



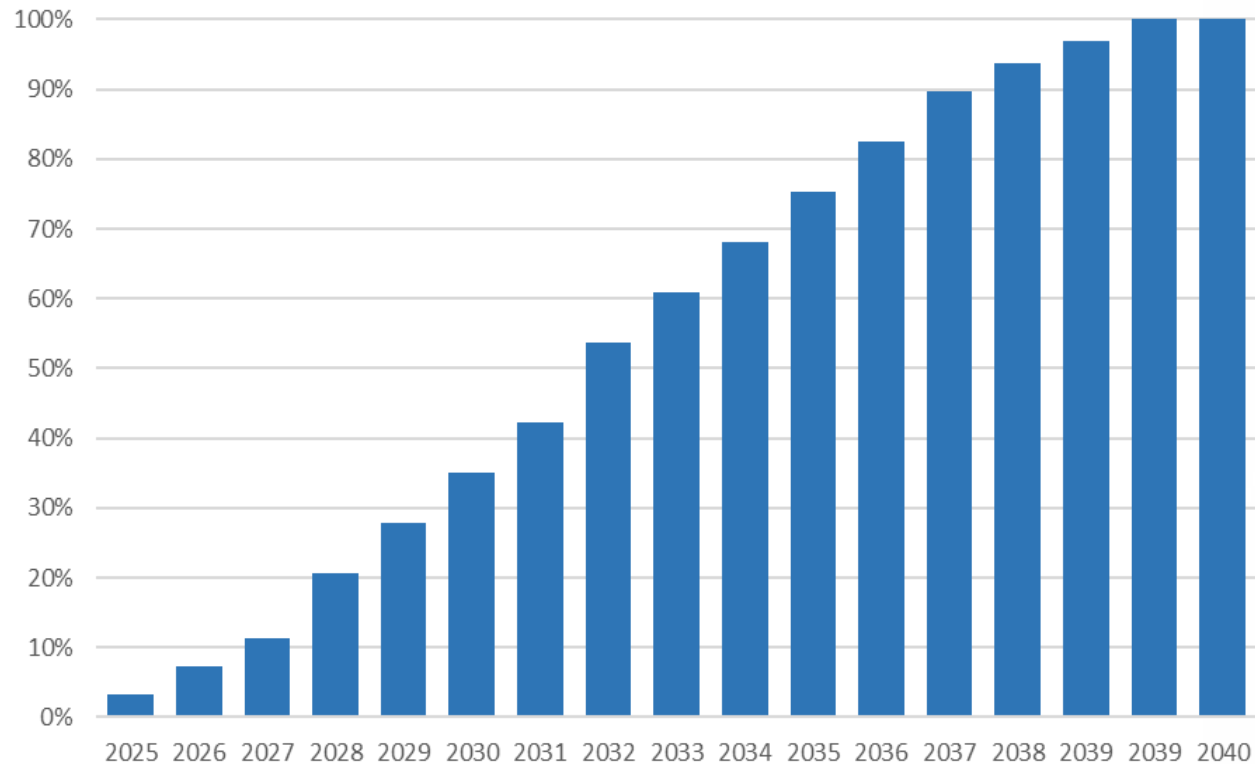
New Arborway Bus Maintenance Facility and MBTA Bus Electrification Project

15% Design Public Meeting – Revised Concept

October 24, 2023

Bus Electrification Plan

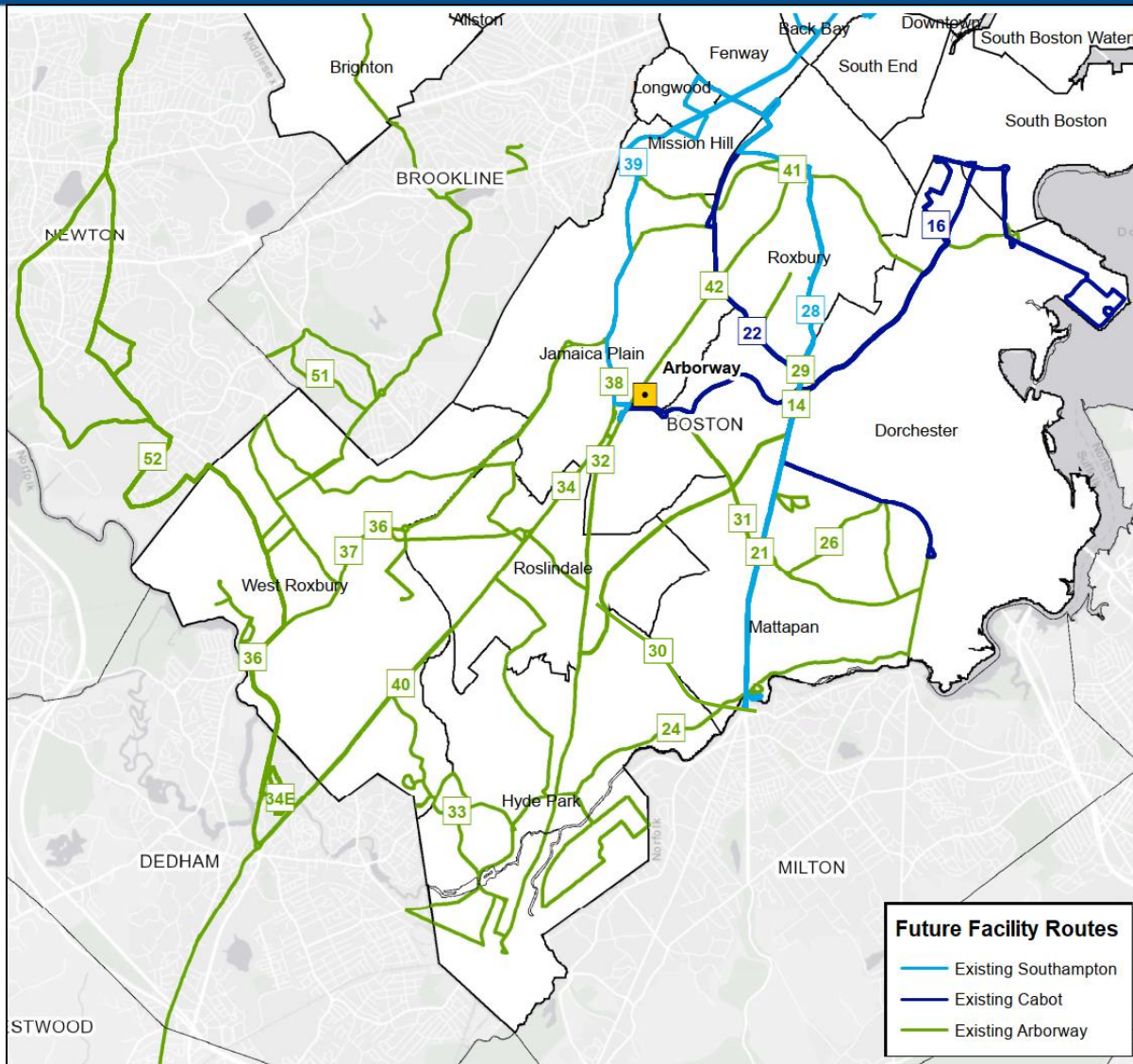
Target Bus Electrification Path (% Fleet)



