



**Executive Committee**

**Action Item III-A**

**September 28, 2023**

## **Acceptance of Inspector General's Report**

Washington Metropolitan Area Transit Authority  
**Board Action/Information Summary**

Action  Information

Document  
Number:  
205604

Resolution:  
 Yes  No

**Presentation Name:**

Acceptance of OIG's Report

**Project Manager:**

Yamani Dole

**Project Department:**

OIG

**Purpose/Key Highlights:**

The Executive Committee's acceptance of OIG's report entitled: Evaluations Report - Review of WMATA's 7000-Series Rail Car Cannibalization for Spare Parts

The review objective was to assess the effectiveness of the cannibalization of two 7000-Series rail cars for spare parts. This evaluation stems from concerns raised by the previous Chief Mechanical Officer regarding the merits of cannibalizing two 7000-Series rail cars for approximately four years.

Acceptance of the final report constitutes the Board's authorization to post it on the WMATA OIG website provided the Inspector General has conferred with the General Counsel and confirmed that any private or confidential information has been redacted in accordance with applicable law and WMATA policy.

**Interested Parties:**

None

**Background:**

Rail car cannibalization is the process of removing parts from one rail car to install them on a second. OIG observed gaps in processes and procedures with potential safety implications as follows:

- WMATA does not clearly define what constitutes a safety sensitive/safety critical part. A broad definition of safety sensitive parts is those parts that could lead to injury or death if they were to fail.
- Six of the 45 parts cannibalized from rail cars 7038 and 7039 were identified by WMATA as safety sensitive parts. During the review, Rail Car Maintenance was unable to identify the recipient rail cars for two of the six parts. Recipient rail cars were returned to revenue service without coordination with Safety and Readiness officials.
- For over 4 years, rail cars 7038 and 7039 were stranded assets while parts were cannibalized to use on other rail cars. During the review, the 45 cannibalized parts were reinstalled.

These conditions occurred because Rail's Standard Operating Procedures (SOP):

- Were not followed on cannibalization timeframes,
- Did not cover timeframes for replacing cannibalized parts on rail cars, and
- Did not provide specific guidance for the handling of safety sensitive parts.

OIG made five recommendations for corrective action.

### **Discussion:**

WMATA management generally concurred with recommendations 1, 3, and 5 in the report with corrective actions target date of March 31, 2024. While management disagreed with recommendation 2, actions were taken to identify cannibalized parts on the recipient rail cars. While management also disagreed with recommendation 4(a), management agreed to update the Standard Operating Procedures for cannibalizing railcar parts. OIG will validate management's actions in the corrective action plan process.

The work highlighted in this report demonstrates OIG's commitment to promoting accountability, efficiency, and effectiveness in WMATA's programs and operations and keeping the Board of Directors fully and currently informed about deficiencies in WMATA's activities, as well as the necessity for and progress of corrective actions.

### **Funding Impact:**

There is no impact on funding.

### **Previous Actions:**

There were no previous actions

### **Next Steps:**

Safety and Readiness is conducting safety reviews on the cannibalized and recipient rail cars with a focus on safety sensitive parts with corrective action target dates of

October 31, 2023, and December 29, 2023, respectively. The cannibalized rail cars, with a combined value of approximately \$4 million, were subsequently returned to service in August 2023.

**Recommendation:**

Approval to: post the report on the WMATA OIG website