



WMSC Inspection Report 20260527B

ISSUED 5/29/2026

Inspection Details

Title: Roadway Worker Protection Overnight Inspection

Location: Georgia Ave-Petworth (E05) to Fort Totten (E06) Track 1

Date of Inspection: 5/27/26

Time of Inspection: 11:30pm to 4:00am

Announced (via email to Senior Director, Safety Assurance and Director, Track and Structures 5/27/25)

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.

On April 1, 2026, the new Part 671 compliant Roadway Worker Protection Program officially replaced the legacy program at Metrorail.

Since the inception of the WMSC’s current Inspection Program in November 2024, roadway worker protection defects have comprised one-third¹ 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.

¹ Source: WMSC Inspections Dashboard, May 7, 2026.



Metrorail certifies roadway workers as being proficient by affixing a special sticker to Metrorail employees' OneBadge² so that other personnel may identify that the worker has received the required RWP training and is therefore knowledgeable on the RWP rules.

The goal of this May 27, 2026 Inspection was to observe compliance with the new Roadway Worker Protection Program, specifically observing overnight work crews to ensure the workers and equipment are compliant with the new Roadway Worker Protection Manual. WMSC Inspectors conducted an inspection of a crew assigned to replace traction power cables between Georgia Ave-Petworth (E05) and Fort Totten (E06) on Track 1.

After concluding the inspection, WMSC Inspectors conducted a debrief with the roadway worker in charge (RWIC) for the traction power cable crew 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

WMSC Inspectors observed Metrorail personnel replace traction power cables. This involved fastening a cable pulling machine to the road bed and pulling cable through empty conduit that would ultimately be connected to third rail.

Defect 1

Although a safety briefing was conducted with WMSC personnel at the work site, the roadway worker in charge (RWIC) initially conducted the On-Track Safety Briefing with Power Department crew at their reporting location (New Carrollton office) rather than the Georgia Ave-Petworth (E05) to Fort Totten (E06) work location. RWIC also stated that contractor On-Track Safety Briefing was conducted at Grant Circle, location of the access shaft that was being used to enter the roadway.

According to the Metrorail Roadway Worker Protection (RWP) Manual, Rev 0, section 1.8.2, "On-Track Safety Briefing must be conducted and documented by the RWIC at the work

² WMATA's OneBadge is the official identification method at WMATA and is the only identification card used and recognized by employees and contractors.



location and include how on-track safety will be provided, and instructions for the on-track safety procedures to follow.”

Hazard Rating: 1B

Observation 1

Although the original briefing did not occur at the track location, the RWIC did conduct a flawless On-Track Safety Briefing with WMSC personnel. Every segment of the On-Track Safety Briefing was thoroughly addressed, and all sections were completed in full on the briefing form, including all signatures after the briefing was completed.

Next Steps

Please respond **by Monday, June 1, 2026**, to acknowledge receipt and to convey responses to the WMSC regarding what, if any, actions will be or have been taken in response.