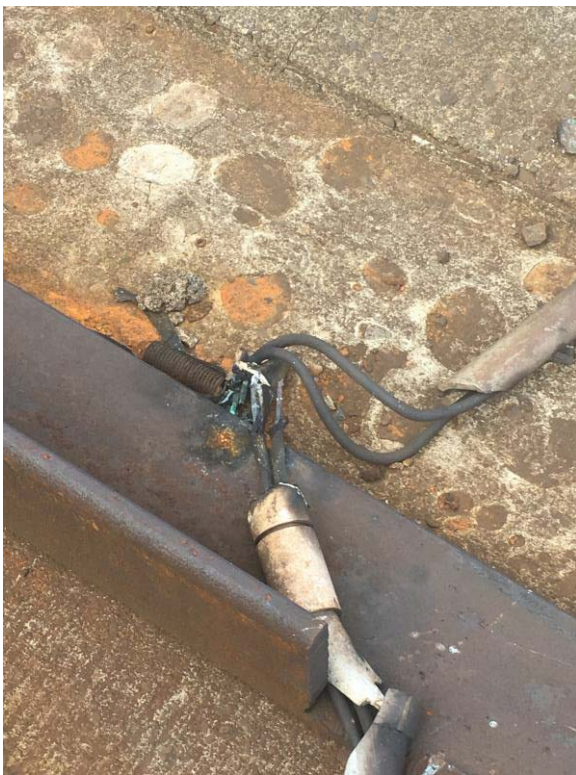
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	<p>shims that allowed dynamic underload deflection to work for studs and washers loose. (This location was already protected by a slow speed restriction)</p> <p>D2 548+00: Power cable to third rail heater HC-D12-52A1 was cut with conductive element exposed.</p> <p>D2-579+00-D2-581+00; defective ties exist for a 200 foot span of track. Ties are defective to the point that they have become non-supportive where they are not holding spikes and are plate cut allowing cant deficiency. Spikes can be easily removed by hand. 3- consecutive defective ties exist in several locations throughout the 200 foot span.</p>		
Remedial Action	N/A		

Photos



Cut wires from third rail heater box HC-D12-52A1



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Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20161008-WMATA-RPM-1		
	2016	10	08				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	Production
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	K06 (West Fall Church) to K2 CM 606+00						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-RWP-OBS	TRK-GEN-OBS				
Inspection Units	1	1				
Inspection Subunits	1	1				
Defects (Number)	0	0				
Recommended Finding	No	No				
Remedial Action Required ¹	No	No				
Recommended Reinspection	No	No				

Activity Summaries

Inspection Activity #	1	Inspection Subject					RWP – Job Safety Briefing			Activity Code		TRK	RWP	OBS
Job Briefing Employee Name/Title	Unit 6271 provided the briefing Unit 6392 was the assigned escort					Accompanied Inspector?	No	Out Brief Conducted	Yes – with [REDACTED] in the field	Time	0700-1100	Outside Shift	Yes	
Related Reports						Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard			Other / Title		Checklist Reference			
	MSRPH													
	RWPM													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	X							X						
Line(s)	K-Line	Track Number	2	Chain Marker and/or Station(s)			From		To					
							K06 (West Falls Church Station)		K2 CM606+00					
Vehicles	Head Car Number		Number of Cars			Equipment	N/A							
	N/A		N/A											
Description	Job Safety Briefing: • Mobile Command is the RWIC for the area								Number of Defects		0			
									Recommended Finding?		No			

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Inspector in Charge - Signature	TERRELL A WILLIAMS		Digitally signed by TERRELL A WILLIAMS DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FTAHQ, cn=TERRELL A WILLIAMS Date: 2016.10.11 09:06:27 -04'00'	Date 10/08/2016
Inspector in Charge – Name Terrell Williams	Inspection Team Robert Maniuszko			



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	<ul style="list-style-type: none"> ○ MCC is located at K06 ○ MCC can be contacted on OPS12 or 202-617-3500 or 73500 • Safety Rule of the day is 4.8 – the rule pertains to fire regulations • There are two red tags in place: 2016529523A and 2016282502A • Inaccessible Track (IT) is the form of protection with ties chained to the rail, shunts and strobes. • There was a comprehensive list of hot spots and hazards provided • There are multiple Roadway Maintenance Machines (RMM) in the area • There are multiple work gangs in the area – IT-NCS, TRST, POWR, CTEM, SMNT, etc. • All vehicles left unattended shall be secured • Closest hospitals are Inova Fairfax and Dominion • All PPE and ID's were checked • A red wrist band was issued after the briefing 	Remedial Action Required?	No
	No exceptions were taken to the briefing.	Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Track – General Observations					Activity Code	TRK	GEN	OBS
Job Briefing Employee Name/Title	Unit 6271 provided the briefing Unit 6392 was the assigned escort		Accompanied Inspector?	No	Out Brief Conducted	Yes – with [redacted] in the field	Time	0700-1100	Outside Shift	Yes	
Related Reports	20160924-WMATA-RPM-1		Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	MSRPH										
	TRST 1000										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X							X			
Line(s)	K-Line	Track Number	2	Chain Marker and/or Station(s)	From			To			
					K06 – West Falls Church Station			K2 CM606+00			
Vehicles	Head Car Number	Number of Cars		Equipment	N/A						
	N/A	N/A									
Description	General Observations: <ul style="list-style-type: none"> • WMATA was observed to be replacing the closure rail and stock rail at switch 17B • The work area was being cleaned up in preparation to switch over to Track 1 Sunday evening. • Vehicle KBR925 was properly chocked • All ballast cribs were full • Third Rail expansion joint cables have been replaced and moved to the field side of the rail • The tamper and ballast regulator were working in the area • Crosstie work has been completed • ETS crew from IT-NCS was observed testing the boxes • Radio communication from MCC to the workers was clear with proper repeat-backs • RMM's working in the area were being operated per WMATA established rules No exceptions were taken to the area observed.						Number of Defects	0			
							Recommended Finding?	No			
							Remedial Action Required?	No			
							Recommended Reinspection?	No			
Remedial Action	N/A										

Follow-Up Items:

From 20160924-WMATA-RPM-1

- The Straight closure rail at switch 17B has head checking. The replacement point is located adjacent to the area. In the past WMATA has replaced both points at the same time to avoid any mismatch.



10/8/16 – WMATA was observed to be in the process of replacing the closure and stock rails at this location

- At K2 CM545+00 the bridge guardrail has been removed. This rail should be put back in place prior to the completion of the surge
10/8/16 – The guardrail has been re-installed and secured.
- ETS Box K124 – the entire communication cable box has been removed and the wires are exposed. Should be re-checked prior to Surge completion.
10/8/16 – The communications box has been replaced.
- Throughout the surge the third rail expansion joint cables are still present on the gage side of the third rail.
10/8/16 – Third rail expansion joint cables have been moved to the field side of the third rail and supported on fiberglass “Kindorf”.
- At K2 CM562+00 the IDW cable is damaged
10/8/16 – The IDW cable has been repaired.
- The IDW cable is pulled out of the box at Gate JJ K2-581
10/8/16 – The IDW is properly attached to the junction box. Repair is completed.
- At K2 CM605+05 the gage measured 57”
The area was re-gauged and measures 56 3/4”. The rail joint is marked to be cut out however the gage is in tolerance.

Photos:

(Please Note that this condition was corrected prior to leaving the site.)



Figure 1 - Ballast covering base of the running rail at K2 CM573+00.

Note: The Ballast Regulator corrected this condition while FWSO observed.



Figure 2 - Third Rail Expansion Cable on fiberglass “Kindorf”.

Cables are now on the field side of the third rail.



Inspection Form

FOIA Exemption: All (b)(6)

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United States Department of Transportation
Federal Transit Administration**Agency/Department Information**

Inspection Date	YYYY	MM	DD	Report Number	20161009-WMATA-RPM-1		
	2016	10	09				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	Production
Rail Agency Department Contact Information	Name			Email		Office Phone	
	[REDACTED]			[REDACTED]		[REDACTED]	
	[REDACTED]			[REDACTED]		[REDACTED]	
	[REDACTED]			[REDACTED]		[REDACTED]	
	[REDACTED] – SAFE			[REDACTED]		[REDACTED]	
Inspection Location	K-Line – Vienna (K08) to Dunn Loring (K07)						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-RWP-OBS	TRK-GEN-OBS				
Inspection Units	1	1				
Inspection Subunits	1	1				
Defects (Number)	0	0				
Recommended Finding	No	No				
Remedial Action Required ¹	No	No				
Recommended Reinspection	No	No				

Activity Summaries

Inspection Activity #	1	Inspection Subject					RWP – Job Safety Briefing			Activity Code		RWP	GEN	OBS
Job Briefing Employee Name/Title	[REDACTED]					Accompanied Inspector?	No	Out Brief Conducted	Yes – With escorts and [REDACTED]	Time	0700 – 1000	Outside Shift	Yes	
Related Reports						Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard			Other / Title		Checklist Reference			
	RWPM													
	MSRPH													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	X							X						
Line(s)	K-Line	Track Number	2	Chain Marker and/or Station(s)			From		To					
							Vienna (K08)		Dunn Loring (K07)					
Vehicles	Head Car Number		Number of Cars			Equipment	N/A							
	N/A		N/A											
Description	Job Safety Briefing:								Number of Defects		0			

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Inspector in Charge - Signature	TERRELL A WILLIAMS	Digitally signed by TERRELL A WILLIAMS DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FTA HQ, cn=TERRELL A WILLIAMS Date: 2016.10.11 09:16:54 -04'00'	Date 10/09/2016
Inspector in Charge – Name Terrell Williams	Inspection Team Robert Maniuszko		



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	<ul style="list-style-type: none"> Received the briefing at Vienna Station PPE and ID check was performed Yellow Wrist Band was issued Hazards were discussed Inaccessible Track was the form of protection – wood ties, shunts, work mats and strobes were present Mobile Command Center (MCC) is the RWIC MCC is on OPS 12 There are multiple work groups in the area There are multiple Roadway Maintenance Machines (RMM's) working in the area All vehicles should be chocked and secured if left unattended The weather was discussed – today it was cold and windy 	Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	General Observations – Track #2 – K08-K07				Activity Code	TRK	GEN	OBS	
Job Briefing Employee Name/Title	See Above		Accompanied Inspector?	No	Out Brief Conducted	Yes	Time	0700 – 1000	Outside Shift	Yes	
Related Reports			Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	TRST1000										
	MSRPH										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X							X			
Line(s)	K-Line	Track Number	2	Chain Marker and/or Station(s)	From			To			
	K08				K07						
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	General Observations: <ul style="list-style-type: none"> ATC is testing track 2 for return to service Track Production has tamped, regulated, added ballast and replaced numerous cross-ties throughout the area POWR has moved the third rail expansion cables to the field side of the rail. The cables are seated on fiberglass kindorf The IDW boxes have been replaced All access gates were locked Wee-Z bonds have been replaced TRST was checking on all punchlist items in the area No exceptions were taken to the work completed to date. Observation for follow-up: <ul style="list-style-type: none"> At K2 CM704+00 there is a large area where hydraulic fluid has leaked. TRST noted that a hydraulic hose burst in the area. Photos are attached for follow-up with SAFE-Enviro. Throughout the areas that were re-gauged, there are numerous holes in the cross-ties that were not filled with sealant. These locations were noted by the escorts as punchlist items. 					Number of Defects	0				
						Recommended Finding?	No				
						Remedial Action Required?	No				
						Recommended Reinspection?	No				
Remedial Action	N/A										

Photos:



Figure 1 - K2 CM704+00 - hydraulic oil spill area



Inspection Form

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United States Department of Transportation
Federal Transit Administration

FOIA Exemption: All (b)(6)

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20161011-WMATA-AD-1		
	2016	10	11				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	RTRA	Sub- Department	ROCC
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	Rail Operations Control Center (ROCC)						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	ROCC-GEN-OBS					
Inspection Units	1					
Inspection Subunits	1					
Defects (Number)	4					
Recommended Finding	No					
Remedial Action Required ¹	Yes					
Recommended Reinspection	Yes					

