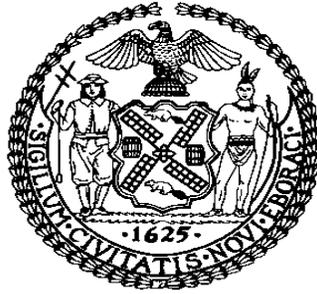


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THE COUNCIL OF THE CITY OF NEW YORK

COMMITTEE REPORT OF THE INFRASTRUCTURE DIVISION
Jeffrey Baker, Legislative Director

COMMITTEE ON TRANSPORTATION
Hon. Ydanis Rodriguez, Chair

September 12, 2018

PROPOSED INT. NO. 989-A

By The Speaker (Council Member Johnson)
and Council Members Rodriguez, Levin and
Kallos

TITLE:

A Local Law in relation to designating
community information centers in the
boroughs of Manhattan and Brooklyn during
the course of the Canarsie Tunnel closure
starting in 2019

PROPOSED INT. NO. 990-A

By The Speaker (Council Member Johnson)
and Council Members Rodriguez, Levin,
Yeger, Holden and Kallos

TITLE:

A Local Law to amend the administrative
code of the city of New York, in relation to

establishing an ombudsperson within the department of transportation

RES. NO. 377:

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

TITLE:

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

INTRODUCTION

On September 12, 2018, the Committee on Transportation, chaired by Council Member Ydanis Rodriguez, will hold hearing on the following legislation: Proposed Int. No. 989-A, in relation to designating community information centers in the boroughs of Manhattan and Brooklyn during the course of the Canarsie Tunnel closure starting in 2019; Proposed Int. No. 990-A, in relation to establishing an ombudsperson within the department of transportation; and Res. No. 377, 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. This is the second hearing on these items. The first hearing was held on June 27, 2018, at which the Committee heard testimony from the New York City Department of Transportation (DOT) and the Metropolitan Transportation Authority (MTA), along with other interested stakeholders and members of the public.

BACKGROUND

Project History

Beginning in January 2016, reports indicated that the MTA was considering shutting down the tunnel that carries the L train between Brooklyn and Manhattan under the East River, officially known as the Canarsie Tube, for an extended period of time to complete necessary repairs due to damage that the tunnel sustained during Hurricane Sandy in 2012.¹ In the Spring of 2016, the MTA announced that the repairs would begin in early 2019 and that the agency was considering two options: either a full closure of the tunnel for 18 months, or a partial closure for three years that would have kept one of the two tracks open but would have resulted in as much as an 80 percent decrease in train frequency because of capacity limits.² In July 2016, after a series of public meetings to gather input from the affected communities, the MTA chose a full 18-month closure, scheduled to start in January 2019.³ The MTA reported that 77 percent of public commenters and all the relevant community boards preferred the full closure over the three-year, one-track option, and the MTA itself also believed that the full closure was the most efficient way to do the work.⁴ In April 2017, the scheduled duration of the shutdown was shortened to 15 months and the start date was moved to April 2019.⁵

¹ Christopher Robbins, *L Train Service Between Brooklyn & Manhattan May Be Shut Down For Years*, Gothamist, Jan. 13, 2016, available at http://gothamist.com/2016/01/13/l_train_tunnel_closure_years.php.

² Emma G. Fitzsimmons, *Shutdown or Less Service? M.T.A. Weighs 2 Options for L Train Project*, N.Y. Times, May 5, 2016, available at <https://www.nytimes.com/2016/05/05/nyregion/shutdown-or-less-service-mta-weighs-2-options-for-l-train-project.html? r=0>.

³ Emma G. Fitzsimmons, *L Train Will Shut Down From Manhattan to Brooklyn in '19 for 18 Months*, N.Y. Times, July 26, 2016, available at <https://www.nytimes.com/2016/07/26/nyregion/l-train-will-shut-down-between-manhattan-and-brooklyn-in-2019-for-18-months.html>.

