



WMSC Inspection Report 20260401

ISSUED 04/06/2026

Inspection Details

Title: Alexandria Yard (C99) RWP Certification Badge Inspection

Location: Alexandria Yard (C99)

Date of Inspection: 4/1/2026

Time of Inspection: 6:00 am to 10:00 am

Unannounced

Risk-Based (Inspection, Data Review)

Functional Area: Roadway Worker Protection

Hazard Rating: 1B

Overview

On October 31, 2024, the Federal Transit Administration issued the new Roadway Worker Protection (RWP) rule ([49 CFR Part 671](#)). The new rule establishes the first ever federal “minimum safety standards for rail transit Roadway Worker Protection (RWP) to ensure the safe operation of public transportation systems and to prevent safety events, fatalities, and injuries to transit workers who may access the roadway in the performance of work.” (49 CFR section 671.3.) On December 2, 2024, the rule took effect, and rail transit agencies were required to achieve a state safety oversight agency-approved roadway worker protection program by December 2, 2025. Metrorail received WMSC approval of its new program that complies with FTA’s Part 671 on December 1, 2025.

Since approval in December 2025, Metrorail has been conducting transition training for all relevant workers on the new RWP program. This training covers all the new or changed rules that took effect on April 1, 2026. That is, the new Roadway Worker Program officially replaced the legacy program on April 1.

Since the inception of the WMSC’s current Inspection Program in November 2024, roadway worker protection defects have comprised one-third of all defects identified by WMSC Inspectors. Adherence to roadway worker protection rules is critical to the safety of roadway workers and is therefore a continued focus area of the WMSC’s oversight activities.



On April 1, 2026, a WMSC Inspector carried out a brief OneBadge¹ inspection at Alexandria Yard (C99) to determine whether workers had received the required transition training for Metrorail’s new RWP program. Metrorail confirms roadway workers are proficient in the new program requirements by affixing a special sticker denoted by “TT” to their OneBadge (see photo 1). Workers not possessing the correct sticker affixed to their OneBadge are not permitted on the roadway until they demonstrate their knowledge of the new program via training and testing and thus receive a specific sticker confirming satisfaction of this requirement.

After concluding the inspection, the WMSC Inspector conducted a debrief with the Senior Director of Track and Structures, in accordance with Program Standard Section 6.F.1.

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

Observation 1

A WMSC Inspector conducted an examination of the day shift maintenance and inspection staff at the Alexandria yard (C99) to verify the presence of newly issued RWP Transition Training (TT) stickers. All 25 personnel onsite were inspected and successfully presented the current TT sticker on their Metro OneBadge.

Photos

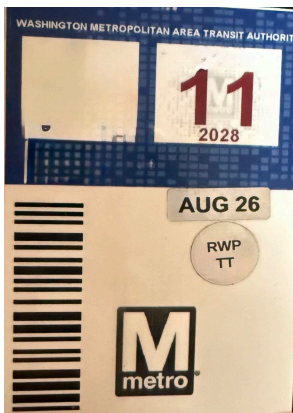


Photo 1: RWP TT sticker affixed to the Metro OneBadge.

¹ WMATA’s OneBadge is the official identification method at WMATA and is the only identification card used and recognized by employees and contractors.



Observation 2

Metrorail provided employees with a card that displayed a Quick Response (QR) code that provides them with the updated RWP manual, track Quick Access Guide,² and current RWP forms. The QR code was checked and was functioning properly, linking users to the proper documentation.

Photos

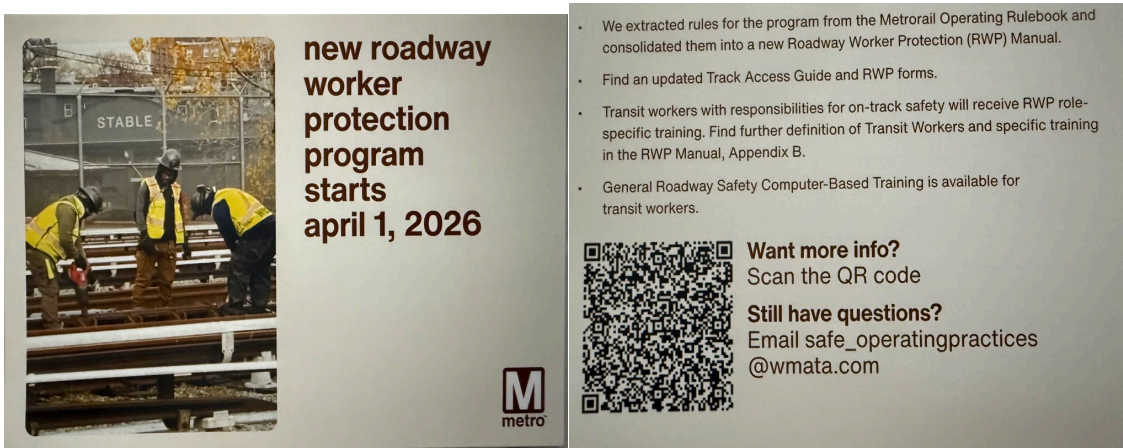


Photo 2: Front and back of card provided by Metrorail for easy access to RWP information.

Observation 3

The new On-Track Job Safety Briefing Form also provides a QR code with access to current RWP documents. This QR code was also checked and confirmed functional as the code links users to the correct documentation.

² The Quick Access Guide is “A document that describes the physical characteristics of the track system, including track areas with close or no clearance, curves with blind spots or restricted sight lines, areas with loud noise, and potential environmental conditions that require additional consideration in establishing on-track safety.” (MOR, glossary, p. 241.)



Photos

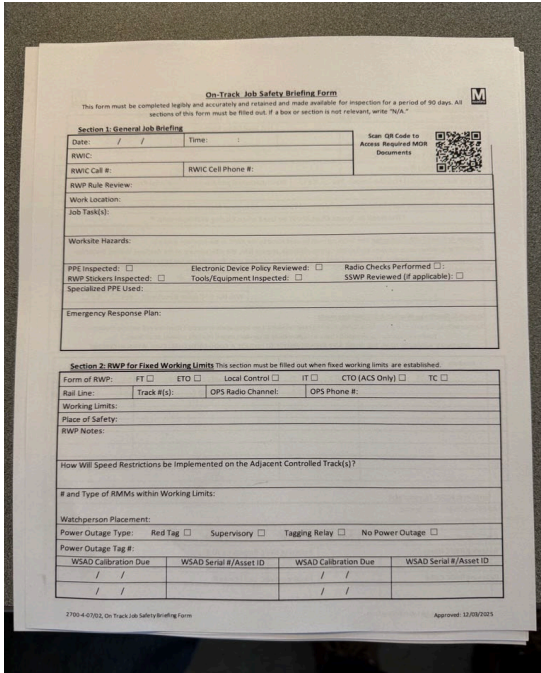


Photo 3: New On-Track Safety Briefing Form with QR code.

This inspection did not identify any defects based on information known to the inspector at the time of the inspection.

Next Steps

Please respond **by Thursday, April 9, 2026**, to acknowledge receipt.