Activity Summaries

Inspection Activity #	1	Inspection Subject					Rail Operations Control Center – General Observations on OWL Shift			Activity Code		ROCC	GEN	OBS
Job Briefing Employee Name/Title	N/A			Accompanied Inspector?	N/A	Out Brief Conducted	No	Time	1930 – 0100	Outside Shift	Yes			
Related Reports						Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference					
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
				X							X			
Line(s)	N/A	Track Number	N/A	Chain Marker and/or Station(s)		From			To					
Vehicles	Head Car Number		Number of Cars		Equipment	N/A								
	N/A		N/A											
Description	General Observations: <ul style="list-style-type: none">Single tracking in effect on Track #1 from Smithsonian to Federal Center SW due to defective fasteners. At approximately 2100 hrs., single tracking will extend to McPherson Square due to ongoing maintenance activities at D01 tie-breaker. The tie-breaker 1000 mcm being replaced.Single tracking in effect on Track #1 from West Falls Church to Vienna due to a Safe Track surge.							Number of Defects		4				
								Recommended Finding?		No				
								Remedial Action Required?		Yes				
								Recommended Reinspection?		Yes				

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Inspector in Charge - Signature	AMBUR I DALEY		Digitally signed by AMBUR I DALEY DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FMCSAHQ, cn=AMBUR I DALEY Date: 2016.10.12 15:30:45 -04'00'	Date
Inspector in Charge – Name	Ambur Daley			
Inspection Team	Ambur Daley, Richard Green, Robert Maniuszko			



	<ul style="list-style-type: none">Track #2 is out of service from Medical Center to Grosvenor-Strathmore on an early out due to ongoing track work.MTPD incident at Pentagon due to an sick customer.Observed three ROCC employees conversing between the area of the MOC and Asst. Supervisor's desk. Conversation didn't pertain to the operations of ROCC and were at a level loud enough to be heard at nearby work stations. ROCC video communication board prohibits this practice. <p>Radio Observations: (Yellow, Blue, Green)</p> <ul style="list-style-type: none">Yellow Line Operator issued a blanket radio announcement of restricted speed through Pentagon City station due to the previously mentioned sick passenger. There was no confirmation from any trains in the area. MSRP Rule 1.79 requires acknowledgement.Train number 510 at Navy Yard used the terms "Roger" and "Affirmative" when communicating with the ROCC controller. Proper phraseology calls for use of "Copy."Radio console controller attempted to raise Train #308 four separate times without acknowledgement. The signal was not dropped and the train departed without contacting the controller. The controller discussed the issue with the button controller but did not notify the supervisor.Controller used incorrect train ID prior to correcting and contacting desired train ID. <p>Shift Transfer:</p> <ul style="list-style-type: none">Controller did not log off computer prior to shift change. Incoming controller used wrong ID for approximately 5-minutes prior to properly logging in.Yellow – missing signatures observed for 10/7/16<ul style="list-style-type: none">10/9/16 – observed white out in logRed Line – signature was erased on 9/24/16<ul style="list-style-type: none">10/6/16 – erased information and crossed out other informationOrange Line – 9/16/16 – missing signatureGeneral Comment – log books were still being filled in with pencil <p>ROCC Fire Liaison Desk:</p> <ul style="list-style-type: none">Video Observations of West Hyattsville (E07) - Station Manager IllnessVideo Observations of Pentagon City sick passenger with Station Manager response and providing assistance until arrival of EMS.Video Observations of Smithsonian RWP Work Zone set up<ul style="list-style-type: none">3 individuals were observed boarding the Prime Mover without proper PPEVideo Observations of WMATA response to a sick customer at Deanwood StationVideo observation of crowd control at Stadium-Armory during mass departure of fans from the soccer game<ul style="list-style-type: none">Fire Liaison also called Stadium-Armory to provide detail of a sick passenger on the platform		
Remedial Action	<ol style="list-style-type: none">WMATA should enforce proper controller login/log off from the system prior to and during a shift change. FWSO observed a Controller that did not log off their computer prior to shift change and incoming controller used this ID for approx. 5 minutes prior to properly logging in.WMATA should enforce MSRP Rule 1.79. FWSO observed a Yellow Line Operator issue a blanket radio announcement of restricted speed through Pentagon City station due to the report of a sick passenger. There was no confirmation from any trains in the area. MSRP Rule 1.79 requires acknowledgement.WMATA should reinforce proper radio communication and terminology with train operators. Train number 510 at Navy Yard used the terms "Roger" and "Affirmative" when communicating with the ROCC controller.WMATA should reinforce the importance of train operator acknowledgment and contact with controller. FWSO observed a radio console controller attempt to raise Train # 308 four separate times without acknowledgement. The signal was not dropped and the train departed without contacting the controller. The controller discussed the issue with the button controller but did not notify the supervisor.		



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United States Department of Transportation
Federal Transit Administration

FOIA Exemption: All (b)(6)

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20161012-WMATA-RPM-1		
	2016	10	12				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	RTRA	Sub- Department	ROCC
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	Rail Operations Control Center (ROCC)						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	ROCC-GEN-MTG	ROCC-GEN-OBS				
Inspection Units	1	1				
Inspection Subunits	1	1				
Defects (Number)	0	0				
Recommended Finding	No	No				
Remedial Action Required ¹	No	No				
Recommended Reinspection	No	No				

Activity Summaries

Inspection Activity #	1	Inspection Subject					Meeting with ROCC Supervision			Activity Code		ROCC	GEN	MTG
Job Briefing Employee Name/Title	N/A					Accompanied Inspector?	N/A	Out Brief Conducted	Yes	Time	1000 - 1300	Outside Shift	No	
Related Reports						Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard			Other / Title		Checklist Reference			
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
					X									
Line(s)	N/A		Track Number	N/A		Chain Marker and/or Station(s)		From		To				
Vehicles	Head Car Number		Number of Cars			Equipment		N/A						
	N/A		N/A											
Description	Discussion Topics: <ul style="list-style-type: none">Staffing<ul style="list-style-type: none">Currently budgeted for 48 RTC positions – (eight openings)The current staff consists of 40 individualsROCC is in the process of hiring three individuals from outside of WMATA. This process is expected to take approximately seven-months to fully qualify the candidates.ROCC also has identified two individuals that will be internal							Number of Defects		0				
								Recommended Finding?		No				
								Remedial Action Required?		No				
								Recommended Re-inspection?		No				

¹ The rail transit agency must provide FTA 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 FTA verification inspections to ensure corrections are sufficient and effective.

Inspector in Charge - Signature AMBUR I DALEY		Digitally signed by AMBUR I DALEY DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FMCSAHQ, cn=AMBUR I DALEY Date: 2016.10.13 12:06:09 -04'00'	Date
Inspector in Charge – Name Ambur Daley	Inspection Team Rich Greene, Robert Maniuszko		



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

	<p>candidates. They will not come on-board until the external candidates complete the Train Operator course.</p> <ul style="list-style-type: none"> WMATA also has five internal qualified controllers that are taking the Bridge Training course at this time. ROCC has an extra controller currently assigned on two of the three shifts. <ul style="list-style-type: none"> Over The Road (OTR)/Physical Characteristics Observations <ul style="list-style-type: none"> ROCC is currently unable to start this process due to staffing. Silver Line Console <ul style="list-style-type: none"> ROCC has staff to cover the desk, however they are covering other roles at this time. Infrastructure changes are needed to begin this process. The move of some control functions to this console should alleviate the work load for controllers on the Orange/Blue/Silver console. RTRA leadership plan to begin the conversion over to this console in January 2017. Transfer Logs <ul style="list-style-type: none"> FWSO team clarified the CAP requirements for an Electronic Form. RTRA is working with Information Technology (IT) to implement the electronic forms. RTRA leadership will work on the process and requirements for signatures on the new forms. Efficiency Testing <ul style="list-style-type: none"> RTRA supports the quarterly drills and participates in the "hot wash" Radio transmissions are audited by Assistant Superintendents. Transfer Logs, Cell Phone Adherence are also audited by the Assistant Superintendent. SOP Checklists <ul style="list-style-type: none"> These are for reference only and should be noted as such 		
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	ROCC – General Observations				Activity Code	ROCC	GEN	OBS			
Job Briefing Employee Name/Title	N/A		Accompanied Inspector?	N/A	Out Brief Conducted	Yes	Time	1300 - 1530	Outside Shift	No			
Related Reports	Related CAPS / Findings												
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP			Standard		Other / Title		Checklist Reference				
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A		
					X								
Line(s)	N/A	Track Number	N/A	Chain Marker and/or Station(s)		From			To				
Vehicles	Head Car Number		Number of Cars		Equipment	N/A							
	N/A		N/A										
Description	General Observations:						Number of Defects		0				
	<ul style="list-style-type: none"> Track 2 – Grosvenor to Medical Center – cracked rail – single tracking in effect. Initial report is that the rail will have to be replaced. 						Recommended Finding?		No				
	<ul style="list-style-type: none"> Track 1 – Farragut North to Dupont Circle – broken fasteners – track is out of service. 						Remedial Action Required?		No				
	<ul style="list-style-type: none"> Track 1 – West Falls Church (WFC) to Vienna – Surge #9 – track is out of service. Track 2 – Glenmont to Wheaton – fasteners – 15 mph speed restriction is in effect. 						Recommended Re-inspection?		No				



	<p>Radio Observations: (Yellow, Blue, Green, Red)</p> <ul style="list-style-type: none">• Noted that at times train operators are using the words “Roger” and “Affirmative” during their radio communications• Noted radio announcements pertaining to “Cardinal Rule 1.79”. The rule requires acknowledgement of blanket radio transmissions. ROCC controllers were observed making blanket announcements. Train operators acknowledged the announcements as required. <p>Shift Transfer:</p> <ul style="list-style-type: none">• No deficiencies noted		
Remedial Action	N/A		



Inspection Form

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

FOIA Exemption: All (b)(6)

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20161013-WMATA-AD-1		
	2016	10	13				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	RTRA	Sub- Department	ROCC
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	Rail Operations Control Center (ROCC)						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	ROCC-GEN-MTG					
Inspection Units	1					
Inspection Subunits	1					
Defects (Number)	0					
Recommended Finding	No					
Remedial Action Required ¹	No					
Recommended Reinspection	No					

Activity Summaries

Inspection Activity #	1	Inspection Subject					Meeting with ROCC Supervision to Review SMI Corrective Action Plan Status			Activity Code		ROCC	GEN	MTG
Job Briefing Employee Name/Title	N/A			Accompanied Inspector?	N/A	Out Brief Conducted	Yes	Time	1000 - 1300	Outside Shift	No			
Related Reports						Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard			Other / Title		Checklist Reference				
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
					X									
Line(s)		Track Number			Chain Marker and/or Station(s)		From		To					
Vehicles	Head Car Number		Number of Cars		Equipment		N/A							
	N/A		N/A											
Description	<u>Discussion Topics:</u> FWSO's inspection team met with the Director of the Rail Operations Control Center (ROCC) for a status meeting to confirm WMATA's priorities and activities in managing the corrective action plans (CAPs) developed to address the 19 (still open) required actions issued by the FTA as part of Safety Directive 15-1 on June 17, 2015. To date, FTA has closed two (2) required actions, and tracked substantial progress on several others.							Number of Defects		0				
								Recommended Finding?		No				
								Remedial Action Required?		No				
								Recommended Re-inspection?		No				

¹ The rail transit agency must provide FTA 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 FTA verification inspections to ensure corrections are sufficient and effective.

