



Dear Contractors, Consultants, and Vendors,

I am writing to provide advance notice regarding upcoming changes to the MBTA's on-track protection program and related training requirements for contracted personnel.

In response to new federal regulations issued by the Federal Transit Administration (49 CFR Part 671), which require all rail transit agencies to adopt enhanced on-track protection standards and procedures, the MBTA will transition from the existing Right of Way (ROW) Rulebook to a new set of rules and procedures, which will include a Roadway Worker Protection (RWP) Manual.

The new program will introduce updated rules, procedures, terminology, documentation requirements, and training standards related to track access and protection. The MBTA expects to roll out the new program line-by-line throughout the second half of 2026, beginning with the Blue Line and concluding with the Green Line.

In preparation for implementation, the MBTA is also redesigning its training and certification program for personnel who require track access. Additional information regarding training requirements, scheduling, and timelines will be shared in the coming weeks.

In the meantime, please be aware of the following related to the new training program:

- All personnel who must foul the tracks¹ to perform work duties will be required to have completed updated training in order to access the track once the new rules/RWP are in effect on that line.
 - The new training program will include multiple levels of RWP training and corresponding certification for personnel who access the tracks in the performance of roadway work².
 - Contractors that perform roadway work will be required to achieve *roadway worker* level RWP certification. This is expected to be a one-day, in-person course.
- Personnel who do not / will not foul the tracks as part of their job duties will not be eligible to attend training. The MBTA reserves the right to deny training and track access to personnel without an approved reason for fouling.
- Following the initial rollout and implementation of the new program, the MBTA intends to begin charging a per person fee for this training. Additional details will be provided in the future regarding this change prior to it going into effect.

These changes are intended to support compliance with federal requirements, improve operational consistency, and strengthen safety for all personnel working on or near the MBTA transit tracks. I appreciate your partnership and cooperation as we work through this transition. Additional communications and guidance will be provided in the coming weeks.

Thank you,

Ryan D. Coholan
MBTA Chief Operating Officer

¹ *Fouling a track* will be defined in the new rules as “being positioned within four feet of the nearest running rail, with the exception of when occupying a designated pathway separated with a railing from the roadway or behind an access control barrier.”

² *Roadway work* will be defined in the new rules as “any task that requires personnel to be located on the roadway for the purpose of constructing, inspecting, testing, maintaining, repairing, or renewing the organization’s track, bridges, facilities, roadway structure, signal, communication, or electrical systems.”