



U.S. Department  
of Transportation

**Federal Transit  
Administration**

Headquarters

1200 New Jersey Avenue, SE  
Washington, DC 20590

January 13, 2017

Mr. Paul Wiedefeld  
General Manager and Chief Executive Officer  
Washington Metropolitan Area Transit Authority  
600 Fifth Street, NW  
Washington, DC 20001

**Subject: Final Approval of Safety Directive 16-6 Corrective Action Plans**

Dear Mr. Wiedefeld:

Thank you for your October 7, 2016 letter, in which you submitted six Corrective Action Plans (CAPs), in response to Safety Directive 16-6. The Federal Transit Administration's (FTA) WMATA Safety Oversight Office reviewed the CAPs to ensure that they address the safety findings documented in FTA's Vehicle Securement Investigation Final Report, and the required actions put forth in Safety Directive 16-6 on August 15, 2016.

We find that WMATA's six proposed CAPs adequately address Safety Directive 16-6, and therefore, we approve these CAPs for WMATA's implementation. We appreciate your efforts to enhance and ensure proper vehicle securement of unattended vehicles in the Metrorail system, and reduce the potential collisions with other trains, equipment, or workers.

We would like to thank you for your commitment to resolving these CAPs. We look forward to working with your team as they address these findings and required actions. For additional information or assistance, please contact me at (202) 366-5303 or via email at [Angela.Dluger@dot.gov](mailto:Angela.Dluger@dot.gov) with any questions.

Sincerely,

Angela Dluger  
Director, FTA WMATA Safety Oversight

Enclosure: Safety Directive 16-6 Corrective Action Plan Tracking Mix

Mr. Paul Wiedefeld

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cc: Joseph Leader, Chief Operating Officer, WMATA  
Andrew Off, Assistant General Manager, Rail Services, WMATA  
Patrick Lavin, Chief Safety Officer, WMATA  
Angel Peña, Managing Director, Quality Assurance, Internal Compliance &  
Oversight, WMATA  
Sharmila Samarasinghe, Chair, Tri-State Oversight Committee



Category	Finding	WMATA Required Action	ID	Due Date
Redundant securement for rail vehicle storage	WMATA does not provide redundant protection when securing unattended rail vehicles.	WMATA must complete its assessment regarding the safety risks from unintended train movement in rail yards and the implications of widespread non-compliance with Operating Rule 3.126, and propose a new approach for implementing a redundant protection system that addresses this safety concern to the FTA for review and approval.	FTA-VSC-16-001	07/06/17
Rules and procedures	WMATA does not disseminate clear, concise, and unambiguous rules and procedures regarding vehicle securement.	WMATA must revise its Metrorail Safety Rules and Procedures Handbook and supporting Standard Operating Procedures to unambiguously reflect its new approach for protecting against unintended train movement in rail yards.	FTA-VSC-16-002	05/03/17
Rules and procedures	WMATA does not maintain its Metrorail Safety Rules and Procedures Handbook in accordance with its own rules and procedures.	WMATA must update its approach for managing Temporary Orders to ensure that expired Temporary Orders are promptly removed from the Metrorail Safety Rules and Procedures Handbook and supporting Standard Operating Procedures as required.	FTA-VSC-16-003	02/06/17



Category	Finding	WMATA Required Action	ID	Due Date
Rules and procedures	WMATA failed to perform a comprehensive rules compliance audit of Operating Rule 3.126.	WMATA must revise its "Yard Rules Compliance Checks" checklist to be consistent with revised Metrorail Safety Rules and Procedures Handbook rules, and ensure that employees conducting the compliance checks are properly trained on yard rules.	FTA-VSC-16-004	03/28/17
Employee training	WMATA does not ensure that its employees have a comprehensive and universal understanding of the rules for vehicle securement.	WMATA must develop and provide training to all rail transportation and car maintenance personnel regarding the new requirements for protecting against unintended train movement in rail yards.	FTA-VSC-16-005	01/14/18
Employee training	WMATA does not ensure that its train operator training materials are updated to reflect the 7000 series rail cars.	WMATA must update its train operator training materials to address the 7000 series vehicles, including the location and automatic operation of handbrakes.	FTA-VSC-16-006	04/16/17