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
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