



WMSC Inspection Report 20260616

ISSUED 6/22/2026

Inspection Details

Title: Roadway Worker Protection Overnight Inspection

Location: Foggy Bottom-GWU (C04) to Rosslyn (C05) Track 1

Date of Inspection: 6/16/2026

Time of Inspection: 11:00pm to 5:00am

Announced (via email to Director, Track and Structures 6/15/25)

Risk-Based (Inspection, Data Review)

Functional Area: Roadway Worker Protection

Hazard Rating: 1B

Overview

On October 31, 2024, the Federal Transit Administration issued the Roadway Worker Protection (RWP) rule ([49 CFR Part 671](#)). The 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, Metrorail’s Part 671 compliant Roadway Worker Protection Program officially replaced the legacy program.

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, data through May 7, 2026.



Metrorail certifies roadway workers as proficient in the rules and policies 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 June 16, 2026, Inspection was to observe rules compliance under 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.

After concluding the inspection, WMSC Inspectors conducted a debrief with the roadway worker in charge (RWIC) for the grout pads and anchors replacement 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 a Power (PWR) and Track and Structures (TRST) crew working between Foggy Bottom GWU (C04) and Rosslyn (C05) track 1. The PWR group was performing third-rail cable maintenance, and the TRST group was performing third-rail insulator replacement.

Defect 1

Personnel assembled at the Foggy Bottom (C04) platform for an On-Site Track Safety Briefing. During this briefing, one participant left for a significant portion of the session and was not provided with a re-briefing upon their return.

Roadway Worker Protection Manual (RWPM) section 1.8.3

“The On-Track Safety Briefing must be conducted and documented by the RWIC with roadway workers arriving after the initial job briefing and prior to fouling a track.”

Hazard Rating: 3D

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



Defect 2

Following the completion of the On Track Safety Briefing, personnel awaited access to the right-of-way. During this period, WMSC observed that the Flagman assigned to Prime Mover (PM) 40 was sleeping in the Flagman's booth.

Metrorail Operating Rulebook section 1.8.1.1 lists under Prohibited Behaviors While on Duty: "Sleeping or appearing to sleep, including lying down, reclining, or covering eyes."

WMSC Inspectors immediately raised this safety concern to the on-site supervisor's attention. The supervisor replaced the Flagman with another roadway worker. The roadway worker who was sleeping was assigned a different role.

Hazard Rating: 1D

Defect 3 (mitigated)

Additionally, the rear window of the Flagman's booth of Flat 602 (F602) was lined with a covering that obscures the view into the cab as well as the Flagman's view out of the cab. After WMSC Inspectors raised this issue, the covering was immediately removed from the booth.

Metrorail Operating Rulebook: 6.1.4

"Employees shall not alter or render inoperative any safety devices on vehicles, equipment, structures and/or any other WMATA property, except as authorized by these rules or other WMATA procedures, and then only when proper measures are taken to safeguard personnel and equipment."

Hazard Rating: 1B

Photos



Photo 1: window covering on Flat 602.



Defect 4

WMSC Inspectors observed that both the Roadway Worker in Charge (RWIC) and the Supervisor of the junior working group (referred to as a junior RWIC) were actively engaged in work duties instead of fulfilling their sole responsibly as overseers of safety.

Roadway Worker Protection Manual, (RWPM) section 1.4

“The RWIC must serve only the function of maintaining on-track safety for all members of the roadway work crew and perform no other unrelated job function while designated for duty.”

Hazard Rating: 1D

Defect 5

The fire extinguisher located in the Flagman booth of the flatcar F602 did not have a designated inspection date. It was not possible to verify whether the fire extinguisher had been recently inspected, and, therefore, whether the fire extinguisher was likely to function in an emergency. Personnel stated that a new replacement fire extinguisher remained in its original packaging and was available if needed. However, an unboxed fire extinguisher is not readily available should it be needed.

Hazard Rating: 3C

Photos



Photos 2 (left) and 3 (right): The new unboxed fire extinguisher and the missing expiration date on the prime fire extinguisher inspection tag.