⁴ Notes from MTA Board Transit Committee meeting, July 24, 2016,

⁵ Board Book, MTA Special Board Meeting, April 3, 2017, available at http://web.mta.info/mta/news/books/pdf/170403_0930_Board_%20Special.pdf.



Source: MTA via Streetsblog.com

In the years since Hurricane Sandy, the MTA has undertaken similar repair projects in other East River tunnels that flooded during the storm; some, such as the Clark Street Tube (which serves No. 2 and No. 3 trains), were limited to weekend closures while others, such as the Montague Tube (which carries R trains) experienced full shutdowns. Unlike those lines, however, the L train lacks other nearby lines that can serve as alternatives for passengers, which is one of the primary reasons that this closure is expected to have a relatively outsized impact. During the tunnel closure, L trains will operate between Canarsie-Rockaway Parkway and Bedford Avenue, with no service west of Bedford Avenue. On a normal weekday, the Canarsie Tube serves 225,000 passengers who will have to use alternative travel options during the closure.⁶

The repair work will be completed by a joint venture of Judlau Contracting Inc. and TC Electric LLC under a \$492 million contract, which includes \$15 million in incentives to complete the repairs in 15 months.⁷ The contract also specifies liquidated damages of \$410,000 per day if construction of the tunnel takes longer than 15 months.⁸ When the contract was awarded in April 2017, there were some concerns raised by MTA board members about Judlau's record on previous MTA projects, particularly delays that had to be mitigated during construction of Phase 1 of the

⁶ MTA and DOT Presentation, *Fixing the L Line's Canarsie Tunnel*, June 8, 2017, available at http://web.mta.info/sandy/pdf/Canarsie-6-08-17_website.pdf.

⁷ MTA Board Transit & Bus Committee Meeting Book, March 20, 2017, available at http://web.mta.info/mta/news/books/pdf/170320_1030_Transit.pdf.

⁸ *Id.*

Second Avenue Subway.⁹ While MTA staff acknowledged past issues, they asserted that Judlau's entire history was taken into account and that this project was more similar to other projects that were completed successfully by Judlau, such as the reconstruction of the Montague Tunnel.¹⁰ Nonetheless, it should be noted that in September 2017 the MTA Board disapproved awarding Judlau a contract to complete station renovation work on the 8th Avenue Line, as recommended by the MTA staff, citing concerns with the contractor's performance on the reconstruction of the Cortlandt Street No. 1 line station.¹¹

Planned Work

The work to be performed during the L train tunnel closure includes demolition and reconstruction of duct banks, track, track bed, cable ducts and associated cables, concrete lining, and installation of tunnel lighting and fire systems.¹² Resiliency measures will also be undertaken to protect the tunnel in the event of future storms, including construction of resilient cables and ducts and installation of a new discharge line.¹³

In addition to the work related to the damage from Sandy and protection from future storms, the MTA will use the tunnel closure as an opportunity to make other improvements. This includes new stairways, four accessibility-compliant elevators, and other work to improve customer flow at the 1st Avenue and Bedford Avenue stations.¹⁴ Construction of a new power substation on Avenue B and other infrastructure will allow more frequent train service on the L line.¹⁵ Power capacity currently limits the MTA's ability to fully take advantage of Communications-Based Train Control (CBTC), the modern signal system that has been in operation on the L since 2012,

⁹ Notes from MTA Board Transit & Bus Committee Meeting, March 20, 2017.

¹⁰ *Id.*

¹¹ Notes from MTA Transit Committee and Board meetings, Sept. 25 and 27, 2017.

¹² MTA Board, *supra* note 5.

