

Written Public Comment for the 10-22-2020 Board of Directors Meeting

Received by 9 a.m. on 10/21/2020

First Name: David

Last Name: Kuebrich

Resident of: Fairfax County

Do you wish to be identified as being affiliated with, or speaking on behalf of, an organization or group? No

Comments:

Please develop a totally electric bus fleet by no later than 2045. Not only will this improve our air quality and health, but it will also be a fine step toward doing our (Washington area) share of addressing the global climate crisis. We owe this to our children and all future generations. The economic price of an electric bus system will, of course, be high. However, the price of moving slowly to address climate change will lead to economic disaster,

First Name: Melanie

Last Name: De Cola

Resident of: Alexandria

Do you wish to be identified as being affiliated with, or speaking on behalf of, an organization or group? Yes

If so, which group? Sierra Club Mt Vernon chapter

Comments:

I know budgets are tight right now but I do still support an urgency for WMATA to support full bus electrification. I live in Alexandria along a busy bus route with at least 2 metrobus routes and 2-3 DASH buses going by my home everyday. I do think about the amount of air pollution I am breathing because of this and would feel more confident if I knew the buses were electric. I always enjoyed riding the electric Circulator buses when one was on offer in Rosslyn and know personally how much more pleasant the experience of riding an electric bus can be, in terms of smells and noise. This is an investment worth making. The DMV region needs to lead on climate mitigation efforts too and WMATA is a huge part of this. I wish your budgets were bigger and your service was better, electrifying your bus fleet would go a long way to helping the region meet its climate goals. Thank you, Melanie

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First Name: Scott

Last Name: Williamson

Resident of: District of Columbia

Do you wish to be identified as being affiliated with, or speaking on behalf of, an organization or group? No

Comments:

I write to urge the Metro Board to electrify its bus fleet over the next two decades, in line with proposals by the Sierra Club, the Union of Concerned Scientists, and many other

organizations. We in the DC area have seen dramatic improvements in air quality as travel has fallen due to the restrictions in response to the novel coronavirus outbreak; this is the air quality we all deserve to have, even when transportation systems are running at robust levels. It should not take a pandemic to clean the air, and thankfully it does not have to! EV technology is progressing rapidly, and electric bus technology has been tested and piloted for over a decade now. The Metro Board should note this rapid progress, as well as the technology's quickly falling price premiums, and also note that the rising capacity of batteries will allow heavier and heavier vehicles to be powered effectively by this technology. Think of the chance to remove lung-damaging particulates from the air! Think also of the chance to keep buses rolling more steadily, as oil changes and brake replacements are reduced, and engine maintenance becomes much simpler. As a fan of rapid transit's power to enhance access, equity and economic opportunity for citizens of the region, I hope we can also remove its polluting side effect - and do so as fast as possible. As a fan of the national capital region's leadership role in the world, I hope we can be unafraid to blaze trails for sustainability and make markets for the next best thing.

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First Name: Nicola

Last Name: Hayes-Allen

Resident of: District of Columbia

Do you wish to be identified as being affiliated with, or speaking on behalf of, an organization or group? Yes

If so, which group? Sierra Club

Comments:

I support the Sierra Club's position that we in DC should decide now to move to 100% electrification of our buses by 2045. It doesn't make sense that we aim to generate 100% of our electricity by 2032, and yet continue to buy and run fossil-fuel burning buses. Not only will an all-electric bus fleet make DC public transport carbon neutral, it will also eliminate toxic emissions from public transport. As the mother of a child who grew up in DC with serious asthma, this is something I care very much about. We must protect all of DC's children and other vulnerable people from the effects of toxic emissions. Please support the move to an all-electric bus fleet by 2045.

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First Name: Mark

Last Name: Stevens

Resident of: Arlington County

Do you wish to be identified as being affiliated with, or speaking on behalf of, an organization or group? No

Comments:

I am writing to support a WMATA commitment to 100% electrification of its transit bus fleet

by 2045 or sooner as this would save the city money in the long run. Buses that run on fossil fuel will have no value in 20 years whereas the batteries in electric buses will maintain their value, either through reuse as batteries or for the minerals they contain.

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First Name: Laura

Last Name: Petersen

Resident of: District of Columbia

Do you wish to be identified as being affiliated with, or speaking on behalf of, an organization or group? No

Comments:

In WMATA's updated sustainability plan, I would like to see a strong commitment to and plan for transitioning all buses in Metro's fleet to 100% electric by 2045. The Sierra Club published a report outlining the benefits of this, which include not only the critical environmental benefit, but also long-term economic savings for WMATA. It's a no-brainer -- this is the way to go. Please include a plan for this change, based on the Sierra Club's recommendations. Thank you.

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First Name: Russell

Last Name: Clark

Resident of: District of Columbia

Do you wish to be identified as being affiliated with, or speaking on behalf of, an organization or group? No

Comments:

As a resident of 16th Street Heights and chair of the Community Environmental Committee for the rebuild of the Northern Bus Garage one block from my house, I can share that electrification of WMATA's bus fleet is the most unanimous position the community has expressed. The community has been subject to the emissions from a large fleet of exclusively diesel buses since the 1960's. That is when electric trolleys were replaced in an unfortunate step backwards on air quality. And besides being a resident close to a WMATA bus garage, I am also a regular bike commuter who spent decades leap-frogging buses that blew their concentrated exhaust literally in my face when tailpipes were located under the bumpers. And when tailpipes moved above the bus, emissions would often be sucked down to fill the air gap behind the accelerating bus which didn't eliminate this health hazard. It is past time for WMATA to release a transparent plan with concrete timelines for phasing in electric buses for the benefit of the residents of the region as well as the health and eventual recovery of our quickly-ailing planet. There are many financial, technological and power supply hurdles that can remain excuses for inaction or become the drivers for action once coupled with concrete fleet transition commitments. Many different stakeholders from

across the region will need to become engaged and be creative about overcoming the hurdles. But the experience of jurisdictions around the U.S. ahead of our own on this front can be mined for ideas, strategies and lessons learned. To this end, I fully endorse the Sierra Club report and support its call for WMATA to both commit to a 100% electric bus fleet by 2045 as well as publicly share the steps it will be taking to achieve that goal.

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First Name: Yasha

Last Name: Magarik

Resident of: District of Columbia

Do you wish to be identified as being affiliated with, or speaking on behalf of, an organization or group? No

Comments:

I strongly urge WMATA to electrify its entire bus fleet by 2045. (I actually think WMATA should move more quickly--and aim to electrify its entire bus fleet by 2030--but I realize it's enough of a push to get the board to do anything.) The Sierra Club's recent report on this topic is just one consideration; I also think the direct public health benefits to DC residents (e.g., from not breathing in particulate matter and NOx), particularly the number of asthma incidents and allergies it would avoid, compel such action. This is not to mention the noise reduction on roadways, and, of course, the carbon mitigation needs (which should be driving the goal forward to 2030 from 2045). The fact is that the Washington, DC area is woefully behind other developed nations and cities that are moving far more aggressively to electrify the necessary vehicle infrastructure; to commit to a 2045 date is really a compromise. To not even do that would be to fail your constituents and their children and their children's children, and invite their ridicule, on you and your legacy.

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First Name: Tim

Last Name: Stevens

Resident of: Fairfax County

Do you wish to be identified as being affiliated with, or speaking on behalf of, an organization or group? No

Comments:

I support conversion of WMATA buses from fossil fuel to electric. Doing so would add momentum to the general need to convert our vehicles to electric. My understanding is that electric vehicles significantly reduce pollution, including greenhouse gases and particulate matter, are quieter and will eventually save money from operation. I participate in MWCOG environmental committees, and am actively support conversion of school buses to electric where I live in Falls Church.

