



March 18, 2015

Mr. Leif A. Dormsjo
Director of the District Department of Transportation (DDOT)
District Department of Transportation
55 M Street, SE
Washington, DC 20003

Dear Mr. Dormsjo:

At the invitation of the Washington, DC Department of Transportation (DDOT), the American Public Transportation Association (APTA) conducted a peer review of the District of Columbia H Street / Benning Road Streetcar System. The review was over a period of four days (March 9 to 12, 2015) and culminated on Friday March 13, 2015 with an exit conference involving DDOT senior staff.

The review team found that there are no fatal flaws that would prevent the streetcar project from entering revenue service. However, the team provided a list of tasks (see Attachment A) that should be completed prior to opening the system for revenue service. The team believes that with the appropriate resources and commitment by DDOT, it is possible to open the streetcar system. APTA will provide a draft report to DDOT in mid-April 2015.

The review team recognizes that DDOT is already striving to complete some of the recommendations made by the peer review team and implement the project as designed. In the event an issue cannot be completely resolved prior to opening, it should be noted as an 'exception' in a final certification report, as is industry practice, and alternative measures to achieve an equivalent level of safety on a temporary basis should be implemented. (see FTA 49 CFR Part 659 - *Fixed Guideway Systems: State Safety Oversight* Issued January 2006 page 127). These interim measures that provide an equivalent level of safety should be tracked until permanently resolved.

APTA is appreciative of the opportunity to be of service to DDOT.

Sincerely,

Charles V. Joseph

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Senior Program Manager

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Attachment 'A' – List of items

The following is a list of identified tasks that need to be implemented prior to revenue operations date (ROD):

1. State Safety Oversight (DC FEMS) acceptance that alternative measures to achieve equivalent level of safety are acceptable practice in the industry
2. Engage a qualified Streetcar Chief Safety Officer as a priority
3. Engage a qualified and technically capable Project Manager (PM) as a priority
4. Repair rail breaks
5. Ensure all six streetcar vehicles are operational
6. Remedy streetcar/station platform interface (streetcar doors scraping on platform)
7. Install adequate markers for station berthing and fouling points
8. Repair onboard streetcar radios
9. Conduct lighting review on platforms to determine adequacy
10. Complete a safety assessment under operating conditions which may recommend additional safety warning signage and improved traffic signal coordination (e.g. pavement markings, blank out signs, etc.)
11. Establish compliance with the Americans with Disability Act (ADA) by an independent party
12. Provide additional training for all maintenance staff
13. Develop a Pre-Revenue Operations (PRO) Plan 2
14. Resolve insulated joint (IJ) and switch issues (spring switches and switch heaters)
15. Resolve Safety and Security Certification Verification Report (SSCVR) and Safety and Security Readiness Review (SSRR) open items
16. Develop a Master Tracking Matrix and Schedule of all items with dates and responsible persons
17. Review Operations & Maintenance (O&M) procedures and documents to improve and eliminate inconsistencies and incompleteness
18. Develop estimated revenue operating day (ROD) schedule