



## WMSC Inspection Report 20260507 [Corrected]

ISSUED 5/13/2026<sup>1</sup>

### Inspection Details

Title: Train Approach Warning (TAW) Inspection

Location: Cleveland Park (A05) and Twinbrook (A13)

Date of Inspection: 5/7/2026

Time of Inspection: 9:30am to 1:30pm

Unannounced

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. Since the WMSC’s approval of WMATA Metrorail’s RWP program in December 2025, Metrorail has been conducting transition training for all relevant workers on the new RWP program. This training covered the new or changed rules that took effect on April 1, 2026. That is, the new Roadway Worker Program officially replaced the legacy program on April 1.

Since the inception of the WMSC’s current Inspection Program in November 2024, roadway worker protection defects have comprised one-third<sup>2</sup> of all defects identified by WMSC Inspectors.

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<sup>1</sup> An earlier version of this inspection report was sent to WMATA on 5/11/2026, updated or additional information is denoted by **yellow**.

<sup>2</sup> Source: WMSC Inspections Dashboard, May 7, 2026.



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.

Metrorail certifies roadway workers as being proficient by affixing a special sticker to Metrorail employees' OneBadge<sup>3</sup> so that other personnel may identify that the worker has received the required RWP training and is therefore knowledgeable on the RWP rules. Metrorail confirms roadway workers are proficient in the new program requirements by affixing a special sticker denoted by "TT" to their OneBadge. Workers not possessing the correct sticker affixed to their OneBadge are not permitted on the roadway until they demonstrate their knowledge of the new program via training and testing and thus receive a specific sticker confirming satisfaction of this requirement.

The purpose of the May 7, 2026, Inspection was to observe compliance with the new Roadway Worker Protection Program, specifically looking at Train Approach Warning. Train Approach Warning is defined in the Metrorail Operating Rulebook as, "A method of establishing on-track safety by warning roadway workers of the approach of trains in ample time for them to move or to remain in a place of safety." Train Approach Warning replaces what was previously termed Advanced Mobile Flagger (AMF) in the legacy roadway worker protection program. Both serve the same goal of warning rail vehicle operators of roadway workers ahead and reading the required script to every operator. On May 7, 2026, WMSC Inspectors performed an unannounced Roadway Worker Protection (RWP) inspection on the Red Line (A-line) at Cleveland Park (A05) and Twinbrook Stations (A13). Train operators were observed for speed adherence, manual train operations, and their response to hand signals received from roadway personnel. Watchpersons were observed for proper usage of personal protective equipment (PPE) and the safety equipment utilized to warn workers including visual warning device usage, audible warning devices and hand signals. In addition, Advanced Briefers were observed for the usage of proper personal protective equipment, including e-flares, flags, audible warning devices, and the reading of the required script.

After concluding the inspection, WMSC Inspectors conducted a debrief with each Roadway Worker in Charge (RWIC) 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.

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<sup>3</sup> WMATA's OneBadge is the official identification method at WMATA and is the only identification card used and recognized by employees and contractors.



## Defect Observations and Determinations

### Defect 1

Roadway workers were observed conducting work within the limits of a station platform. This occurred at Cleveland Park Station (A05) and the crew was performing cable inspections. All roadway work performed within station platforms limits under Train Approach warning requires foul time as the form of roadway worker protection. Inspectors were on the platform at the time listening to radio communication with the work crew and central and at no point was there a request for Foul Time. According to the Metrorail Track Access Guide<sup>4</sup> (Page 17) Cleveland Park Station (A05) is considered a “Hot Spot.” Hot spots are marked in red in the Track Access Guide. See below:

2700-4-00/02 2730-2-02/00 Metrorail RWP Program, Rev 0.0  
Approved 12/01/2025 | Effective 04/01/2026

A-Line Track 2 – Shady Grove to Metro Center						
A-Line Track 2	Station	Station	Chain Marker	Chain Marker	Max Speed (MPH)	Notes
Cleveland Park Station	A-05	A-05	171+50	165+50	55	

Photo 1: Page 17 from Metrorail’s Track Access Guide. Cleveland Park Station (A05) is identified as a Hot Spot by being highlighted in red.