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First Name: Elizabeth

Last Name: Karasik

Resident of: District of Columbia

Do you wish to be identified as being affiliated with, or speaking on behalf of, an organization or group? No

Comments:

electrifying Metro's bus fleet would: · Save the agency hundreds of millions of dollars on lifetime fleet operating costs. · Reduce annual carbon pollution by more than 58,000 tons by 2030 (and more in later years). · Reduce the public health toll that toxic air pollution has on the area's most vulnerable residents and save millions of dollars in avoided healthcare costs.

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First Name: Glenn

Last Name: Marcus

Resident of: District of Columbia

Do you wish to be identified as being affiliated with, or speaking on behalf of, an organization or group? No

Comments:

My family urges Metro to only purchase ELECTRIC powered buses. They are better for our environment, and this is especially important for our CHILDREN, who need their future to be safer. Thank you.

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First Name: Peter

Last Name: Harnik

Resident of: Arlington County

Do you wish to be identified as being affiliated with, or speaking on behalf of, an organization or group? No

If so, which group? Washington Area Bicyclist Association

Comments:

It seems to me that electric buses are preferable to gasoline, diesel or CNG buses. I hope you will switch over to them as quickly as possible. Among the many drawbacks of today's buses are noise, heat and fumes. (I am a pedestrian and bicyclist.) I believe that electric buses are superior on all three counts. Thank you.

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Please, I am Jose de Arteaga, i live DC (Ward 7) and take metro regularly. I am emailing WMATA to advocate that Metro become a world model of environmental stewardship, which starts w electrifying the buses. E lectrifying Metro's bus fleet would: Save the agency hundreds of millions of dollars on lifetime fleet operating costs. Reduce annual carbon pollution by more than 58,000 tons by 2030 (and more in later years).

Reduce the public health toll that toxic air pollution has on the area's most vulnerable residents and save millions of dollars in avoided healthcare cost.

Thanks
Jose de Arteaga
Ward 7

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First Name: Jeff

Last Name: Day

Resident of: Montgomery County

Do you wish to be identified as being affiliated with, or speaking on behalf of, an organization or group? No

Comments:

Dear WMATA Board I'm commenting on the WMATA's bus purchase plans. The plan does not support D.C.'s 100 percent renewable energy goal for 2032. Other major transit systems are planning to phase out buses that burn fossil fuels. WMATA should join those other transit systems. One type of electric bus that is well proven does not seem to have been considered. Electric trolley buses were used here in DC long ago and should be brought back and used on high volume city streets. They are ideal for hilly terrain. They are the greenest buses out there and they are very reliable and long-lived. The newest generation have small batteries allowing to go several miles under their own power between charges done as the bus travels on catenary power. Full battery electric vehicles are improving quickly and other major transit agencies are planning to replace their fossil fuel buses with them over the next 15 to 20 years. With super reliable electric trolley buses available now and battery electric buses eyed by other major transit agencies, I urge the WMATA to back to the drawing board. Jeff Day Kensington, MD

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First Name: Andrea

Last Name: Marpillero-Colomina

Resident of: District of Columbia

Do you wish to be identified as being affiliated with, or speaking on behalf of, an organization or group? Yes

If so, which group? GreenLatinos

Comments:

I write on behalf of GreenLatinos to endorse the Sierra Club report calling for the electrification of the WMATA fleet. We call for Metro to commit to 100% electric by 2045 and immediately start taking the requisite steps. Transportation is the largest source of Greenhouse Gas (GHG) emissions in the U.S. Making transportation cleaner and more equitable presents huge potential to create substantive economic and social gains, and to significantly improve health and wellbeing for all people, with particular positive impact

within Latinx and other BIPOC communities, who bear the brunt of emissions effects. For example, Latinx children are three times more likely than non-hispanic white children to live in counties where air quality standards are exceeded (31.4% vs. 10.6%), and nearly one third of Latinx children live in counties where hazardous air pollutant concentrations exceed a 1 in 10,000 (10–5) cancer risk level. GreenLatinos is a national non-profit organization that convenes a broad coalition of Latinx leaders committed to addressing national, regional and local environmental, natural resources and conservation issues that significantly affect the health and welfare of Latinx communities in the U.S. GreenLatinos is committed to direct engagement with communities, advocates, and policymakers in order to advocate for more efficient, equitable, environmentally sustainable transportation. In the transportation space and beyond, we seek to build momentum for creating equitable policy that addresses and makes reparations for the barriers faced by Latinx / other BIPOC communities, both historically and in the present day. By advancing transportation equity and improving accessibility, we can change the face and functionality of urban, suburban, and rural places, and improve the lives of people across the US. Meaningful transportation reform is crucial to reducing GHG emissions and upholding the provisions of the 1970 Clean Air Act, which has protected human health and the environment from the effects of air pollution for the past fifty years.

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First Name: Brian

Last Name: Willis

Resident of: Alexandria

Do you wish to be identified as being affiliated with, or speaking on behalf of, an organization or group? Yes

If so, which group? Sierra Club

Comments:

Earlier this month, the Sierra Club published a report making the case for 100% electric buses for the region and mapping out a path for doing so. The Washington Post ran an exclusive story on the report on October 1. As documented in the report, electrifying Metro's bus fleet would: 1. Save the agency hundreds of millions of dollars on lifetime fleet operating costs. 2. Reduce annual carbon pollution by more than 58,000 tons by 2030 (and more in later years). 3. Reduce the public health toll that toxic air pollution has on the area's most vulnerable residents and save millions of dollars in avoided healthcare costs. I'm in support of this and I call on Metro to commit to 100% electric by 2045 and immediately start taking the requisite steps.

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First Name: James

Last Name: Dougherty

Resident of: District of Columbia

Do you wish to be identified as being affiliated with, or speaking on behalf of, an organization or group? No

If so, which group? Law Office of J. B. Dougherty

Comments:

Electrifying the bus fleet will yield an array of long-term public benefits that now elude our short-term cost-benefit analyses, e.g., quieter streets, happier passengers and pedestrians, climate change mitigation, less-polluting maintenance facilities (helping workers and neighbors).

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First Name: Susan

Last Name: Levin

Resident of: Montgomery County

Do you wish to be identified as being affiliated with, or speaking on behalf of, an organization or group? No

Comments:

Public bus systems across the country are going electric for good reason. Electric buses—unlike ones powered by diesel or CNG—produce no toxic or carbon emissions and are cheaper to operate over their lifetimes. Metro, by contrast, is launching a two-year pilot project with only 14 electric buses next year and is continuing to buy fossil fuel buses in large numbers. Electrifying Metro's bus fleet would:

- Save the agency hundreds of millions of dollars on lifetime fleet operating costs.
- Reduce annual carbon pollution by more than 58,000 tons by 2030 (and more in later years).
- Reduce the public health toll that toxic air pollution has on the area's most vulnerable residents and save millions of dollars in avoided healthcare costs.