Inspector in Charge - Signature		Digitally signed by AMBUR I DALEY DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FMCSAHQ, cn=AMBUR I DALEY Date: 2016.10.17 18:01:15 -04'00'		Date
Inspector in Charge - Name Ambur Daley		Inspection Team Ambur Daley, Rich Green, Tammy Powell, Chris DiFatta		



	<p>FTA approved WMATA's CAPs for these required actions on September 24, 2015. Over the last year, FTA has conducted several follow-up inspections and reviews to monitor progress. Overall, since the new ROCC Director began in May 2016, FWSO's team has observed substantial improvement in the management and performance of the ROCC. New Permanent Orders now require:</p> <ul style="list-style-type: none">• Standardization in radio protocols and word-for-word radio repeat-backs for unusual train movements (T-16-10),• New radio discipline in the management of speed restrictions (also T-16-10), and• 10mph speed restrictions on tracks where workers are present (T-16-07). <p>In addition, job aids and checklists have been developed for Rail Traffic Controllers (RTCs), and are being used and signed off on, by both RTCs and Assistant Superintendents to manage emergency events. Recent FWSO inspections have confirmed that shift transfer briefings generally are occurring in compliance with WMATA's new ROCC Procedures Manual. A major hiring and training initiative has been completed, and nine (9) new RTCs are now working in the ROCC. A "zero tolerance" cell phone policy has been implemented, and is audited quarterly, and the performance of RTCs in each major incident is now actively reviewed as part of the accident investigation process.</p> <p>The new ROCC leadership team is now fully in place. However, with promotions and retirements, the ROCC has lost several positions, and will not be staffed at 90 percent of its authorized level of 48 RTCs until December 2017.</p> <p>In addition, while still better staffed than in 2015 (40 RTC positions versus 34 RTCs at the time of FTA's SMI), the ROCC has been unable to institute field days for RTCs, and has fallen behind deadlines established for the SMI required actions in completing certain elements of its new training and certification program. While generally in compliance with WMATA's fatigue management policy, there have been instances where RTCs have worked 7, eight-hour shifts per week to manage SafeTrack and regular service requirements.</p> <p>Nevertheless, FWSO's team finds substantial progress has been made in addressing required actions, and recent FWSO inspections have also identified improving radio discipline and management of speed restrictions and other unusual train movements. Specific updates for each open required action are provided below:</p> <ul style="list-style-type: none">• R-1-1-a WMATA must fully staff the Rail Operations Control Center.<ul style="list-style-type: none">○ Currently the ROCC is staffed with 40 RTCs, or 83 percent of its authorized staffing level of 48 total RTCs.○ While this level represents clear progress from the SMI, when the ROCC was staffed at 71 percent of its authorized staffing level, WMATA has not yet achieved the 90 percent threshold, which is required by FTA in order to close this CAP.○ Based on the hiring, training and certification of 5 more RTCs in 2017, WMATA expects to reach 90 percent of its authorized staffing level by December 2017.• R-1-2-a WMATA must complete and maintain required annual re-certifications for Rail Traffic Controllers.<ul style="list-style-type: none">○ WMATA certified all RTCs in 2015 and 2016 to its old standards, and is on track to certify all RTCs to the new standards as they complete either the full new RTC training program (for new RTCs) or the RTC bridge training course (for existing RTCs).○ WMATA will complete the re-certification all RTCs to the new standards by the end of 2017.• R-1-3-a WMATA must establish a program to provide each Rail Traffic Controller with mandatory road days for territory familiarization and to keep up with changing system elements.<ul style="list-style-type: none">○ WMATA is unable to implement this program until all RTCs complete bridge training and Level 4 RWP training, and until the 5 new RTCs are working on the ROCC floor.○ WMATA expects to implement this program and close this	
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	<p>required action in late 2017.</p> <ul style="list-style-type: none">• R-1-3-b WMATA must require all Rail Traffic Controllers to obtain and maintain Level 4 Roadway Worker Protection training and certification.<ul style="list-style-type: none">○ Only 3 more RTCs remain who must go through this week-long, Level 4 training course.○ WMATA expects to submit its closure request for this CAP by the end of 2016.• R-1-4-a WMATA must complete its assessment regarding the identification of critical versus non-critical notifications and alarms in the Rail Operations Control Center, and options for removing non-critical notifications must be implemented.<ul style="list-style-type: none">○ FTA has accepted WMATA's submittal, and this CAP is closed.• R-1-4-b WMATA must conduct an engineering assessment, and implement the results, regarding options to reduce noise in the Rail Operations Control Center, including ambient noise and feedback from the radio system.<ul style="list-style-type: none">○ An initial engineering assessment was conducted in late 2015, and the ROCC's new leadership team is reviewing options and available funding for implementing noise reduction measures in the ROCC.○ WMATA anticipates making a CAP submittal on this required action in late 2017.• R-1-4-c Until such time as electronic records of train movement are readily available to on-duty Rail Traffic Controllers, WMATA must ensure that its Rail Traffic Controllers maintain a paper-based record of all mainline train movements, signal bypasses, and unusual movements.<ul style="list-style-type: none">○ FTA has accepted WMATA's submittal, and this CAP is closed.• R-1-5-a WMATA must ensure Rail Traffic Controller workload and distraction do not interfere with the safe and efficient movement of trains.<ul style="list-style-type: none">○ Currently the Orange/Blue/Silver desk (Ops 2) is the highest volume desk in the ROCC, followed by the Red Line desk (Ops 1) and then the Green/Yellow Line desk (Ops 3).○ Depending on the location of SafeTrack surges and incidents in service, however, radio traffic can increase substantially on any Ops desk.○ To reduce overall volume, WMATA plans to open a fourth desk, for the Silver Line and a portion of the Orange Line.○ WMATA Engineering is completing the signage, radio & infrastructure required for this transition.○ WMATA plans to have this new desk online in January 2017.• R-1-6-a WMATA must establish and enforce a proper protocol for language and terminology that is used over the radio – to include 100 percent word-for-word read-back for safety-related instructions and unusual train movements.<ul style="list-style-type: none">○ WMATA instituted Permanent Order T-16-10 to standardize radio protocols and require word-for-word radio repeat-backs for unusual train movements.○ New supervisory procedures and radio audits are improving compliance with T-16-10 provisions.○ WMATA also developed a new training program for T-16-10 that has been attached to the RWP training.○ WMATA will complete training and quality audits and submit this CAP for closure in 2017.• R-1-6-b As part of the radio protocol required in R-1-6-a, WMATA must establish an approach for communicating and managing all speed restrictions that requires two-way communication between the ROCC and train operator and takes full advantage of available electronic AIM system features.<ul style="list-style-type: none">○ WMATA also addressed this issue by amending MSRPH Rule 1.79 with Permanent Order T-16-10.○ WMATA is completing quality audit and then will submit to FTA for closure.		
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	<ul style="list-style-type: none">• R-1-7-a WMATA must establish procedural checklists for Rail Operations Control Center staff to implement the Standard Operating Procedures attached to the Metrorail Safety Rules and Procedures Handbook.<ul style="list-style-type: none">○ WMATA has submitted its new checklists and job aid.○ WMATA is completing training on these new materials.○ FTA has discussed whether WMATA will require an actual notification list with times, dates and names as a run through checklist for an incident, or continue to use the checklists as references for preparing the Incident Report.○ WMATA will complete its quality audit and make its submittal soon to FTA.• R-1-7-b WMATA must enhance RTC reference materials to direct internal operations at the Rail Operations Control Center, including the use of the Advanced Information Management system, visual schematics of WMATA stations and facilities, and internal ROCC administrative policies and procedures.<ul style="list-style-type: none">○ WMATA has provided a hard copy set of materials at each desk, and the on-line reference library has also been updated and strengthened substantially since the SMI.○ WMATA is waiting on the arrival of the new tablets with all necessary ROCC information such as MSRPH, SOP's, Orders, PC's & Etc., hyperlinked and cross-referenced for easy accessibility. Ordered but not yet received.• R-1-8-a WMATA must establish a clear policy that prohibits distractions from the use of cell phones and other electronic devices in the Rail Operations Control Center.<ul style="list-style-type: none">○ Rule implemented in 2015 where only authorized ROCC Management, WMATA MTPD, and local emergency responders stationed in the ROCC with company issued cell phones are permitted to use cell phones in the ROCC. All others are strictly prohibited.○ FWSO inspectors have found that this rule is strictly enforced, and that warnings posted at every door.○ WMATA is completing its last round of compliance audits, and then will come in for closure by the end of the year.• R-1-9-a Until such time as electronic transfer records are implemented, WMATA must ensure that its Rail Traffic Controller use paper-based logs with formal signatures.<ul style="list-style-type: none">○ WMATA currently utilize a written log book with signatures.○ The new ROCC leadership team is developing an electronic transfer version to be inputted into the AIMS system with an electronic signature holding the controller responsible.○ This new electronic transfer process will be piloted for 30 days in December 2016, and then implemented fully beginning on January 1, 2017.○ WMATA will complete its quality audit and submit to FTA for closure in March 2017.• R-1-10-a WMATA must establish an on-going "efficiency" testing program for Rail Traffic Controllers to evaluate their in-service performance and competency.<ul style="list-style-type: none">○ The ROCC supports the quarterly drills and participates in the "hot wash."○ Radio transmissions are audited by Assistant Superintendents weekly.○ Transfer Logs, Cell Phone Adherence are also audited by the Assistant Superintendent.○ FTA is sharing sample efficiency testing programs with WMATA to further clarify these requirements.○ WMATA will need more work on this CAP before submitting to FTA.• R-1-11-a WMATA must establish an independent committee to evaluate and monitor the recruitment of Rail Traffic Controller trainees, the quality and performance their training, and the certification of new candidates.<ul style="list-style-type: none">○ WMATA will be submitting the closure paperwork on this		
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	<p>CAP to FTA soon.</p> <ul style="list-style-type: none">• R-1-12-a WMATA must overhaul, correct, revise and improve its training program for Rail Traffic Controllers.<ul style="list-style-type: none">○ WMATA has completed its new training program and provided a copy to FTA.○ WMATA refers to this training as “bridge” training, which is a 10-week training program that introduces the new enhanced RTC curriculum that was recently developed for the new RTCs.○ This training program incorporates simulations, practical and written evaluations and allows for WMATA to ensure that the student RTC’s are fully equipped to safely control the operation of the Metrorail system.○ It is being provided to existing RTCs on an as-needed basis, based on determinations by ROCC leadership.• R-1-12-b WMATA must establish performance standards to be qualified for all positions in the Rail Operations Control Center.<ul style="list-style-type: none">○ Work still in progress; WMATA is assessing whether its existing performance planning and evaluation process is adequate to meet this CAP.○ WMATA currently requires annual performance plans, mid-year performance conversations, and annual reviews, in addition to annual re-certification.		
Remedial Action	N/A		



Inspection Form

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

FOIA Exemption: All (b)(6)

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20161014-WMATA-RMG-1		
	2016	10	14				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	RTRA	Sub- Department	ROCC
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	Carmen Turner Facility Rail Operations Control Center 3500 Pennsy Drive, Hyattsville, MD 20785						


Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	ROCC Interviews					
Inspection Units	1					
Inspection Subunits	1					
Defects (Number)	0					
Recommended Finding	No					
Remedial Action Required ¹	No					
Recommended Reinspection	Yes					

Activity Summaries

Inspection Activity #	1	Inspection Subject					Interview with ROCC Controllers			Activity Code		ROCC	Gen	Int.
Job Briefing Employee Name/Title	N/A					Accompanied Inspector?	N/A	Out Brief Conducted	No	Time	1000 - 1300	Outside Shift	No	
Related Reports	CAPS R-1 through R-13					Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference					
	MSRPH		All											
	ROCC Manual		All											
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
												X		
Line(s)		Track Number		Chain Marker and/or Station(s)			From		To					
Vehicles	Head Car Number		Number of Cars		Equipment		N/A							
	N/A		N/A											
Description	<ul style="list-style-type: none"> FWSO interviewed five (5) ROCC Rail Traffic Controllers (RTCs) to go over current procedures or improvements since the FTA's initial Safety Management Inspection in April 2015. All RTCs are now certified in RWP Level 4 and feel the additional training helped with their everyday positions. All RTCs reported issues with the Radio system, including a tendency for the Ops channels to bleed into each other and drop connection, which complicate their daily duties. 							Number of Defects		0				
								Recommended Finding?		No				
								Remedial Action Required?		No				
								Recommended Reinspection?		Yes				

¹ The rail transit agency must provide FTA 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 FTA verification inspections to ensure corrections are sufficient and effective.