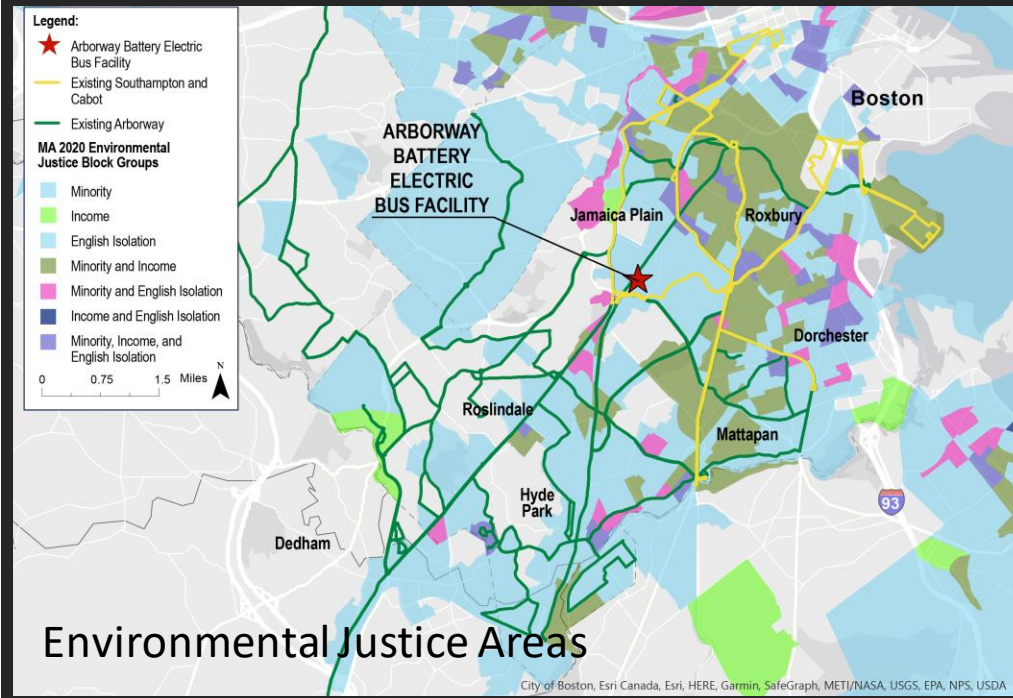
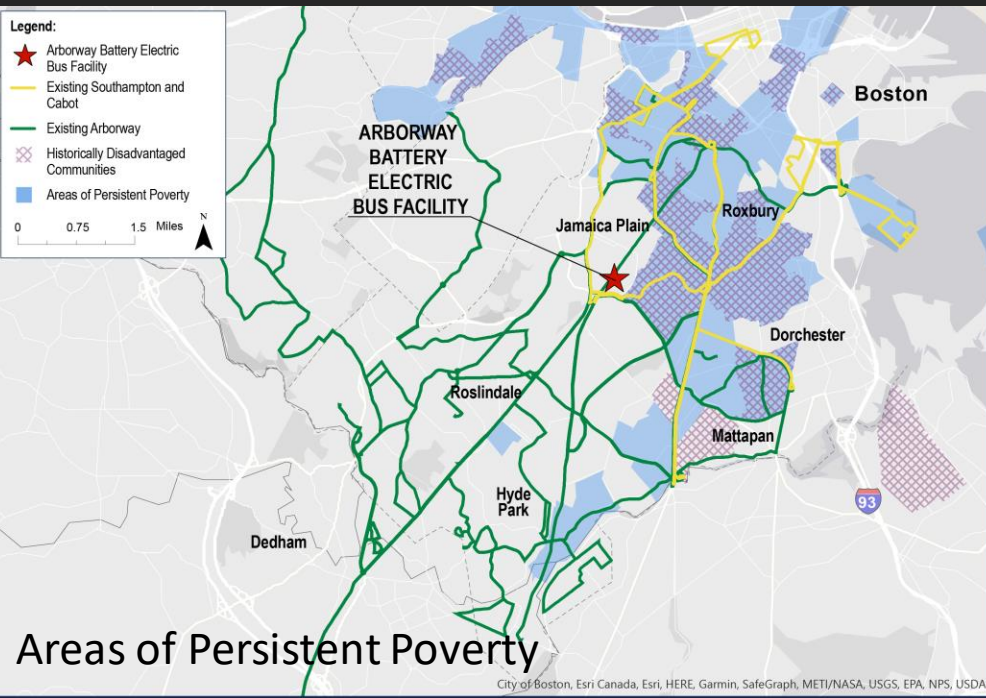
The MBTA aims to fully electrify its bus fleet by 2040 – one of the most aggressive electrification timelines in the United States – using battery electric buses (BEBs)

- Construct new facility with charging equipment every 2-3 years – \$4.5B investment
- Parallel Electric + Hybrid bus procurements – allows for aggressive pace while meeting rider needs
- **Massachusetts Climate Law requires MBTA to purchase solely zero emission buses after 2029 and fully electrify fleet by 2040**

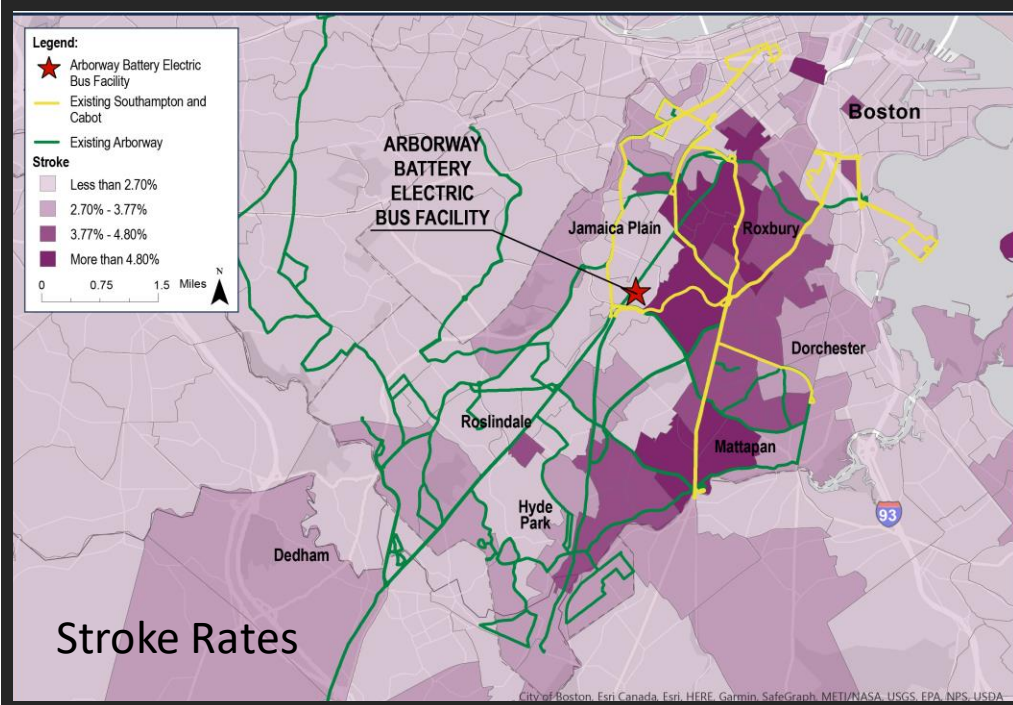
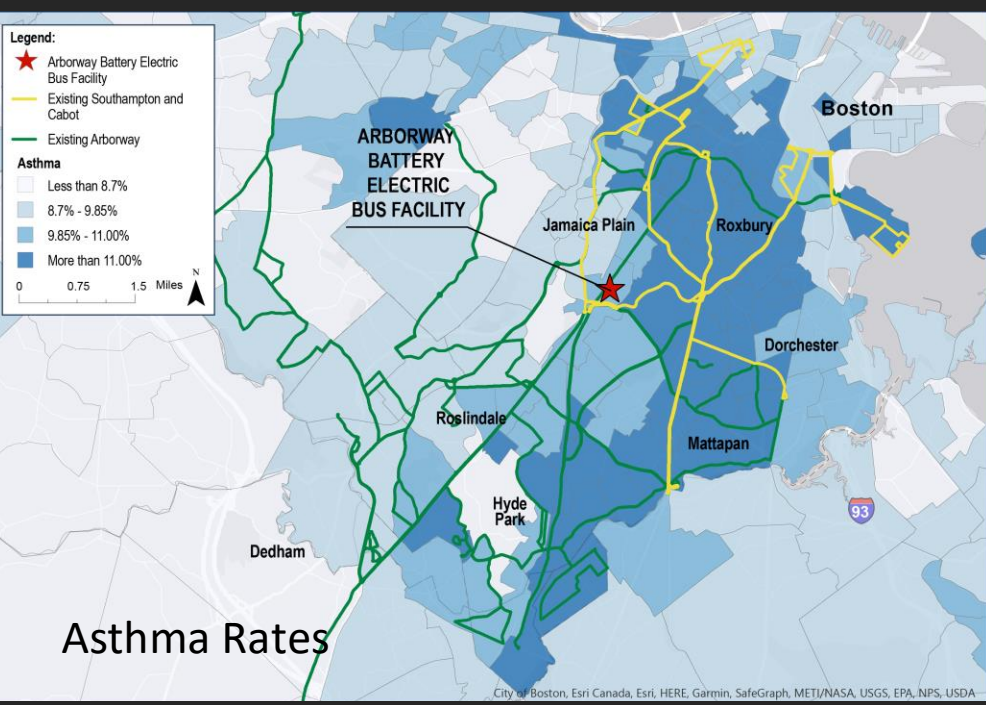
Bus Electrification with New Arborway