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First Name: Allen

Last Name: Muchnick

Resident of: Arlington County

Do you wish to be identified as being affiliated with, or speaking on behalf of, an organization or group? No

Please provide your contact information in the event we need to confirm authenticity. Pick one:

Comments:

I urge the WMATA Board of Directors to commit to fully electrify the Metrobus fleet by 2045 and immediately end the purchase of new diesel buses. A recent Sierra Club report documents that a fully electric Metrobus fleet would 1) save WMATA hundreds of millions of dollars on lifetime fleet operating costs, 2) reduce annual carbon pollution by more than 58,000 tons by 2030 (and more in later years), and 3) reduce the public health toll that toxic air pollution has on the area's most vulnerable residents and save millions of dollars in

avoided healthcare costs. Public bus systems across the U.S. are going electric for good reason. Electric buses—unlike those powered by diesel or compressed natural gas (CNG)—produce no toxic or carbon emissions and are cheaper to operate over their lifetimes. Los Angeles, which has the second-largest bus fleet in the nation, plans to convert all of its 2,300 buses to electric by 2028. San Francisco plans to have its 1,100 municipal buses all-electric by 2035. New York City’s 5,700 buses, the biggest fleet in the nation, will be all-electric by 2040. WMATA, by contrast, is lagging far behind. It is launching a two-year pilot project next year with 14 electric buses, but still plans to keep buying large numbers of fossil fuel buses. It signed a contract in 2018 to purchase 694 buses over the following seven years to replace nearly half of its 1,500-bus fleet. At least 500 of those buses will be diesel. The rest of the fleet will be CNG, and many of those buses will still be on area streets in 2040, if not later. Metro’s plans are out of sync with the District’s goal of getting all of its electricity from renewables by 2032. The MWCOC Board (and soon the TPB as well) has just committed to reduce greenhouse gas emissions 50% (from the 2005 level) by 2030. Electric buses--powered by renewable electric energy--are a key strategy to meet that important target. Sincerely, Allen Muchnick

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First Name: Sondra

Last Name: Arkin

Resident of: District of Columbia

Do you wish to be identified as being affiliated with, or speaking on behalf of, an organization or group? No

Comments:

Metro should stop buying fossil fuel buses and begin to replace its entire fleet with electric buses. It is the right thing to do. Change has to be done boldly.

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First Name: Gloria

Last Name: Aldana

Resident of: District of Columbia

Do you wish to be identified as being affiliated with, or speaking on behalf of, an organization or group? No

Comments:

This comment is to support the electrification of buses. The electrification of buses will save money for WMATA, reduce air pollution, and reduce healthcare costs for residents.

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First Name: Elena

Last Name: Gardner

Resident of: District of Columbia

Do you wish to be identified as being affiliated with, or speaking on behalf of, an organization or group? No

Comments:

Washington DC is the blueprint for cities wishing to become more sustainable and has a plan to receive all of its energy from renewables by 2032. This is a great goal, but the metro system used the most energy out of any other service in the District. According to the new Sierra Club report, if metro busses are not switched to renewable energy, there could be significant setbacks in the District reaching its goal. I urge the Board to acknowledge the work the Sierra Club has done towards making our city a better place to live and switch metro busses to sustainably sourced electric energy as soon as possible.

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First Name: Erin

Last Name: Fleck

Resident of: District of Columbia

Do you wish to be identified as being affiliated with, or speaking on behalf of, an organization or group? No

Comments:

Hello - as a homeowner in Trinidad, DC and an avid Metro bus rider, I strongly advocate for a move to fully electric buses, as it is critically important we do everything possible to mitigate our contribution to global warming. I'd gladly pay higher taxes to ensure this change is rapid and comprehensive. Thank you for considering it.

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First Name: Deborah

Last Name: Landau

Resident of: Montgomery County

Do you wish to be identified as being affiliated with, or speaking on behalf of, an organization or group? No

Comments:

I hope you will move forward with adding electric vehicles to your fleet. They are so much greener, quieter, and better for the environment - a win-win!

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First Name: Phillip

Last Name: Kinnaird

Resident of: District of Columbia

Do you wish to be identified as being affiliated with, or speaking on behalf of, an organization or group? No

Comments:

I am currently a 10-year DC Resident and plan to spend significantly more time here as my

three young children move through the DC public school system. I am committed to a lifestyle that reduces my carbon footprint, and strongly support any initiative put forth by the city to do the same. The recent proposal to electrify the DC bus fleet is one such example. I urge policymakers in DC to move forward with the electric-bus initiative immediately. The long-term, positive impact of this opportunity are HUGE. Please do not miss this chance to institute a change that will create a cleaner and more beautiful city for our children, and to set an example for other cities wrestling with the same choice.
Respectfully, Byron Kinnaird

First Name: Terrie
Last Name: Clifford
Resident of: Alexandria
Do you wish to be identified as being affiliated with, or speaking on behalf of, an organization or group? No
Comments:
Please consider making the bus fleet 100% electric. It will reinforce D.C.'s reputation as a climate-forward capitol and improve the air quality of the city and surrounding DMV. Thank You, Terrie Clifford

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First Name: Maria
Last Name: Barry
Resident of: District of Columbia
Do you wish to be identified as being affiliated with, or speaking on behalf of, an organization or group? No
Comments:
Please fast track electric busses for WMATA. Please include a fleet of electric busses for the northern bus garage in 16th Street Heights DC. We are woefully behind other jurisdictions in rolling out this technology, better for the earth, people and neighborhoods!

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First Name: Rennie
Last Name: Meyers
Resident of: District of Columbia
Do you wish to be identified as being affiliated with, or speaking on behalf of, an organization or group? No
Comments:
I could not be more thrilled by the prospect of a fully electrified fleet. As a resident with asthma living in the immediate proximity of 3 bus stops, this reduces my exposure and

health risk, and will get us one step closer to achieving responsible emissions levels and stewardship of our environment.

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First Name: Sandra

Last Name: Salstrom

Resident of: District of Columbia

Do you wish to be identified as being affiliated with, or speaking on behalf of, an organization or group? No

Comments:

I believe climate change is a major threat to our public health, and as an avid rider of Metro buses and rail I believe WMATA can and should drastically reduce its carbon footprint and contribute positively to our public health by transitioning its fleet to electric buses. Major cities including New York, Los Angeles and San Francisco are well on their way toward moving to all-electric buses, and WMATA should similarly be a leader on this. I would like to see WMATA commit to adopting an all-electric bus fleet by 2045 and to take all possible steps now to purchase electric buses instead of buses that run on diesel, natural gas or other pollutants. This will save millions of dollars in operating costs over the life of the fleet and will make a major contribution to reducing carbon pollution and improving our public health.

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First Name: Ellen

Last Name: Graper

Resident of: District of Columbia

Do you wish to be identified as being affiliated with, or speaking on behalf of, an organization or group? No

Comments:

Hello, I live on Arkansas Ave NW, adjacent to the Metro North Bus Barn. I know this site will be under construction for years and this brings the potential to have contaminated soil and pollutants impact the air my family breathes. So if this has to be done, please consider a move from diesel buses to electric to offset the environmental impact of the construction to not just my neighborhood, but the entire region. I enthusiastically support the recent Sierra Club report. Please commit to 100% electric buses by 2045 and immediately take the requisite steps to put an action plan in place. I have taken the bus to work downtown and back each weekday beginning from when I moved to the area in 2003 until I worked from home due to the pandemic. I also use MetroBus for non-work trips. I'm a big fan of MetroBus and beg that, even given WMATA's bleak financial results, the WMATA Board consider the long-term benefits of scrapping diesel engines for clean electric ones. Thank you for considering my comment.