Inspector in Charge - Signature			Digitally signed by AMBURI DALEY DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FMCSAHQ, cn=AMBURI DALEY Date: 2016.10.17 18:07:54 -04'00'	Date October 14, 2016
Inspector in Charge - Name Ambur Daley	Inspection Team Richard M. Green Jr., Chris DiFatta, Tammy Powell			



	<ul style="list-style-type: none">○ RTCs expressed their opinions that:<ul style="list-style-type: none">○ Creating a fourth desk for the Silver Line will ease operations in the ROCC.○ The RTC position is challenging and can be overwhelming at times.○ Having a "Floater" position or someone to fill in & give the controllers breaks would be helpful.○ Also, the RTCs agreed that Power Distribution should be given to power, Fans should be given to Plant and car reports should be given to MOC.○ Some of the RTCs felt that the controller has to do all the work, and it can be too much at times.○ Each RTC absolutely loved the "Bridge" training. Most of the new controllers feel that because the bridge training is taught by experienced former controllers, that they received a better perspective of the overall operation. They also received scenario training during this process, which let them work out the problems for themselves (as trainees).○ The RTCs were very enthusiastic of the changes in Leadership, and expressed their support and appreciation for the new ROCC Director of Operations:<ul style="list-style-type: none">○ They stated that morale has improved, and the office is a much better and more focused place to work since she took the helm in May.○ They stated that they have voiced concerns to her and that she has an open door policy and generally works to be responsive.○ She also prioritizes safety concerns, and requests that any safety concerns be brought to her immediate attention.		
Remedial Action	N/A		



Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration**Agency/Department Information**

Inspection Date	YYYY	MM	DD	Report Number	20161018-WMATA-RPM-1		
	2016	10	18				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	RTRA	Sub- Department	QAQC
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	West Falls Church Yard – Car Maintenance Cafeteria						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	OPS-TNG-OBS					
Inspection Units	1					
Inspection Subunits	1					
Defects (Number)	0					
Recommended Finding	No					
Remedial Action Required ¹	No					
Recommended Reinspection	No					

Activity Summaries

Inspection Activity #	1	Inspection Subject					Training Course Observation			Activity Code		OPS	TNG	OBS
Job Briefing Employee Name/Title	N/A					Accompanied Inspector?	N/A	Out Brief Conducted	Yes – with [REDACTED]	Time	1300 – 1530	Outside Shift	No	
Related Reports						Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference					
	SOP		202-01											
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
					X							X		
Line(s)	N/A	Track Number	N/A	Chain Marker and/or Station(s)			From		To					
Vehicles	Head Car Number		Number of Cars		Equipment		N/A							
	N/A		N/A											
Description	General Observations: <ul style="list-style-type: none">FWSO Team observed the presentation of Rail Supervisor Daily Activity Report (RSDAR) training class for Rail Supervisors.The purpose of this tool is to evaluate the primary tasks required by frontline employees.The RSDAR tool is the application that has been developed to replace the previous Blackberry application.The application is intended for use on WMATA issued phones, though it							Number of Defects		0				
								Recommended Finding?		No				
								Remedial Action Required?		No				
								Recommended Reinspection?		No				

¹ The rail transit agency must provide FTA 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 FTA verification inspections to ensure corrections are sufficient and effective.

Inspector in Charge - Signature	AMBUR I DALEY		Digitally signed by AMBUR I DALEY DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FMCSAHQ, cn=AMBUR I DALEY Date: 2016.10.23 18:10:24 -04'00'	Date
Inspector in Charge – Name	Ambur Daley			
Inspection Team	Robert Maniuszko, Tamara Powell, Chris DiFatta			

Form FTA-IR-1

Version date: 8/26/16



	<p>can function on any phone or tablet.</p> <ul style="list-style-type: none">• The tool is organized into four (4) Sections:<ul style="list-style-type: none">○ Supervisor Information which includes mostly pre-populated forms○ Train Spot Checks. This section has information related to the operator's name. The information is presented in a drop down menu.○ Station Spot Checks. This section has information related to the station manager's name. The information is also presented in a drop down menu.○ The last section is related to miscellaneous activities. This section captures all daily activities and spot checks by topic.• The SOP that governs this tool (SOP 202-01) requires each supervisor in rail operations to capture three of eight required job tasks per observation.• The SOP requires station managers to capture three of nine job tasks per observation.• For each job task the managers are required to state whether the task was satisfactory or un-satisfactory. An un-satisfactory rating requires a comment field to be filled out.• All employees that receive two unsatisfactory ratings can be referred for an In-service evaluation. This field currently allows discretion. RTRA-QAQC is going to add a comment field to this section to allow the supervisor to explain why discretion was exercised.• Each job task that is observed is automatically time and date stamped. This information is filled in based on the time and date information within the phone.• Each manager is required to "sync" their phone on a daily basis.• The application within the users phone allows for a 90-day storage. The full application is currently backed up with a 5-year history at the Greenbelt facility.• All supervisors are required to send their Daily Activity Reports prior to leaving for the day.• Once submitted, the Daily Activity Reports are automatically emailed to the Superintendent for the area.• The tool is scheduled for a formal rollout in November of 2016.		
Remedial Action	N/A		



Inspection Form

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

FOIA Exemption: All (b)(6)

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20161020-WMATA-AD-2		
	2016	10	20				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	RTRA	Sub- Department	QAQC
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	Greenbelt Yard—Office of Manager of Operations Support (Building C) 5801 Sunnyside Ave, Greenbelt, MD 20740						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	OPS-TNG-MTG					
Inspection Units	1					
Inspection Subunits	0					
Defects (Number)	0					
Recommended Finding	NO					
Remedial Action Required ¹	NO					
Recommended Reinspection	NO					

Activity Summaries

Inspection Activity #	1	Inspection Subject				Meeting Review of Training Course Observation				Activity Code		OPS	TNG	MTG
Job Briefing Employee Name/Title	N/A				Accompanied Inspector?	N/A		Out Brief Conducted	Yes – with [REDACTED]	Time	1000 – 1330	Outside Shift	No	
Related Reports	20161018-WMATA-RPM-1				Related CAPS / Findings		N/A							
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference					
	SOP		202-01		x		x		X					
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	Main Track	Yard	At-grade	Tunnel	Elevated	N/A			
					X						X			
Line(s)	N/A		Track Number		N/A		Chain Marker and/or Station(s)		From		To			
									N/A		N/A			
Vehicles	Head Car Number		Number of Cars			Equipment		N/A						
	N/A		N/A											
Description	General Observations:								Number of Defects		0			
	<ul style="list-style-type: none">FWSO's team met with Manager of Operations Support within Rail Transportation (RTRA) to introduce new members of the team and receive an overview of his oversight responsibilities and duties.During the month of October, RTRA and Ops Support are in the process of rolling out a new program for daily rules checks and efficiency testing to be conducted by RTRA Supervisors on WMATA Train Operators and								Recommended Finding?		No			
									Remedial Action Required?		No			
									Recommended Reinspection?		No			

¹ The rail transit agency must provide FTA 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 FTA verification inspections to ensure corrections are sufficient and effective.

Inspector in Charge - Signature		Digitally signed by AMBURI DALEY DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FMCSAHQ, cn=AMBURI DALEY Date: 2016.10.31 14:57:28 -04'00'		Date
Inspector in Charge – Name Ambur Daley		Inspection Team Robert Maniuszko, Tamara Powell, Chris DiFatta		



	<p>Station Managers.</p> <ul style="list-style-type: none">• This program has been developed, in part, to address FTA Safety Management Inspection required actions. See R-2-18-a and -b, R-2-19-a and -b, R-2-20-a, R-2-21-a and -bc, and R-2-23-a.• Results from these checks must be documented in a new web-based application downloaded on WMATA-issued cell phones. Results will be automatically uploaded to a data tracking and report module on WMATA's Intranet to provide management reports and real-time feedback on employee performance.• This new program is referred to as the Rail Supervisors Daily Activity Report (RSDAR) program.• RTRA Support plans to have all Supervisors trained and submitting daily RSDARs by the end of October.• FWSO's team members noted their participation in a recent RSDAR training session. The team attended the RSDAR training course on 10/18/16. [Reference Inspection Report #: 20161018-WMATA-RPM-1]• FWSO's team proposed an addition to the RSDAR tool. According to SOP 202-01, employees who receive two unsatisfactory ratings during a performance observation of daily activities can be referred for an in-service evaluation at the discretion of the Supervisor or Station Manager conducting the observation. The team discussed the need to add a comment field to the RSDAR tool that allows Supervisors and Managers to record why they opt to forgo in-service evaluations for employees who receive unsatisfactory performance ratings during an observation. RTRA Ops Support agreed with the team, and will work with WMATA's information technology team add a comment field to this section.• RTRA Ops Support also agreed to explore whether it is possible to grant the FWSO's team with access and sign-on rights to the RSDAR tool in order to aid ongoing monitoring and observation activities.• Per the RTRA Ops Support Manager will continue to monitor and review user feedback for continued changes and upgrades to the tool. The tool is scheduled for a formal rollout in November of 2016.		
Remedial Action	N/A		



Inspection Form

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

FOIA Exemption: All (b)(6)

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20161020-WMATA-CF-1		
	2016	10	20				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	Production & Maintenance
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]				
	[REDACTED]		[REDACTED]				
	[REDACTED]		[REDACTED]				
Inspection Location	Yellow Line between National Airport and Braddock Road						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-GEN-WI					
Inspection Units	1					
Inspection Subunits	15					
Defects (Number)	10					
Recommended Finding	No					
Remedial Action Required ¹	Yes					
Recommended Reinspection	Yes					

Activity Summaries

Inspection Activity #	1	Inspection Subject					Walking Inspection			Activity Code		TRK	GEN	WI
Job Briefing Employee Name/Title	TRST Unit 682					Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1020 1330	Outside Shift	No	
Related Reports	N/A					Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard			Other / Title		Checklist Reference			
	TRST 1000													
	MSRPH													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	x							x		x				
Line(s)	Yellow Line	Track Number	1 & 2		Chain Marker and/or Station(s)		From		To					
							C 368+47		C 529+30					
Vehicles	Head Car Number		Number of Cars			Equipment	N/A							
	N/A		N/A											
Description	Inspection of Yellow Line Track 1 and 2 between National Airport Station and Braddock Road Station. The following deficiencies were noted: 1. TRST 1000 defect 6.14.1 , at CM 372+00, right side rail. Location formed out to be re-poured but defective conditions exist. Left side rail between							Number of Defects		10				
								Recommended Finding?		No				
								Remedial Action Required?		Yes				
								Recommended Reinspection?		Yes				

¹ The rail transit agency must provide FTA 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 FTA verification inspections to ensure corrections are sufficient and effective.

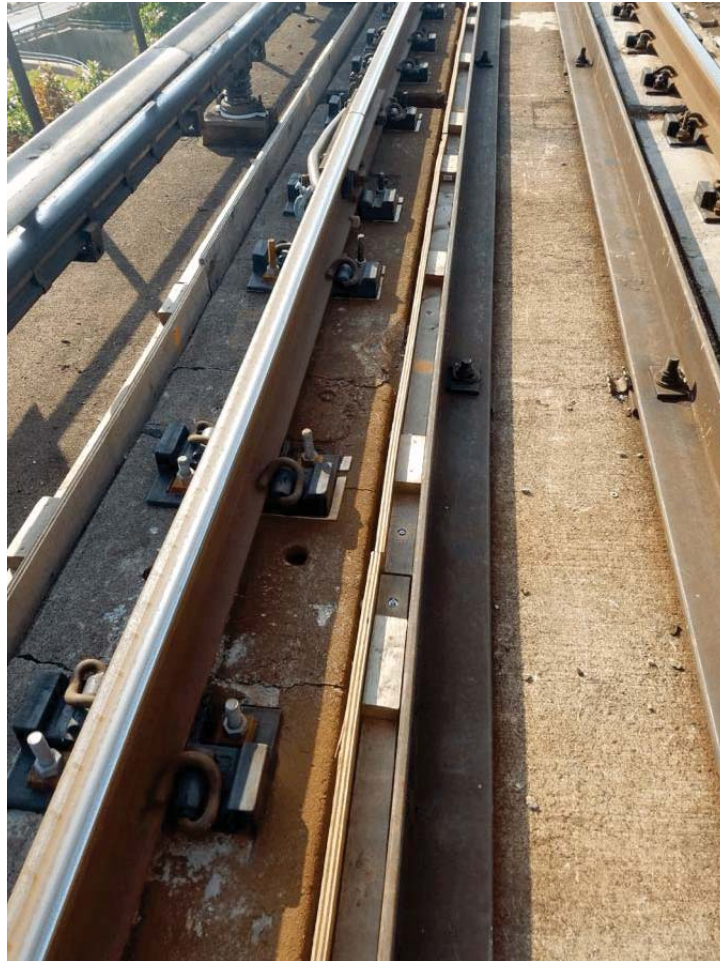
Inspector in Charge - Signature	CORWYN DALE FOSTER		Digitally signed by CORWYN DALE FOSTER DN: cn=US, o=U.S. Government, ou=DOT FRAAtlantaGA, ou=FRA FRAAtlantaGA, cn=CORWYN DALE FOSTER Date: 2016.10.31 14:45:44 -04'00'	Date
Inspector in Charge - Name Corwyn Foster	Inspection Team Corwyn Foster, Al Nepa			



	<p>CM 376 and 379 was re-poured, but there is evidence of cracking in new concrete.</p> <ol style="list-style-type: none">2. TRST 1000 defect 6.14.1, at CM 380+20. Left rail grout pad cracked and/or crumbled allowing gauge deviation.3. TRST 1000 defect 6.14.1 at CM 383+00 to 382+50. Left rail side, grout pad cracked and/or crumbled allowing horizontal and vertical rail movement under load.4. TRST 1000 defect 6.14.1, at CM 384+00. Both rails, grout pads cracked and/or crumbled allowing horizontal and vertical movement under load. Gauge measured in this location was 56-5/8 static with 1/4 dynamic movement in the left rail and 1/8 inch dynamic movement in the right rail. See attached photos.5. TRST 1000 13.3.8 defect, at CM 384+10. Third rail insulator support not secured to tie.6. TRST 1000 13.3.8 defect, at CM 392+20. Third rail insulator support not secured to tie.7. TRST 1000 defect 6.14.1 at CM 399+00 left rail side. Grout pad cracked and/or crumbled allowing rail movement under load.8. TRST 1000 defect 6.8 table 6.3 at C1, 419+50 and 418+00. Eight (8) non-defective supporting ties were counted in a 39 foot track segment.9. TRST 1000 defect 6.8 table 6.3 between CM 418+00 and 419.50. Less than allowable number of non-defective supporting ties in a 39 foot track segment. Note: The area between CM 418+00 and 419+50 was previously identified as a defective tie condition, and the defective ties were marked with paint. The paint showed signs of significant fading, which indicates this condition has existed for an extended period.10. TRST 1000 defect 11.3 table 11.2 at CM 420+50. Gauge measurement in a spiral of a curve measured 57-1/4 static, and 3/8 dynamic movement was measured in the low rail.11. Observation: Grout pad condition previously reported at CM 369+00 to 399+00 appeared to be formed out for remediation. However, cracking and/or crumbling condition in grout pad still exists.		
Remedial Action	<ol style="list-style-type: none">1. WMATA must repair the defects noted in this report and provide FTA with evidence regarding their correction.2. Until repairs are completed, WMATA must conduct an additional weekly inspection to monitor these conditions.		



