

December 14, 2021 Community Meeting Q and A

Metro has prepared the below Questions and Answers (Q&A) addressing comments raised at the December 14, 2021 community engagement meeting on the Northern Bus Garage Reconstruction Project. Several of these topics also have been addressed at prior community meetings for this Project.

### **Project Overview**

**Q: WMATA has said they will provide third-party inspections prior to beginning demolition, when will these be scheduled?**

A: We are still in the contract negotiation phase of the project. The pre-construction surveys will be among the first pre-demolition tasks once construction contract is awarded, which is expected to be complete by the second quarter of calendar year 2022. A registered certified letter will be sent to the property owner of record and will include comprehensive instructions on how to opt in and schedule a survey.

**Q: The temporary bus stop location does not appear to have enough space for a bus to pull over into the stop. Can you clarify the process?**

A: There is currently a designated no parking area for the bus stop that's equivalent to the curbside parking spaces elsewhere along the east side. That parking designated bus stop will be located between the bus lane and the construction fence. There will be adequate space for the bus to pull in and pull away from the curb. Additionally, there will be a compliant landing zone for passenger ingress and egress. The bus stop will be out of the travel lane and will not obstruct the bicycle lane.

### **Art in Transit**

**Q: From the survey, it appears the permanent artwork will be installed at the intersection of 14<sup>th</sup> and Buchanan, will there be a mural or any artwork on the Arkansas Ave side of the building?**

A: Based on results from the community survey, the permanent artwork will be located at the intersection of 14<sup>th</sup> and Buchanan. At this time there are no plans to include any artwork along Arkansas Ave.

**Q: Will WMATA consider installing two permanent art pieces?**

A: The community survey was designed to collect feedback and identify the location that appealed to the broader community. The results show that a majority of the community, 58% of respondents, identified the intersection of 14<sup>th</sup> Street and Buchanan as the preferred location for artwork. There was no identified need or location for a second permanent artwork. Therefore, a second location for artwork is not planned.

### **Electric bus strategy**

**Q: How far along is WMATA in discussions with PEPCO about electrifying Northern Bus Garage?**

A: WMATA is actively working with PEPCO to build the infrastructure needed to open Northern Bus Garage as WMATA's first-ever garage to be built to support a 100% electric fleet. So far, we have identified the specific circuits that will be used to furnish energy to the battery electric switchgear equipment. One of those circuits is in-service today, and the second will come online in 2024. We will

continue to work with PEPCO to ensure that Northern Bus Garage has the power and infrastructure needed to operate as a fully electric bus garage.

**Q: When Northern begins operating electric buses, what will route planning look like? Will it be mostly bus blocks, or trippers?**

A: During the Test & Evaluation Program, as well as the rollout of electric buses at Northern Bus Garage, Metro will evaluate route modeling to analyze the ability of electric buses to complete bus blocks. During that time, Metro will determine if routes will need to be reconfigured, or if additional electric buses will be needed to maintain service levels.

**Q: Is Metro taking advantage of funding made available through the Infrastructure Bill to help reach total electrification before 2045?**

A: Funding authorized through the bipartisan infrastructure law (BIL) will allow Metro to continue focusing on executing projects to provide safe, reliable, resilient, and equitable transit service for the District of Columbia, Virginia and Maryland. This includes both the necessary ongoing investments to keep our system and assets in a state of good repair, as well as long-term transformative efforts such as transitioning to a zero-emission bus fleet.

A significant amount of the BIL funding available for zero-emission vehicle deployment and infrastructure will be provided through annual competitive grants. Metro has previously sought and received some grant funding for zero-emission bus related activities and will continue to evaluate and pursue relevant grant funding opportunities as they become available.

**Q: I believe one of the goals of the Infrastructure Bill is to improve transportation available to minority communities. What percentage of Metrobus riders are minorities, and what percentage are DC residents?**

A: A breakdown of demographics for DC residents is not readily available. For Metrobus, more than 80% of riders are minority, 46% are low-income, which is defined by a household income of less than \$30,000 per year and almost 60% don't have access to an automobile. Additional demographic data is available in Appendix B of [WMATA's Public Participation Plan](#).

**Q: How many years does WMATA expect Northern Bus Garage to operate with diesel buses, after it reopens?**

A: Northern Bus Garage will be Metro's first garage designed and built to be 100% electric. When it reopens it will have the space and equipment needed to maintain and operate 150 electric buses. As stated previously, the garage will open with a mix of new electric buses and buses from the current fleet. Metro is still gathering information from the Test and Evaluation Program, which includes comprehensive transition planning, coming up with a long-term strategy for route modeling, etc. Until that data is gathered and analyzed we won't know how many electric buses Northern will reopen with or how long it will take to fully transition to an electric bus fleet. We will provide further updates when available.