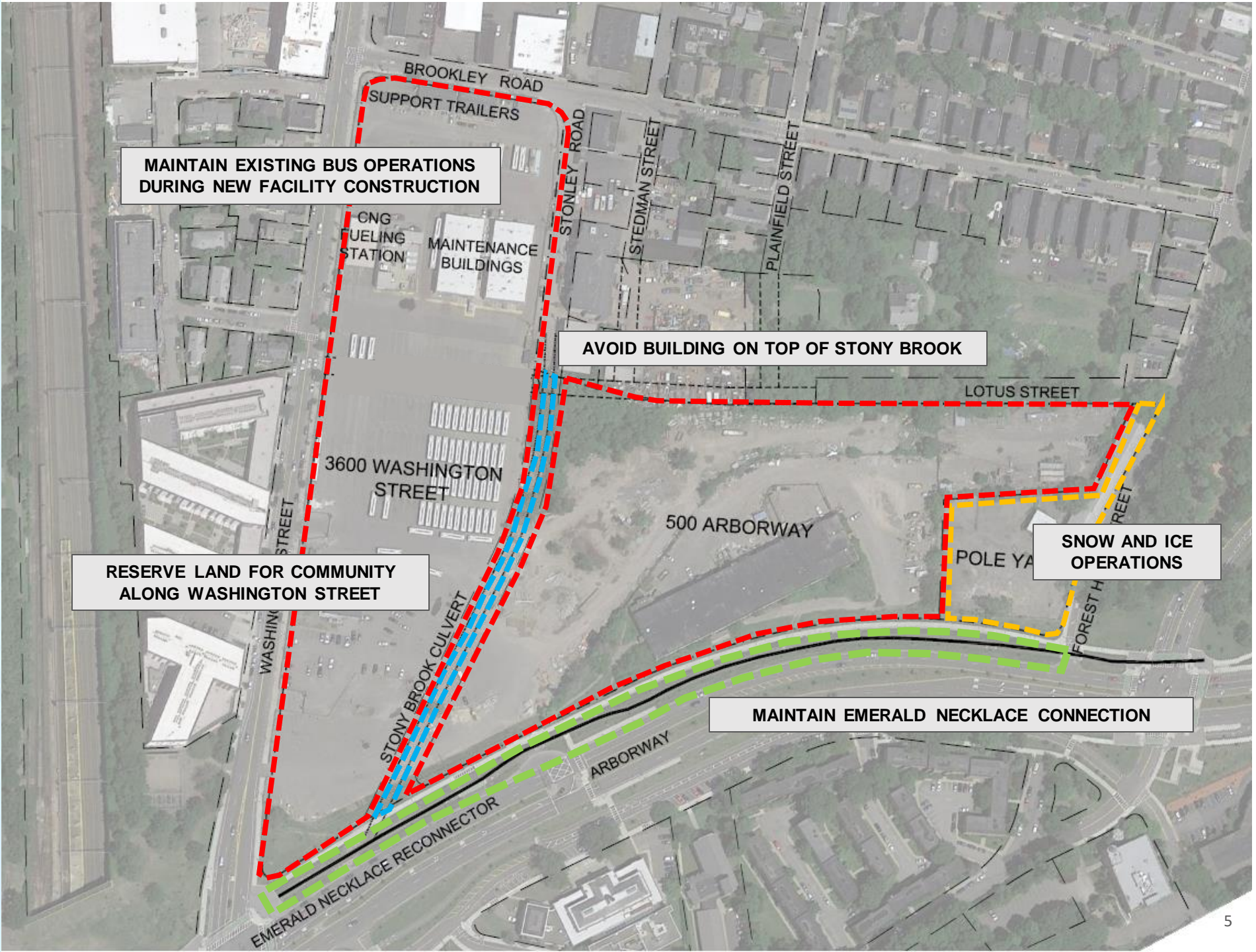
- Expands fleet from **118 CNG buses to 200 battery electric buses** to permanently transition both existing routes and additional routes in transit critical communities
 - **Project must be complete ahead of 2028/29 replacement of CNG buses**
- **Expanded capacity** for 60' buses
 - Route 32 to be upgraded to larger buses
 - Existing 60' routes – #28 on Blue Hill Ave and #39 on Centre Street – shifted to Arborway and provided with battery electric buses
- **40% of local buses in Boston** will be electric upon completion – including **all bus service in Jamaica Plain, Mattapan, Roslindale, and Hyde Park**



Building a facility for 200 buses will expand the benefits of a zero-emission bus fleet to those who need it most.



Existing Site Constraints



MAINTAIN EXISTING BUS OPERATIONS DURING NEW FACILITY CONSTRUCTION

AVOID BUILDING ON TOP OF STONY BROOK

RESERVE LAND FOR COMMUNITY ALONG WASHINGTON STREET

SNOW AND ICE OPERATIONS

MAINTAIN EMERALD NECKLACE CONNECTION

Site Plan – June 2023

- Indoor storage and maintenance capacity for **200 battery electric buses**
- Modern and safe working conditions
- **6.82 acres** dedicated to community uses and maintains **1.3 acres** for **DPW** functions
- **Building height** comparable to surrounding new development, second level spans culvert area



Concept – June 2023

Major Concerns

Lack of 8 acres for community uses
Size of the building
Treatment of Arborway edge



We heard you!

