



Massachusetts Bay Transportation Authority

Integrated Fleet and Facilities Plan (IFFP)

Part One – Overview

November 6, 2017



Goals of the Presentation

- Provide FMCB high level review of Integrated Fleet and Facilities Plan
- Initial presentation of multi-week discussion
- Engage and solicit FMCB feedback on draft document & key principles
 - Fiscally unconstrained
 - Guide future CIP and maintenance planning / prioritization
 - Evolving document with annual updates
- Begin to finalize plan with strategic guidance from FMCB



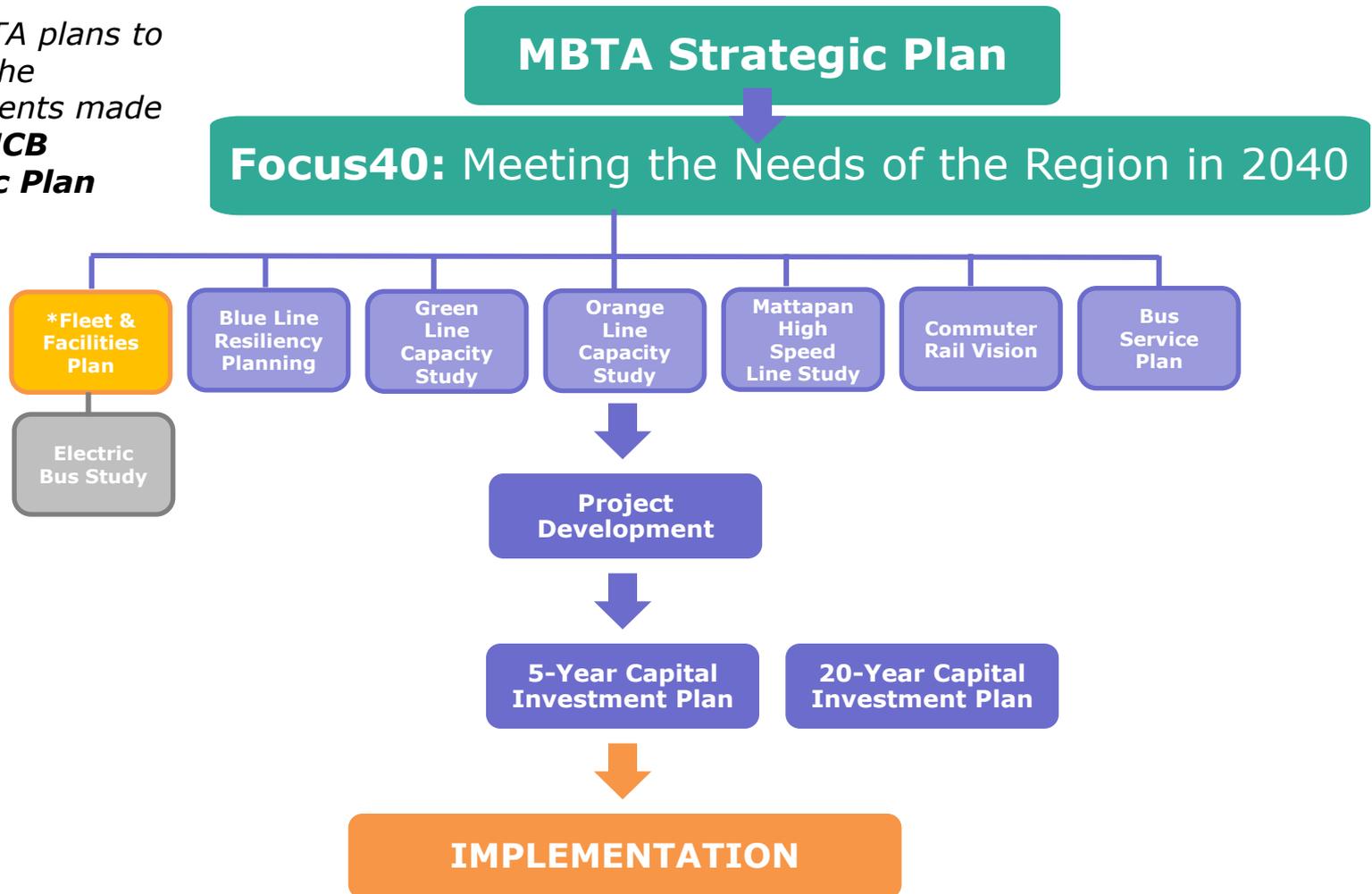
Presentation Overview

- Integrated Fleet and Facilities Plan – Aligned with MBTA Strategic Vision
- Plan Overview – Mission, Purpose, and Scope
- Strategic Goals and Objectives
- Fleet and Facility Needs
- Alternative Procurement and Financing Approaches
- Next Steps and Execution – IFFP Task Force



