



Massachusetts Bay Transportation Authority

GM Report

Jeffrey Gonneville, MBTA Interim General Manager

January 26, 2023



My Message and Priorities

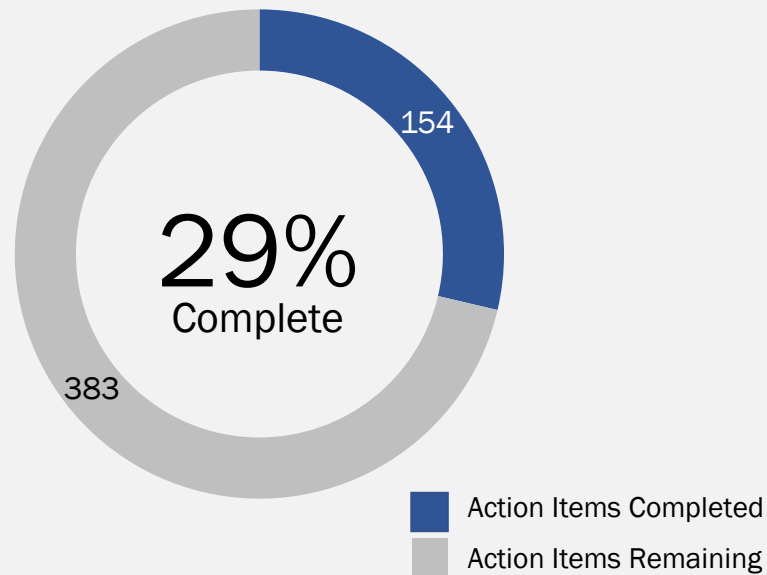
- **Gratitude** for GM Poftak's leadership, workforce dedication and support for public transportation.
- **Motivated** to lead the MBTA during this time of transition.
- Our new administration **fully supports the MBTA; appreciates the challenges we face** and the service we provide to hundreds of thousands of people who rely on the T every day.
- **I respect everything each MBTA employee does.** Personally, I understand the sacrifices that working for the T and serving the public entails.
- I encourage employees to feel comfortable questioning how or why we do things. Take the time to explain, discuss and listen. **Collaboration and information sharing are essential** to a complex agency such as the MBTA.
- ***My commitments to the workforce:***
 - ✓ I will lead with a **firm focus on shifting to a more sustainable safety culture.**
 - ✓ I will work hard every day to **ensure that the needs of the Authority are clearly articulated & met.**
 - ✓ I will work to **rebuild internal and external trust and credibility** in the agency.
 - ✓ I will work to **give each department the support and tools they need to be successful.**

Will provide a **more detailed overview of transitional priorities at next meeting.**



FTA SMI CAP Status & Response Progress Summary

Overall Corrective Action Plan (CAP) Progress



17% Remaining days; 1084 12/31/2025

Timeline



With the FTA's approval of remaining CAPs, Jan. 13, all MBTA CAPs related to the SMI are now approved.

2023 Diversion Planning

A comprehensive 2023 Diversion Calendar look-ahead is underway.

Target completion of a full 12-month diversion look-ahead in ~60 days.

Key internal considerations:

- Priority projects: Red and Orange Line Signal Upgrades, GLTPS, and Alewife crossover.
- Necessary track work and other maintenance work.
- Operations staffing levels to support diversions.

Key external considerations:

- Government Center Garage Demolition.
- Sumner Tunnel closure.

Planned Diversions: Jan/Feb 2023 Service Impacts

	Weekend	Service Impact	Limits
Jan.	1/28 – 1/29	Orange & Green Line Diversion	<ul style="list-style-type: none"> ● GL: Gov. Ctr – N. Station ● OL: Ruggles – N. Station
February	2/4 – 2/5	Orange & Green Line Diversion	<ul style="list-style-type: none"> ● GL: Gov. Ctr – N. Station ● OL: Ruggles – N. Station
	2/4 – 2/12	Haverhill Line Diversion	<ul style="list-style-type: none"> ● CR: Haverhill – Reading
	2/11	Orange & Green Line Diversion Silver Line SL Diversion	<ul style="list-style-type: none"> ● GL: Gov. Ctr – N. Station ● OL: Back Bay – N. Station ● SL: On-street to S. Station
	2/18 – 2/19	Orange & Green Line Diversion	<ul style="list-style-type: none"> ● GL: Gov. Ctr – N. Station ● OL: Ruggles – N. Station
	2/25 – 2/26	Station Bypass Red Line Diversion	<ul style="list-style-type: none"> ● Trains bypass Haymarket Sta. ● RL: Alewife – Kendall