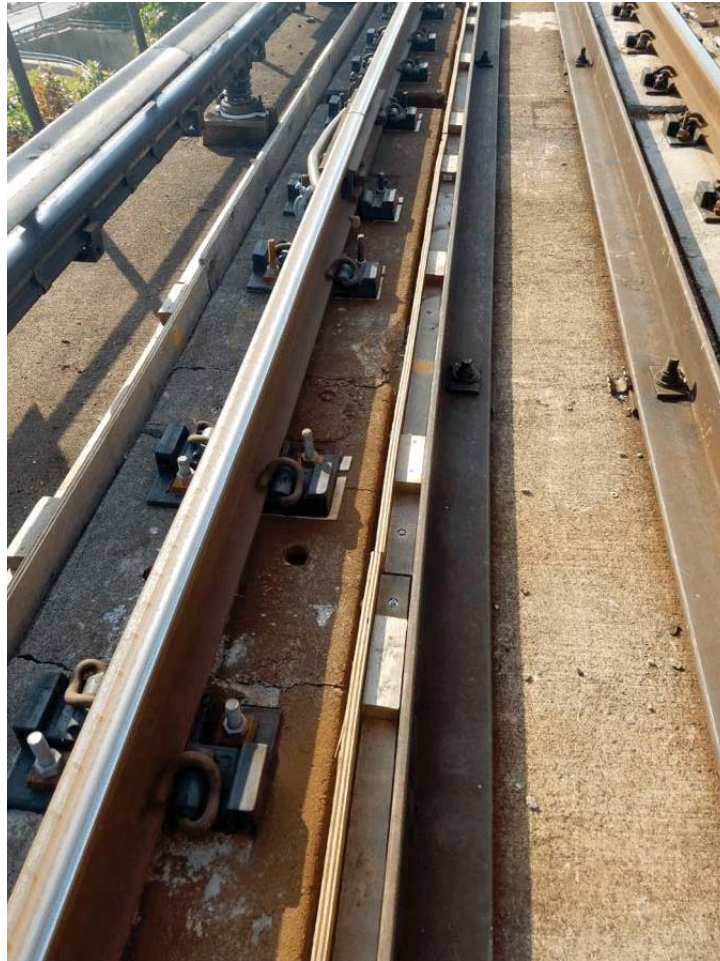
**Digital Photos for Report Number
20161020-WMATA-CDF01
Track Inspection**



Damage grout pads with the cement form in place for replacement of the pad



**Digital Photos for Report Number
20161020-WMATA-CDF01
Track Inspection**



Damage grout pads with the cement form in place for replacement of the pad



**Digital Photos for Report Number
20161020-WMATA-CDF01
Track Inspection**



Gauge First location



**Digital Photos for Report Number
20161020-WMATA-CDF01
Track Inspection**



Gauge First location



**Digital Photos for Report Number
20161020-WMATA-CDF01
Track Inspection**



Gauge First location



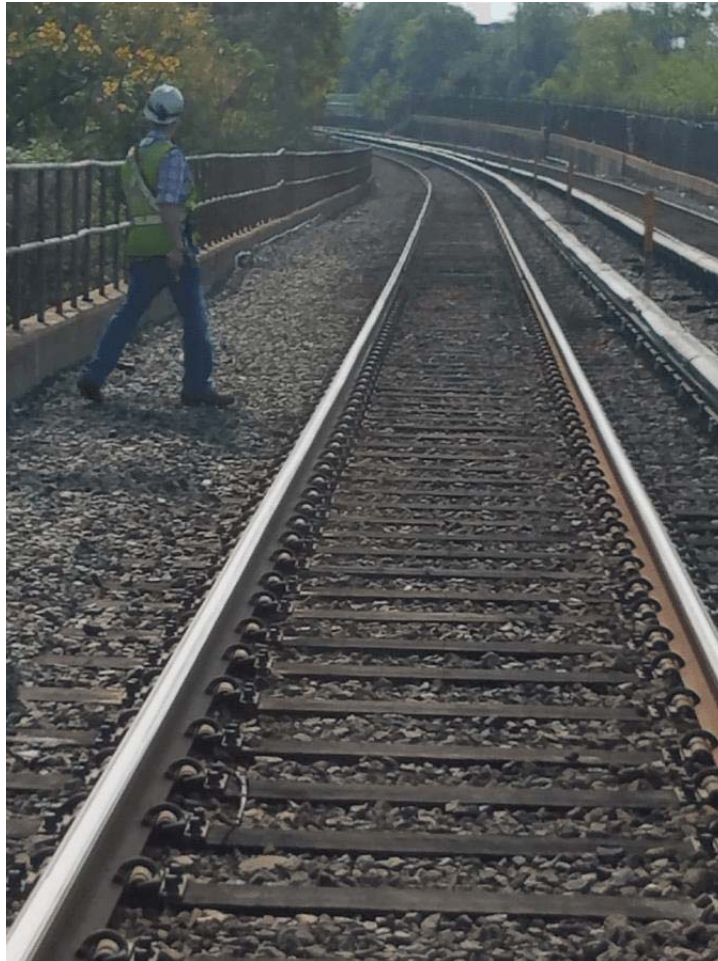
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20161020-WMATA-CDF01
Track Inspection**



Gauge First location



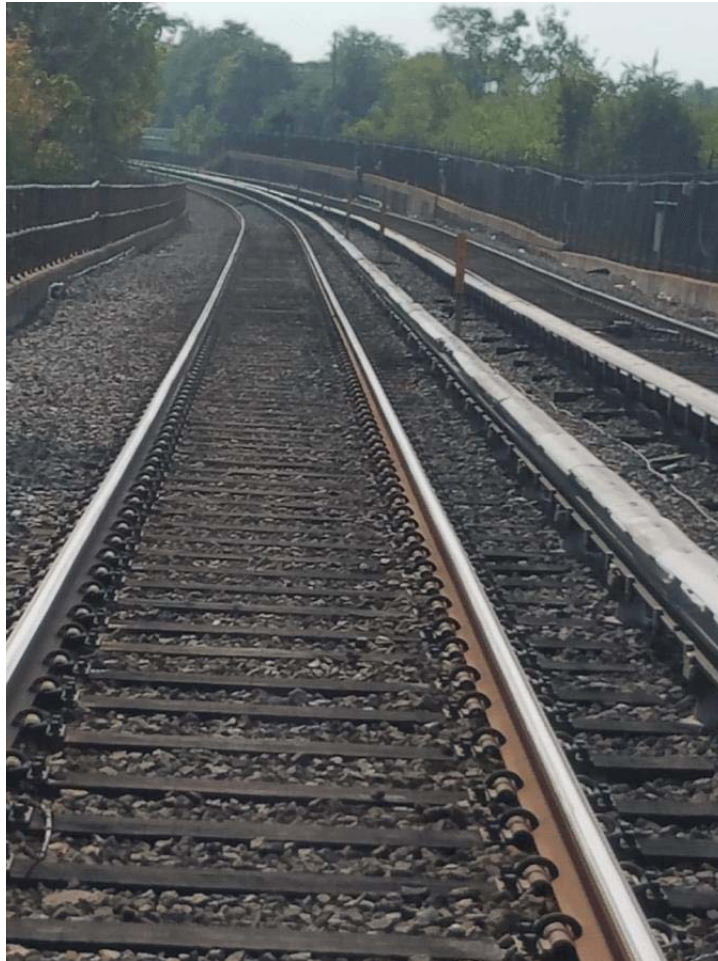
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20161020-WMATA-CDF01
Track Inspection**



The curve with the alignment



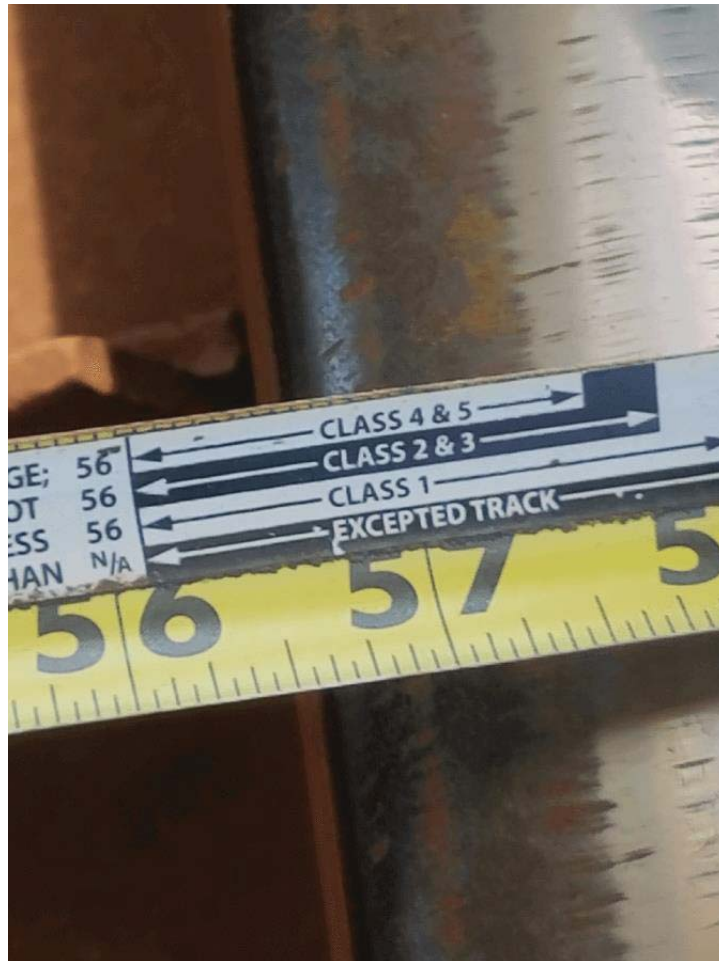
**Digital Photos for Report Number
20161020-WMATA-CDF01
Track Inspection**



The curve with the alignment



**Digital Photos for Report Number
20161020-WMATA-CDF01
Track Inspection**



Gauge Second location



**Digital Photos for Report Number
20161020-WMATA-CDF01
Track Inspection**



Gauge Second location



**Digital Photos for Report Number
20161020-WMATA-CDF01
Track Inspection**



Gauge Second location



Inspection Form

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

FOIA Exemption: All (b)(6)

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20161020-WMATA-PH-1		
	2016	10	20				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Track and Structures	Sub- Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	D&G Junction (D98)						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-WI-PI	TRK-WI-PI				
Inspection Units	1	1				
Inspection Subunits	1	1				
Defects (Number)	0	1				
Recommended Finding	No	Yes				
Remedial Action Required ¹	No	Yes				
Recommended Reinspection	No	Yes				

Activity Summaries

Inspection Activity #	1	Inspection Subject				Grout Pad Inspection			Activity Code		TRK	WI	PI
Job Briefing Employee Name/Title	TRST 64 TRST 684		Accompanied Inspector?		Yes	Out Brief Conducted		No	Time	1000-1300	Outside Shift	No	
Related Reports	N/A		Related CAPS / Findings		N/A								
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference				
	MSRPH												
	RWPM												
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A		
	X									X			
Line(s)	D	Track Number	1 & 2	Chain Marker and/or Station(s)	From			To					
					D1 295+00			D1 252+00					
Vehicles	Head Car Number		Number of Cars		Equipment	N/A							
	N/A		N/A										
Description	FWSO conducted a track inspection from D1 295+00 to D1 252+00 to assess the condition of grout pads which were not completed during SafeTrack surge two, ending on July 3, 2016. FWSO noted that the majority of grout pad work which remained following the surge had been completed, though there were some areas which still require patch work.								Number of Defects		0		
									Recommended Finding?		No		
									Remedial Action Required?		No		
									Recommended Reinspection?		No		

¹ The rail transit agency must provide FTA 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 FTA verification inspections to ensure corrections are sufficient and effective.