First Name: Steve

Last Name: Banashek

Resident of: Alexandria

Do you wish to be identified as being affiliated with, or speaking on behalf of, an organization or group? No

Comments:

WMATA needs to commit to a 100% transition to battery electric Metro Buses by 2045 at the very latest but preferably by 2040. As a Sierra Club report noted, the numerous advantages of electric buses in both operational and fueling costs as well as elimination of tailpipe particulate pollution and greenhouse gas emissions yield health, cost, and climate benefits and will help DC meet its stated climate goals. And electric buses have the added benefit of getting greener over time as more renewable energy comes on line from utilities. While a projected 14 vehicle electric bus pilot is a start, it is but a drop in the bucket for a 1,500 bus fleet. WMATA is a laggard behind other bus fleets in the DC Metro area that either have electric buses in service or on order not to mention other large fleets around the country. This includes the DC Circulator which has had at least 14 electric buses in service for around two years with plans to expand their electric fleet. In Maryland, Ride-On (Montgomery County) and The Bus (PG County) have electric buses in service now or on order for 2021 delivery. DASH (Alexandria) put its first three electric buses from an order of six in service yesterday (October 20), will have three more delivered in January, and have an additional eight ordered for a late 2021 delivery at which point they will have about 15% of their fleet running electric buses. Additionally, WMATA needs to incorporate an electric bus charging strategy for their bus facilities as well as above ground Metrorail stations so that off service and on route charging is available. On route charging at stations can and should be used by local bus fleets as well. For example, the King Street Metro Station bus area has just undergone an extensive update with no indication that conduit for future electric bus chargers was part of the update. The cost to add this later is significantly more than if it was made charger ready during the update. The charging plans need to include consideration of rooftop solar to offset fueling costs, on-site battery storage to minimize utility demand charges, and the use of micro grids for resiliency where appropriate. Each of these is appropriate for operational benefits but also for resilience. Given the 12-15 year life-cycle of a transit bus, there is not much time for WMATA to stop purchasing diesel and CNG buses if they expect to meet the city's climate goals. It's past time to commit to getting this done and start the work of getting it done. Thank you, Steve Banashek Alexandria, VA 22301

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First Name: Sara

Last Name: Schoen

Resident of: District of Columbia

Do you wish to be identified as being affiliated with, or speaking on behalf of, an organization or group? No

Comments:

My family and I live in DC for the walkability and clean transportation options. We've begun to be more bothered by dirty city air, and electric buses would do a lot to improve it!

First Name: David

Last Name: Baron

Resident of: Montgomery County

Do you wish to be identified as being affiliated with, or speaking on behalf of, an organization or group? Yes

If so, which group? Earthjustice

Comments:

These comments are submitted on behalf of Earthjustice, a nonprofit environmental group that has advocated for clean air and water in metro-DC for more than 40 years. We urge WMATA to include in its Sustainability Plan a commitment to convert the Metrobus fleet to all-electric vehicles on a schedule in line with or faster than that set forth in the DC Clean Energy Act – that is 50% electric by 2030, 75% by 2035, 90% by 2040 and 100% by 2045. Switching to zero emission buses is a matter of public health. Even the lowest-emitting fossil fuel buses emit dangerous pollution that can lead to asthma attacks, emergency room visits, and hospitalization. EPA classifies diesel exhaust as likely to be carcinogenic to humans. And fossil-fueled buses emit large volumes of greenhouse gases at a time when the threats of climate change have never been more urgent. Unfortunately, WMATA is currently on track to acquire hundreds of new fossil-fuel buses between now and 2030 – buses that will likely stay on the road for 15 years each. Rather than locking the region into a climate-polluting fleet for decades, WMATA must stop buying fossil-fueled buses and transition to zero emitting vehicles. WMATA should renegotiate its existing contracts for new buses to achieve this. Electric buses are not only better for people's lungs and the planet, but also less costly overall due to lower operating and maintenance costs. The current pilot plan for 14 electric buses in 2021, while welcome, falls far short of what's needed for a bus fleet totaling around 1,500. We need much stronger steps to solve the climate crisis. New York, Chicago, Portland, Seattle, San Francisco, and LA have all committed to fully electrify their bus fleets. WMATA can and must do the same.

First Name: Alejandra

Last Name: Goyenechea

Resident of: District of Columbia

Do you wish to be identified as being affiliated with, or speaking on behalf of, an organization or group? No

Comments:

The air in the DC area is very polluted and in 2020 we can not continue having regular

buses. We need to show leadership and adopt an all electric buses policy as soon as possible. Make us proud in DC and do not hesitate to adopt this measure for you, for us and for our children.

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First Name: Salina

Last Name: Waddy

Resident of: District of Columbia

Do you wish to be identified as being affiliated with, or speaking on behalf of, an organization or group? No

Comments:

All electric NOW. I do not want to breathe diesel for years to come. NOW, NOW. NOW!

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First Name: Howard

Last Name: Pittman

Resident of: District of Columbia

Do you wish to be identified as being affiliated with, or speaking on behalf of, an organization or group? No

Comments:

As a resident of 16 Street Heights neighborhood and only 3 blocks from the bus barn I remain very concerned about the continued use of the barn for diesel fueled buses. I strongly endorse the Sierra Club report calling for WMATA to commit to developing a plan now to transition to 100% electric buses. Such a commitment makes economic sense, environmental sense and health sense for WMATA and our neighborhood. Thank you.

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First Name: Thomas

Last Name: Milligan

Resident of: District of Columbia

Do you wish to be identified as being affiliated with, or speaking on behalf of, an organization or group? No

Comments:

I strongly endorse the Sierra Club proposal for electric buses and urge WMATA to take immediate steps for an all electric bus fleet. I am very concerned with the plans for diesel buses to return to the 14th Street Bus Barn. There should not be an industrial facility in a heavily residential neighborhood with an increasing number of school children in the immediate area. The facility should only accommodate electric buses. Please consider our health and do the right thing for the community and the city.

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First Name: Joshua

Last Name: Hertzberg

Resident of: District of Columbia

Do you wish to be identified as being affiliated with, or speaking on behalf of, an organization or group? No

Comments:

Please prioritize electric buses for WMATA in time to put a fully electric fleet in the Northern Bus Garage on its renovation. There is no good reason to build old diesel infrastructure in the middle of a dense neighborhood. You have not appropriately considered the impacts to our health and should change course to start with an electric fleet only.

First Name: Katie

Last Name: Krackenberger

Resident of: District of Columbia

Do you wish to be identified as being affiliated with, or speaking on behalf of, an organization or group? No

Comments:

We regularly use WMATA services, including bus lines S1, S9, and 59. We want to feel confident to continue using their services in the future and strongly support the full electrification of the bus fleet by 2045, in line with Sierra Club recommendations. One excellent way of doing this is by ensuring the 14th St. bus barn fleet is ALL ELECTRIC! We don't want to deal with the debilitating health effects of diesel fumes and diesel particulate matter in our community any longer. We would prefer to stand behind WMATA for efforts to invest in healthy vehicles and healthy communities, including OURs!

First Name: Henderson

Last Name: Cleaves

Resident of: District of Columbia

Do you wish to be identified as being affiliated with, or speaking on behalf of, an organization or group? No

Comments:

Please consider making all buses in DC electric ASAP!

First Name: Peter

Last Name: Quinn-Jacobs

Resident of: District of Columbia

Do you wish to be identified as being affiliated with, or speaking on behalf of, an organization or group? No

Comments:

I am very worried about climate change and I think we should do our best to electrify our fleet of buses. There's a lot we can do to prevent the worst of climate change, and improving public transportation is one of those things. Thanks!

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First Name: Matthias

Last Name: Paustian

Resident of: District of Columbia

Do you wish to be identified as being affiliated with, or speaking on behalf of, an organization or group? No

Comments:

I urge WMATA to stop buying any diesel petrol or compressed gas buses. Right now. They pollute my lungs, they worsen climate crisis. please by only electric buses. Do it now, convert all your fleet to electric over the next 15 years. Thank you. Matthias Paustian. Washington DC.

.....

