



## WMSC Inspection Report 20260107

ISSUED 1/12/2026

### Inspection Details

Title: Roadway Worker Protection Transition Training

Location: Carmen Turner Facility (CTF)

Date of Inspection: 1/7/26

Time of Inspection: 7:00am to 12:00pm

Unannounced

Non-Risk-Based

Functional Area: Roadway Worker Protection

Hazard Rating: 1D

### Overview

On January 7, 2026, a WMSC Inspector carried out an inspection observing a transition training class at the Carmen Turner Facility (CTF).

This is a non-risk-based inspection to verify the Metrorail Roadway Worker Protection (RWP) Program assembled, based on Section 49 Code of Federal Regulation (CFR) Part 671 of the Federal Transit Administration's (FTA) regulation on Rail Transit Roadway Worker Protection (RWP), and approved by the WMSC on December 1, 2025. The FTA published this RWP rule on October 31, 2024. The regulations in Part 671 establish minimum safety standards for rail transit workers who access the roadway (the area where rail transit vehicles operate). The purpose of Part 671 is to ensure safe operation and prevent safety events, fatalities, and injury to transit workers who may access the roadway in the performance of their work. Rail Transit Agencies (RTA) are required to establish procedures for the safety of rail transit roadway workers. In addition, the RTA must integrate the safety standards required by the set of regulations under part 671 into the RTA's Safety Management System (SMS). The regulation also requires State Safety Oversight Agencies, such as the WMSC, to approve, oversee, and enforce the RTA's roadway worker protection program that has been created in compliance with 49 CFR Part 671. The deadline for SSOA approval and implementation of the approved program was December 2, 2025. Metrorail received the WMSC's approval on December 1, 2025. Metrorail failed to implement its approved RWP program by December 2, 2025. Therefore, by December 2, 2025, Metrorail still had



not yet trained impacted Metrorail staff and contractors to ensure these individuals were in command of the new RWP rules. To achieve compliance with the implementation requirement in 49 CFR Part 671, Metrorail presented the WMSC an implementation plan for the newly approved RWP program. Within the plan are ten training-oriented steps with start and due dates extending to April 1, 2026. On April 1, 2026, Metrorail is required to safely initiate use of the approved RWP program. The WMSC has stated that this implementation plan end date is an absolute and that the April 1, 2026, implementation date has to be met.

In December 2025, Metrorail began RWP transition training for staff. This is to ensure all Metrorail staff are trained and assessed to be fluent in the WMSC approved RWP program so that they can perform their work safely while on the track/roadway. Since 2010, Metrorail roadway work was governed by an RWP program. This RWP program will remain in effect and will govern the performance of work on the track right of way/roadway, until April 1, 2026. The new RWP program has an advanced qualification which Roadway Workers in Charge (RWIC) will be required to hold; and a basic qualification that all other roadway workers will hold; Metrorail also has job specific training for contractors, watchperson, lone workers, rail traffic controllers, train operators, rail maintenance machine operators, and other transit workers.

## Defects and Corrective Actions

WMSC Inspections identify safety issues that may be classified as defects, findings, or recommendations. Findings and recommendations are defined by Program Standard Section 5.E.2 and 5.E.3 respectively. Ordinarily, issues identified in a WMSC inspection report are classified as defects. Defects are specific safety issues of non-conformance/non-compliance that are identified, and that require remedial action.

This inspection did not identify any findings or recommendations and therefore does not require a WMSC Corrective Action Plan in accordance with Program Standard Section 5.E.4.

## Defect Observations and Determinations

After arriving on scene, the WMSC inspector announced their arrival and the planned inspection activity to the Technical Training and Development Manager. The inspection activity was to observe the RWP transition training and verify that the training was conducted in alignment with the training submitted and approved by the WMSC on December 1, 2025, as part of the overall program approval. Metrorail commenced the Roadway Worker Protection transition training Thursday, December 18, 2025, and will continue this training until April 1, 2026, at which time the WMSC approved Metrorail RWP program will go into effect.

This RWP transition training was conducted at the Carmen Turner Training Facility (CTF) Wednesday, January 7, 2026, and was scheduled from 8:00am to 11:00am. The training attendance was comprised of twenty Metrorail employees and contractors. The transition training participants were provided with an eight-page student handout as reference material for the presentation, a note taking tool, and a guide for the examination. The RWP training and instruction were centered on a 97-slide PowerPoint presentation presented by the facilitating instructor. At the conclusion of



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PowerPoint, the participants were provided with computers to complete an eighteen-question assessment. Upon successfully passing the assessment, a silver sticker with the letters "TT" for transition training was affixed to each of their one-badges. (See Photo.)

### Photo



Photo 1: TT sticker added to a Metro One-Badge showing an employee successfully completed the training.

The instructor of the training session was well prepared and demonstrated knowledge of the subject matter materials. In addition, the transition trainer interacted positively with participants to ensure that all questions and concerns were addressed.

### Observation 1

Some participants expressed difficulty following the presentation with their handbooks. While there were several instances of this difficulty, one such example was when the PowerPoint presentation was displaying new signage that Metrorail will be using to indicate where it is safe to cross the roadway, a participant expressed that the information concerning the track crossing signage could not be found in the student guidebook.

### Observation 2

In 49 CFR Part 671, FTA notes that the final rule requires that the RWP manual be distributed to all transit workers who access the roadway and the training program to address how to interpret and use the RWP manual. However, during the WMSC inspection, the inspectors were unable to verify the availability of these WMSC approval RWP manual to the class participants.

It is safety critical that RWP manuals are made available to all Metrorail transit workers who undergo RWP training.

### Next Steps

Please respond **by Thursday, January 15, 2026**, to acknowledge receipt.