¹³ *Id.*

¹⁴ *Id.*

¹⁵ *Id.*

to run as many trains as it otherwise could.¹⁶ In December, the MTA formally announced plans to install half-height platform door systems at the 3rd Avenue L train station during the shutdown in order to test and evaluate their effectiveness at improving customer safety and limiting track debris.¹⁷

Some advocacy groups have called for the MTA to take advantage of the closure to make even more improvements than currently planned. For example, the Regional Plan Association has called for accessibility and passenger flow improvements at, not only Bedford and 1st Avenues, but all closed stations between Bedford and 8th Avenues.¹⁸ The organization also recommended extending the tail tracks and reconfiguring the switches at the 8th Avenue terminal to allow for more trains per hour after full service is restored to the L line.¹⁹

Alternative Service Plans

In order to develop travel alternatives for people who normally rely on the L between Brooklyn and Manhattan, the MTA and DOT conducted outreach in affected areas, which included four public workshops in February and March of 2017, to solicit feedback and ideas, and undertook traffic analyses on both sides of the East River.²⁰ In May and June of 2017, the agencies presented preliminary draft plans for alternative service to local elected officials and community boards, which included increased service on the G, J, M, and Z trains, free transfers between the Broadway G station and the Lorimer Street J/M/Z station as well as between the Junius Street No. 3 station and the Livonia Avenue L station, and passenger flow improvements at three key stations on the

¹⁶ Federal Transit Administration, *Canarsie Line Power and Station Improvements*, Nov. 2015, available at https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/NY_Canarsie_Line_Power_Improvements_FY_2017_0.pdf

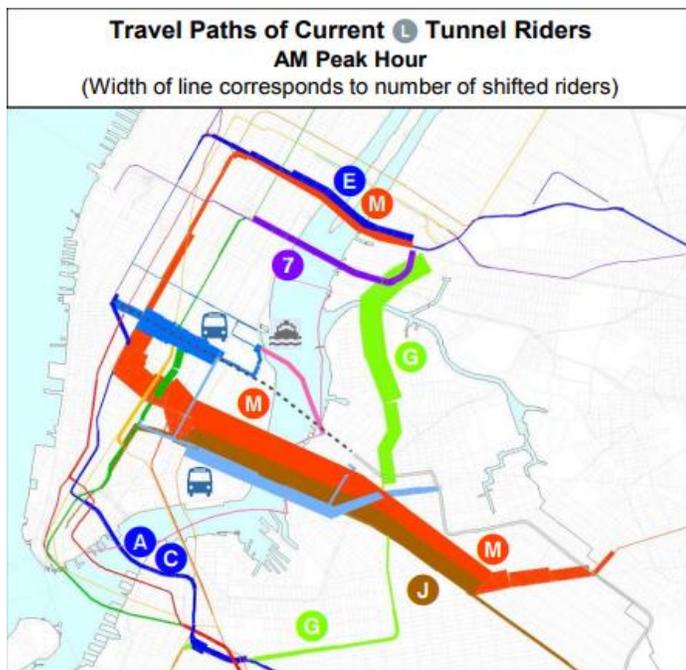
¹⁷ MTA Transit & Bus Committee Book, Dec. 11, 2017, available at http://web.mta.info/mta/news/books/pdf/171211_1000_Transit.pdf

¹⁸ Regional Plan Association, *A New L Train for New Yorkers*, April 2016, available at <http://library.rpa.org/pdf/RPA-A-New-L-Train-for-New-Yorkers.pdf>

¹⁹ *Id.*

²⁰ MTA and DOT, *supra* note 6.