First Name: Carla

Last Name: Medalia

Resident of: District of Columbia

Do you wish to be identified as being affiliated with, or speaking on behalf of, an organization or group? No

Comments:

I am a DC resident and live near the northern bus barn on 14th st nw. I also have asthma, live with my elderly mother with chronic lung disease, and have two young children. I am writing to express my support for WMATA moving toward electric buses. Electric buses are not only safer for the health of the immediate surrounding community, but also better for the environment more generally. Please consider as evidence the Sierra Club report which WMATA has a copy of. I call on WMATA to commit to 100% electric by 2045 and immediately start taking the requisite steps. I am happy that DC has already started going electric with the Circulator buses, but urge WMATA to think about the health of residents who live in other parts of the district.

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First Name: Lara

Last Name: Levison

Resident of: District of Columbia

Do you wish to be identified as being affiliated with, or speaking on behalf of, an organization or group? No

Comments:

I support the recommendations of the recent report by the Sierra Club and partner organizations calling for WMATA to fully electrify your bus fleet by 2045. On a personal level, as a pedestrian and bicyclist in Washington DC, I have breathed in more than enough toxic diesel bus fumes. I am fortunate to be relatively healthy and to be able to obtain good health care, but for many Washington area residents, diesel fumes are an additional strain on their health that they simply can't afford. On the societal level, diesel buses contribute significantly to our regional greenhouse gas emissions and aggravate the climate crisis. As requested in the Sierra Club report, I ask that WMATA release an electrification plan by spring 2021. stop purchasing new diesel buses, and make a public commitment to 100 percent electrification by 2045. As documented in the report, electrifying Metro's bus fleet would save the agency hundreds of millions of dollars on lifetime fleet operating costs, reduce annual carbon pollution by more than 58,000 tons by 2030 (and more in later years), reduce the public health toll that toxic air pollution has on the area's most vulnerable residents, and save millions of dollars in avoided healthcare costs.

.....

First Name: Elizabeth

Last Name: Gross

Resident of: District of Columbia

Do you wish to be identified as being affiliated with, or speaking on behalf of, an organization or group? No

Comments:

I support transitioning to all-electric buses and am opposed to ANY buses powered by fossil fuel using the bus barn on 14th St., NW.

.....

First Name: Ray

Last Name: Bridgewater

Resident of: District of Columbia

Do you wish to be identified as being affiliated with, or speaking on behalf of, an organization or group? Yes

If so, which group? NBN / Clean Bus / Assembly of Petworth

Comments:

I strongly support the Sierra Club, the Union of Concerns Scientists, and the 17 partnering org. for WMATA [METRO] to fully electrify over 1600 regional buses by 2045. This include :
1. Releasing one electrification plan by the spring of 2021. 2. Stopping the purchasing of new diesel buses . 3. Making a public commitment to 100% electrification buses by 2045. As a health advocate and living 2 Blks from Northern Bus Barn Garage [14th St. Bus Barn] for over 60 years, I know first hand the environment health hazard of Diesel Bus and waste mismanagement of the facility. I serve on the DC Cancer Consortium / Pre-natal Review Board / DC Asthma Coalition / March of Dimes / Breathe DC and have done several major

health initiatives campaigns in DC. The data is clear. Cancer / Asthma / Lung Disease are very high in this city and extremely high in Ward 4. Georgia Ave & MLKJR Ave have the largest Asthma runs in the city. DC has some of the highest rates of cancer in the country. Ward 4 with high rates of breast and prostate cancer. Lung cancer and respiratory disease are extremely high...The Hands Together Neighbor Club work out an agreement 50 yrs ago to stop Metro buses from using Iowa Ave St NW for bus returning to the Bus Barn. All those people who were involved are dead. People's UCC Church wk with 3 different Councilmembers [starting w/ Charlene Drew Jarvis] in finding ways where we can stop the pollution of Diesel Buses and wastes from further polluting the area and causing deaths in a 4 to 6 blk radius. WMATA agree to build a dome over the facility but the death continue. Currently , the 6 schools several churches , recreation centers , Library , 2 senior apts , and many business are reporting or experiencing asthma issues. The DSK Marian Church [the largest Ethiopian church in the region and country] along with the places named above are all within 4 to 6 blocks of the Bus Barn. All of these facilities and people who live, work & worship in this area health are affected by the 14th Street Bus Barn...In conclusion, my mother of 86 yrs just passed in January 2020. She has diagnosed 4 stage metastatic lung cancers which doctors said was environment-related [not COVID -19 related] . She never smokes in her life. She died a painful death. The city has no business taking up reviving a brownfield waste hazard such as the 14th Street Bus Barn in a residential area or order more diesel fuel buses in the city with continuing rising COVID -19 cases. We will be wearing face masks for many years to come because of these diesel fuel buses....This is why I support the Sierra Club initiatives. Thank you

.....

First Name: Alexandra

Last Name: Wyatt

Resident of: District of Columbia

Do you wish to be identified as being affiliated with, or speaking on behalf of, an organization or group? Yes

If so, which group? GRID Alternatives

Comments:

I urge WMATA to electrify its fleet as rapidly as possible, starting with buses that serve less wealthy areas of the DMV region. Both the particulate matter pollutants and the climate effects of the greenhouse gases emitted by fossil fuel powered buses disproportionately affect some areas, neighborhoods, and families of our region first and worst. These neighborhoods are also likely to have high concentrations of bus transit users and therefore to subsidize the pollution that has been harming them through their fares. As a matter of environmental justice, public health, and simple good management of public dollars, WMATA's fleet electrification should be accomplished as quickly as possible. The fleet electrification should also take advantage of opportunities, on or off WMATA properties, to pair charging with solar energy and grid services, and to incorporate workforce development and job training.

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First Name: Alison Marcia

Last Name: Morrow

Resident of: District of Columbia

Do you wish to be identified as being affiliated with, or speaking on behalf of, an organization or group? No

Comments:

Regarding the 14th Street Bus Barn Reconstruction, I am in favor of the new facility housing only electrified vehicles. As a parent of two asthmatic children, whose breathing difficulties I believe are attributed to living within 2 blocks of the bus barn, and since they are now living without asthma after moving away from the area, I strongly support cleaner transportation for the greater Washington area. This community was expecting a change from the polluting facility housed on 14th Street and our city is well positioned to be a model for the country by electrifying its busses. WMATA should move forward with a plan to switch its fleet to electrical vehicles as soon as 3 to 4 years from now. Thank you. Marcia Morrow

.....

First Name: Leah

Last Name: Lazer

Resident of: District of Columbia

Do you wish to be identified as being affiliated with, or speaking on behalf of, an organization or group? No

Comments:

As a DC resident, climate advocate, and trained urban planner, I endorse this Sierra Club report https://www.sierraclub.org/sites/www.sierraclub.org/files/press-room/WMATAREport_Web.pdf . As someone with asthma who frequently walks and cycles, I would greatly value the improved air quality that would result from more electric buses. I think it a worthwhile way to spend public funds. I strongly support Metro to committing to 100% electric by 2045 and immediately taking steps towards that goal.

.....

First Name: Jocelyn

Last Name: Richgels

Resident of: District of Columbia

Do you wish to be identified as being affiliated with, or speaking on behalf of, an organization or group? No

Comments:

I am so confused as to why electric buses are not the only option for the Northern Bus barn. This won't be completed for at least 5 years. Please explain why you can't have electric buses ready to go by then. Other cities have them. I live 2 blocks from the bus barn. My 5

year old son died of leukemia last October. I will always wonder if the pollution spewing out of that barn from dirty diesel buses was the cause of his leukemia. We deserve better in a residential neighborhood.