CRRC



Background

- December 2014, CRRC MA was awarded a contract to design and manufacture Orange and Red Line subway cars for the MBTA, including 152 new Orange Line vehicles and 132 new Red Line vehicles totaling 284 rail cars.
- The MBTA was CRRC's first awarded US Vehicle contract.
- January 2017, the MBTA amended the contract to build an additional 120 new Red Line cars increasing the total order to 404 rail cars.
- The contract replaces all legacy Red and Orange line vehicles and provides additional vehicles for future increases in capacity on both lines.



- Current Contract Value: \$870,522,758
 - NTP: \$565,183,944
 - Amendment 1: \$249,000,000
 - Change Orders: \$56,338,814



Current Status

Delivery

- **78 Orange Line** Cars have been delivered to Wellington car house.
- **12 Red Line** Cars have been delivered to Cabot car house

Shipments have been suspended since July 2022 to address manufacturing related issues identified by the Authority.

The Authority expects to allow CRRC to resume delivery this February.

Production

The car shells are fabricated in Changchun, China, and are shipped to Springfield MA for final assembly:

- **All 152 Orange Line** car shells have been produced. 78 are on site at Wellington car house, 48 are in the production line in Springfield, and 26 are being stored waiting to enter the production line in Springfield.
- **44 Red Line** car shells have been produced. 12 are on site at Cabot car house, 6 are in production in Springfield, 14 are being stored in Springfield waiting to enter the production line, and 12 are in Changchun, awaiting shipment to Springfield. 208 remain to be fabricated in China.

CRRC halted Red Line car shell production in November 2022 due to a surplus of carshells currently stored in Springfield. Due to the backlog of 40 (26 Orange, 14 Red) carshells waiting to enter production at the Springfield facility.



Schedule Update

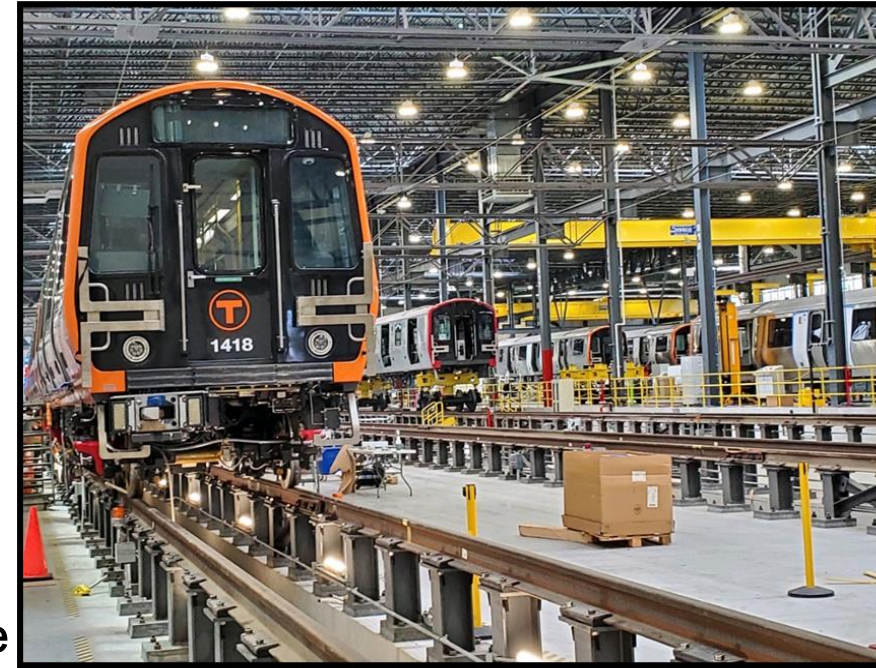
CRRC's last delivery schedule forecast:

- CRRC has focused production efforts to complete the Orange Line fleet with limited Red Line production
- Completion of Orange line car delivery (152 cars) by December 2023
 - Contractual delivery completion date: January 2022
- Completion of Red line car delivery (252 cars) by September 2026
 - Contractual delivery completion date: September 2023
- The Authority's contract with CRRC includes delivery delay damages of \$500/day per car.

