

# STATE OF THE SYSTEM REPORT

## Maintenance Facilities

### BUS

- Insufficient storage space prevents purchasing longer buses that would reduce crowding
- Reactive maintenance needs limit the MBTA’s ability to proactively maintain vehicles
- Lack of inside storage hinders severe weather operations

| Facility        | Year Built | Number of Buses | Repair Bays | Buses/Repair Bay |
|-----------------|------------|-----------------|-------------|------------------|
| Albany          | 1930       | 110             | 6           | 18               |
| Arborway        | 2003       | 119             | 6           | 20               |
| Cabot           | 1974       | 205             | 14          | 15               |
| Charlestown     | 1979       | 218             | 12          | 18               |
| Fellsway        | 1960       | 65              | 6           | 11               |
| Lynn            | 1930       | 69              | 10          | 7                |
| North Cambridge | 1980       | 28              | 5           | 6                |
| Quincy          | 1930       | 64              | 5           | 13               |
| Southampton     | 2006       | 113             | 10          | 11               |

Industry practice: one repair bay for every 10 to 15 buses **although most systems lack a central repair facility like Everett**

### COMMUTER RAIL

- Location of the commuter rail maintenance facility on the north side creates logistical challenges for south side trains
- Many lines have either inadequate layover capacity, or have no layover facility at all
- These issues result in an increase in non-revenue miles (trips to move empty trains across the system, representing a less efficient deployment of resources)

#### LINES WITH LAYOVER CAPACITY CONSTRAINTS

| Line Terminus     | Non-Revenue One-Way Trips | Early AM Outbound Scheduled Low Revenue Trips | Layover Facility | Layover Capacity (Trains) | Miles per Trip | Non-Revenue Miles | Low Revenue Miles |
|-------------------|---------------------------|---|------------------|---------------------------|----------------|-------------------|-------------------|
| Lowell            | 6                         | 0   | Not in use       | -                         | 25             | 150               | 0                 |
| Haverhill         | 2                         | 0   | Bradford         | 4                         | 32             | 64                | 0                 |
| Worcester         | 2                         | 1   | Worcester        | 5                         | 44             | 88                | 44                |
| Forge Park        | 2                         | 1   | Franklin         | 2                         | 27             | 54                | 27                |
| Wickford Junction | 1                         | 3   | Pawtucket        | -                         | 23             | 23                | 69                |
| Stoughton         | 0                         | 2   | N/A              | -                         | 19             | 0                 | 38                |
| TOTAL             | 13                        | 7   |                  |                           |                | 379               | 178               |



### RAPID TRANSIT

- Red and Orange Line facilities currently undergoing renovations to accommodate new car delivery
- Green Line Riverside facility in need of renovation, upgrades and expansion