Inspector in Charge - Signature	Philip A. Herbert	Digitally signed by Philip A. Herbert DN: cn=Philip A. Herbert, o=Federal Transit Administration, ou=Accident Investigations, email=philip.herbert@dot.gov, c=US Date: 2016.10.26 10:25:36 -04'00'	Date	10-24-2016
Inspector in Charge - Name	Phil Herbert	Inspection Team	Phil Herbert, Mike Vitale	

Form FTA-IR-1

Version date: 8/26/16



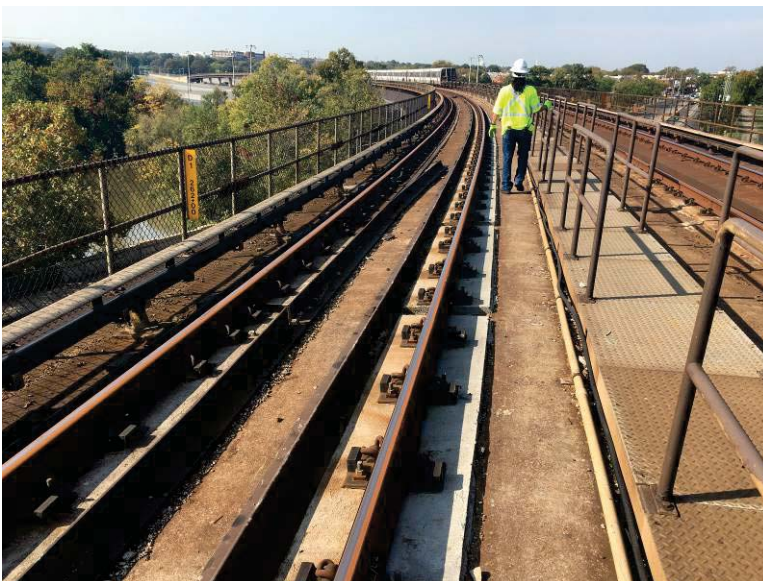
United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

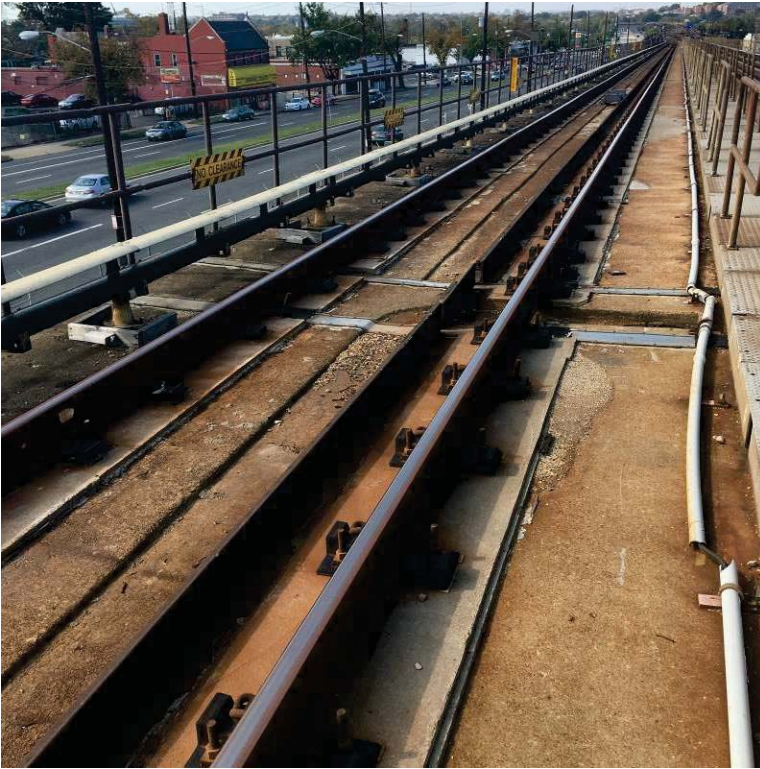
	General Observations: <ul style="list-style-type: none"> D1 262+00-253+50 - Grout Pad replacement complete D1 294+30-288+50 - Grout Pad replacement complete D1 253+50-252+00 - Grout Pads in need of patching 							
Remedial Action	N/A							

Inspection Activity #	2	Inspection Subject	Track Inspection			Activity Code		TRK	WI	PI						
Job Briefing Employee Name/Title	TRST 64 TRST 684		Accompanied Inspector?	Yes	Out Brief Conducted	No	Time	1000-1300	Outside Shift	No						
Related Reports	N/A		Related CAPS / Findings		N/A											
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP			Standard		Other / Title		Checklist Reference							
	MSRPH															
	RWPM															
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A					
	X									X						
Line(s)	D	Track Number	1 & 2	Chain Marker and/or Station(s)	From			To								
					D1 295+00			D1 252+00								
Vehicles	Head Car Number		Number of Cars		Equipment	N/A										
	N/A		N/A													
Description	FWSO conducted a track inspection from D1 295+00 to D1 252+00. FWSO noted 1 defect and two observations. General Observations: <ul style="list-style-type: none"> D2 264+15 – Emergency Guard Rail not secured to aerial structure. D2 268+50-268+80 – Fasteners in need of shims Noted Defects: <ul style="list-style-type: none"> D1 270+10 – Bolt missing from joint bar (ERT notified) 						Number of Defects		1							
							Recommended Finding?		Yes							
							Remedial Action Required?		Yes							
							Recommended Reinspection?		Yes							
Remedial Action	WMATA to install new bolt in joint bar at D1 270+10															

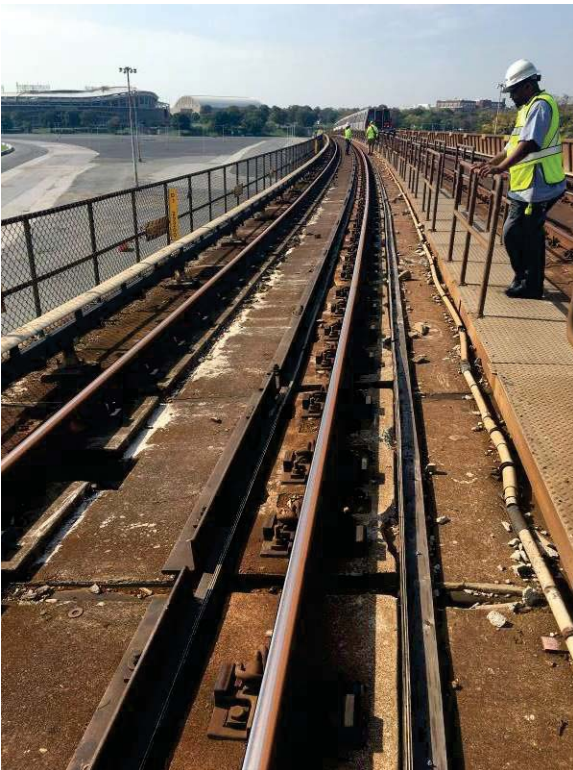
Photos:



Replaced Grout Pads at D1 262+00



Replaced Grout Pads at D1 294+00



Grout Pads in need of patching D1 253+50



Unsecured Emergency Guard Rail at D2 264+15



Fasteners requiring shims at D1 268+50



Inspection Form

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

FOIA Exemption: All (b)(6)

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20161020-WMATA-PH-2		
	2016	10	20				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Rail Transportation	Sub- Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	D-Line – Track 1 & 2 – D&G Junction						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-RWP-OBS	RTRA-RC-OBS				
Inspection Units	1	1				
Inspection Subunits	1	1				
Defects (Number)	0	5				
Recommended Finding	No	Yes				
Remedial Action Required ¹	No	Yes				
Recommended Reinspection	No	Yes				

Activity Summaries

Inspection Activity #	1	Inspection Subject			Roadway Worker Protection – Job Safety Briefing			Activity Code		TRK	RWP	OBS
Job Briefing Employee Name/Title	TRST 64 TRST 684			Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1020-1230	Outside Shift	No	
Related Reports	N/A			Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference			
	MSRPH											
	RWPM											
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A	
	X									X		
Line(s)	D	Track Number	1 and 2		Chain Marker and/or Station(s)		From		To			
							D1 252+00		D1 295+00			
Vehicles	Head Car Number		Number of Cars		Equipment		N/A					
	N/A		N/A									
Description	General Observations: <ul style="list-style-type: none">Job Safety Briefing (JSB) was provided by TRST Unit #64The briefing noted the hot spots and hazardsThe form of protection was TAW – if repair was needed the group would clear and ITD would be used							Number of Defects		0		
								Recommended Finding?		No		
								Remedial Action Required?		No		
								Recommended Reinspection?		No		

¹ The rail transit agency must provide FTA 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 FTA verification inspections to ensure corrections are sufficient and effective.

Inspector in Charge - Signature	Philip A. Herbert	Digitally signed by Philip A. Herbert DN: cn=Philip A. Herbert, o=Federal Transit Administration, ou=Accident Investigations, email=philip.herbert@dot.gov, c=US Date: 2016.10.26 10:30:07 -04'00'	Date 10-24-2016
Inspector in Charge – Name Phil Herbert	Inspection Team Phil Herbert, Mike Vitale		



United States Department of Transportation
Federal Transit Administration

	No exceptions were taken to the briefing.																													
Remedial Action	N/A																													
Inspection Activity #	2	Inspection Subject				T-16-07 – Permanent Order Compliance				Activity Code		OPS	RC	OBS																
Job Briefing Employee Name/Title	TRST 64 TRST 684				Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1020-1230	Outside Shift	No																		
Related Reports	N/A				Related CAPS / Findings				N/A																					
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard			Other / Title		Checklist Reference																			
	MSRPH																													
	RWPM																													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A																			
	X										X																			
Line(s)	D	Track Number	1 and 2	Chain Marker and/or Station(s)	From				To																					
					D1 252+00				D1 295+00																					
Vehicles	Head Car Number		Number of Cars		Equipment	N/A																								
	N/A		N/A																											
Description	<p>At 1044 TRST Unit # 64, #684 and FTA Team entered the roadway at D&G Junction D 1 CM 283 + 00. ROCC issued 10mph speed restriction to train operators announcing workers on the roadway. The following trains were out of compliance with the speed restriction.</p> <table border="1"> <thead> <tr> <th><u>Car in consist</u></th> <th><u>Time</u></th> <th><u>Comment</u></th> </tr> </thead> <tbody> <tr> <td>2030</td> <td>1045</td> <td>@ D1 280 + 00 - Too fast.</td> </tr> <tr> <td>3202</td> <td>1104</td> <td>@ D1 277 + 00 - Slowed and sped up prior to trailing car passing the work gang.</td> </tr> <tr> <td>6100</td> <td>1110</td> <td>@ D1 269 + 00 - Slowed and sped up prior to trailing car passing the work gang.</td> </tr> <tr> <td>6074</td> <td>1148</td> <td>@ D2 267 + 00 - Too fast.</td> </tr> <tr> <td>5018</td> <td>1214</td> <td>@ D2 286 + 00 - Slowed and sped up prior to trailing car passing the work gang.</td> </tr> </tbody> </table>								<u>Car in consist</u>	<u>Time</u>	<u>Comment</u>	2030	1045	@ D1 280 + 00 - Too fast.	3202	1104	@ D1 277 + 00 - Slowed and sped up prior to trailing car passing the work gang.	6100	1110	@ D1 269 + 00 - Slowed and sped up prior to trailing car passing the work gang.	6074	1148	@ D2 267 + 00 - Too fast.	5018	1214	@ D2 286 + 00 - Slowed and sped up prior to trailing car passing the work gang.	Number of Defects		5	
									<u>Car in consist</u>	<u>Time</u>	<u>Comment</u>																			
									2030	1045	@ D1 280 + 00 - Too fast.																			
									3202	1104	@ D1 277 + 00 - Slowed and sped up prior to trailing car passing the work gang.																			
									6100	1110	@ D1 269 + 00 - Slowed and sped up prior to trailing car passing the work gang.																			
6074	1148	@ D2 267 + 00 - Too fast.																												
5018	1214	@ D2 286 + 00 - Slowed and sped up prior to trailing car passing the work gang.																												
Recommended Finding?		Yes																												
Remedial Action Required?		Yes																												
Recommended Reinspection?		Yes																												
Remedial Action	1) WMATA should ensure that the Permanent Order is clearly explained to all operators to ensure compliance, specifically stressing situational awareness and allowing ample time for the entire train consist to pass, not just the leading cars.																													