Foul Time must be used to traverse these “Hot Spot” areas safely under Train Approach Warning (TAW).

The Track Access Guide designates Cleveland Park Station (A05) as a Hot Spot (indicated by red in photo 1). A Hotspot, as defined by the RWPM, “...are locations on the right-of-way where ample time cannot be provided while working under Train Approach Warning.” Ample Time, as required by the RWPM, “Requires workers to be in a place of safety not less than 15 seconds before a train or rail equipment moving at the civil speed limit on that track can arrive at the location of the roadway worker. “Sight Distance” in reference to ample time, the length of track visible ahead for a roadway worker.” RWPM section 1.6 “Watchpersons are responsible for: a) Providing ample time to roadway workers. and b) Notifying the Roadway Worker-in-Charge (RWIC) when ample time cannot be provided and ensuring that an alternate form of RWP is provided. The Track Access Guide states the maximum speed on Track 2 within the platform limits at Cleveland Park (A05) is 55 miles per hour (MPH). This would require a 1200-foot sighting distance if they were performing work in the place of safety, utilizing Train Approach Warning protection, however, the crew was within the

<sup>4</sup> The Track Access Guide is a “Document that describes physical characteristics relevant to access and safety (e.g., close/no-clearance areas, blind curves, loud/noisy areas) Source: Metro Operating Rulebook Glossary of Terms (Section 17-17)



platform limits, thus the requirement for working within the Cleveland Park (A05) platform limits according to the RWPM is use of Foul Time.

## Roadway Worker Protection Manual (RWPM)

### Section 1.20 - FOUL TIME

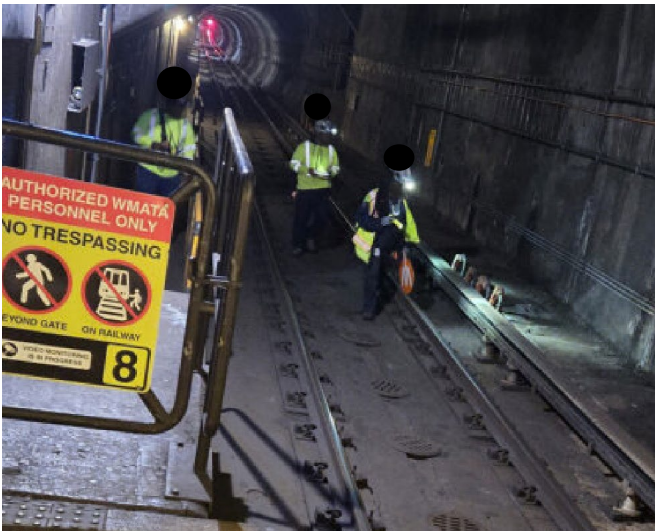
1.20.1 Working limits may be established on controlled track using Foul Time procedures for the purposes of completing work that will not disturb the track or third rail structure in a manner that would prevent movements at normal operating speeds.

This includes, but is not limited to:

- Inspection,
- minor repairs,
- maintenance, and
- testing.

### Hazard Rating: 1B

#### Photos:



Photos 2: Roadway workers observed in the roadway at Cleveland Park Station (A05) without employing Foul Time.

### Defect 2

A watchperson's "sole duty" is to warn workers and therefore, cannot be conducting other work while serving as a watchperson. WMSC Inspectors observed a watchperson (denoted by their possession of the W-disk) carrying out inspection activities of wayside equipment. The Watchperson cannot provide ample time warning to roadway workers if they are



distracted and performing inspection activities. The fact that the watchperson was observed doing anything other than performing the duties of the watchperson justifies the observed defect.

WMSC Inspectors observed a work crew performing cable inspections within the platform limits at Cleveland Park Station (A05). Roadway Worker Protection Manual (RWPM) – defines Watchperson as: “A qualified transit worker who provides warning to roadway workers of approaching trains and/or track equipment. A Watchperson’s sole duty is to warn workers to move to, and remain in, a place of safety for an ample time before the arrival of trains or rail vehicles.”