J/M/Z and G lines.²¹ The agencies were also planning for significant shuttle bus service over the Williamsburg Bridge, though the agencies were still evaluating whether buses would have dedicated lanes on both the bridge and 14th Street.²² DOT has proposed allowing only buses, trucks, and HOV 3+ for Manhattan-bound and Brooklyn-bound travel in all lanes during peak hours. A new temporary ferry service between North 6th Street in Brooklyn and East 20th Street in Manhattan is also planned, along with various upgrades to the bike network on either side of the bridge.²³ Overall, the agencies expect between 75 and 85 percent of displaced travelers to use other subway lines, 5 to 15 percent to use the shuttle bus service, 3 to 5 percent to use the ferry (which cannot accommodate more than that amount of ridership) and 5 to 7 percent to use bikes, taxis, for-hire vehicles, or personal vehicles.²⁴



Source: MTA & DOT Presentation, June 2017

²¹ *Id.*

²² *Id.*

²³ *Id.*

²⁴ *Id.*

Many advocates and local officials have expressed hope that DOT will fully dedicate as much street space as possible to buses on both sides of the bridge and on the bridge itself. For instance, Transportation Alternatives has developed a proposal for a “PeopleWay” on 14th Street in Manhattan that would entail limiting access to private automobiles and building bus lanes, protected bike lanes, and wider sidewalks in order to prioritize the most efficient modes of transportation during the tunnel closure.²⁵ The Regional Plan Association similarly recommended reserving 14th Street between Union Square and 6th Avenue for pedestrians, cyclists, and two dedicated bus lanes in its April 2016 set of recommendations.²⁶ In addition to managing the impact to displaced subway riders, there have also been calls for assistance to local businesses that will be impacted by the closure.²⁷

Two new bus purchases approved by the MTA Board in recent months are at least partly intended to provide the MTA with sufficient vehicles to meet the need for additional bus service during the L train tunnel closure. A purchase of 618 diesel and 10 hybrid-electric 40-foot buses was approved in April 2017 followed by a purchase of 180 60-foot articulated diesel buses approved in October 2017.²⁸ Some environmental advocates had urged the MTA to use all-electric buses, which have zero tailpipe emissions, during the L train tunnel closure.²⁹ The MTA has announced plans to lease, for three years, five all-electric buses and associated charging

²⁵ Transportation Alternatives, *14th Street PeopleWay: A New Way Across Manhattan*, available at <https://www.transalt.org/getinvolved/neighborhood/manhattan/14th> (last accessed Dec. 11, 2017).

²⁶ RPA, *supra* note 18.

²⁷ John Surico, *How Will Small Businesses Survive the L Train Shutdown?*, Vice, May 22, 2017, available at https://www.vice.com/en_us/article/nejk9d/how-will-small-businesses-survive-the-l-train-shutdown

²⁸ MTA Transit & Bus Committee books, April 24, 2017 available here: http://web.mta.info/mta/news/books/pdf/170424_1000_Transit.pdf and Oct. 23, 2017 available here: http://web.mta.info/mta/news/books/pdf/171023_1000_Transit.pdf.

²⁹ Gina Coplon-Newfield, *No More Small Pilots: It's Time to Rapidly Increase Electric Transit Buses*, Sierra Club Compass Blog, May 10, 2017, available at <https://www.sierraclub.org/compass/2017/05/no-more-small-pilots-it-s-time-rapidly-increase-electric-transit-buses>

infrastructure in order to test and evaluate the technology in passenger service beginning in late 2017.

Previous Hearing History

This is second hearing that the Council has held on the L train shutdown. The committee held a hearing on December 14, 2017 titled “Oversight – Mitigation Plans for the 2019 L Train Tunnel Closure.” During the hearing, the MTA announced that they were working on three categories of mitigation: alternate subway service, which they expect most customers to use; working with the New York City Economic Development Corporation (NYCEDC) to create a new ferry service; and creating new inter-borough bus service on the Williamsburg Bridge and 14th Street. In conjunction with DOT, there will be bus improvements, including a “14th Street Busway,” lane enforcement, and bus bulbs.³⁰ The MTA is looking at the possibility of allowing a free transfer between ferries and buses.³¹ As part of the 14th Street Busway, the use of 14th Street would have limited access for the three current parking garages, Access-a-Ride pick-up and drop-off, and local deliveries during non-rush hours.³² Additionally, DOT’s plan includes bike improvements, such as redesigning bike infrastructure near 14th Street and near the Williamsburg Bridge, and working with Motivate to enhance CitiBike’s capacity.³³ Street improvements can be expected around various subway stations. As HOV 3+ would be enforced on the Williamsburg Bridge, there would be dedicated areas where drivers may safely pick up and drop off passengers.³⁴