Aligned with MBTA Strategic Vision - Focus40 Planning

*The MBTA plans to execute the commitments made in the **FMCB Strategic Plan**





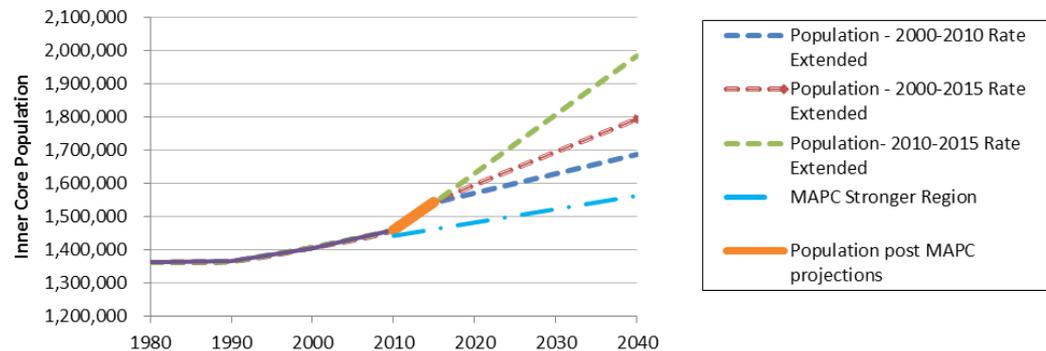
Aligned with Focus40 Scenario Planning

- The Fleet and facilities Plan team has been working with the Focus40 team to understand different scenarios for population and employment trends through 2040 and to integrate into planning for our fleet tomorrow

Redefining Scenario Planning: Potential Futures



**Developing
Ridership
Projections Based
on Future
Population Growth
to Inform Fleet
Purchases**



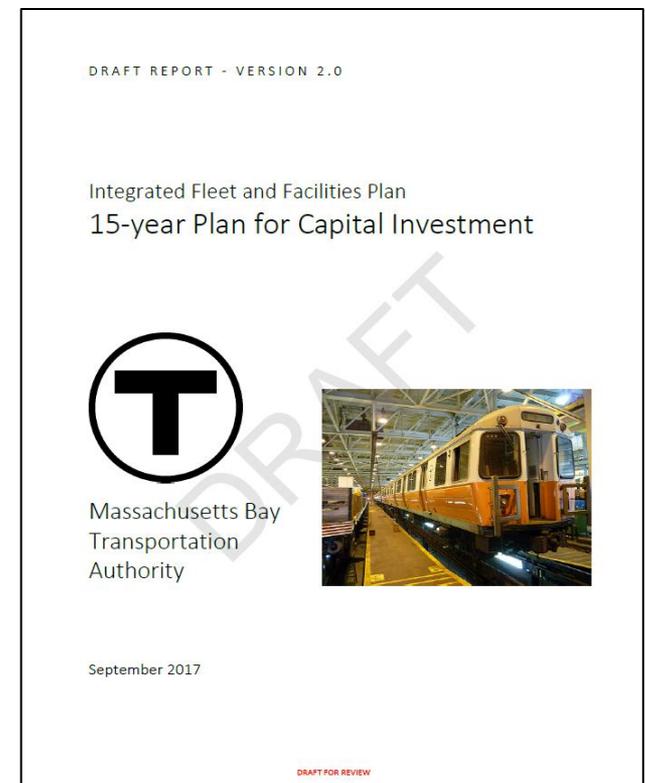


Integrated Fleet and Facilities Plan Overview

A strategic document that serves as a foundational roadmap to restore MBTA revenue fleets and their supporting maintenance facilities to State of Good Repair (SGR) in 15 years, consistent with the objectives of the FMCB Strategic Plan

