



Massachusetts Bay Transportation Authority

40 New Flyer 40-foot Battery Electric Buses (BEB) Option Order

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Summary and Purpose

MBTA continues to invest in new bus fleet procurements to meet service needs and to replace aging fleets with more efficient and reliable vehicles.

- Today's presentation defines the overall program and approach to procure 40 MBTA buses to replace a portion of the 2008-09 New Flyer SR1222 Emissions Controlled Diesel (ECD) bus fleet.
- New Bus Procurement Contract No. 1F-22 with New Flyer Industries was executed in December 2023 for 80 new low-floor 40-foot battery electric buses (BEB)
 - 32 buses are configured with streetside doors and will provide service out of the retrofitted North Cambridge Facility. (all 32 to be in service spring 2026)
 - 48 buses are configured without streetside doors and will provide service out of the new Quincy Bus Maintenance Facility in 2027
- With Board approval MBTA will exercise an available Option to deliver 40 additional BEBs to be delivered between spring 2027 and the fall of 2027
 - 40 buses will satisfy the remaining needs to provide service out of the new Quincy Bus Maintenance Facility (88 total buses)



Battery Electric Bus Fleets

- Massachusetts Climate Law enacted in August 2022 requires MBTA to purchase solely zero emission buses after 2029 and operate a fully electrify fleet by 2040.
- Procurement of these BEBs supports the *Better Bus Project* and *Bus Network Redesign* initiatives.
- BEBs have no tailpipe emissions, resulting in better air quality in the communities the MBTA serves compared to CNG, diesel, and hybrid.
- This procurement advances the Commonwealth's Net Zero 2050 target by reducing transportation emissions.



New Flyer 40-foot BEB - Features

This BEB procurement option offers zero-emissions technology that has been tested in MBTA's service environment. Notable features include:

- Industry leading Safety features include advanced energy storage system (ESS) safety monitoring and early fault detection
- Range requirement of no less than 110 miles on a full charge minimizes operational impacts. (test results 180+miles)
- Meets or exceeds ADA accommodation requirements with flip-up seating configuration preferred by our passengers
- Enhanced driver's security barrier to promote operator protection and safety
- The following design options have been tested on the base order and will be included on this upcoming procurement:
 - Dual Passenger Information Screens
 - Advanced Driver Assistance System
 - Geofencing Capability



Project Timeline

- Board Award 40 New Flyer 40-foot BEB Option Today
- 40 Vehicle Design Review Activities Aug 2026
- 40 Vehicle Deliveries Begins Spring 2027
- 40 Vehicle Deliveries Concludes Fall 2027



Project Budget

The total estimated budget for this project is as follows:

• MBTA Procurement of 40 BEBs	\$60,730,960
• Additional Material Cost	\$4,507,310
• Force Account (in-house labor)	\$500,000
• Project Administration and Internal Capital Oversight	\$1,500,000
• Professional Services	\$1,200,000
• Contingency	\$7,930,998
<i>Estimated total budget:</i>	\$76,369,268

- The MBTA has received \$22+ million in funding from MassDEP for the Volkswagen settlement. These funds are made available from VW for use to decommission older diesel equipped buses while purchasing BEB.
- The MBTA was awarded \$40 million in funding from the Federal Transit Administration FY24 Bus and Low- and No-Emissions Grant Program.



Request of the MBTA Board of Directors

Vehicle Engineering requests that the MBTA Board of Directors authorize the General Manager & CEO, or his designee, to award and execute Option 1 of Formal Contract No. 1F-22 to New Flyer of America Inc. to manufacture, furnish and deliver 40 new low floor 40-foot Battery Electric Buses with capital spares, training, training aids, special tools, publications, and communications for a total delivered amount **not to exceed \$65,238,270** and to execute any necessary or ancillary documents in the name of and on behalf of the MBTA to effectuate this Agreement.

