

Evaluation of WMATA's Alternate Inventory and Material Practices

June 26, 2025

OIG 25-10





Results in Brief

Evaluation of WMATA's Alternate Inventory and Material Practices

Evaluation Objective

The evaluation objective was to determine the effectiveness and efficiency of the Washington Metropolitan Area Transit Authority's (WMATA's) internal controls for inventory and materials maintained outside the purview of the Supply Chain Management department (SCM). For this report, the Office of Inspector General (OIG) refers to inventory maintained and managed outside of SCM as alternate inventory.

Why We Did the Evaluation

- This evaluation was conducted in response to concerns raised by key stakeholders regarding inventory and material managed by various departments outside of SCM.
- This evaluation was included in the fiscal year (FY) 2024 Annual Audit and Evaluation Plan as a follow up to the OIG's FY 2020 evaluation of WMATA's inventory practices.

Recommendations

OIG identified six recommendations. By addressing the recommendations outlined in this report, WMATA can strengthen internal controls and enhance oversight of alternate inventory.

What OIG Found

OIG identified 15 locations throughout Maryland and Virginia where departments outside of SCM store alternate inventory. OIG visited nine locations and compared items from the respective inventory listings to what we saw at the locations.

While there is improvement in controls and oversight of the alternate inventory compared to OIG's 2020 evaluation of WMATA's inventory practices, OIG identified opportunities to enhance the overall effectiveness and efficiency of WMATA's processes and internal controls related to alternate inventory.

Specifically, OIG found:

1. Lack of inventory value/cost information limits WMATA's ability to effectively manage alternate inventory.
2. Inconsistent procedures and processes for managing alternate inventory.
3. Individual departments have varying levels of physical security and access controls over alternate inventory.



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Supply Chain Management (SCM) is the centralized department at WMATA that stocks and issues material to support WMATA's operations and maintenance activities. Created in February 2019, SCM manages about \$250 million¹ in inventory and maintains its inventory in-house. However, during a prior OIG evaluation completed in January 2020,² OIG learned that SCM does not control certain inventory held at some WMATA departments. SCM does not control, for example, inventory held or used for capital and rehabilitation projects, or parts cannibalized and held to repair older WMATA equipment. For purposes of this report, OIG refers to any inventory maintained and managed outside of SCM as "alternate inventory."

SCM management personnel have raised concerns to OIG about the quantities and value of this alternate inventory. Specifically, management was concerned that alternate inventory, which could be valued at approximately \$25 – \$50 million, may not have been captured in WMATA's financial statements, which could affect their accuracy. Given the sizable alternate inventory value, OIG undertook this evaluation to determine the effectiveness and efficiency of WMATA's internal controls over alternate inventory.

For this evaluation, OIG identified 15 locations³ within six departments at WMATA's offices of Infrastructure and Operations where alternate inventory is stored.⁴ OIG selected nine of those 15 locations for site visits. OIG also interviewed key personnel, reviewed relevant policies and procedures, and performed inventory testing based on computer-generated, randomly selected samples, with a sample size of approximately ten percent of active items.

In addition, OIG reached out to three other transportation agencies⁵ to understand their alternate inventory policy and processes. The two agencies with similar non-stock (alternate) inventory demonstrated more cohesive and centralized approaches to inventory management. For example, responsibility for managing alternate inventory was delegated to material control groups, overarching procedures were either in place or in development, and inventory values were tracked.

¹ Inventory value as of January 2025.

² Evaluation of WMATA's Inventory Practices, dated January 6, 2020.

³ Five of the 15 locations contained alternate inventory for more than one department.

⁴ For the Office of Infrastructure, the following departments stored alternate inventory: Communications and Signaling (4 sites); Power (3 sites); Track and Structure (5 sites); Facilities (3 sites); and Project Delivery (1 site). For the Office of Operations, the following department stored alternate inventory: CTEM (5 sites). It is possible alternate inventory may exist in other locations throughout WMATA that are not currently known to OIG.

⁵ Southeastern Pennsylvania Transportation Authority, Long Island Railroad, and Metro North Railroad.

