



# WMSC Inspection Report 20260617

ISSUED 6/22/2026

## Inspection Details

Title: Roadway Worker Protection Overnight Inspection

Location: Woodley Park Station(A04) Track 1

Date of Inspection: 6/17/2026

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

Announced (via call to Director, Track and Structures 6/16/25)

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-third<sup>1</sup> 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.

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<sup>1</sup> Source: WMSC Inspections Dashboard, May 7, 2026.



Metrorail certifies roadway workers as proficient in rules and procedures by affixing a special sticker to Metrorail employees' OneBadge<sup>2</sup> 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 Track and Structures (TRST) crew performing third rail insulator cleaning at Woodley Park Station (A04) track 1.

### **Observation 1**

The Roadway Worker in Charge (RWIC) was observed properly using special safety personal protective equipment (PPE) and equipment (Class 0 high voltage gloves), and hot-sticking<sup>3</sup> the third rail to confirm power was down. The RWIC's Class 0 high voltage gloves were also inspected and found to be within permissible expiration date range and were in compliance.

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

<sup>3</sup> A Hot Stick is defined as "A voltage testing device used to verify third rail power outages, or the use of the device." (Metrorail Roadway Worker Protection Manual, RWPM-59.)



**Photo**



Photo 1: Third rail high voltage gloves in compliance.

**Observation 2**

During the On Track Safety Briefing, some personnel were without a hard hat.

**Observation 3**

Additionally, it was observed that the RWIC failed to confirm that all personnel had their personal protective equipment (PPE) at the end of the briefing.

**Defect 1**

A shade or covering was observed over the windows of the Flagman's booth on Flat 532.

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**



**Photo**



Photo 2: Windows covered in Flagman's booth.

**Defect 2**

The WMSC Inspectors observed that the Roadway Worker in Charge (RWIC) was actively engaged in work duties:

RWPM section 1.4 (Roadway Worker In Charge Responsibilities)

“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**



**Photo**



Photo 3: RWIC engaged in crew work duties.

**Defect 3**

The wooden sideboards on Flatcar F532, connected to Prime Mover (PM) 45, were disconnected and unstable as a result of being broken.

**Hazard Rating: 4D**

**Photo**

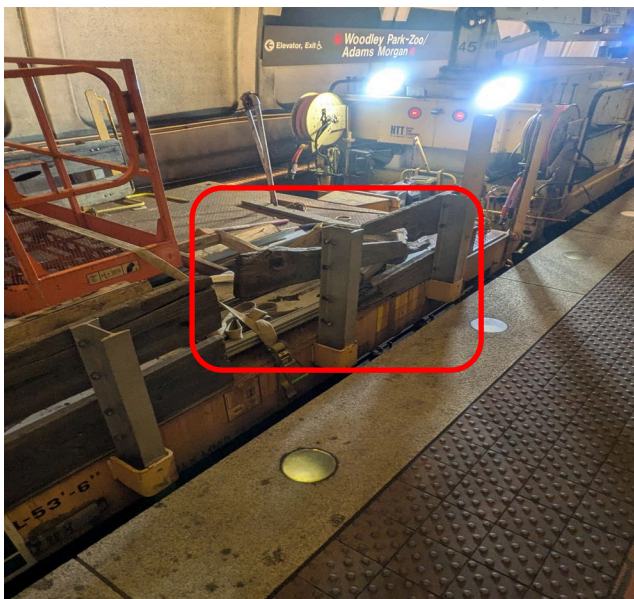


Photo 4: Disconnected sideboards on F532.



## 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.