Inspection Form

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

FOIA Exemption: All (b)(6)

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20161021-WMATA-AD-1		
	2016	10	21				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	ROCC	Sub- Department	N/A
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	Carmen Turner Facility, 3500 Pennsy Drive, Hyattsville, MD 20785						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	OPS-RC-OBS					
Inspection Units	1					
Inspection Subunits	0					
Defects (Number)	0					
Recommended Finding	NO					
Remedial Action Required ¹	NO					
Recommended Reinspection	NO					

Activity Summaries

Inspection Activity #	1	Inspection Subject			Rules Compliance & Safety Management Inspection (SMI) Required Actions Observation of Rail Traffic Controllers (RTC's)			Activity Code		OPS	RC	OBS
Job Briefing Employee Name/Title	N/A			Accompanied Inspector?	N/A	Out Brief Conducted	Yes	Time	0940 – 1345	Outside Shift	No	
Related Reports	Safety Management Inspection (SMI), Final Report, June 17, 2015			Related CAPS / Findings		Required Actions: (R-1-6-a); (R-1-7-b); (R-1-8-a); (R-1-9-a); and Finding R-14						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference			
	MetroRail Safety Rules and Procedures Handbook		Section 1 – General Rules (Radio Usage and Operation): Rules 1.71 – 1.84		X		X		X			
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	Main Track	Yard	At-grade	Tunnel	Elevated	N/A	
				X							X	
Line(s)	N/A	Track Number	N/A	Chain Marker and/or Station(s)		From			To			
						N/A			N/A			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A						
	N/A		N/A									
Description	Overview:							Number of Defects		0		

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Inspector in Charge - Signature	AMBUR I DALEY Digitally signed by AMBUR I DALEY DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FMCSAHQ, cn=AMBUR I DALEY Date: 2016.10.31 12:20:26 -04'00'		Date
Inspector in Charge – Name Ambur Daley	Inspection Team Robert Maniuszko, Tamara Powell		

Form FTA-IR-1

Version date: 8/26/16



	<ul style="list-style-type: none">FWSO member met with the Assistant Director of the ROCC (Asst. Dir.) to notify him that she would be conducting an observation of the rail traffic controllers (RTCs).Asst. Dir. and FWSO member agreed that she would conduct an observation at the Ops 2, or radio KCA 285, console, which controls and oversees operations on the Yellow, Green, and (partial) Blue lines.FWSO member observed the radio transmissions and performance of two RTCs (RTC #1 – Button Controller; RTC #2 – Radio Controller) assigned to Ops 2.Both RTCs graduated from the same controller training class and have been working in the ROCC for almost three years. One RTC is an external employee, or hired from the outside; the other is an internal employee (17 year WMATA employee, who was promoted from within the ranks).FWSO member performed an observation and compliance check based on several findings from the SMI report (dated 6/17/15), as well as rules from the MetroRail Safety Rules and Procedures Handbook, focusing mainly on ROCC required actions and radio protocol (General Rules, #1.71 – 1.84) respectively. <p>General observations:</p> <p>SMI Report Findings</p> <ul style="list-style-type: none">R-1-6-a: “WMATA must establish and enforce a proper protocol for language and terminology that is used over the radio – to include 100 percent word-for-word read-back for safety-related instructions and unusual train movements.”<ul style="list-style-type: none">Starting at 10:04, track and power personnel began calling the RTC over the radio requesting permission to access the Right-of-Way (ROW) to perform maintenance activities.RTCs ensured all requests were received properly through read-back of said request.Power and track personnel each performed word-for-word confirmation of walking rights on the ROW.RTC closed out each transmission by acknowledging, “That is a good copy” over the radio.R-1-7-b: “WMATA must enhance RTC reference materials to direct internal operations at the ‘ROCC,’ including...and internal ROCC administrative policies and procedures.”<ul style="list-style-type: none">Per policy, RTCs must conduct hourly broadcasts that include a full read out of ROW protects, time confirmation, rule of the day, cardinal rule 1.79, and all operational anomalies in place. In addition, RTCs must broadcast ROW personnel protection announcements every twenty minutes. They also must maintain a written record, or log, of each broadcast.FWSO member observed RTCs’ hourly broadcasts at 10:00 and 11:00. FWSO member also observed RTCs deliver the broadcasts required every twenty minutes at 10:20, 10:44, and 11:55. The last broadcast was delayed as a result of a train emergency (disabled train) that occurred at 11:10 and required priority attention. See note below.R-1-8-a: “WMATA must establish a clear policy that prohibits distractions from the use of cell phones and other electronic devices in the ‘ROCC.’”<ul style="list-style-type: none">FWSO member did not observe any RTC in violation of this policy at any time during period of observation.R-1-9-a : “Until such time as electronic transfer records are implemented, WMATA must ensure that its RTC use paper-based logs with formal signatures.”<ul style="list-style-type: none">FWSO member observed shift transfers for both RTCs. Each RTC verbally notified the relieving employee of all operating conditions and anomalies as well as all ROW personnel protects in effect during the time of transfer.FWSO member observed both relieving employees log in electronically into the Advanced Information Management (AIM) system before taking over operations of duties.Finding R-14: “While it has improved, the quality of WMATA’s radio	Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No



	<p><i>system is still poor in some locations."</i></p> <ul style="list-style-type: none">○ FWSO member observed loss of or poor radio communication on three occasions during time of monitoring. Train or personnel eventually received the radio transmission, but it required at least two to three read-backs until fully understood and acknowledged.• NOTE: During the train emergency (disabled train) that occurred at 11:10 during the inspection, the FWSO member observed a few violations of Rule 1.75. Train operators interrupted RTC transmissions while RTCs attempted to assist and direct the disabled train. FWSO member was unable to determine whether interruptions occurred due to poor radio transmissions or violation of said rule.• Closing observation: Following the near/miss incident of 10/20/16 involving a train operator violation of speed restrictions for ROW personnel, ROCC implemented a new procedure that assigns a supervisor to stand by at the station/location to enforce speed restrictions.		
Remedial Action	N/A		



Inspection Form

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

FOIA Exemption: All (b)(6)

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20161025-WMATA-AD-1		
	2016	10	25				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	SAFE	Sub- Department	Rail Safety
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	C-Line Chain Marker 406+00						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-RWP-OBS	INV-WI-PI	INV-RI-OBS			
Inspection Units	1	1	1			
Inspection Subunits	1	1	1			
Defects (Number)	0	0	0			
Recommended Finding	No	No	No			
Remedial Action Required ¹	No	No	No			
Recommended Reinspection	No	No	No			

Activity Summaries

Inspection Activity #	1	Inspection Subject					Job Safety Briefing			Activity Code		TRK	RWP	OBS
Job Briefing Employee Name/Title	SAFE 207					Accompanied Inspector?	Yes	Out Brief Conducted	No	Time	1000-1200	Outside Shift	No	
Related Reports	N/A					Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference					
	RWPM													
	MSRPH													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	X									X				
Line(s)	C	Track Number	1 and 2		Chain Marker and/or Station(s)		From		To					
							368+00		406+00					
Vehicles	Head Car Number		Number of Cars		Equipment		N/A							
	N/A		N/A											
Description	FWSO inspectors were provided a job safety briefing on the platform at the Ronald Reagan Washington National Airport Station (C10). Briefing was provided by SAFE 207 and covered all required items, including a review of the track access guide for hot spots, a check of PPE and RWP certification cards, an overview of protections in place, and a review of additional protections to be added in areas where they are							Number of Defects		0				
								Recommended Finding?		No				
								Remedial Action Required?		No				
								Recommended Reinspection?		No				

¹ The rail transit agency must provide FTA 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 FTA verification inspections to ensure corrections are sufficient and effective.

Inspector in Charge - Signature	AMBURI DALEY	Digitally signed by AMBURI DALEY DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FMCSAHQ, cn=AMBURI DALEY Date: 2016.11.09 11:57:15 -05'00'	Date
Inspector in Charge - Name	Ambur Daley		
Inspection Team	Phil Herbert, Mike Vitale, Troy Lloyd, Robert Maniuszko		

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Federal Transit Administration

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	warranted. No exceptions were taken with the job safety briefing.										
Remedial Action	N/A										

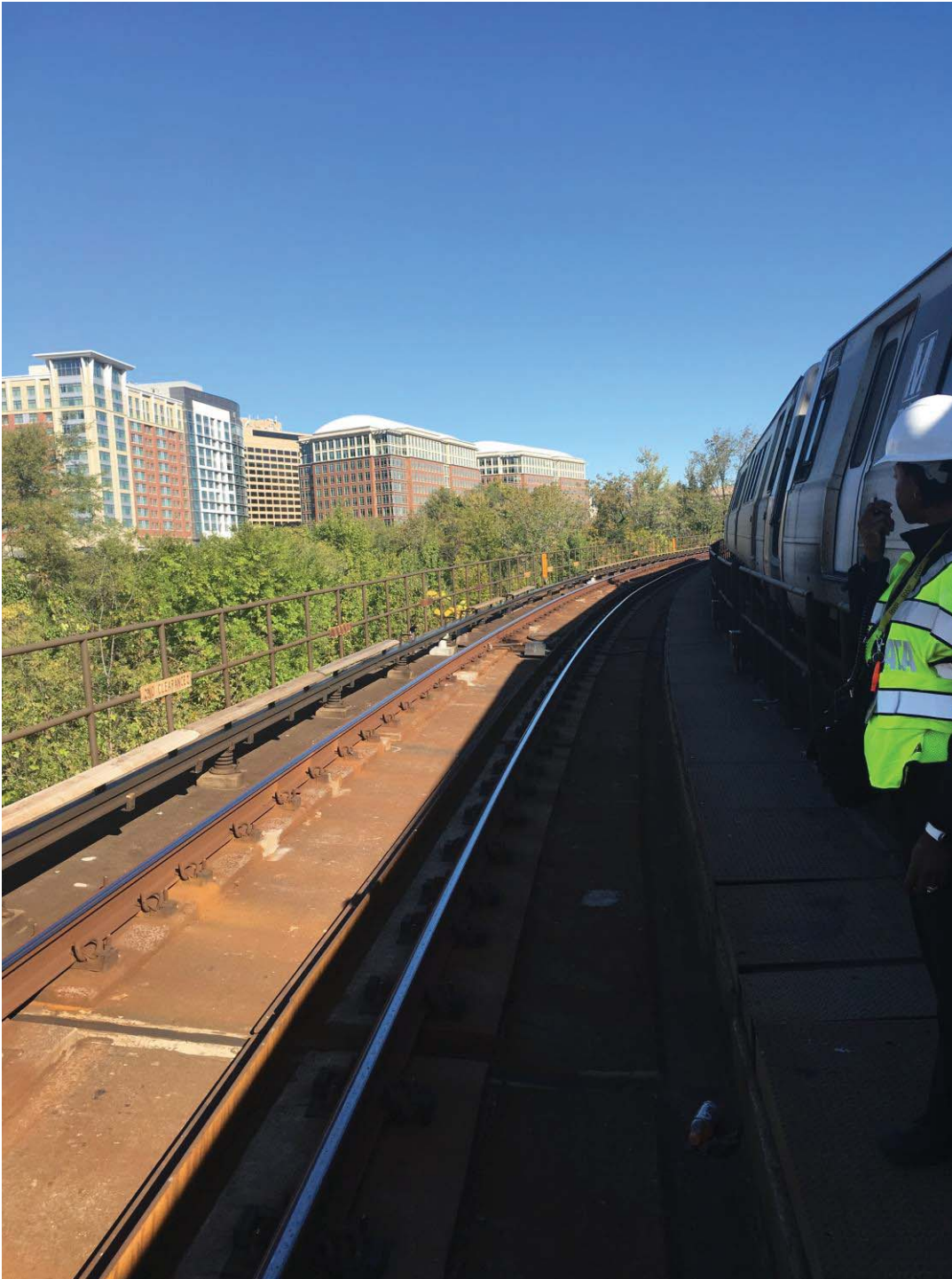
Inspection Activity #	2	Inspection Subject					Incident Investigation-Sight Line Testing			Activity Code		INV	WI	PI
Job Briefing Employee Name/Title	SAFE 207					Accompanied Inspector?	Yes	Out Brief Conducted	No	Time	1000-1200	Outside Shift	No	
Related Reports	N/A					Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard			Other / Title		Checklist Reference			
	RWPM													
	MSRPH													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	X									X				
Line(s)	C	Track Number	1 and 2		Chain Marker and/or Station(s)		From		To					
	368+00						406+00							
Vehicles	Head Car Number		Number of Cars		Equipment	N/A								
	N/A		N/A											
Description	<p>FWSO inspectors conducted a sight line inspection following a near miss event at C2 406+00. FWSO focused on a review of the sight lines at the incident site. According to WMATA's track maintenance chart, the curve at the incident site has a Maximum Allowable Speed (MAS) of 45 miles per hour. According to WMATA's RWP manual, at 45 miles per hour, the watchman must be visible and able to signal an approaching train that is 990 feet away from the work gang in order to allow a safe clearance of the track. At chain marker 406+00, the watchman must be able to see and signal a train at chain marker 396+00.</p> <p>At C2 406+00 there is not a clear line of sight around the curve due to trees obstructing the view. FWSO conducted sight line testing from 406+00, and determined that the maximum line of sight is to approximately C2 402+00, roughly 400 feet. At 402+00 the watchman would have a clear view of C2 396+00. In addition, when a train is traversing the curve on track one, visibility on track two is reduced to C2 404+65, approximately 135 feet.</p>							Number of Defects		0				
								Recommended Finding?		No				
								Remedial Action Required?		No				
								Recommended Reinspection?		No				
Remedial Action	N/A													