Further, the Federal Aviation Administration Inventory Management Guide,⁶ which complies with the General Accountability Office's (GAO's) Executive Guide, GAO-02-447G Best Practices in Achieving Consistent, Accurate Physical Counts of Inventory and Related Property, states:

Proper inventory accountability requires that detailed records of produced or acquired inventory be maintained....detailed asset records are necessary to help provide for the physical accountability of inventory and the efficiency and effectiveness of operations....Physical controls and accountability reduce the risk of (1) undetected theft and loss, (2) unexpected shortages of critical items, and (3) unnecessary purchases of items already on hand. These controls improve visibility and accountability over the inventory, which help ensure continuation of operations, increased productivity, and improved storage and control of excess or obsolete stock.

Through interviews and the review of documents, OIG determined that although the departments do not track the current value of their alternate inventory, the cost was captured in WMATA's financial statements at the time the alternate inventory was purchased. Nevertheless, as detailed below, OIG identified certain opportunities to enhance WMATA's overall management, controls, and oversight of its alternate inventory.

⁶ *FAA Inventory Management Guide – Implementing FAA Order 4600.27, Personal Property Management (March 08, 2012).*

Finding 1: Lack of Inventory Value/Cost Information Limits WMATA’s Ability to Effectively Manage Alternate Inventory

For this evaluation, OIG conducted site visits at nine of the 15 locations responsible for storing alternate inventory to review their inventory practices. Eight of the nine locations tracked inventory⁷ data on Excel spreadsheets. However, OIG found a lack of consistency in the data each location tracked. While these inconsistencies are discussed in greater detail in Finding 2, OIG calls special attention to the lack of inventory values tracked at each location. When the value of inventory is unknown, WMATA lacks the ability to conduct a thorough risk assessment or cost-benefit analysis for implementing or strengthening controls and considering future inventory management strategies for alternate inventory.

At numerous sites, OIG found that departments were not consistently tracking or updating cost or value information for its inventory. By way of example, we reviewed the consolidated inventory listing from Car, Track and Equipment Maintenance (CTEM) and discovered that the majority of tracked inventory lacked cost information, as shown in Figure 1.

Figure 1: Example of Limited Cost Data

AC SYSTEMS				
Parts Description	Man. Part Number	WMATA #	Cost	AL
BLOCK,EXP VALVE	12-11-1202	VISIONAIRE		
BREAKER, CIRCUIT, 10A	12-52-1010	VISIONAIRE		0
BREAKER, CIRCUIT, 20A	12-52-1020	VISIONAIRE		1
BREAKER, CIRCUIT, 30A	12-52-1030	VISIONAIRE		0
BREAKER, CIRCUIT, 35A	1219			
CLAMP, PINCH	Appollo PEX (Home Depot)	851-924		
CLIPS, FILTER SNAP	201-3008	VISIONAIRE		1
CLUTCH, A/C COMPRESSOR	75R0754	R23810109		0
CLUTCH, A/C COMPRESSOR	9000209	KNOX		0
CLUTCH, A/C COMPRESSOR	11-50-102	SANDEN		
CLUTCH,A/C COMPRESSOR	11-50-305	VISIONAIRE		
COMPRESSOR (ST03/ST04)	2012340 / HDH0104320ES	HARSCO / ERS		0
COMPRESSOR. A/C UNIT (24Volt)	J. DEERE P/N# AT172975	JESCO		

Additionally, OIG learned that in 2023, WMATA’s Risk Management department requested an estimate of the value of alternate inventory co-maintained by the department of Communications

⁷ Facilities storeroom 970 at the Carmen Turner Facility is considered a passthrough location where material is received, held, and processed to support facility rehabilitation and renewal projects. This location does not maintain material listings and, therefore, there is no accounting for material quantities.

and Signaling, and the department of Power at the Farrington Avenue facility for an insurance policy renewal. The two departments assessed the alternative inventory value at \$20.2 million.⁸ However, this value was not incorporated or maintained in the inventory tracking spreadsheets those departments provided to OIG.

Incorporating the assessed inventory values into the respective departmental tracking spreadsheets would have allowed the department of Communications and Signaling and the department of Power to know the current value of their inventory at Farrington Avenue, regardless of any fluctuations in inventory levels. Instead, these departments would need to conduct another inventory assessment to understand the current value of the alternate inventory. The lack of inventory value data represents a significant internal control weakness, as it could limit WMATA's ability to detect loss or misuse of high-value items and hinder the prioritization of inventory for appropriate oversight. This gap also potentially exposes WMATA to risks such as inaccurate financial records, underinsurance, and inefficient resource allocation across departments.