Defect 6

The compressed gas welding tanks stored on PM-40 were not properly secured to the unit.

Hazardous Materials Storage, page 48 of the Environmental Standard Operation Procedures – Page 48 (v. ESOP: #4-1 1 of 3)

“Compressed gases must be kept upright, chained, and separated by hazard category.”

Hazard Rating: 1B

Photos

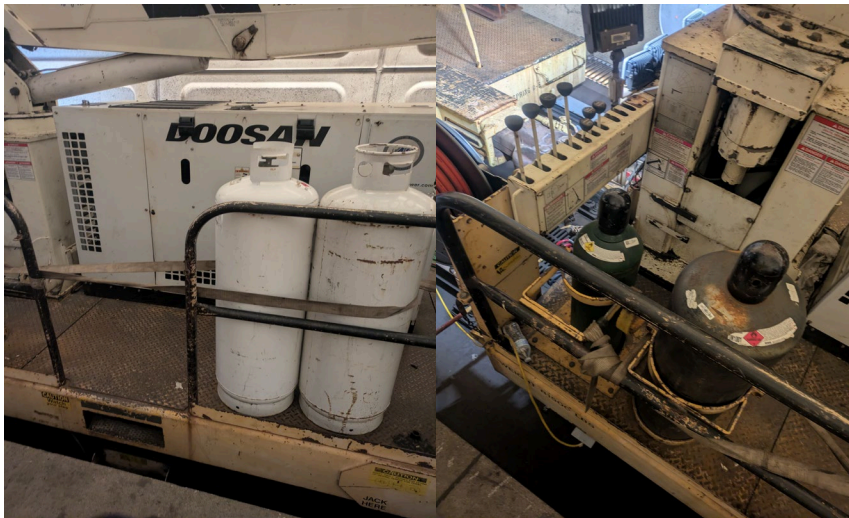


Photo 4 (left) and 5 (right): Welding tanks with loose straps and tanks not properly secured with braces.

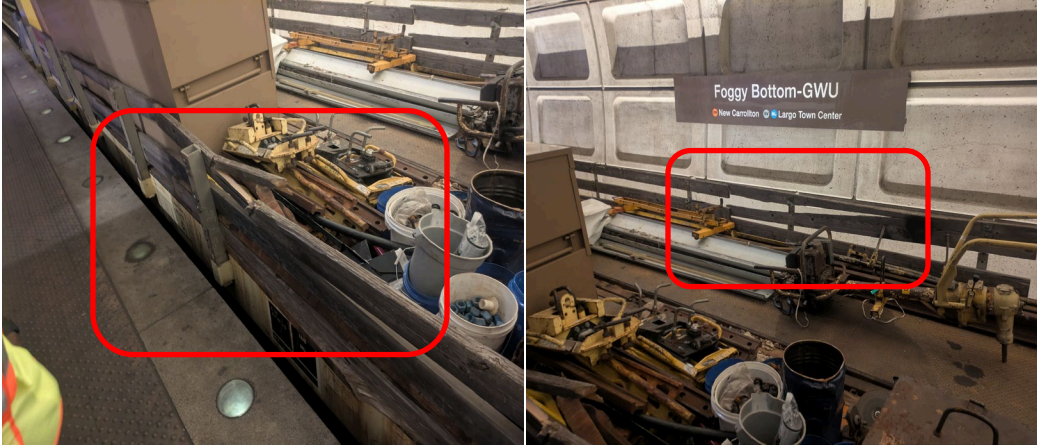
Defect 7

The wooden sideboards on Flatcar 602 (F602) were disconnected and unstable as a result of being broken.

Hazard Rating: 4D



Photos



Photos 6 (left) and 7 (right): Show broken sideboards on F602.

Next Steps

Please respond **by Thursday, June 25, 2026**, to acknowledge receipt and to convey responses to the WMSC regarding what, if any, actions will be or have been taken in response.