The Integrated Fleet and Facilities Plan is:

- Revenue fleets & maintenance facilities
- Currently fiscally unconstrained
- Designed to be implemented over 15 years
- Consistent with MBTA strategic plan
- Being aligned with Focus40 projections for ridership growth
- Focused initially on current MBTA service
- An evolving document, subject to annual updates
- A starting point for strategic fleet maintenance





Integrated Fleet and Facilities Plan Overview

The Integrated Fleet and Facilities Plan is an early step in a larger organizational effort, and is not intended to address all aspects of MBTA operations

The Integrated fleet and Facilities Plan is **not**:

- A plan for stations, non-revenue vehicles, track, signals, and other infrastructure
- Fiscally constrained and therefor is not reconciled with the 5-year CIP
- Solely SGR – it assumes both modernization and capacity investments
- A plan for one-for-one replacement of existing vehicles
- Inclusive of operating costs
- Phased to ensure MBTA has sufficient bandwidth to execute simultaneous fleet procurement





Integrated Fleet and Facilities Plan – Draft Strategic Objectives

Fleet Management Strategy	Facility Management Strategy	Innovative Maintenance Practices	Environmental Stewardship
Formalize MBTA Fleet Lifecycle Policy	Prioritize Bus Facility Investments	Improve Fleet Maintenance Programs	Establish Environmental Stewardship Policies
Increase Reliability	Formalize MBTA Facility Lifecycle Policy	Improve Facility Maintenance Programs	Develop Building Standards Policy
Develop Fleet Optimization Strategy	Define Vehicle Storage and Capacity Standards	Integrate Fleet On-Board Technologies	Reduce Fleet Emissions
Develop Long-term Commuter Rail Vision	Optimize Maintenance Equipment	Optimize Centralized Maintenance Management System (CMMS)	Move Toward Zero Emissions Bus Fleet
Formalize Contingency Fleet Policy	Develop Facility Redundancy Strategy		Improve Fueling Infrastructure
Improve Accessibility of the Fleet	Adopt Efficient Building Layouts and Configurations		Develop Climate Resiliency Strategy
Achieve SGR within 15 years	Achieve SGR within 15 years		



Investments for Fleet and Maintenance Facility Needs

- Plan currently fiscally unconstrained
- Assumes no alternative procurement, financing or ownership models
- Key studies currently underway will impact specific actions taken
- New and modernized maintenance facilities will be needed to support new improved fleets. Future facility investments will be driven by policy decisions, including on fleet ownership



Alternative Procurement and Financing Approaches

MBTA will develop specific procurement and financing strategies to accelerate program execution and optimize available resources and service performance

- An initial review of global and domestic procurement and financing models has been conducted
 - For each project, delivery options will be screened in light of specific policy objectives and benefits and costs will be fully evaluated
 - IFFP Task Force will work with MBTA senior leadership to conduct project evaluations and present recommendations to the FMCB
 - Key considerations in selecting a delivery strategy:
 - Alignment with MBTA policy objectives
 - Risk transfer and risk mitigation
 - Performance incentives
 - Efficiencies and lifecycle cost optimization
 - Procurement and delivery speed and ease of execution
 - Private sector market
 - Federal funding and credit assistance
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Plan Execution - IFFP Task Force

Focused attention by MBTA / MassDOT staff and leadership will be critical to overall success of IFFP execution, particularly during the first 2 years

- Dedicated group of key individuals with involvement from:
 - MassDOT / Focus40
 - Operations
 - Vehicle Engineering
 - Engineering and Maintenance
 - Capital Budget
 - Capital Delivery
 - Leverage subject matter experts from other departments as needed
 - Focus on program prioritization, execution, resources, and opportunities for alternative procurements
 - Responsible for periodic reporting to FMCB and updates to IFFP
 - Key initial / critical focus on Bus Maintenance Facilities
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Upcoming Presentations

Over the next several weeks, the following presentations will provide additional details of draft plan.

- Heavy Rail (Red, Orange, and Blue) – November 20th
- Bus – November 27th
- Commuter Rail, Ferry, and Paratransit – December 4th
- Light Rail (Green Line and Mattapan) – December 11th

Plan will be finalized once additional direction is given by the board.