Maintaining accurate inventory values at the department level can be used for budgeting, financial, logistical, and operational management decision-making purposes. For example, if the department knows the value of its inventory, it can conduct a cost-benefit analysis to decide whether to acquire an inventory tracking system or continue using an Excel spreadsheet.

Recommendation

OIG recommends that the GM/CEO:

1. Determine the current value of the alternate inventory maintained throughout WMATA.

Management Response

To determine the current value of the alternate inventory at the 15 sites Supply Chain Management (SC) with the assistance of Operations and Infrastructure subject matter experts will perform the following:

- Conduct a wall to wall inventory at all 15 locations capturing the pertinent information (cost/value, quantity, and physical location).

⁸ Breakdown of the \$20.2 million includes an estimated \$8.3 million and \$11.9 million, respectively.

- Utilize a standardized method and format as defined in the overarching policy and standardized procedures being developed.

OIG Comment

OIG considers management's comments responsive to the recommendation and the corrective actions taken should resolve the issue identified in this report. OIG will follow up on the planned actions during the corrective action plan phase.

Finding 2: Inconsistent Procedures and Processes for Managing Alternate Inventory

OIG found that WMATA lacks an overarching policy or procedure for consistently managing alternate inventory across all departments. As a result, the level of procedural specificity, lifecycle maturity, and implementation efforts vary across the departments. For example, four of the six departments evaluated have written processes or procedures that were developed, reviewed, and/or revised in 2023, while two departments had no policy/procedures, instead relying on informal processes. Similarly, the roles and responsibilities for managing and maintaining alternate inventory varied among the six departments. For instance, four departments managed inventory through dedicated personnel, while two departments assigned inventory management responsibilities to supervisors as collateral duties.

OIG also noted inconsistencies in the way departments tracked alternate inventory. Five of the six departments used Excel spreadsheets to track inventory.⁹ However, each department used an Excel spreadsheet that was designed for the specific department and that captures different levels of detail. For example, the inventory listing at Pennsy Drive (Track and Structures) did not include the physical location of items. In contrast, the inventory listing at Distribution Drive (Communications and Signaling) identified physical location by bin numbers (see Figure 2). Furthermore, neither department’s inventory listing included value/cost information, as highlighted in Finding 1.

Figure 2: Examples of Varying Levels of Detail

Distribution Drive (Communications and Signaling)					
Item Description	Manufacture and part #	ROP	Re up Quantity	Bin Location	Current Balance
1 5/8" Kendorf Feet	Phoenix/P14000056		Also Look Under 201A	FLR	100
1 5/8" Kindorf Coupling SS	Phoenix/U32000056	100	250	201B	1,574
1 5/8" Kindorf Feet SS	Phoenix/P14000056	20	50	201C	924
1 5/8" Uni Strut	10' Galvanized Strut	0	0	6901-01D	1,000
1 5/8" Uni Strut	20ft Stainless Strut			6901-Blue Fence	550 Pieces (22 Bundles)

Pennsy Drive (Track and Structures)					
Material Inventory Pennsy Dr.					
Item #	Materials	1-Apr	Notes		
R79300060	AGENT, WASHING, 5 GAL *C		8		
RS3400287	ANCHOR,SCREW:NAIL-IN,1/4 IN X 2 IN,LEAD				
RS3400045	ANCHOR,STUD:1/4 IN DIA,0.0014				
RS3400080	ANCHOR,STUD:1/4 IN DIA,3 IN LG,STAINLESS STEEL				
RS3400083	ANCHOR,STUD:3/4 IN DIA,3-3/4 IN LG		500		

⁹ Facilities storeroom 970 at the Carmen Turner Facility is considered a passthrough location where material is received, held, and processed to support facility rehabilitation and renewal projects. This location does not maintain material listings and, therefore, there is no accounting for material quantities.

Moreover, these spreadsheets were generally not updated in real-time. This delay may cause a discrepancy between inventory records and physical counts. The lack of standardized format for documenting inventory could hinder WMATA's ability to locate items and/or maintain appropriate inventory volumes. OIG tested the accuracy of the inventory spreadsheets by conducting inventory counts on a sample basis. Despite the variations in the level of detail captured in the spreadsheets across departments, we found minimal discrepancies in inventory counts. Further, employees at all visited locations were knowledgeable about the inventory and where to find it.