Roadway Worker Protection Manual (RWPM)

1.12.6 A watchperson must be utilized any time there is rail vehicle movement within working limits

1.20.4 Where moving rail vehicles are present within working limits, a Watchperson must be utilized to provide warning of rail vehicle movement.

1.26.6.1 It is the responsibility of the RWIC to properly place their Watchperson in a position that allows them to provide all members of the mobile work crew with ample time.

#### 1.6 WATCHPERSON RESPONSIBILITIES

Roadway workers who are performing the duties of a Watchperson must obey the instructions of the RWIC of their work crew and others with proper authority.

Watchpersons are responsible for:

- a. Providing ample time to roadway workers.
- b. Notifying the RWIC when ample time cannot be provided and ensuring that an alternate form of RWP is provided; and
- c. Ensuring all roadway workers being afforded protection occupy a place of safety should a situation arise where the Watchperson would be distracted from their duties.

Metro Operating Rulebook (April 1, 2026, MOR version)

1.19.2 Watchpersons must use the whistle board (W-Disk) in conjunction with a whistle, air horn, or physical tap to warn roadway workers of approaching rail vehicles to provide ample time to workers



1.19.3 Watchpersons must sound the air horn or whistle while holding the whistle board overhead to signal roadway workers of approaching rail vehicle(s) and to clear the track and remain in a place of safety.


Rule No.	Signal Name	Signal Indication	Signal Aspect
1.19.3.1	Clear Track	A rail vehicle is approaching. Personnel must immediately clear track and occupy a place of safety until Resume Work signal is received	

Photo 3: Source Roadway Worker Protection Manual, page 29

1.20.4 Where moving rail vehicles are present within working limits, a Watchperson must be utilized to provide warning of rail vehicle movement

**Hazard Rating: 1B**

**Photos**



Photos 4 (right) and 5 (left): Left – **At Cleveland Park Station (A05)**, the watchperson conducting roadworker duties while functioning as the sole watchperson for the work crew. Right – the work crew walking track and fouling the roadway.

**Defect 3**



WASHINGTON METRORAIL SAFETY COMMISSION

The Metrorail Roadway Worker Advanced Briefer was not wearing a Helmet/Hard hat and safety glasses while positioned at the eight-car marker of the station platform.

At Cleveland Park Station (A05) where a work crew was performing cable inspections, the Advanced Briefer was not wearing a hard hat or safety glasses. Additionally, some members of the work crew were not wearing safety glasses.

At Twinbrook (A13), there was a contractor Advanced Briefer and is therefore exempt from the hard hat requirement according to the rule outlined below. However, this contractor Advanced Briefer was not wearing safety glasses as required in the PPE chart (below). There is no exemption for contractors to not wear safety glasses. Additionally, some members of the Twinbrook work crew were not wearing safety glasses.

Roadway Worker Protection Manual (RWPM) - Section 1.16 and Metrorail Operating Rulebook - Section 16-5.

See table 10 below included in the Metrorail Operating Rulebook (MOR) section 16-5.

Table 10, PPE Chart

PPE	Roadway Worker <sup>1</sup>	Other Transit Personnel <sup>2</sup>	Contractors and Visitors
Hard Hat	R	AR	R <sup>3</sup>
Safety Glasses	R	R	R
Safety Footwear	R	R	R
High-Visibility Yellow Safety Apparel	R	R	NA
Mechanic Style Work Gloves	AR	AR	AR
High Voltage Electrical Safety Gloves	AR	NA	NA
High Visibility Orange Safety Apparel	NA	NA	R
<b>Key:</b> R - Required AR - As Required by department procedures or JSA NA - Not Applicable			
<sup>1</sup> - A roadway worker is an employee of a railroad, or a contractor to a railroad, whose duties include inspection, construction, maintenance or repair of railroad track, bridges, roadway, signal and communication systems, electric traction systems, roadway facilities, or roadway maintenance machinery on or near track or with the potential of fouling a track, and flagmen and watchmen/lookouts.			
<sup>2</sup> - Other transit personnel who are required to access the track in the performance of their duties, e.g., rail vehicle supervisors, rail vehicle operators, mechanical personnel, etc.			
<sup>3</sup> - Contract personnel performing the duties of an Advanced Briefer are exempted from this requirement, as they are prohibited from entering the track.			

