

# **Rail Transit Roadway Worker Protection Program (RWP)**

**Jeremy Furrer**

Division Chief

Office of Safety Oversight

---

**APTA Rail Conference**

6/30/2026



U.S. Department of Transportation  
Federal Transit Administration

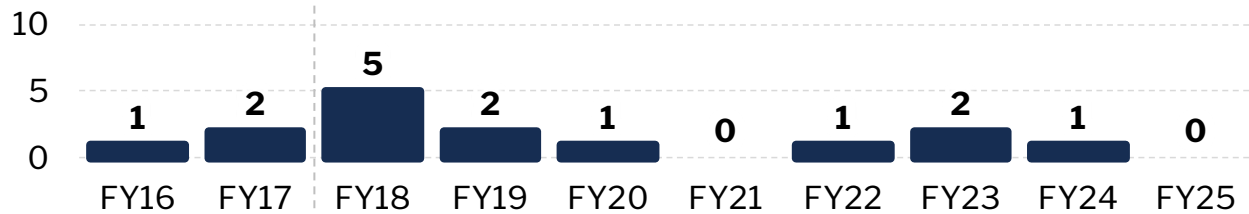
# Agenda

- RWP Data
- Deregulation Action
- Looking Ahead – RWP Implementation
- Using SMS to advance RWP programs

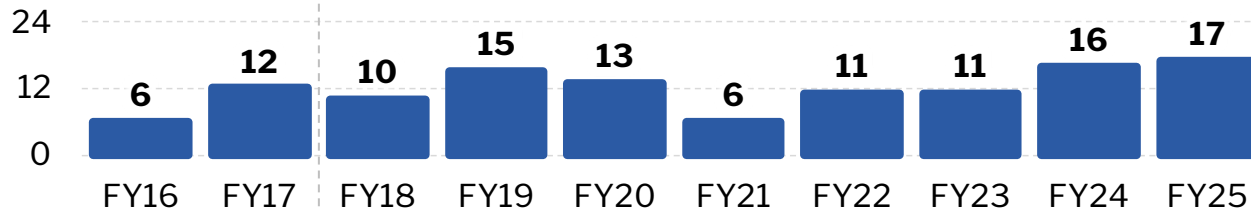


# RWP Event Fatalities and Injuries

## RWP Fatalities by FY



## RWP Injuries by FY



Source: National Transit Database (NTD)

# Deregulatory Action – Rail Transit Roadway Worker Protection

Consistent with [Executive Order 14192](#) ("Unleashing Prosperity Through Deregulation"), FTA is reducing administrative burdens on both State Safety Oversight Agencies and Rail Transit Agencies



## Reducing regulatory burden

Amends [49 CFR 671.25\(a\)\(2\)](#) to allow SSOAs to submit RWP program information to FTA with annual report, as opposed to within 30 calendar days of approval



## Avoiding redundancy

Amends [49 CFR 671.25\(c\)\(1\)](#) to clarify that annual RWP compliance audits may be combined with other reviews

*Note: This deregulatory action does not reduce worker protections established by the RWP rule, nor impact FTA's oversight of SSOAs and RTAs to ensure compliance.*

# Looking Ahead – RWP Program Implementation

As Necessary



RTAs update the RWP manual and track access guide after any changes.

Quarterly



RTAs report to their SSOA on compliance with and sufficiency of RWP program.

Annually



RTAs brief Accountable Executive and Board of Directors, or equivalent entity, on RWP program performance.

SSOAs audit RTA compliance with RWP program.

First Review and Every Two Years



RTAs review and update RWP manual, submit to SSOA for review and approval.

# SMS and the RWP Rule – Why SMS?

Use of **Safety Risk Assessments** to determine **redundant protections** (671.39(b)):

- Section 671.39(d) includes a **non-exhaustive list of redundant protections** that RTAs and SSOAs may use. Through safety risk assessments, RTAs may identify other redundant protections suitable to their specific circumstances.
- The final rule establishes that there **must always be at least two protections**, and, beyond that, the number of protections will depend on the work environment and the results of the RTA's safety risk assessment.
- The **RTA must review and update** the safety risk assessment at least **every two years**.
- The **SSOA may also identify and require** the RTA to implement **alternate redundant protections**.

# SMS and the RWP Rule – Why SMS?

Use of **Safety Risk Assessments** to determine redundant protections (671.39(b)):

- Determining the **effectiveness of RWP** redundant protections (671.39(b)(3)).
- SSOA Annual **RWP program audit and effectiveness** (671.25(c)(2)).
- **Briefings** to Accountable Executive and Board of Directors (671.43(b)(2)).



# LA Metro RWP Event, Downtown Long Beach Station, Dec. 10, 2025



- Generator struck by the “kick-out” of a trailing rail car
- Two employees injured

# Actions Taken by LA Metro and California Public Utilities Commission (CPUC)



CPUC, FTA investigator, and LA Metro Corporate Safety reviewed videos to analyze causal and contributory factors.



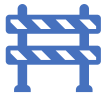
LA Metro developed 7 CAPs with recommendations from CPUC and FTA.



Implemented safety stand-down for track department and retrained operators and wayside workers.



Revised recently adopted RWP plan including briefings, place-of-safety, dynamic envelopes, and track access charts.



Installed close clearance signage at the safety event site and other locations throughout the system.

# SMS and the RWP Rule – Why SMS?

- Activities conducted to carry out these RWP safety standards must be integrated into the RTA's SMS, including the Safety Risk Management process and the Safety Assurance process, specified in PTASP.
- FTA has considered the difference in size and operating environments across the country and anticipates that RWP programs will not look the same due to the variability of needs.



Incorporating RWP into an SMS supports the ongoing growth and maturity of RWP programs, and facilitates the continual assessment of program effectiveness, based on established SMS processes, to ultimately mitigate RWP-related risks and produce positive safety outcomes.

# Thank you!

**Jeremy Furer**

[Jeremy.Furrer@dot.gov](mailto:Jeremy.Furrer@dot.gov)



U.S. Department of Transportation  
Federal Transit Administration