DOT has expressed that they welcome the support of elected officials to help garner temporary authorization from the New York State Legislature for additional automated bus lane

³⁰ N.Y.C Council Transportation Committee Hearing Transcript, December 14, 2017, *available at* <http://legistar.council.nyc.gov/View.ashx?M=F&ID=5725731&GUID=26E7F639-4F9E-4A44-9785-8B146E1DA0CE>

³¹ *Id.*

³² *Id.*

³³ *Id.*

³⁴ *Id.*

enforcement.³⁵ Prior to tunnel reconstruction, the MTA will improve capacity at various stations and open station entrances. During tunnel reconstruction, the MTA will make two stations ADA-compliant, upgrade and revitalize multiple stations, and conduct a platform screen doors pilot program at 3rd Avenue.

At the December 2017 hearing, members of the public expressed concerns about enforcement of cars and delivery trucks in bus lanes and the time frame for when restrictions on these vehicles would be in effect.³⁶ There was also widespread concern about diesel buses and calls for the MTA to significantly increase the number of electric buses. The MTA explained that they are in fact, a carbon emission saver.³⁷ They do not want to purchase too many buses without having tested them out first. Some Manhattan residents believe that the busway does not start far enough east and are concerned that they might be stuck in traffic between the ferry terminal and 3rd Avenue, where the busway starts. Other concerns expressed were about lost wages and tax relief for business owners whose businesses may suffer.³⁸

Community Concerns

In May of 2018, MTA and DOT held joint community meetings in Brooklyn and Manhattan. At the Manhattan meeting there was a considerable amount of opposition to the plans, particularly from residents near 14th Street who believe they will face major disruptions in their neighborhoods.

Community members are concerned with DOT's bus plan and the lack of environmental impact studies on the Manhattan side.³⁹ Other community members feared the loss of parking and

³⁵ *Id.*

³⁶ *Id.*

³⁷ *Id.*

³⁸ *Id.*

³⁹ Barone, Vincent "L train shutdown 14th Street busways plans hotly contested at MTA, city DOT forum" May 10, 2018 *AM New York* <https://www.amny.com/transit/l-train-shutdown-manhattan-1.18470584>

the danger from a large number of cyclists that would begin commuting via bicycle.⁴⁰ Proponents of the plan at the community meeting deemed the plan beneficial to the neighborhood because they believe it would limit congestion.⁴¹ New York City Transit (NYCT) President Andy Byford indicated that 15 of the 200 buses used in the shutdown would be electric.⁴²

At the Brooklyn meeting, cyclists were unimpressed with DOT's lack of information regarding the expansion of bike infrastructure, including CitiBike, as they feared it may lead to greater usage of app-based for-hire vehicle services.⁴³ Others expressed frustration with what they felt was a lack of information from DOT.⁴⁴ For many north Brooklyn residents, air quality is a concern, particularly with the amount of buses projected to be on street in the area once the tunnel is shutdown.⁴⁵ Calls for higher-capacity ferries instead of those limited to 149 riders each were shut down because the narrow streets near the terminal would not work easily for multimodal transit.⁴⁶

ANALYSIS OF PROPOSED INT. NO. 989-A:

Subdivision a of section one of Proposed Int. No. 989-A defines “community information center” as a site where members of the public can obtain information on the status and progress of the Canarsie Tunnel closure starting in 2019 as well as referrals to resources to assist members of the public with concerns they may have as a result of the Canarsie Tunnel closure starting in 2019.