16-5

Photo 6: The PPE table included in the Metrorail Operating Rulebook (MOR) section 16-5.



## WASHINGTON METRO RAIL SAFETY COMMISSION

The PPE Chart lists the required Personal Protective Equipment (PPE) that all roadway workers are required to use. Advanced Briefers are roadway workers and as written in the chart are required to wear hard hat and safety glasses. There is an exclusion found in superscript 2 for contractor Advanced Briefers.

Superscript 2 - “Contract personnel performing the duties of an Advanced Briefer are exempted from this requirement, as they are prohibited from entering the track.”

Metrorail Advanced Briefers are roadway workers by definition and not prohibited from entering the tracks; therefore, they are not exempt from the PPE requirements listed in the Roadway Worker Protection Manual (RWPM) and Metro Operating Rulebook (MOR).

Superscript 3 - “A roadway worker is an employee of a railroad, or a contractor to a railroad, whose duties include inspection, construction, maintenance or repair of railroad track, bridges, roadway, signal and communication systems, electric traction systems, roadway facilities, or roadway maintenance machinery on or near track or with the potential of fouling a track, and flagmen and watchmen/lookouts.”

### Hazard Rating: 1B

### Photos



Photo 7: The Metrorail Advanced Briefer at Cleveland Park Station (A05) not wearing proper PPE (helmet).



#### **Defect 4**

A watchperson did not raise the W-disk to warn the workers and did not use the whistle/air horn to warn the workers to clear to a place of safety. WMSC Inspectors observed the watchperson only audibly (using their voice) telling the roadway crew that "...a train is coming and to clear the tracks."

Specifically, WMSC Inspectors observed the work crew inspecting cables at Cleveland Park Station (A05) and were in possession of the W-Disk but did not raise and lower the disk as required. This work crew also did not use an air horn or whistle to warn the crew of approaching trains.

Roadway Worker Protection Manual (RWPM) – states the correct procedure to use.

##### **1.18 HAND SIGNALS**

1.18.1 Hand signals must be given from a point where they may be plainly seen.

1.18.2 Watchpersons must use the whistle board (W-Disk) in conjunction with a whistle, air horn, or physical tap to warn roadway workers of approaching rail vehicles to provide ample time to workers.

1.18.3 Watchpersons must sound the air horn or whistle while holding the whistle board overhead to signal roadway workers of approaching rail vehicle(s) and to clear the track and remain in a place of safety.

#### **Hazard Rating: 1B**

#### **Defect 5**

The Advanced Briefer of the Metrorail work crew did not read the mandated script per procedure. Instead, the rail vehicle operator was verbally informed that a work crew was ahead by the Advanced Briefer, verbally dictating from memory rather than using the script.

WMSC Inspectors observed the Advanced Briefer at the platform limits of Cleveland Park Station (A05). The contractor Advanced Briefer was at Twinbrook (A13) and was in possession of a script, but it was not the new required script. Neither crew was in possession of the new Advanced Briefer Script.

Roadway Worker Protection Manual (RWPM) – states the following:

##### **1.25.4 Performing Work Utilizing Train Approach Warning**

1.25.4.1 All rail vehicles stopping at the passenger station's 8-car marker or end gate must be read the following script by each Advanced Briefer: "There may be multiple work groups ahead, per operating rules, operate in Manual, and do not exceed 35 mph until you reach the next passenger station."



**Hazard Rating: 1B**

## **Next Steps**

Please respond by **Monday, May 18, 2026**, to acknowledge receipt and to convey responses to the WMSC regarding what, if any, actions will be or have been taken in response.