Through a collaborative effort between the MBTA and the City of Boston, we developed a concept that provides **8 acres for community uses**



Architectural rendering of the West Roxbury Education Complex for the

COURTESY PHOTO



Alexandra Markiewicz (far left) listens to a speaker read a four page statement to a packed crowd at the English High School Auditorium in Jamaica Plain.

PHOTO BY RICHARD HEATH

press opposition ent, WRHS plan

Pauline A. Shaw Elementary and the Charles H. Taylor Elementary Schools in Dorchester and the combining of the John D. Philbrick Elementary and Charles Sumner Elementary Schools in Roslindale.

Boston Mayor Michelle Wu said at the school's announcement of the plan that the Madison will be expanding into the old O'Bryant space – as it was before the O'Bryant moved in – and the O'Bryant will be moving to the West Roxbury High School site. While the administration and Boston Public Schools representatives said during the announcement that alumni from both the

O'Bryant Moving
Continued on page 4

Arborway garage meeting attendees not happy

Richard Heath
Staff Reporter

At a rare in-person meeting on June 22, MBTA Deputy Director of Bus Modernization Alexandra Markiewicz gave a detailed description of the proposed two-story bus garage that would house 200 electric buses, now at the 15 percent design phase.

This was the second MBTA-sponsored public meeting, the first held virtually on Dec. 9, 2021.

Many in Jamaica Plain have been angry over the 1.3-acre city DPW yard at the Forest Hills Street-end of the Arborway yard that, for over 20 years, was supposed to be folded into MBTA property.

After being relocated to a leased lot

on American Legion Hwy in 2014, the yard sat empty; in 2021 for reasons unclear, DPW decided to keep the yard for winter storage of snow melt.

What has angered JP housing advocates about this decision is it reduces the amount of acreage along Washington Street, promised for over 20 years to be transferred to the city largely for housing, from 8 acres to 6.5 acres.

The two-hour, full house meeting was frequently broken up by cat calls.

“Where’s the mayor?”

“Where’s the DPW?”

Others in the audience held signs “Affordable Housing. Not Salt.”

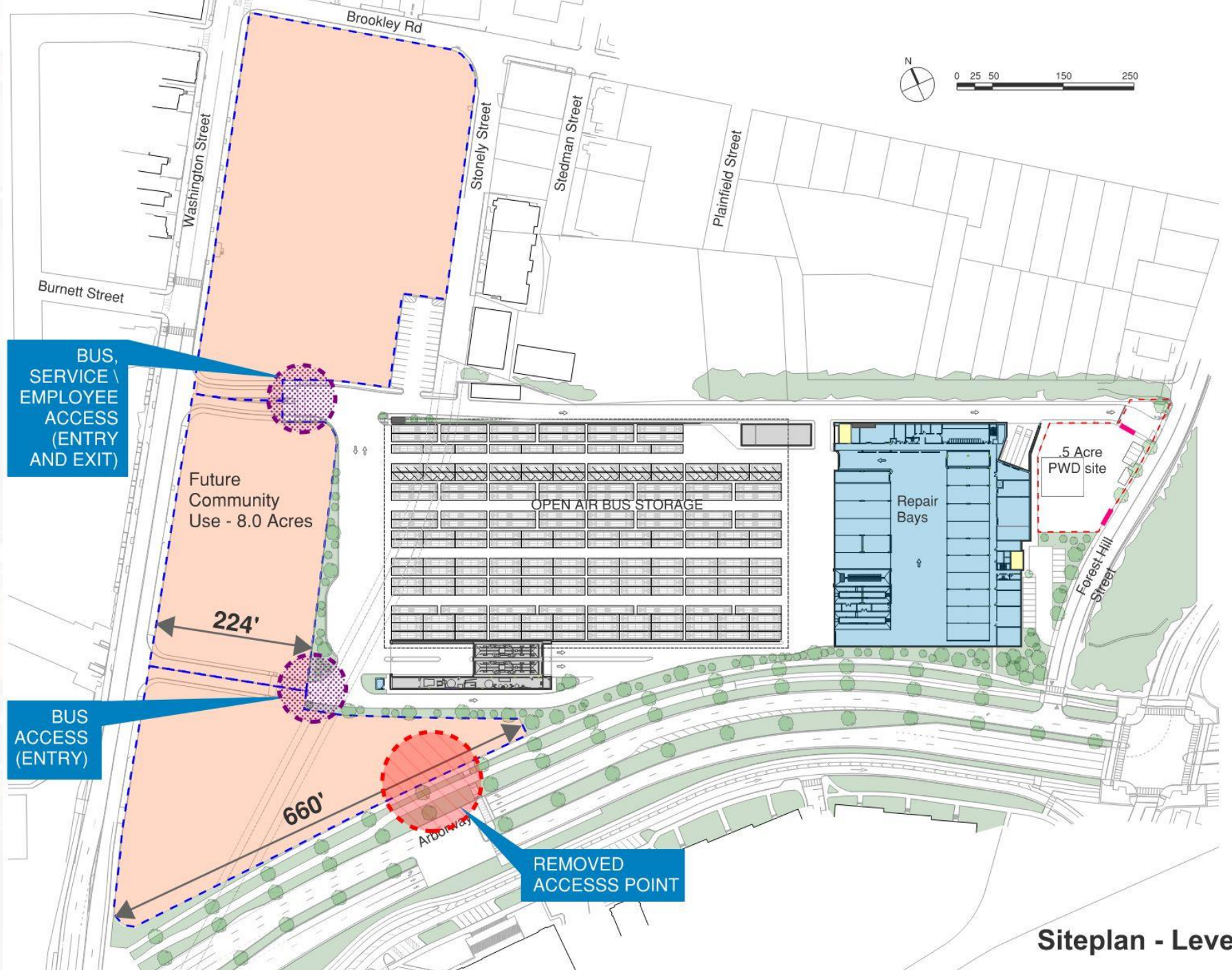
Nancy said she lives in one of the

JP Arborway

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Site Plan with 8 Acres for Community Use

