

January 13, 2020

Fiscal and Management Control Board
10 Park Plaza,
Suite 5610 Boston, MA 02116

Re: Bus Facility Modernization

Good afternoon, Members of the Fiscal and Management Control Board. This is a joint statement by Sierra Club, Conservation Law Foundation, Green Energy Consumers Alliance, and MASSPIRG on the modernization and expansion of MBTA's bus facilities.

MBTA's ten maintenance garages are all near or above capacity, beyond their useful life, or functionally obsolete. This severely affects the expansion of the bus fleet that is needed to meet the MBTA's own service standards, especially in underserved communities that rely heavily on bus service. This also impacts the capability of the authority to expedite the transition to a zero-emission fleet.

We join the Local 264 of the International Association of Machinists in asking that MBTA act with urgency to prioritize better working conditions, the health, and safety of staff working at existing garages, all while working toward the outcomes of better bus service and modernizing facilities to support future fleet electrification.

We ask that MBTA commit to an accelerated timeline for a system-wide bus facility modernization and replacement program focused on transitioning off fossil fuel buses. Necessary funding should be allocated to build facilities that meet future service demand and close staffing gaps. In addition, it is crucial that all maintenance garages are planned and designed to service, store, and charge electric buses and the next generation of clean technologies.

In particular, MBTA must expedite work to build the new facility in Quincy and expand the Southampton garage so that at least one of the two facilities is ready to host an electric bus fleet before 2024. We urge the MBTA to consider bus maintenance facility needs in the context of Better Bus Project efforts that expand the frequency and reliability of bus service in all neighborhoods, with a particular focus on the routes with the highest number of riders that predominantly service environmental justice populations. Further, we urge MBTA and MassDOT to release the long awaited joint electric bus feasibility study so that findings can be used to inform both facility modernization and the *Better Bus Project & Bus Network Redesign* efforts.

We thank the FMCB for their leadership in establishing the Bus Transformation Office and look forward to working with the MBTA to make our bus system more efficient, fossil fuel-free, and equitable.

Sincerely,

Matt Casale, MASSPIRG
Veena Dharmaraj, Sierra Club
Eugenia Gibbons and Paola Massoli, Green Energy Consumers Alliance
Staci Rubin, Conservation Law Foundation