



U.S. Department
of Transportation

Federal Transit
Administration

Headquarters

1200 New Jersey Avenue, SE
Washington, DC 20590

JAN 18 2019

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

Subject: Impact of Metrorail Service Hours on FTA Actions

Dear Mr. Wiedefeld:

I am writing to inform you that, should the Washington Metropolitan Area Transit Authority's (WMATA) track time for maintenance and inspection activities be reduced, there will be impacts to actions currently before the Federal Transit Administration (FTA). The FTA's approvals of corrective action plan (CAP) closure requests will be impacted. The FTA will also need to revisit previously closed CAPs, if they were closed based on WMATA's performance under the current operating hours. The FTA's approval of WMATA's proposed use of Federal funding for its Fiscal Year 2020 budget would also be delayed to ensure that funds will be used to address safety needs that may arise based on the changes in service hours.

Since assuming direct safety oversight of WMATA on October 26, 2015, FTA has issued several findings through Directives relating to insufficient track time for maintenance and inspection activities. The FTA has also issued findings related to WMATA's resources, and WMATA's coordination of those resources, that are dependent on sufficient track time for maintenance and inspection. These findings have resulted in CAPs and mitigations based on the current hours of service. The FTA will revisit the plans to close some of these CAPs if the current level of non-revenue service hours is reduced. The FTA has identified at least 10 CAPs that would be impacted by proposed increases to WMATA Metrorail service hours.

To resolve these CAPs, WMATA had planned to use its performance under the current operating hours to support closure requests by citing high compliance rates with preventive maintenance activities, increased utilization of non-revenue track time, and on-going monitoring through monthly data. If WMATA's service hours are increased, FTA will not be able to close these CAPs in reliance upon compliance rates established under the current operating hours. Additionally, FTA will also need to revisit CAPs that were previously closed based on WMATA's performance under the current operating hours and will reopen them as necessary.

As FTA revisits all of the impacted CAPs, FTA will focus its review of WMATA's proposed use of Federal funds for the Fiscal Year 2020 budget on the need to redirect funds to maintenance activities that will now have fewer hours available each week. This will delay FTA's approval, which typically occurs in March before WMATA's Board of Directors approves the budget.

Mr. Paul Wiedefeld

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These actions could also delay transition of direct safety oversight functions from FTA to the Washington Metrorail Safety Commission (WMSC) because resources focused on transition will need to be redirected to the items above. Despite FTA's best efforts, this could delay the certification of the WMSC beyond the statutory April 15, 2019 deadline.

If you have any questions, please contact Henrika Buchanan at (202) 366-1783 or Henrika.Buchanan@dot.gov.

Sincerely,

A handwritten signature in blue ink that reads "K. Jane Williams". The signature is fluid and cursive, with a long horizontal line extending from the end.

K. Jane Williams
Acting Administrator

cc: Joseph Leader, Chief Operating Officer, WMATA
Laura Mason, Acting Assistant General Manager for Rail Services, WMATA
Patrick Lavin, Chief Safety Officer, WMATA
Eric Christensen, Chief of Internal Compliance, WMATA
Hakim Davis, Acting Managing Director, Quality Assurance, Internal Compliance & Oversight, WMATA
David Mayer, Chief Executive Officer, Washington Metrorail Safety Commission
Sharmila Samarasinghe, Agent, Tri-State Oversight Committee