.....

First Name: Erin

Last Name: Gleeson

Resident of: District of Columbia

Do you wish to be identified as being affiliated with, or speaking on behalf of, an organization or group? No

Comments:

As a citizen of Washington, DC and regular public transit user, I call on WMATA to completely electrify the bus system by 2045, and preferably much earlier. DC should be leading the nation in measures such as this, which are good for the health of all DC's inhabitants, good for the environment, and good for the DC budget. As documented by the recent report from the Sierra Club, electrifying Metro's bus fleet would: -Save the agency hundreds of millions of dollars on lifetime fleet operating costs. -Reduce annual carbon pollution by more than 58,000 tons by 2030 (and more in later years). -Reduce the public health toll that toxic air pollution has on the area's most vulnerable residents and save millions of dollars in avoided healthcare costs. As noted in this article, electrifying buses is literally plug-and-play: The technology exists and can immediately be added to existing transit systems (<https://archive.curbed.com/2019/5/21/18634181/transportation-electric-vehicle-bus-mass-transit>). The knowledge exists- it's long past time to put it to work in the nation's capital.

.....

First Name: Lucas

Last Name: Godshalk

Resident of: District of Columbia

Do you wish to be identified as being affiliated with, or speaking on behalf of, an organization or group? Yes

If so, which group? Metro Electric Bus Campaign

Comments:

I'm writing on behalf of the Metro Electric Bus Campaign. Cities across the country, including Chicago, Los Angeles, Miami, New York, San Francisco and Seattle, have committed to fully electrifying their bus fleets and smaller municipalities such as Alexandria, Virginia, are also well on the way to electrifying their fleets. Metro, by contrast, is lagging behind. We are calling on Metro to publicly commit to transition to electric buses on a timeline that either meets or exceeds that of the DC Clean Energy Act of 50 percent zero-emission vehicles by 2030 and 100 percent by 2045. Our campaign is endorsed by the Sierra Club, the Union of Concerned Scientists, and more than 20 other partner organizations. For

more information, please read a new Sierra Club report that makes the case for 100 percent electric buses: <https://www.sierraclub.org/clean-air-climate-action-its-time-for-wmata-go-100-electric>. The coronavirus pandemic has undoubtedly depressed ridership across the country, but the transition to cleaner transportation cannot wait. This crisis is an opportunity for Metro to join other cities in protecting the health and well-being of their residents and the environment at the same time. Lucas Godshalk

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First Name: Scott

Last Name: Baker

Resident of: District of Columbia

Do you wish to be identified as being affiliated with, or speaking on behalf of, an organization or group? No

Comments:

We regularly use WMATA services, primarily buses including bus lines S1, S9, 59, S59. We want to feel confident to continue using their services in the future and strongly support the full electrification of the bus fleet by 2045, in line with Sierra Club recommendations. One excellent way of doing this is by ensuring the 14th St. bus barn fleet is ALL ELECTRIC! We don't want to deal with the debilitating health effects of diesel fumes and diesel particulate matter in our community any longer, especially for our young children in the community. We would prefer to stand behind WMATA for efforts to invest in healthy vehicles and healthy communities. It is obvious that the future of transportation is electric. It would be silly to argue otherwise. WMATA should be a transportation leader, not follower. Make the commitment, make the investment, make the change to electric buses.

.....

First Name: John

Last Name: Strand

Resident of: District of Columbia

Do you wish to be identified as being affiliated with, or speaking on behalf of, an organization or group? Yes

If so, which group? Northern Busbarn Neighbors

Comments:

I endorse the recommendation to convert WMATA to all electric buses. BUT we have made clear to WMATA planners and community outreach staff that we want the Northern Bus Barn renovation to house ONLY electric buses — NO DIESEL BUSES!! — when it reopens in 2024-25. Why should we be waiting another 25 years to achieve this goal?! Let's make this happen!

.....

First Name: Nikki

Last Name: Mehta

Resident of: District of Columbia

Do you wish to be identified as being affiliated with, or speaking on behalf of, an organization or group? No

Comments:

Please fully electrify our bus fleet. Please do not purchase any more diesel vehicles. We need to reduce air pollution and carbon emissions. I implore you to prioritize our environment and future generations.

.....

First Name: Rami

Last Name: Rihani

Resident of: District of Columbia

Do you wish to be identified as being affiliated with, or speaking on behalf of, an organization or group? No

Comments:

Committing to an all-electric fleet for the North Bus Barn is essential for the well-being and health of all 16th Street Heights residents. This must be done now (and not by 2045). Having a diesel bus fleet in this day and age is not acceptable. WMATA needs to take a leadership position and commit to an all-electric fleet to be in place when the bus barn is reopened.

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First Name: Patricia

Last Name: Cooper

Resident of: District of Columbia

Do you wish to be identified as being affiliated with, or speaking on behalf of, an organization or group? Yes

If so, which group? CBENA

Comments:

I have resided at 4822 Piney Branch Rd NW since 1983. For years, Our neighborhood has been adversely affected by the toxic fumes emitted by the buses at the bus barn and on the street. Several families affected by the toxic fumes have had to move away. We would welcome and support electric buses.

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First Name: Elliott

Last Name: Negin

Resident of: District of Columbia

Do you wish to be identified as being affiliated with, or speaking on behalf of, an organization or group? Yes

If so, which group? Union of Concerned Scientists

Comments:

Clean Diesel is An Oxymoron The Union of Concerned Scientists has partnered with the Sierra Club and more than 20 other public interest organizations, including the Center for Clean Air Policy, Environmental Working Group, Friends of the Earth, Greenpeace and Public Citizen, to call on Metro to stop buying fossil fuel buses and completely replace its fleet with electric buses by no later than 2045. Metro signed a contract in 2018 to buy nearly 700 buses over the following five to seven years. At least 500 of those buses will likely run on diesel. The oil and gas industry likes to call them "clean" diesel buses, but the Metro board should not be fooled. Clean diesel is as clean as clean coal. Diesel engines produce higher levels of particulates, microscopic bits of soot left over from the combustion process, than gasoline engines. These particulates can penetrate deep into the lungs, causing irritation and potentially triggering asthma attacks. The biggest health threat comes from ultrafine particles, which burrow so deeply into the lungs they can increase stroke rates and heart attacks in people with underlying health conditions. In addition, diesel buses emit nitrogen oxides. Long-term exposure to nitrogen dioxide in particular can decrease lung function, increase the risk of respiratory conditions, and exacerbate allergic reactions. The World Health Organization's International Agency for Research on Cancer classifies diesel engine exhaust as "carcinogenic to humans," determining that exposure to diesel exhaust emissions increases the risk for lung cancer and possibly bladder cancer. Beside toxic emissions, diesel buses emit carbon dioxide, the primary cause of climate change. Modern diesel and diesel-hybrid buses have pollution control technologies, such as diesel particulate filters and selective catalytic reduction, that reduce particle emissions, hydrocarbons, carbon monoxide and nitrogen oxides from 40 percent to 90 percent under perfect conditions. However, perfect working conditions depend on many factors, including equipment maintenance and exhaust and ambient temperature. And there is no technology, other than fuel efficiency, that reduces carbon dioxide emissions. An April 2019 study by the Union of Concerned Scientists found that the average 40-foot diesel bus emits 2,680 grams of carbon dioxide per mile (g/mi), but an electric bus charged on the average U.S. energy mix emits 1,078 g/mi, roughly a 50 percent reduction. In some areas where coal still dominates the electricity mix, there was a 40 percent emission reduction. But in areas with more clean energy, carbon dioxide reductions can reach 70 to 80 percent. (See <https://www.ucsusa.org/sites/default/files/attach/2019/04/Electric-Utility-Investment-Truck-Bus-Charging.pdf>.) Los Angeles, which has the second-largest bus fleet in the nation, plans to convert all of its 2,300 buses to electric by 2028. San Francisco plans to have its 1,100 municipal buses all-electric by 2035. And New York City's 5,700 buses, which make up the biggest fleet in the nation, will be all-electric by 2040. Why is Metro lagging so far behind? Elliott Negin Union of Concerned Scientists Washington, D.C.

