



# WMSC Inspection Report 20260218B

ISSUED 2/23/2026

## Inspection Details

Title: Roadway Worker Protection Level II Training

Location: Carmen Turner Facility (CTF)

Date of Inspection: 2/17/2026 and 2/18/2026

Time of Inspection: 6:30am to 3:00pm (both days)

Unannounced

Non-Risk-Based

Functional Area: Roadway Worker Protection

Hazard Rating: 1D

## Overview

On Tuesday, February 17, 2026, and Wednesday, February 18, 2026, a WMSC Inspector attended the Metrorail Roadway Worker Protection (RWP) Level 2 Initial class conducted at the Carmen Turner Facility (CTF) to assess the training and curriculum.

The Federal Transit Administration's [FTA 49 CFR 671 Roadway Worker Protection \(RWP\) rule](#) was to be implemented by December 2, 2025. Although Metrorail developed an approved program by that deadline, it did not complete its implementation. Instead, Metrorail developed an implementation plan that concludes on April 1, 2026. Metrorail is in the process of taking action to ensure it meets the April 1, 2026, deadline. Those actions include:

- Active personnel will maintain their current RWP qualifications under Metrorail's existing RWP program (Level 1, Level 2, and Level 4) for five months beyond the original expiration date.

- Metrorail began RWP Transition Training to introduce the new 49 CFR 671 regulations.

- Personnel are required to complete the transition training and successfully pass an assessment after which a transition training (TT) sticker is affixed to the OneBadge along with the existing RWP sticker.



**Photo**



Photo 1: RWP transition training sticker affixed to a Metro OneBadge.

As of April 1, 2026:

Personnel with current RWP Level 2 certification and a transition training sticker will receive the Roadway Worker with a Basic (RWP-B) qualification status.

Personnel with current RWP Level 4 certification and a transition training sticker will receive the Roadway Worker Advance (RWP-A) qualification status.

Any individuals who have not completed their RWP transition training by April 1, 2026, will not be permitted on the Metrorail roadway.

All additional personnel who access the Metrorail system will be required to successfully complete the roadway worker protection training for transit workers.

Therefore, all participants who passed the Metrorail Roadway Worker Protection (RWP) Level 2 Initial class on February 18, 2026, must still take and pass the transition training by April 1, 2026, to be allowed on the Metrorail roadway after April 1, 2026.

Day one of the training was carried out primarily through a 156-slide PowerPoint presentation. This included information and training on track terminology, a PPE overview, roadway definitions, Metrorail's Cardinal Rules, track hazards, wayside equipment, roadway key personnel, work area safety equipment, understanding signals, and the Roadway Job Safety Briefing and Good Faith Challenge process.

Day two was a 90-slide PowerPoint presentation that covered topics such as switch positions, radio communications, Watchman/Lookout, Advanced Mobile Flagging, Emergency Maintenance Procedure (EMP), and Joint Occupancy/Piggyback Work Crews.

The presentation and training included videos demonstrating hot sticking, shunt placement, and Warning Strobe and Alarm Device (WSAD) installation.

On both days frequent questions to the class were embedded throughout the presentation to review and reinforce the newly introduced concepts.

The instructor was well prepared and demonstrated knowledge of the subject matter. In addition, the instructor interacted proactively with participants to ensure that all questions and concerns were addressed.



The class concluded with a practical test that required properly crossing the third rail and performing the task of Hot Sticking, followed by a review of Metrorail's Cardinal Rules.

The Cardinal Rule and General Knowledge Assessment was conducted in the Computer Based Training Lab (CBT) at CTF.

Participants who successfully completed the class obtained an RWP Level 2 Initial OneBadge sticker and were instructed to register for the next Transition Training available to be fully updated on the 49 CFR 671 RWP rule and procedural changes. After concluding the inspection, the WMSC inspector conducted a debrief with Metrorail training management 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**

### **Defect 1**

The instructional video shown for proper WSAD installation included personnel installing the WSAD without wearing the required PPE of electrical safety gloves. Installation of a WSAD with electrical safety gloves is required PPE outlined in Metrorail Operating Rulebook (MOR) 19.9.2.

MOR 19.9.2

High-voltage electrical safety gloves must be worn for:

- Shunt placement/removal
- When confirming the status of third rail power
- When installing/removing a Warning Strobe and Alarm Device (WSAD)
- Performing third rail gauging activities
- Working on energized equipment
- When booting third rail cables
- When removing switch heater and third rail heater shoe box fuses

Omission of safety PPE gloves in the training video undermines adherence to established safety standards and reinforces practical drift that can occur in the field.



### **Observation 1**

During the practical assessment, the Metrorail instructor observed personnel performing the function and use of the Hot Stick to simulate verifying 3rd rail power. Additionally, the instructor observed the students safely crossing the 3rd rail. However, the practical assessment did not require students to demonstrate and perform shunt placement and WSAD installation. The only instruction participants received were videos of WSAD and shunt installation during the training classroom portion. Watching a video is passive; participants may understand the concept but fail to internalize the correct actions for these safety critical steps when in the field.

### **Next Steps**

Please respond **by Thursday, February 26, 2026**, to acknowledge receipt and to convey responses to the WMSC regarding what, if any, actions will be or have been taken in response.