September 21, 2021

VIA EMAIL

The Honorable Mark R. Warner
703 Hart Senate Office Building
Washington, DC 20510

The Honorable Benjamin L. Cardin
509 Hart Senate Office Building
Washington, DC 20510

The Honorable Tim Kaine
231 Russell Senate Office Building
Washington, DC 20510

The Honorable Chris Van Hollen
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Washington, DC 20510

The Honorable Gerald Connolly
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The Honorable Anthony Brown
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The Honorable Eleanor Holmes Norton
2136 Rayburn House Office Building
Washington, DC 20515

The Honorable David Trone
1213 Longworth House Office Building
Washington, DC 20515

RE: Federal investment needed to support zero-emission transit bus fleet transition

Dear Members of the Congressional delegation for the National Capital Region:

As representatives of transit agencies, utilities, regulators, planning organizations and the private sector in the National Capital Region (NCR), we write to express our strong support for a transition to zero-emission transit buses that will reduce emissions from the public transportation sector. We urge your continued support for the critical federal investments in vehicles and infrastructure that are needed to achieve this transition in our region.

Our organizations are jointly committed to providing public transit that prioritizes equitable access to clean transportation and climate justice in the NCR. Transitioning bus fleets from fossil fuel-powered (i.e. diesel) to zero-emission reduces air pollution in local communities, advancing equity goals and providing public health benefits throughout the region. In addition, zero-emission transit vehicles significantly reduce greenhouse gas (GHG) emissions, which is key to meeting the ambitious regional goal of reducing GHG emissions 50 percent below 2005 levels by 2030, as outlined in the Metropolitan Washington Council of Governments' Visualize 2045 [i] long-range transportation plan. Further, transitioning to zero-emission transit will also lead to long-term job creation and is expected to result in a reduction of fueling, operations and maintenance costs for transit agencies.

Recognizing the benefits of transitioning to zero-emission bus fleets, several jurisdictions in the NCR have established target dates to transition away from procurement of diesel buses, as well as timeframes over the next 10-20 years to convert their transit fleets to zero-emission vehicles.

The transition to zero-emission bus service will require significant investment and regional coordination. To-date, with state and federal funding support through the U.S. Department of Transportation (USDOT), the region has undertaken a number of zero-emission bus pilots, including (but not limited to):

- The Washington Metropolitan Area Transit Authority (Metro) has committed to convert their 1,500 bus fleet to zero-emissions by 2045. With the support of USDOT funding, Metro will begin a 12-vehicle battery-electric bus test and evaluation program at their Shepherd Parkway Division in Southeast Washington, D.C. in 2022.
- Washington, D.C.'s Clean Energy Act calls for 100 percent of public buses to be zero-emission by 2045. The District Department of Transportation's D.C. Circulator bus service aims to have an entirely electric fleet by 2030 and currently operates a number of zero-emission vehicles funded with USDOT support.
- Maryland's Greenhouse Gas Reduction Act Plan targets a 50 percent zero-emission fleet for the Maryland Department of Transportation's Maryland Transit Administration (MDOT MTA) bus service by 2030, and USDOT grants are supporting battery-electric bus procurements for MDOT MTA test programs.
- Funded by USDOT grants and state funds, Maryland's Montgomery County RideOn and Prince George's County TheBus are both running battery-electric bus pilot programs, encouraging additional procurements of zero-emissions buses at those agencies.
- USDOT grants are also supporting battery-electric bus procurements for Alexandria, Virginia's DASH bus service, which is committed to a 100 percent zero-emission fleet by 2037.
- Virginia's Arlington County is developing a battery-electric bus pilot and designing their operations and maintenance facility to support a zero-emission bus fleet and Fairfax County is also commencing a battery-electric bus pilot with state funds.

Through ongoing engagement, regional stakeholders in the NCR are sharing lessons learned from these pilots and other zero-emission transition tasks, which will help mitigate the potential for mis-steps, improve coordination, and ensure the region better leverages our infrastructure investments. However, additional federal funding support is necessary to achieve the goals established in the region's Visualize 2045 plan and to ensure a successful zero-emission bus conversion for transit agencies and services throughout the region.

Transitioning to zero-emission bus technology on a regional scale requires more than the purchase of new vehicles. The total capital costs of a zero-emission fleet transition also includes design and construction of the new infrastructure to support these vehicles, such as facility conversions and charging infrastructure, as well as energy infrastructure upgrades, including capacity investments and resiliency measures. A recent analysis[ii] from the nonprofit Center for Transportation and the Environment estimates nationwide zero-emission bus implementation costs are somewhere between $56 billion and $89 billion, with approximately half of that for the acquisition of new buses and the remainder for building out essential infrastructure and ensuring adequate technical assistance. Local transit agencies – both large and small – simply cannot bear alone the cost burden of installing all of the infrastructure and systems essential to the success of a national zero-emission transition. Especially as zero-emissions vehicle technology continues to mature and become more widely available over the

next five to 10 years, increased federal investment in charging and grid infrastructure, as well as vehicle deployment, will be vital to accelerating the transition of America's transit agencies to zero-emissions.