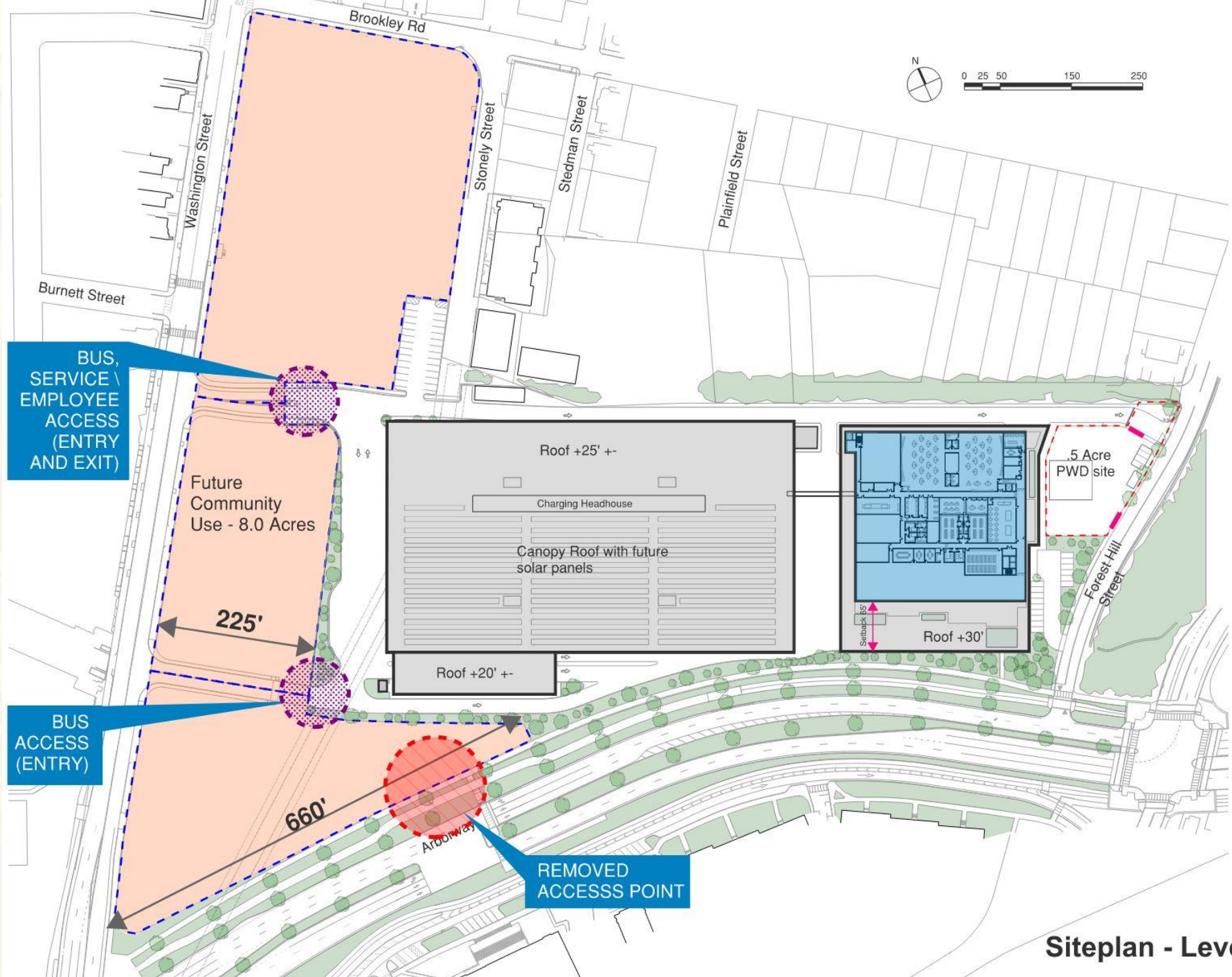
- Reduces MBTA facility size to canopy covered surface storage and two-level maintenance facility to support 200 BEBs
- Reduces PWD site size to 0.5 acres
- Includes as part of 8 acres:
 - 150 employee parking spaces based on concept generated from Urban Land Institute (ULI) group
 - Expanded Arborway frontage to improve edge treatment