We have instructed CRRC to provide us with an updated realistic and achievable schedule.

- Reflect the current challenges resulting in the 7-month pause in shipments
- Authority's request to refocus and accelerate Red line car production

Presently the Authority does not believe delivery rates can exceed 2 married pairs/month without significant changes in production throughput at CRRC's Springfield MA final assembly plant.



Challenges Impacting Our Project

CRRC Project Specific Challenges

- Pandemic caused manufacturing plant shutdowns in Changchun, China where Red and Orange line car shells are produced, CRRC Springfield facility and at numerous supplier facilities located across the US and globally. Shipping times from China to North America for vehicle components continue to be extended.
- CRRC has yet to meet the contractual delivery rates from the Springfield facility due to various reasons including transfer of technology and manufacturing methods, materials and inventory management, low staffing and staff turn over.
- Technical and engineering issues that have caused sudden and unexpected demands on project teams and supplier base.

Challenges beyond Project Specific Issues

- The National Defense Authorization Act of 2019 banned mass transit Agencies from using federal funds for the purchase of railcars and buses from Chinese-owned companies. (CRRC is permitted to continue doing business with the Agencies that already have contracts) CRRC MA currently has limited future work options beyond the active projects with LA Metro (64 cars), SEPTA (45 cars) and the Authority.
- June 2018, the United States Trade Representative (USTR) increased existing tariffs on Chinese goods to 25% which impacts large portions of the car that CRRC sources in China.
- High inflation, low unemployment and vehicle delivery delays has caused strained relationships between CRRC and key suppliers.



MBTA Response

The Authority will continue to aggressively manage CRRC under the terms of our contract to improve production output and drive continuous improvement to ensure safe and reliable vehicles are accepted for passenger service.

- Authority representatives are continuously present at the Springfield Final Assembly Facility to monitor the production and ensure CRRC adheres to the design, safety, quality and testing requirements of the contract.
- Additional testing is completed under the direct supervision of Authority staff on our tracks after receiving vehicles to ensure safety and reliability requirements are met before accepting the cars for passenger service.
- Build upon the improving reliability performance of the CRRC cars already accepted.

The Authority will continue to hold regular senior executive level meetings with CRRC management to identify challenges and work together on corrective actions in order to stabilize production and deliveries.

Additionally, and in parallel, the Authority will investigate strategies and plans to refresh all aspects of the project to address ongoing challenges with a focus on meeting the long term needs of service on the Red and Orange Lines.



