



**Massachusetts Bay
Transportation Authority**

Single-Level Coach Service Life Extension

Fiscal and Management Control Board

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Overview

- The FMCB recently awarded a contract for 80 bi-level coaches to address current and future capacity needs.
 - First 16 are allocated for South Coast Rail
 - The FMCB also directed an industry review of diesel or electrical multiple units (DMUs/EMUs) that may be part of a future fleet
- The 80 coaches are being fast-tracked to be delivered between September 2022 and June 2024.
- In the interim, there is demand for additional seating, and current and future projects will continue to drive demand.

To address current/near-term needs, the MBTA must perform a service life extension on 20 out-of-service single-level coaches



Proposal

- Funding will be provided by the Commonwealth of Massachusetts, per the Safety Investment and Capital Acceleration Plan
- Coaches are not currently in service and are not part of the operating fleet, but they recently underwent a structural review which determined that they can be brought back into service
- The goal is to add 7+ years of additional service life
- Scope:
 - Overhaul and repair of all major mechanical and electrical systems
 - Modifications to address obsolescence
 - Interior refurbishment to include new flooring, re-upholstered seats, and new modular toilets



Plan

- To meet an accelerated schedule, the plan will move forward on two trajectories:
 1. Contract forces work on 4 coaches at the MBTA Rochester facility
 2. Keolis manages the service life extension of 10 coaches
- The MBTA will sustain whichever plan can better deliver coaches into service based on production
- The goal is to deliver 20 coaches back into service starting in 2020 and finishing in 2021