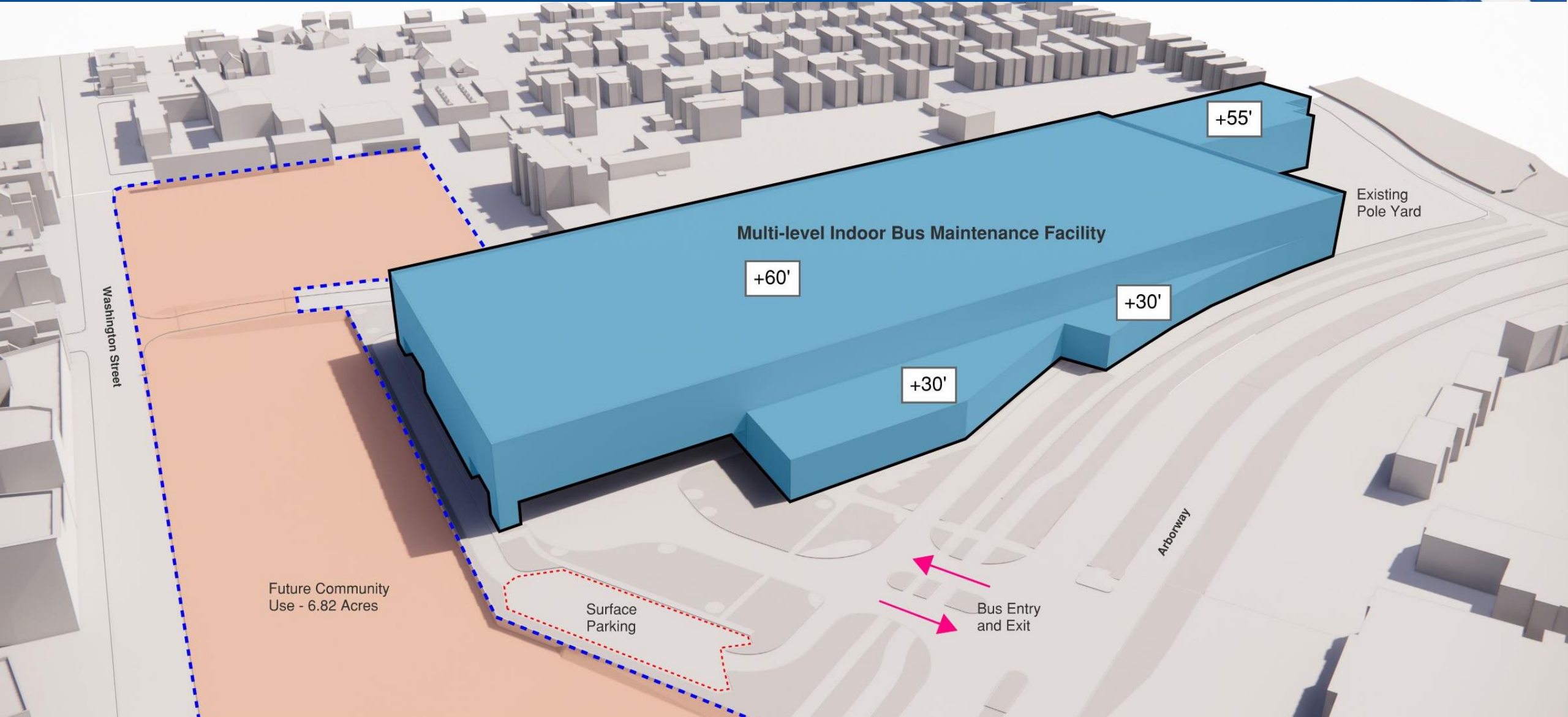
Siteplan - Level 1

Site Plan – Level 2

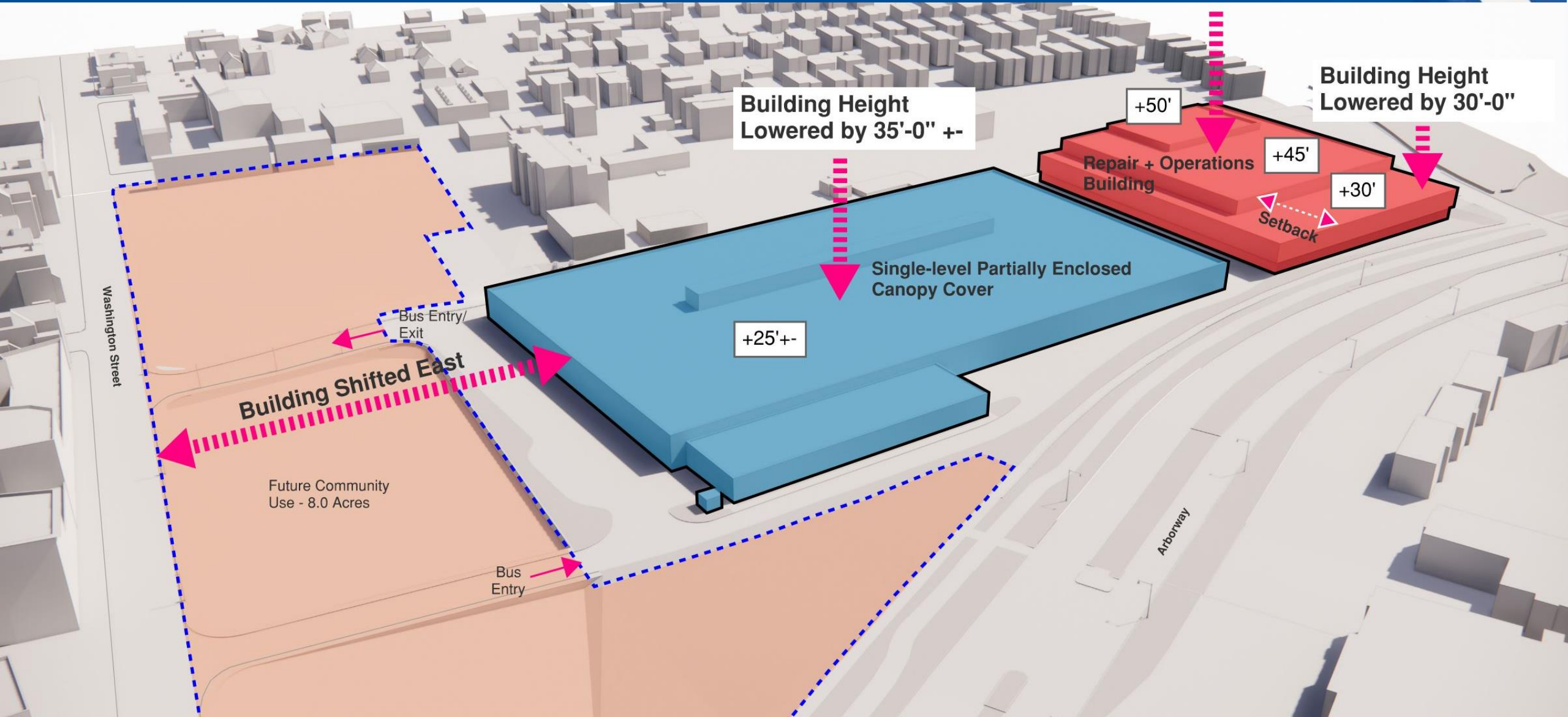
- Back up Operations Control Center and bus facility administrative/ support spaces on second level
- Space for charging equipment and solar on bus storage canopy



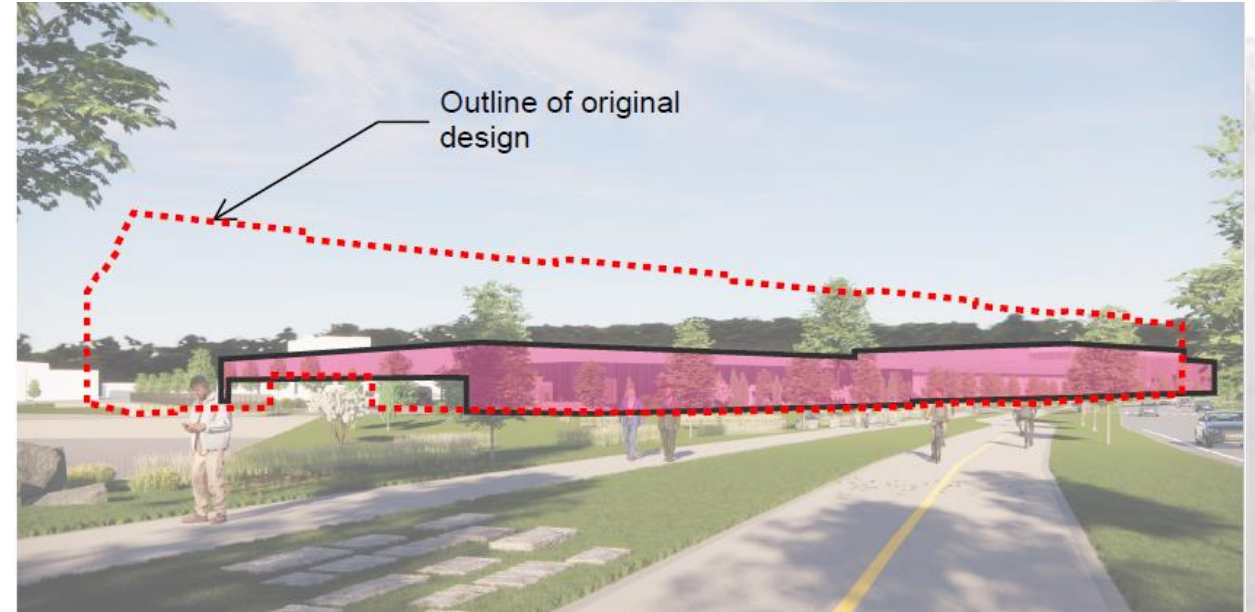
Original Massing Design



Revised Massing Design



Before/After Scale Change



1040

IT HILLS



DURLEY SQ

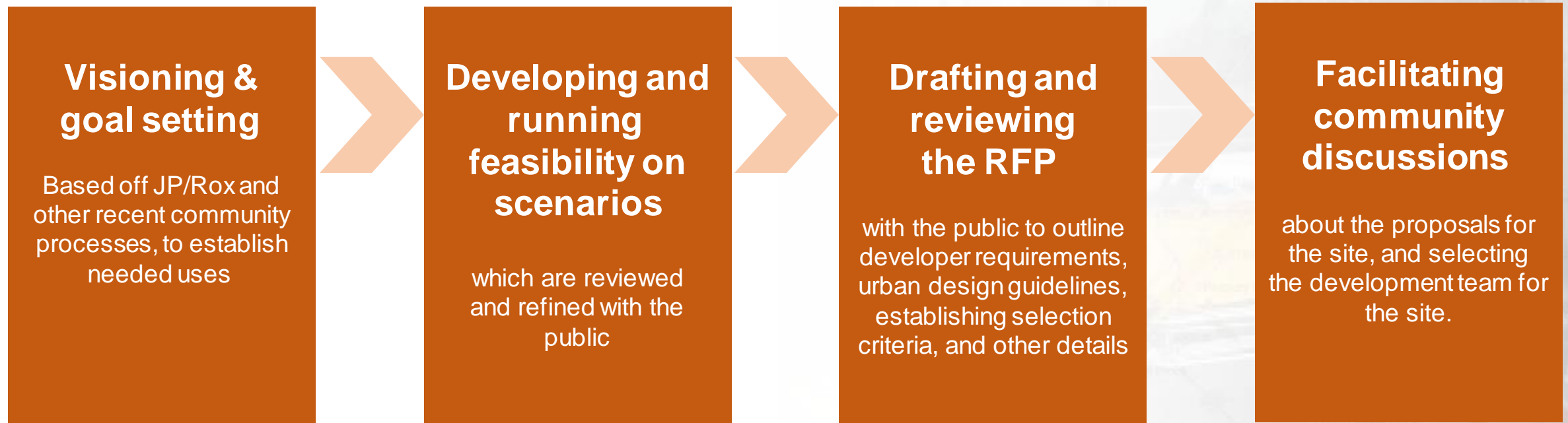
Arborway Connectivity



Community Uses: Outline of Process

Various community processes will guide the community use parcels (including: original CPCAY process, Forest Hills Improvement Initiative, PLAN JP/Rox, and many others).

