



Legislation Text

File #: Res 0377-2018, **Version:** *

Res. No. 377

Resolution calling upon the Governor and the Metropolitan Transportation Authority to commit to an expeditious transition to an electric bus fleet and to use electric buses as a robust part of its replacement service during the upcoming L train shutdown.

By Council Members Espinal, Levin, Kallos, Lander and Rivera

Whereas, According to the Metropolitan Transportation Authority (“MTA”), in 2019 it will shut down L train service between Manhattan and Brooklyn for 15 months in order to make Hurricane Sandy-related repairs, disrupting the commutes of over 200,000 daily weekday riders; and

Whereas, Many alternative service plans are under consideration, including increased bus service; and

Whereas, The pending L train shutdown, and the increased demand for bus service that it will create, presents a prime opportunity to utilize clean bus technology that would bring significant environmental and health benefits to the city; and

Whereas, Exhaust from diesel buses is a significant contributor to smog-creating nitrogen oxide pollution and particulate pollution, which contribute to high levels of asthma and other respiratory problems among the New York Metropolitan Area’s residents, including nearly half a million children; and

Whereas, The City has set a goal of reducing greenhouse gas emissions by 80 percent below 2005 levels by 2050; and

Whereas, According to a Columbia University analysis, converting the entire fleet to all-electric buses would result in an annual reduction of emissions within the city limits of approximately 575,000 metric tons of equivalent carbon dioxide (CO₂e) and an estimated \$100 of health care savings per resident per year; and

Whereas, Zero emission buses produce no pollution at the tailpipe and, according to the Sierra Club,

even after factoring in emissions from electricity generation, each contributes up to 270,000 pounds less climate change-creating CO₂e pollution per year compared to diesel or compressed natural gas buses (CNG); and

Whereas, According to an analysis by the Sierra Club, zero emission buses cost less to fuel and maintain than diesel or CNG buses and have a lower lifetime cost than either diesel or CNG buses; and

Whereas, Zero emission buses can increase the livability of New York City neighborhoods through noise and pollution reduction; and

Whereas, The MTA should commit to adding at least 200 zero emission buses to its fleet by 2019 and to purchasing exclusively zero emission buses by 2030; now, therefore, be it

Resolved, That the Council of the City of New York calls upon the Governor and the Metropolitan Transportation Authority to commit to an expeditious transition to an electric bus fleet and to use electric buses as a robust part of its replacement service during the upcoming L train shutdown.

LS# 9943, 10541/Res. 1443-2017
12/4/2017
JM
LS# 71