While departments have incorporated some controls, such as setting specific access and administrative rights over inventory listings, there are several inherent concerns with using spreadsheets to track alternate inventory. These concerns include limited data protection, lack of version control, and human error. In addition, manually driven processes limit visibility, planning, and forecasting capabilities within the department and may impact pricing and re-ordering activities. These potential risks could affect WMATA's decision-making as WMATA considers its future alternate inventory strategy.

OIG acknowledges WMATA has taken some actions to improve its inventory management efforts, for example:

a. Communications and Signaling Group's Assessment of Inventory Control Process

The Communications and Signaling Group engaged a consultant to assess its inventory controls and processes, which resulted in two reports: (1) the Automatic Train Control (ATC) Gap and Opportunity Assessment in September 2023; and (2) the ATC Implementation Strategy report in November 2023. The reports outlined short-, mid-, and long-term strategies to address the gaps and opportunities for inventory controls and processes.

Some of the recommendations have been initiated and funded, such as documenting business requirements and developing formal processes and procedures. Funding and resource challenges may impact the development or implementation of mid and long-term strategies, such as fully implementing a configuration management tool, developing a plan for strategic ATC parts storage, developing contract language to improve vendor management, and inducting spare assets and transitioning to SCM inventory. ATC personnel also conducted inspections of train control rooms to identify and retrieve excess materials to better control and manage its inventory.

b. CTEM - Initiation of Physical Inventory

During OIG's review, the CTEM group initiated wall-to-wall inventory counts of its five maintenance shop sites. The purpose was to develop a baseline, identify obsolete inventory,¹⁰ streamline the inventory,¹¹ and fully implement processes and procedures. CTEM completed inventory counts at three of the five shops by the end of the 2024 calendar year. CTEM plans to consolidate inventory from all five shops into one centralized storeroom location, which will allow them to better manage inventory and enhance inventory controls. CTEM will manage the centralized storeroom with dedicated CTEM staff, but plans to transition management of alternate inventory to SCM. They have identified a storeroom location and are in the process of executing their plan. OIG will continue to monitor CTEM's efforts and future storeroom transition to SCM.

Recommendations

OIG recommends that the GM/CEO:

2. Develop an overall strategy to manage alternate inventory. This strategy should strengthen internal controls, improve visibility, promote economies of scale, and enhance coordination of planning, forecasting, and reorder points.

Management Response

Supply Chain lead the development of an overarching policy with standardized procedures, document formatting and data management to manage alternate inventory. Management of all inventory will be done by one entity (SCM) working closely with Operations and Infrastructure to ensure parts are available to offices that require them 24/7 (i.e. Power, Communication and Signaling, Track and Structures, Elevators and Escalators and Car Maintenance).

OIG Comment

OIG considers management's comments responsive to the recommendation and the corrective actions taken should resolve the issue identified in this report. OIG will follow up on the planned actions during the corrective action plan phase.

¹⁰ Obsolete inventory includes parts that may be on hand to support equipment that is no longer being serviced.

¹¹ The inventory listing tabs when combined identified over 6000-line items listed with only about 25 percent with active inventory.

3. Based on your overall strategy, establish and implement an overarching policy and standardized procedures for managing alternate inventory.

Management Response

Supply Chain will take the lead in developing an overarching policy with standardized procedures, document formatting and data management to manage alternate inventory. Management of all inventory will be done by one entity (SCM) working closely with Operations and Infrastructure to ensure parts are available to offices that require them 24/7 (i.e. Power, Communication and Signaling, Track and Structures, Elevators and Escalators and Car Maintenance).

OIG Comment

OIG considers management's comments responsive to the recommendation and the corrective actions taken should resolve the issue identified in this report. OIG will follow up on the planned actions during the corrective action plan phase.

4. Develop a consistent process and standardized format for documenting inventory to improve inventory management records to allow for improved accuracy, and increased visibility.

Management Response

Supply Chain will take the lead in developing an overarching policy with standardized procedures, document formatting and data management to manage alternate inventory. Management of all inventory will be done by one entity (SCM) working closely with Operations and Infrastructure to ensure parts are available to offices that require them 24/7 (i.e. Power, Communication and Signaling, Track and Structures, Elevators and Escalators and Car Maintenance).

OIG Comment

OIG considers management's comments responsive to the recommendation and the corrective actions taken should resolve the issue identified in this report. OIG will follow up on the planned actions during the corrective action plan phase.