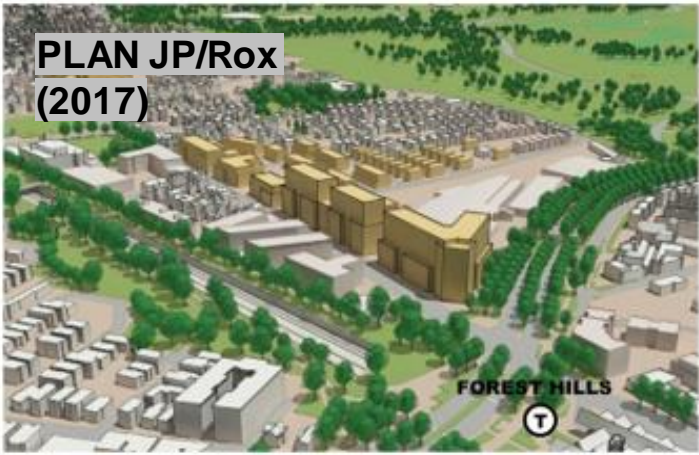
The City's goal is to dig deeper, modernize the planning to meet current policy, and prepare for disposition. Recently on other similar sites, this process has looked like:



Community Use Parcels

8 acres of Community Uses to be defined through future process

- 1. Accommodates the 980 units, including income-restricted units, outlined through PLAN: JP/Rox
- 2. Includes the potential for open space
- 3. Can advance Washington Street improvements envisioned by PLAN JP/Rox
- 4. Can accommodate a small-format grocery store or other retail use
- 5. Accommodates some MBTA employee parking within the potential development