Inspection Activity #	3	Inspection Subject					Incident Investigation-Cab Ride Observations			Activity Code		INV	RI	OBS
Job Briefing Employee Name/Title	SAFE 207					Accompanied Inspector?	Yes	Out Brief Conducted	No	Time	1000-1200	Outside Shift	No	
Related Reports	N/A					Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard			Other / Title		Checklist Reference			
	RWPM													
	MSRPH													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	X									X				
Line(s)	C	Track Number	1 and 2		Chain Marker and/or Station(s)		From		To					
	368+00						406+00							
Vehicles	Head Car Number		Number of Cars		Equipment	N/A								
	N/A		N/A											
Description	<p>FWSO inspectors conducted cab ride observations from Ronald Reagan Washington National Airport to Braddock Road. During the first ride through the area on track #2, the train operator operated at 40mph. FWSO inspectors observed the curve</p>							Number of Defects		0				
								Recommended Finding?		No				
								Remedial Action Required?		No				



	<p>(#6) visual site line was restricted due to trees. The train operator is required to slow to 10 mph when encountering roadway workers on the track. Due to the restricted view offered in this blind curve, the operator at the time of the near-miss incident may not have had enough time to slow down without advanced warning of the presence of workers on the roadway. Additional protections would have been necessary to allow the roadway workers ample time to respond without urgent movement.</p> <p>The next ride through the area was on track #1. There were clear sight lines into the area where the workers were located. The operator could clearly see the workers from this angle, and follow the 10 mph speed restriction.</p> <p>During the last ride-through on track #2, the team simulated the set-up of the area at the time of the near-miss incident. They utilized an advanced watchman. The train operator responded to the advanced watchman and slowed the train as required. At this speed, the roadway workers had ample time to clear the tracks.</p> <p>It should be noted that during the cab ride observations, trains were present on track #1. These trains obstructed the ability of the train operator on track #2 to detect roadway workers on the track. ATC downloads noted that this was the case at the time of the incident.</p>	Recommended Reinspection?	No
Remedial Action	N/A		

Photos



Restricted View with Train on Track 1



View looking toward incident area at C2 402+00



View obstructed by trees at C2 398+50



Inspection Form

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

FOIA Exemption: All (b)(6)

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20161031-WMATA-AD-1		
	2016	10	31				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST CPDO RTRA	Sub- Department	Production Power RAIL
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	K-Line – WFC (K06) to Dunn Loring (K07)						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-RWP-OBS	OPS-RC-OBS	TRK-GEN-OBS			
Inspection Units	1	1	1			
Inspection Subunits	2	8	1			
Defects (Number)	0	3	3			
Recommended Finding	No	No	No			
Remedial Action Required ¹	Yes	Yes	Yes			
Recommended Reinspection	No	Yes	No			

Activity Summaries

Inspection Activity #	1	Inspection Subject				Job Safety Briefing and RWP Protection			Activity Code		TRK	RWP	OBS
Job Briefing Employee Name/Title	SAFE #206 provided the Briefing TRST #6189 was the Watchman				Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000 – 1300	Outside Shift	No	
Related Reports					Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard			Other / Title		Checklist Reference		
	RWPM												
	MSRPH												
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A		
	X							X					
Line(s)	K-Line	Track Number	1	Chain Marker and/or Station(s)			From		To				
							K1 CM518+00		K1 CM645+00				
Vehicles	Head Car Number		Number of Cars			Equipment	N/A						
	N/A		N/A										

¹ The rail transit agency must provide FTA 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 FTA verification inspections to ensure corrections are sufficient and effective.

Inspector in Charge - Signature	AMBUR I DALEY <small>Digitally signed by AMBUR I DALEY DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FMCSAHQ, cn=AMBUR I DALEY Date: 2016.11.03 14:51:54 -04'00'</small>	Date
Inspector in Charge – Name Ambur Daley	Inspection Team Corwyn Foster, Robert Maniuszko	



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

Description	<ul style="list-style-type: none"> The RWIC assigned was SAFE #206 The briefing was complete and covered the following topics: <ul style="list-style-type: none"> hazards local hospitals clearance areas Train Approach Warning with an advanced watchman six areas that require “greater caution” per the Access Guide power is up trains are moving in both directions communication will be on OPS #2 A discussion pertaining to one of the areas marked as “Yellow” was held. The area is described as “Curve: Restricted View” in the Access Guide – it is not listed as a Red Condition or “hot spot.” Each member of the party agreed that WMATA should revisit this entry in the Access Guide due to the vegetation on the Route 66 side that blocks the site line up the hill in a curve. The team had the watchman, with air horn, proceed ahead of the group to a point where ample time could be provided if a train came. The area of concern is identified from K1 CM530+00 to K1 CM540+00. The team noted that the obstruction was no longer present as soon as we reached K1 CM534+00. As a result of this situation, FWSO personnel discussed with WMATA the importance of revisiting the Access Guide to clarify “hot spots” and required protections, for this location and for other curves on the system. FWSO also pointed out inconsistencies in the language used in the Access Guide with page 65 of the RWP Manual, which implies that any curve with a restricted view is a “hot spot.” If the language used in the Guide were spelled out under rule 1.1, the Roadway Worker and RWIC would have a clearer idea of the requirements for protection. FWSO also pointed out that the RWPM contains four sections with rules using the same numbering convention. These sections are Roadway Worker-In-Charge (RWIC), Inaccessible Track (IT) Protection, Hot Spots, and Warning Strobe and Alarm Device (WSAD). This can cause confusion when interpreting the rules. A check through the 2012 version of the RWPM does not have this redundancy. 	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	Yes
		Recommended Reinspection?	No
Remedial Action	FWSO and WMATA are completing an investigation into a recent near-miss on the WMATA right-of-way; on October 25, 2016, WMATA issued Safety Alert #16-10b clarifying the agency’s expectation that “Hot Spots Require Additional Protection.” However, no comprehensive list of “hot spots” has yet been identified. FWSO will review this inspection report as part of its review and approval of WMATA’s final investigation report for the near-miss and WMATA’s corrective action developed to prevent recurrence.		

Inspection Activity #	2	Inspection Subject	Rule Compliance Checks – Trains passing Roadway Workers				Activity Code	OPS		RC	OBS
Job Briefing Employee Name/Title	SAFE #206 provided the Briefing TRST #6189 was the Watchman		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000 – 1300	Outside Shift	No	
Related Reports			Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	Permanent Order	T-16-07									
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X							X			
Line(s)	K-Line	Track Number	1	Chain Marker and/or Station(s)		From		To			
						K1 CM518+00		K1 CM645+00			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description							Number of Defects	3			



	FWSO Inspector Monitored Train Operators compliance with T-16-07. The following trains were in compliance with the order:		Recommended Finding?	No												
			Remedial Action Required?	Yes												
	<table border="1"> <tr> <th>Lead Car</th> <th>Time</th> </tr> <tr> <td>6094</td> <td>1050</td> </tr> <tr> <td>6104</td> <td>1054</td> </tr> <tr> <td>6034</td> <td>1058</td> </tr> <tr> <td>5083</td> <td>1107</td> </tr> <tr> <td>3070</td> <td>1122</td> </tr> </table>		Lead Car	Time	6094	1050	6104	1054	6034	1058	5083	1107	3070	1122	Recommended Reinspection?	Yes
	Lead Car	Time														
6094	1050															
6104	1054															
6034	1058															
5083	1107															
3070	1122															
<p>The following trains were not in compliance with the order:</p> <table border="1"> <tr> <th>Lead Car</th> <th>Time</th> <th>Comment</th> </tr> <tr> <td>(Rear Car) – 5121</td> <td>1124</td> <td>Train was on the adjacent track and maintained MAS without sounding the mainline horn.</td> </tr> <tr> <td>5117</td> <td>1131</td> <td>Train appeared to be exceeding the 10 mph limit</td> </tr> <tr> <td>5121</td> <td>1143</td> <td>Train appeared to be exceeding the 10 mph limit.</td> </tr> </table>		Lead Car	Time	Comment	(Rear Car) – 5121	1124	Train was on the adjacent track and maintained MAS without sounding the mainline horn.	5117	1131	Train appeared to be exceeding the 10 mph limit	5121	1143	Train appeared to be exceeding the 10 mph limit.			
Lead Car	Time	Comment														
(Rear Car) – 5121	1124	Train was on the adjacent track and maintained MAS without sounding the mainline horn.														
5117	1131	Train appeared to be exceeding the 10 mph limit														
5121	1143	Train appeared to be exceeding the 10 mph limit.														
Remedial Action	N/A															

Inspection Activity #	3	Inspection Subject	Track General Observations through the Surge Area				Activity Code	TRK	GEN	OBS	
Job Briefing Employee Name/Title	SAFE #206 provided the Briefing TRST #6189 was the Watchman		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000 – 1300	Outside Shift	No	
Related Reports			Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	TRST1000										
	MSRPH										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X							X			
Line(s)	K-Line	Track Number	1	Chain Marker and/or Station(s)		From		To			
						K1 CM518+00		K1 CM645+00			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	<p>FWSO Inspector walked the Surge #9 work area that was recently completed. Numerous new crossies, tie plates, fasteners, cover boards, and third rail expansion joints have been replaced. The ballast cribs were full, and the ballast appeared to have been tamped and regulated. No exception was taken to the quality of the work.</p> <p>There were three specific items that were noted that should be addressed prior to the onset of winter weather:</p> <p>1) At K1 CM547+50 the third rail negative return cables have a heavy application of electrical tape. It is unclear whether this an acceptable practice according to WMATA standards.</p> <p>2) At K2 CM553+50 there is a heater tape box that is lying unsecured on the ballast. The fuse within is missing.</p>					Number of Defects		3			
						Recommended Finding?		No			
						Remedial Action Required?		Yes			
	Recommended Reinspection?		No								



	3) At K2 CM563+70 there is another heater tape box lying unsecured on the ballast.		
Remedial Action	WMATA must address the following specific items prior to the onset of winter weather: 1) WMATA must clarify whether using a heavy application of electrical tape on third rail negative return cables is an appropriate repair. If it is not, WMATA must fix the condition observed at K1 CM547+50 and provide FWSO with the work order and photographic evidence of the repair. 2) WMATA must make the necessary repairs to the heater tape boxes at K2 CM553+50 and K2 CM563+70 and provide FWSO with the work orders and photographic evidence of the repairs.		

Photos:



Figure 1 - Curve: Restricted View - K1 CM530+00 to K1 CM540+00



Figure 2 - K1 CM547+50 - Electrical tape on negative return cable



Figure 3 - Third Rail Heater Tape Fuse Box - lying between tracks. One was at K1 CM553+50 attached to the Track 2 third rail. The other was located at K2 CM563+70.