First Name: Beatrix

Last Name: Fields

Resident of: District of Columbia

Do you wish to be identified as being affiliated with, or speaking on behalf of, an organization or group? No

Comments:

I am requesting that WMATA adopt and support the recent report of the Sierra Club requiring that WMATA procure and plan to operate an ALL ELECTRIC fleet of buses as soon as possible, but not later than 2045. In particular, I am requesting that the proposed renovations to the closed Northern Bus Garage, located adjacent to a residential area in the Ward 4 area of Washington, DC, be designed for an All Electric Fleet, if the buses return to the site. As a long-time neighbor of the Bus Garage, the surrounding community has fought for over 40 years to have the diesel-powered buses removed from the residential area because of the harmful effects of bus emissions. I have known Black neighbors, living in close proximity to the Bus Garage, who died of cancer; which the neighbors surmised were impacted by the harmful effects of the diesel emissions from the Bus Garage. At one time, the local elementary school, two blocks away, had the highest asthma rate of any elementary school in the city. There are known scientific facts supporting the debilitating health effects from diesel fumes and diesel particulate matter. Our neighbors, over the years, have characterized the Bus Garage as an "environmental injustice" in the middle of the Nation's Capital. Please have mercy on the lives of the residents and its children who live in close proximity to the Bus Garage. Do not return any diesel-powered buses to the renovated Northern Bus Garage. A proposal to spend over \$200M renovating the Bus Garage, and then return diesel-powered buses to slowly kill the nearby residents is a form of genocide. Do not return your fleet of buses for maintenance to the Northern Bus Garage until the fleet is ALL ELECTRIC. Save lives! Beatrix Fields

.....

First Name: Jean

Last Name: Stewart

Resident of: District of Columbia

Do you wish to be identified as being affiliated with, or speaking on behalf of, an organization or group? Yes

If so, which group? I am a member of the Sierra Club, but am speaking as an individual

Comments:

I urge the Metro Board of Directors to approve transition of the bus fleet to all electric as rapidly as possible. Fossil fuels in vehicles are contributing heavily to the climate emergency endangering our health and our lives. Moving to an all-electric bus fleet will make a major contribution toward making the Washington area a leader in moving to clean, renewable energy sources. And anyone who has driven, cycled, or walked behind a petroleum powered bus knows how dirty this fuel is, and how bad it is for our lungs. This is even more serious a health problem in the time of disease that especially attacks our respiratory systems. In addition, methane gas is not an acceptable substitute for petroleum, as it is also a very big contributor to air pollution and to the climate emergency.

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First Name: Mark

Last Name: Rodeffer

Resident of: District of Columbia

Do you wish to be identified as being affiliated with, or speaking on behalf of, an organization or group? No

Comments:

My name is Mark Rodeffer. I have lived in the Washington DC region for 40 years and I have been riding Metrobus and Metrorail for most of that time. For nearly 20 years, I have not owned a car and have relied heavily on transit. The Clean Energy DC Omnibus Act of 2018 requires buses operating in DC to transition from dirty diesel and other fossil fuels to clean electricity. The DC Circulator has already begun this transition with much success.

Unfortunately, WMATA has made almost no progress on electrifying its bus fleet. Humanity faces the deepening crisis of climate change caused by fossil fuel combustion such as that occurring in WMATA buses. We also face a public health crisis that is having its greatest impact on those with respiratory issues. WMATA's fossil fuel-fired buses emit nitrogen oxides (NOx), particulate matter, and hundreds of chemical elements, including sulfates, ammonium, nitrates, elemental carbon, condensed organic compounds, and even carcinogenic compounds and heavy metals such as arsenic, selenium, cadmium and zinc. As someone who was diagnosed with asthma as a child and who to this day still does not leave home without an asthma inhaler, this toxic mixture is frightening, especially amid the current pandemic. WMATA plays a major role in reducing pollution by helping to remove cars from the road. But WMATA is still a major source of the greenhouse gas emissions that cause climate change and the air pollution that threatens people like me. WMATA must begin plans immediately to transition its buses off dirty diesel and other fossil fuels and instead electrify its buses for cleaner, safer, and healthier transportation for the millions of people living in DC, Maryland and Virginia.

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First Name: Aykut

Last Name: Yilmaz

Resident of: District of Columbia

Do you wish to be identified as being affiliated with, or speaking on behalf of, an organization or group? No

Comments:

It is time for WMATA to make a commitment to electrify its bus fleet in alignment with the DC Clean Energy Omnibus Amendment Act (by 2045) or better. Diesel has a huge climate impact and negatively impacts the health of our community. Alternatives in the form of electric buses are available today, and technology will continue to improve. Metro has said that many chips need to fall in place before it can commit to electric buses, like getting EV-

charging rate structures from local Public Utility Commissions and having a cross-jurisdictional and an interagency infrastructure plan. Why? I think we all agree these are wise things to do, but I'd argue none of them actually stand in the way of making a commitment to transition away from diesel buses or actually making the transition -- electricity can still be purchased, chargers can still be installed, and buses can still be acquired. Has Metro asked the DC Public Service Commission and its equivalents in VA and MD to open proceedings on EV rate structures for Metro? I found no active case at the DC PSC when I checked a couple weeks ago, though this doesn't necessarily mean that Metro hasn't filed something. Has Metro convened working groups at MWCOG to plan EV infrastructure? It's time that the Board makes sure that Metro does these things AND commit to electrification. Thank you for the opportunity to provide comments.

.....

First Name: Taalib-Din

Last Name: Uqdah

Resident of: District of Columbia

Do you wish to be identified as being affiliated with, or speaking on behalf of, an organization or group? Yes

If so, which group? Northern Busbarn Neighbors

Comments:

My name is Taalib-Din Uqdah, offering testimony on behalf of Northern Busbarn Neighbors (NBN) and our upper-NW, 16th St. Heights neighborhood. NBN is an organization formed to represent the interest of our community in opposition to the return of 150 diesel-fueled buses – 75 of them articulated – (and until recently) a body shop and a spray paint booth, to the Northern Division Bus Garage, (currently under construction), sometime in 2025-2026, without the benefit of an Environmental Impact Statement and an ALL ELECTRIC bus fleet. While we applaud the efforts of Sierra Club and others recommending WMATA commit to an all-electric bus fleet by 2045, we, here in 16th St. Heights, home to the only remaining bus barn located in a 100% residential neighborhood, can't wait that long. Our neighborhood families, especially our seniors, continue to be exposed to or suffer from the ill-effects and health disparities associated with diesel fumes and its by-product, diesel particulate matter – DPM – known to cause varying types of cancers and debilitating upper respiratory diseases. December 2019, OAG Karl Racine released a statement, saying in part, "Air pollution harms the health of thousands of people who live in, work in, and visit the District of Columbia—especially children, the elderly, and communities of color . . . 10,000 District children already have breathing problems from asthma, which can lead to an increased risk of long-term health issues." Many of those children live in our 16th St. Heights neighborhood, making the bus barn the epicenter of our causality. We need WMATA to stop putting our lives and that of our children in danger by the continuing use of diesel-fueled buses. The future is already here; in 25 years it will be too late – stop polluting our community. Go ALL ELECTRIC or move! Shameful. Taalib-Din Uqdah NBN cleanbus.org