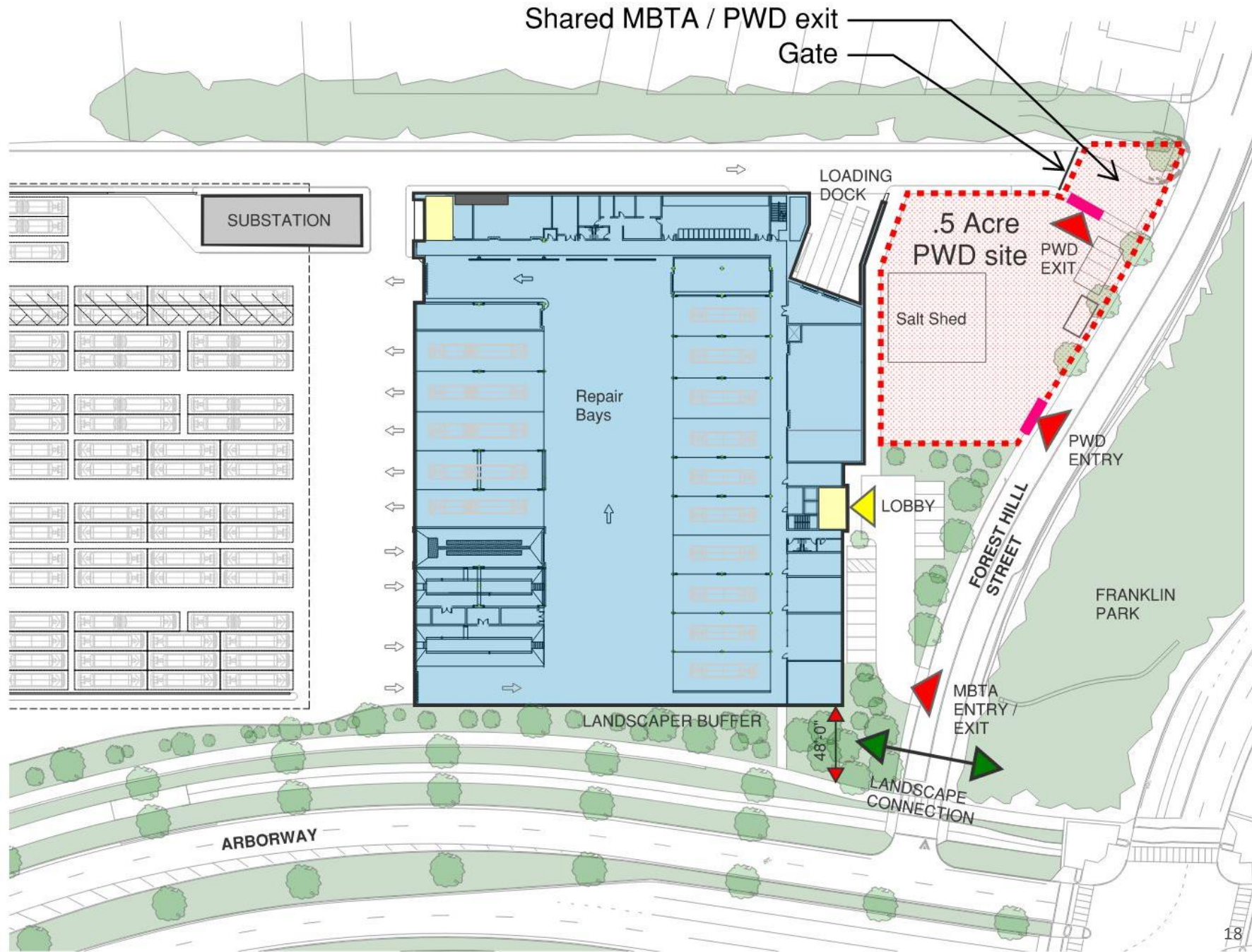
Community Use Parcels

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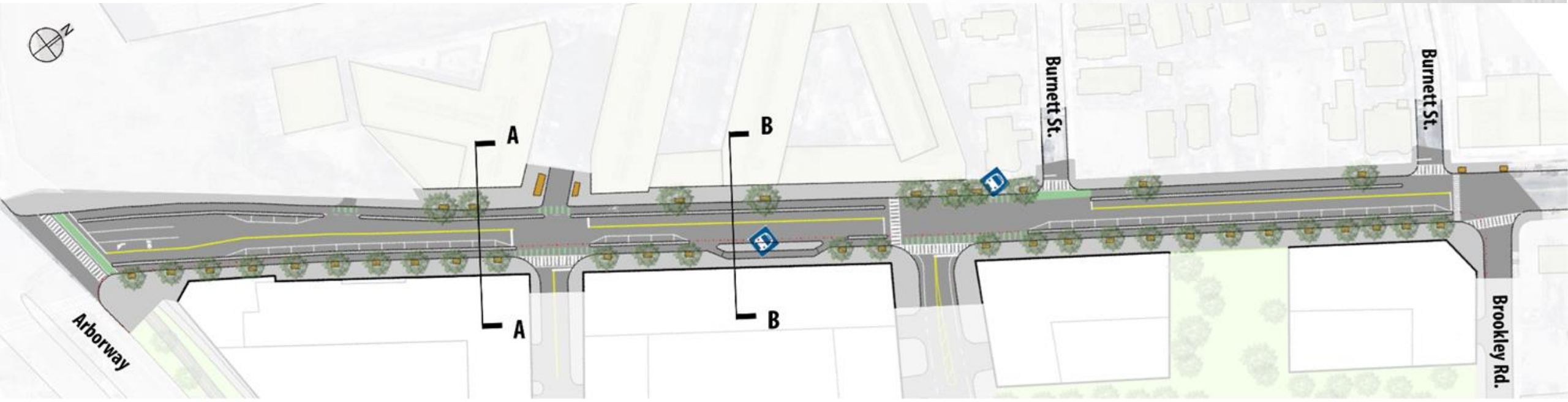
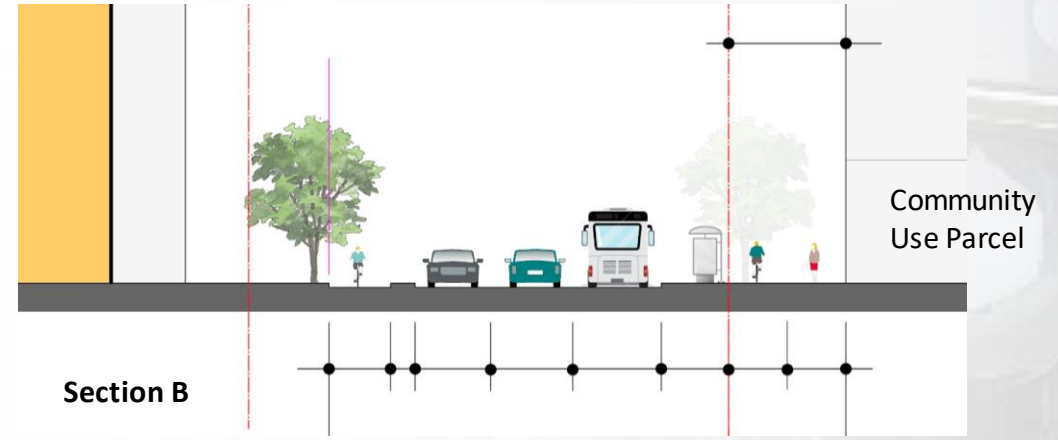
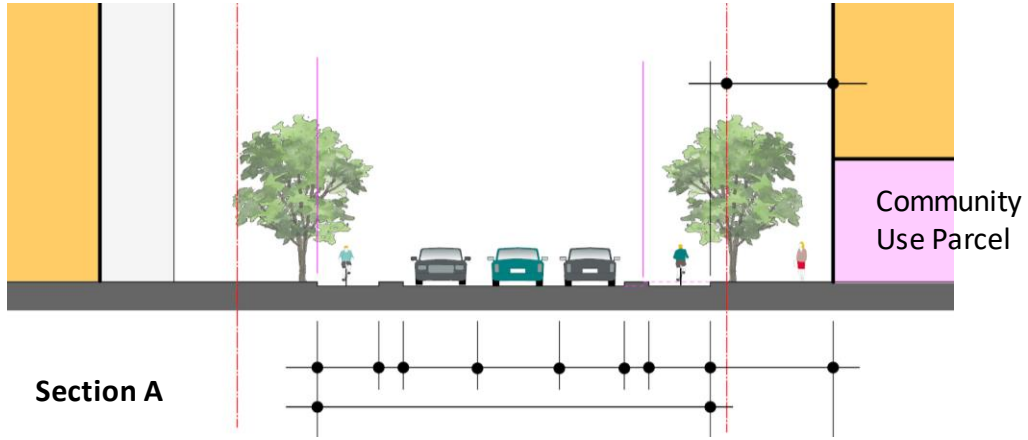
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Public Works Department (PWD) Site



Washington Street & the Community Use Parcels



Timeline / Next Steps

Represents schedule needed to replace existing CNG fleet with battery electric buses per Legislative mandate.

- **Preliminary Design – Now– December 2023**
 - Advance concept to 15% design
 - Re-submit MEPA Notice of Project Change
 - Coordination with BWSC, Eversource, and DCR on project changes
 - Incorporate feedback from internal and external stakeholders
 - Award contract for Final Design Phase
- **Final Design Phase – January 2024 – December 2025**
 - Continued stakeholder and public engagement
 - Continued coordination on permits and Eversource power supply
- **Targeted Construction Start – 2025/2026**
- **Targeted Completion – 2029***

*assumes 39 months for construction, beginning with early procurements before completion of design. Quincy CM schedule assumes 42 months for construction.

Check www.mbta.com/arbortwaybus for updates.
Email ArborwayBus@mbta.com to get on our list!

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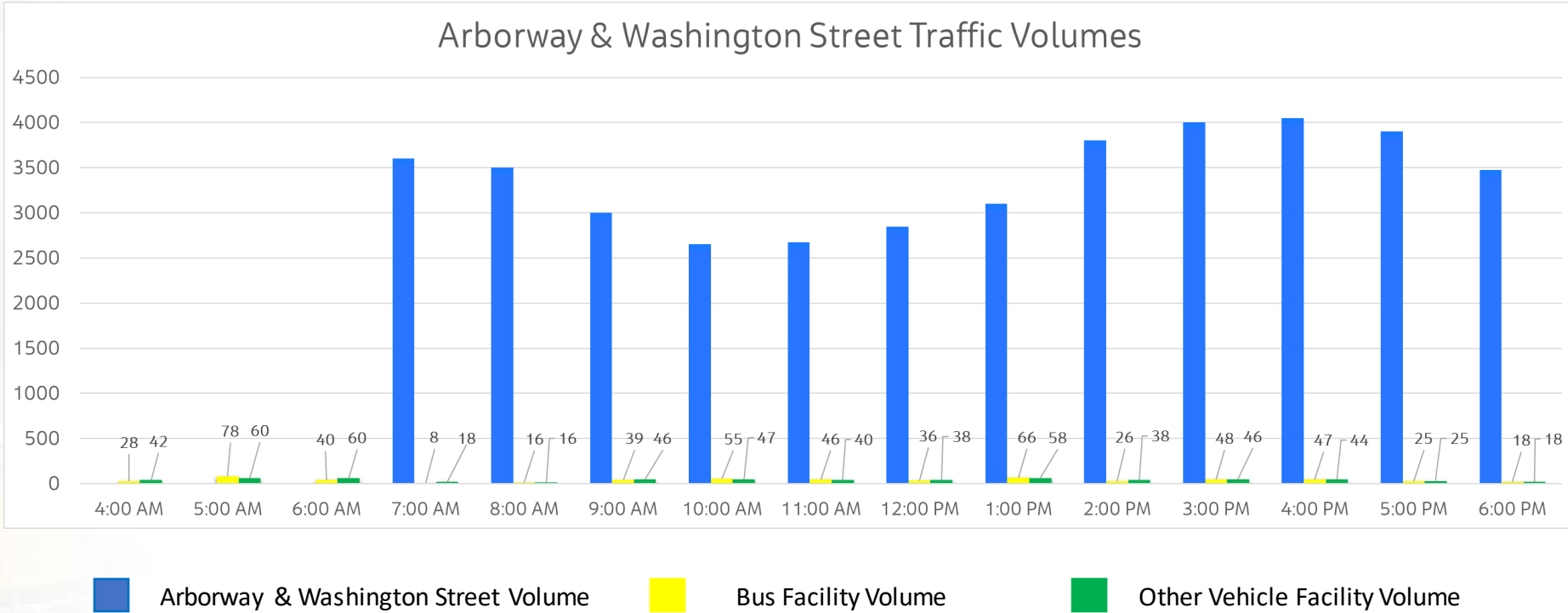
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Traffic Analysis

- Site generated trips do not occur during AM and PM peaks.
- Facility Peaks occurs around 5AM, 1PM and 7PM
- Bus facility traffic is minimal when compared to Washington Street/Arborway traffic



Traffic Analysis

Volume Key
Existing/Future (Difference)
7AM Peak Hour

- Most trips from the facility are existing
- The new facility is not estimated to add significant AM peak hour trips to the network compared to the current facility