Finding 3: Inconsistent Access and Physical Security Controls Over Alternate Inventory

OIG found that access and physical security measures varied across the locations. All nine of the locations we visited for this evaluation stored alternate inventory in secure areas with limited access, and two of the nine locations also had cameras in place to protect the inventory. While alternate inventory may be housed in a controlled environment, such as in warehouses, rail yards, and office buildings, there were instances in which alternate inventory was readily available to employees without adequate security controls.

For example, in shop environments where maintenance and repair work takes place, parts and materials are available during operating hours, with most inventory in unsecured cabinets, shelves, and drawers. Although procedures at these locations require the technicians to request alternate inventory through their supervisor, technicians may independently obtain the material, and potentially not inform the supervisor to adjust the inventory listing. OIG interviewed supervisors and, although they could not cite specific examples, they did recall past instances when personnel forgot to notify them when they independently obtained parts and materials.

Additionally, three departments provide after-hours access to certain locations to allow personnel working evening and midnights shifts to retrieve materials. Although staff members at these locations are required to report any retrieved materials, the process relies on individuals notifying inventory control personnel or supervisors so that inventory records can be updated.

The self-reporting process could result in inaccurate inventory records or theft, potentially impacting the availability of parts and materials. Physical security and access control measures can act as a deterrent to mitigate risks associated with maintaining alternate inventory. However, as previously noted, the absence of inventory values limits WMATA's ability to conduct a cost-benefit analysis on these enhancements or accurately assess the potential risks associated with current practices.

Recommendations

OIG recommends that the GM/CEO:

5. Conduct a cost/benefit analysis and risk assessment to determine the sufficiency of current security and access controls over alternate inventory.

Management Response

To ensure alternate inventory is managed consistently with the same access and security controls the following two OIG CAPs for SCM currently underway will be expanded to include all 15 locations:

- CAP-35989: SCM will assess and strengthen access controls and surveillance capabilities for all storerooms and remote facilities by installing video cameras in storerooms, enabling analytic detection capabilities, reviewing anomalies on a quarterly basis. SCM will improve video surveillance for storerooms that support for RAIL and BUS by purchasing additional cameras and employing analytic capabilities that enable detection of inventory anomalies. The corrective actions planned by SCM for this CAP and CAP 35988 will address OIG's recommendation to assess and strengthen access controls and
- CAP-35988 SCM will implement access-card reader locks for storerooms to further enhance access control procedures; and will develop plans to enhance access control procedures once access readers are installed and new storeroom hours established. SCM will implement access-card reader locks for all storerooms as part of WMATA's overall access control improvements. SCM published improved access control procedures on June 12, 2019. SCM plans to further enhance access control procedures once access readers are installed and new storeroom hours established. The corrective actions planned by SCM for this CAP and CAP 35989 should address OIG's recommendation to assess and strengthen access controls and surveillance capabilities for all storerooms and remote facilities.

OIG Comment

OIG considers management's comments responsive to the recommendation and the corrective actions taken should resolve the issue identified in this report. OIG will follow up on the planned actions during the corrective action plan phase.

6. Implement additional security and access controls based on the cost/benefit analysis and WMATA's risk appetite.

Management Response

To ensure alternate inventory is managed consistently with the same access and security controls the following two OIG CAPs for SCM currently underway will be expanded to include all 15 locations:

- CAP-35989: SCM will assess and strengthen access controls and surveillance capabilities for all storerooms and remote facilities by installing video cameras in storerooms, enabling analytic detection capabilities, reviewing anomalies on a quarterly basis. SCM will improve video surveillance for storerooms that support for RAIL and BUS by purchasing additional cameras and employing analytic capabilities that enable detection of inventory anomalies. The corrective actions planned by SCM for this CAP and CAP 35988 will address OIG's recommendation to assess and strengthen access controls and
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OIG Comment

OIG considers management's comments responsive to the recommendation and the corrective actions taken should resolve the issue identified in this report. OIG will follow up on the planned actions during the corrective action plan phase.

Scope

The scope of the evaluation includes:

- Office of Infrastructure departments: Track and Structures, Power, Communications and Signals, and Facilities; and
- Office of Operations branch: CTEM

Methodology

To achieve the evaluation objective, OIG's evaluation methodology was as follows:

- Researched background information about WMATA's alternate inventory processes by reviewing current procedures, alternate inventory management processes, relevant alternate inventory related documents, and industry best practices.
- Reviewed previous alternate inventory related reports, and corrective actions.
- Performed interviews, walk-throughs, and follow-up discussions with personnel from various departments to understand alternate inventory processes.
- Conducted site visits and performed inventory testing based on computer generated randomly selected samples, with a sample size of approximately 10 percent of active items.
- Compared WMATA's practices to other transportation agencies: Southeastern Pennsylvania Transportation Authority, Long Island Railroad, and Metro North Railroad.