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First Name: Elizabeth
Last Name: Meltzer
Resident of: District of Columbia
Do you wish to be identified as being affiliated with, or speaking on behalf of, an organization or group? No
Comments:
I'd like to see the diesel buses replaced by an electric fleet for the 14th street bus barn

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First Name: Jason
Last Name: Kelleher
Resident of: District of Columbia
Do you wish to be identified as being affiliated with, or speaking on behalf of, an organization or group? No
Comments:
This is in reference to the renovation of the bus depot at 14th and Decatur St NW. If the depot must remain in the neighborhood, I -- and many in the neighborhood - believe this should be a 100% electric fleet. The neighborhood is home to a lot of families with small children and older folks. We do not want to see our friends and neighbors negatively impacted by the emissions that come with non-electric buses. In the 13 years I have lived here, I have been quite surprised at the level of grit coating all surfaces, presumably from the buses, and we have self-tested dust outside our home and found registerable levels of lead in that dust. We do not want our children or our elderly breathing that in -- particularly not when it is entirely possible to switch to an all-electric fleet. Lastly, I would note that we would benefit from a full environmental impact assessment, which I understand has not yet taken place. Thank you for your consideration. Jason Kelleher

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First Name: Lisa
Last Name: Weiss
Resident of: District of Columbia
Do you wish to be identified as being affiliated with, or speaking on behalf of, an organization or group? No
Comments:
I support 100% electrification of the WMATA bus fleet. I am also opposed to continued operation of the 14th Street Northern Bus Barn in a residential community when there are other locations with less negative impact. If this site continues to be operational then there

should be a 100% electric fleet at the 14th Street Northern Bus Barn to mitigate the health and environmental impact of the bus fleet on the immediate neighborhood and the city.

.....

First Name: Molly

Last Name: Rauch

Resident of: District of Columbia

Do you wish to be identified as being affiliated with, or speaking on behalf of, an organization or group? No

Comments:

I am a Ward 4 resident and mom who is concerned about the health impacts of climate change. I urge you to transition WMATA's fleet to 100% electric vehicles by 2045. You should make this a top priority starting now and make all decisions, including bus purchases, with this goal in mind. Metro's plan to buy hundreds of diesel buses is a direct and avoidable threat to the health of DC residents. Diesel emissions are classified as a known human carcinogen by the World Health Organization, linked to lung cancer. The tiny particles that come from diesel engines trigger asthma attacks, heart attacks, stroke, and premature death. They also increase the risk of lung infections like bronchitis, and may make our lungs more vulnerable to viruses like COVID. DC's children are already struggling with asthma at high rates; and long-standing health disparities make diesel pollution an especially heavy health burden for the most vulnerable in our city. This is not the future we want. DC has taken a nation-leading approach to addressing climate change through its bold law, the Clean Energy DC Omnibus Act. But so far, WMATA is lagging behind this bold vision for the future. Slashing fossil fuel emissions from our buses by transitioning to 100% electric will provide so many benefits: It will save the agency hundreds of millions of dollars on lifetime fleet operating costs; it will reduce annual carbon pollution by more than 58,000 tons by 2030 (and more in later years); and it will reduce the health harms from toxic air pollution, improving quality of life and saving millions in avoided healthcare costs. As someone who has been prescribed a rescue inhaler to address my breathing problems, I can tell you first hand that air pollution makes it harder for me to breathe. And as a mom, I feel it is my responsibility to protect my children's health and future from the climate crisis. Transitioning to 100% electric buses will help clean up the air and reduce climate pollution. If Metro receives federal financial assistance, it should invest in clean, sustainable buses, not continue to buy fossil fuel buses.

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First Name: Oguz

Last Name: Beliren

Resident of: Arlington County

Do you wish to be identified as being affiliated with, or speaking on behalf of, an organization or group? Yes

If so, which group? Sierra Club

Comments:

Global warming is the biggest challenge in today for people and it'll be much more dangerous for our future! As an individual we can take an individual action to reduce our personal car emission by using e-cars that are common and affordable these days. However, As a transportation company, you guys need to take a bigger action and be a role mode for the other organization by turning your bus fleet to electric buses. Please help our future and help us and our kids to breath better!

.....

First Name: Adam

Last Name: Batenhorst

Resident of: District of Columbia

Do you wish to be identified as being affiliated with, or speaking on behalf of, an organization or group? No

Comments:

I support the Sierra Club report for WMATA to move to 100% electric busses by 2045. WMATA should be a leader on fleet electrification and reducing its diesel fleet as soon as possible. As a resident between two major bus corridors (I live on 15th ST NW) electrification of WMATA's busses would remove a significant source of pollution in my neighborhood. Furthermore, WMATA's renovation of the 14th St bus barn presents an opportunity to start this process now and not later.

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First Name: Lara

Last Name: Levison

Resident of: District of Columbia

Do you wish to be identified as being affiliated with, or speaking on behalf of, an organization or group? Yes

Comments:

Addition to the comment I already submitted: I also ask for electric buses as a rider of Metrobus (D6, 96,97, 92, 94, etc.) and Metrorail. Thank you for the essential services you provide to our community.

.....

First Name: Michelle

Last Name: Whittaker

Resident of: Montgomery County

Do you wish to be identified as being affiliated with, or speaking on behalf of, an organization or group? No

Comments:

It's time for WMATA to commit to a 100% electric fleet by 2045. WMATA will save millions of dollars but more importantly save lives by reducing carbon pollution. Sierra Club's report highlights the importance of converting to electric now. I have had asthma all my life and pollutants impact my ability to breathe freely. We shouldn't have to wait another 25-years for relief from the debilitating health effects of diesel fumes. For my sake, for my family, for my community, I ask you to make an all-electric fleet not just a priority but the policy now.

.....

First Name: Brian

Last Name: Reid

Resident of: District of Columbia

Do you wish to be identified as being affiliated with, or speaking on behalf of, an organization or group? No

Comments:

I am in support of the Sierra Club report which urges WMATA to fully electrify its over 1,600 regional buses by 2045. This means, among other things, releasing an electrification plan by spring 2021, stopping the purchase of new diesel buses, and making a public commitment to 100% electrification by 2045. Electrification is important to me because it can be difficult to breathe when I am biking to work if I am stuck behind a WMATA bus. Additionally, electric buses are inherently more efficient than diesel buses, so this will reduce the carbon footprint of WMATA.

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First Name: Michelle

Last Name: Lapinski

Resident of: District of Columbia

Do you wish to be identified as being affiliated with, or speaking on behalf of, an organization or group? No

Comments:

Thank you for this opportunity to comment. Please commit to 100% electrification of the bus fleet. Electrification provides better opportunities to reduce costs of maintenance and

ensure we can have the cleanest air possible. It also enables us to not be tied to one fuel source (e.g. diesel) and to upgrade our grid sources over time. Finally we must reduce carbon emissions. Health and cost matter. We have this opportunity to make a good decision for investments now and to come. Thank you.

.....

First Name: Sharon

Last Name: Warner

Resident of: District of Columbia

Do you wish to be identified as being affiliated with, or speaking on behalf of, an organization or group? No

Comments:

Hi, I live behind the WMATA bus barn on Arkansas Ave NW. I'd like WMATA to commit to only bringing back electric buses when the bus barn reopens to ensure there's less pollution in the neighborhood. Thanks!

.....