We are pleased to see that the bipartisan infrastructure bill (the Infrastructure Investment and Jobs Act) includes funding that accelerates investment in high-quality, net zero-emission public transportation options for transit agencies throughout the U.S. For example, the bill provides $5.25 billion in competitive grant funding for public transit agencies to adopt zero- and low-emission buses. [iii] The bill would also invest in clean energy transmission and grid improvements and provides $7.5 billion in funding for electric vehicle (EV) infrastructure. However, it is unclear what, if any, share of that EV funding could go toward transit, and there's a further opportunity to increase federal support for transit fleet-scale charging infrastructure that would better prepare us for the zero-emission future.

We know that ensuring we have safe, equitable and sustainable transit systems in the region is important to you, as well. As Congress continues work to advance the bipartisan infrastructure bill, considers measures as part of the budget reconciliation process, and advances annual appropriations bills, we urge you to enhance federal investment opportunities for both the vehicle and infrastructure needs that support our region's implementation of zero-emission transit. We look forward to working with you to support a cleaner transportation future in the NCR.

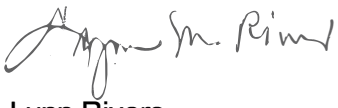
Thank you for your consideration.

Sincerely,

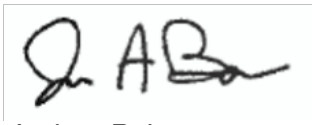
Paul J. Wiedefeld
General Manager and Chief Executive Officer
Washington Metropolitan Area Transit Authority

Lucinda Babers
Deputy Mayor for Operations and Infrastructure
Washington, District of Columbia

Christopher Conklin
Director
Montgomery County Department of
Transportation

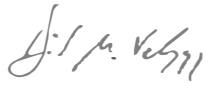


Lynn Rivers
Transit Bureau Chief
Arlington County



Joshua Baker
General Manager and Chief Executive Officer
Alexandria Transit Company

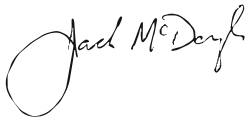
Chuck Bean
Executive Director
Metropolitan Washington Council of Governments



David M. Velazquez
President and Chief Executive
Officer Pepco Holdings

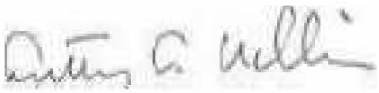
Surya Panditi
President and Chief Executive
Officer Enel X North America

JB Holston
Chief Executive Officer
Greater Washington Partnership



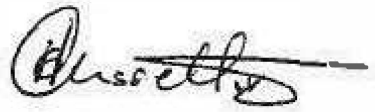
Jack McDougle
President and Chief Executive Officer
Greater Washington Board of Trade

Robert Buchanan
President
the 2030 Group



Anthony Williams
Chief Executive Officer and Executive
Director Federal City Council

Stu Solomon
President and Chief Executive Officer
Connected DMV



H.G. Chissell
Founder and Chief Executive Officer
Advanced Energy Group

David L. Gadis
Chief Executive Officer and General Manager
DC Water

Eli Hopson
Chief Executive Officer
DC Green Bank

Thomas Deyo
Chief Executive Officer
Montgomery County Green Bank

Kate Mattice
Executive Director
Northern Virginia Transportation Commission

Lisa Guthrie
Executive Director
Virginia Transit Association

Ira H. Dorfman
Executive Director
Greater Washington Region Clean Cities Coalition

Stewart Schwartz
Executive Director
Coalition for Smarter Growth

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[i] You can find more information on the Metropolitan Washington Council of Government's Visualize 2045 plan here: https://visualize2045.org/.

[ii] The Center for Transportation and the Environment's report, *A Zero-Emission Transition for the U.S. Transit Fleet*, can be found here: https://cte.tv/wp-content/uploads/2021/05/ZE-Transition-for-US-Fleet-final-draft.pdf.

[iii] This funding goes to the Federal Transit Administration's Low or No Emission Vehicle (Low-No) competitive grant program, which provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities: https://www.transit.dot.gov/lowno.

MARYLAND ZERO EMISSION
Electric Vehicle Infrastructure Council

September 15, 2021

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Thank you for your consideration.

Sincerely,

R. Earl Lewis, Jr.
Chairman

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