New Red Line Cabot Commissioning Facility



MBTA Federal Grants Updates

Award Notifications

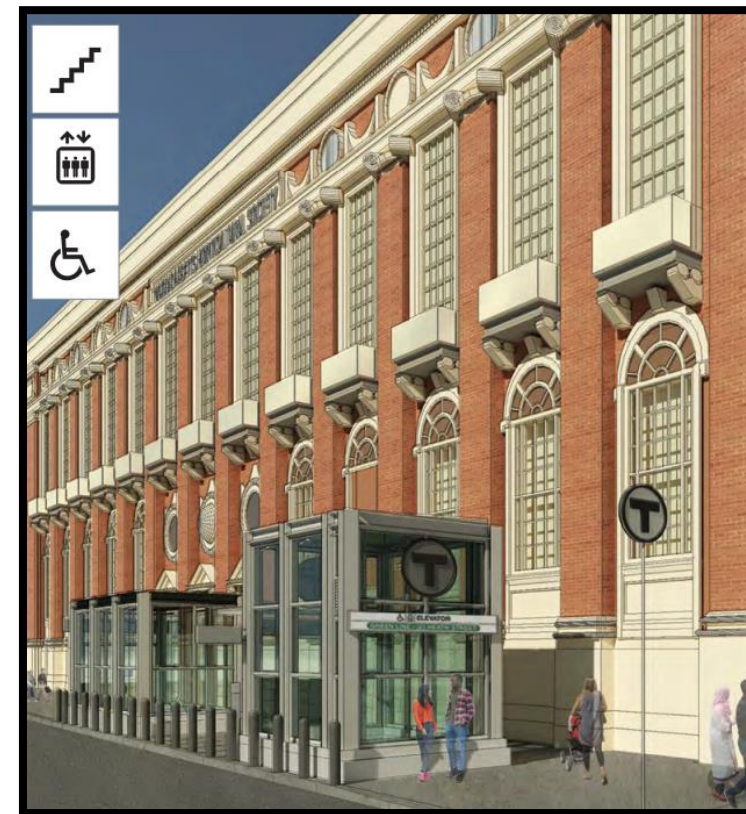
FTA All Stations Accessibility Program (ASAP)

- **Symphony Station Accessibility Improvements Project – \$66.6M**
 - This project modernizes and makes accessible one of downtown Boston's last inaccessible underground Green Line stations.
 - Third-highest award in the nation and fulfills our full request for funding.
- **Hingham Ferry Dock Modification Project - \$6.6M**
 - Replaces existing dock, gangway and walkway with fully accessible, ADA-compliant structures; and lighting, safety and security systems upgrades.
 - Slope stabilization work and a new backup generator will make the dock and nearby Hingham Intermodal Center more resilient to power outages and adverse weather events.
 - A key public transit option - connects the greater Hingham community to jobs, recreational opportunities, healthcare, and other intermodal transportation connections.

Operation Lifesaver, Inc. (OLI) Rail Transit Safety Education Grant

- **South Coast Rail Transit Safety Education Project – \$7.5K**


Recent Submissions - We submitted one application to the FTA's Rail Vehicle Replacement Program requesting \$484M to support the procurement of the base order of the Green Line Type 10 Vehicles




GLX Community Path

- Links Minuteman Bikeway's 24-mile multi-use path seamlessly to the 24 miles of Charles River paths.
- Creates a 48-mile continuous path network, connecting 11 cities and towns in the Metro Boston Region: Bedford, Somerville, Cambridge, Arlington, Lexington, Belmont, Medford, Watertown, Waltham, Newton and Boston.
- Includes 1,100 bicycle parking spaces throughout seven stations and at abutting Transit Oriented Developments.
- Dedicated Pedal and Park enclosed bicycle storage units can be accessed using a Bike Charlie Card.

GREEN LINE (E)



MORE PATH
INFORMATION

GLX Community Path Coming this Spring.



Project Features



- 1.7 mile Community path
- Connects the Minuteman Bikeway and the Charles River Path



Safety Features

- Call boxes every 800 feet
- 138 light poles along the path

We're building a better T
Learn more at [MBTA.com/ColumbusAve](https://www.mbta.com/ColumbusAve)



Opens Spring 2023



Public Service with Heart

- On January 10, our veteran Bus Operator **Nekeiah Nicholas** used **her good judgment, 7-years of experience and training** to prevent what could have become a tragic situation for a young child and his family.
- Nekeiah was on a layover at Ruggles Station when **a child boarded her Route 22 bus saying he was going to Franklin Park**. While driving, Nekeiah noticed **he had fallen asleep**.
- At Ashmont Station, Nekeiah walked to the back of the bus, **introduced herself and asked if there was anything she could do to help him**.
- The child asked for a ride home but was unable to provide an address or a telephone number.
- Nekeiah **notified the station official of the situation and Transit Police and Boston EMS were alerted**.
- Transit Police investigated and located the child's family.
- Nekeiah's **quick actions, keen awareness and placing the safety first, resulted in a happy ending**.
- Nekeiah was presented a certificate of recognition.



THANK YOU NEKEIAH!

Thank you.