Principles and Standards for Offices of Inspector General (Green Book) Statement

The evaluation was conducted in accordance with the *Principles and Standards for Offices of Inspector General*, dated July 2024, approved by the Association of Inspectors General; except in the areas of compliance testing of requirements.

M E M O R A N D U M



SUBJECT: Response to OIG 2024 Alternate Inventory Evaluation Report DATE: June 18, 2025

FROM: EVP and Chief Operations Officer – Leroy Jones Jr. Leroy Jones Jr. Digitally signed by Leroy Jones Jr.
Date: 2025.06.18 15:06:04 -04'00'

TO: WMATA Inspector General – Michelle Zamarin

Per Inspector General's 2024 "Alternate Inventory Evaluation" report and subsequent exit conference May 28, 2025, Operations and Infrastructure provide the following responses to the proposed three findings and six recommendations:

Finding 1: Lack of Inventory Value/Cost Information Limits WMATA's Ability to Effectively Manage Alternate Inventory

Recommendation:

1. Determine the current value of the alternate inventory maintained throughout WMATA.

Response: To determine the current value of the alternate inventory at the 15 sites throughout Maryland and Virginia, Supply Chain Management (SCM) with the assistance of Operations and Infrastructure subject matter experts will perform the following:

- Conduct a wall to wall inventory at all 15 locations capturing the pertinent information (cost/value, quantity, and physical location).
- Utilize a standardized method and format as defined in the overarching policy and standardized procedures being developed.

Finding 2: Inconsistent Procedures and Processes for Managing Alternate Inventory

Recommendations:

2. Develop overall strategy to manage alternate inventory.
3. Based on overall strategy, establish, and implement an overarching policy and standardized procedures.
4. Develop a consistent process and standardized format for documenting inventory.

Response: Supply Chain lead the development of an overarching policy with standardized procedures, document formatting, and data management to manage alternate inventory. Management of all inventory will be done by one entity (SCM) working closely with Operations and Infrastructure to ensure parts are available to offices that require 24/7 access (i.e. Power, Communication and Signaling, Track and Structures, Elevators and Escalators and Car Maintenance).

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Finding 3: Inconsistent Access and Physical Security Controls Over Alternate Inventory

Recommendations:

5. Conduct a cost benefit analysis and risk assessment to determine the sufficiency of current security and access controls over alternate inventory.
6. Implement additional security and access controls based on the cost/benefit analysis and WMATA's risk appetite.

Response: To ensure alternate inventory is managed consistently with the same access and security controls the following two OIG CAPs for SCM currently underway will be expanded to include all 15 locations:

- CAP-35989: SCM will assess and strengthen access controls and surveillance capabilities for all storerooms and remote facilities by installing video cameras in storerooms, enabling analytic detection capabilities, reviewing anomalies on a quarterly basis. SCM will improve video surveillance for storerooms that support for RAIL and BUS by purchasing additional cameras and employing analytic capabilities that enable detection of inventory anomalies. The corrective actions planned by SCM for this CAP and CAP 35988 will address OIG's recommendation to assess and strengthen access controls and
- CAP-35988 SCM will implement access-card reader locks for storerooms to further enhance access control procedures; and will develop plans to enhance access control procedures once access readers are installed and new storeroom hours established. SCM will implement access-card reader locks for all storerooms as part of WMATA's overall access control improvements. SCM published improved access control procedures on June 12, 2019. SCM plans to further enhance access control procedures once access readers are installed and new storeroom hours established. The corrective actions planned by SCM for this CAP and CAP 35989 should address OIG's recommendation to assess and strengthen access controls and surveillance capabilities for all storerooms and remote facilities.

SCM will lead the development of the corrective action plan for implementing the recommendations and will provide the plan and timelines for completion by September 1, 2025.

To Report Fraud, Waste, or Abuse

Please Contact:

Email: hotline@wmataoig.gov

Website: wmataoig.gov/hotline-form/

Telephone: 1-888-234-2374

Facsimile: 1-800-867-0649

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