⁴⁰ *Id. at 39*

⁴¹ *Id. at 39*

⁴² Offenhardt, Jake “Manhattan Residents Rage Against Bike Lanes & Buses at L Train Shutdown Town Hall” May 10, 2018, available at http://gothamist.com/2018/05/10/mta_l_train_town_hall.php.

⁴³ Dahlberg, Brett “L-train shutdown provokes questions, anxiety at Williamsburg town hall meeting” May 17, 2018 *Brooklyn Daily Eagle* <http://www.brooklyneagle.com/articles/2018/5/17/l-train-shutdown-provokes-questions-anxiety-williamsburg-town-hall-meeting>

⁴⁴ *Id. at 42*

⁴⁵ Stremple, Paul “Brooklyn Residents Seek Concrete Answers – And Find A Couple – At L Train Town Hall” May 17, 2018 *Bklyner*. <https://bklyner.com/l-train-town-hall/>

⁴⁶ *Id. at 44*

Subdivision b states that by November 1, 2018, DOT in coordination with the MTA must designate at least one community information center in each of the boroughs of Manhattan and Brooklyn for the purpose of providing information on the Canarsie Tunnel closure starting in 2019 and resources for affected residents, commuters, and businesses. The community information centers would be open at least during business hours and located in geographic areas most affected by the Canarsie Tunnel closure starting in 2019 within the respective boroughs.

Section two provides that the local law would take effect immediately and is deemed repealed either three years after it becomes law or once the MTA announces that regular subway passenger service has been restored to the Canarsie Tunnel, whichever comes first. The Commissioner of DOT would notify the Speaker of the City Council upon such announcement by the MTA so that the Council may maintain an accurate database of local laws in the City.

ANALYSIS OF PROPOSED INT. NO. 990-A:

Section one of Proposed Int. No. 990-A states that the Commissioner of DOT would designate an ombudsperson whose duties would include: monitoring the progress and status of DOT's projects related to the Canarsie Tunnel closure starting in 2019, establishing a system to receive comments and complaints from the public with respect to such projects, and investigating and taking appropriate action regarding such comments and complaints within a reasonable amount of time.

Section two provides that the local law would take effect 120 days after it becomes law, except that DOT could take measures necessary for its implementation, including the promulgation of rules, before such date.

Section three states that the local law would expire and be deemed repealed either three years after it becomes law or once the MTA announces that regular subway passenger service has been restored to the Canarsie Tunnel, whichever comes first. The Commissioner of DOT would notify the Speaker of the City Council upon such announcement by the MTA so that the Council may maintain an accurate database of local laws in the City.

ANALYSIS OF RES. NO. 377:

Res. No. 377 states that, according to the 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. It further states that many alternative service plans are under consideration, including increased bus service, and that the increased demand for bus service that the shutdown will create presents a prime opportunity to utilize clean bus technology that would bring significant environmental and health benefits to the city.

The resolution notes that 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. It further notes that the City has set a goal of reducing greenhouse gas emissions by 80 percent below 2005 levels by 2050 and that, 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.

The resolution states that 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). It further asserts that zero emission buses reduce fuel and maintenance costs as compared to diesel or CNG buses and have a lower lifetime cost than either diesel or CNG buses.

The resolution asserts that zero emission buses can increase the livability of New York City neighborhoods through noise and pollution reduction and that 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.

Finally, the resolution states that the Council 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.

Proposed Int. No. 989-A

By The Speaker (Council Member Johnson) and Council Members Rodriguez, Levin and Kallos

A Local Law in relation to designating community information centers in the boroughs of Manhattan and Brooklyn during the course of the Canarsie Tunnel closure starting in 2019

Be it enacted by the Council as follows:

Section 1. Definitions. a. For purposes of this section, the term “community information center” means a site where members of the public can obtain information on the status and progress of the Canarsie Tunnel closure starting in 2019 as well as referrals to resources to assist members of the public with concerns they may have as a result of the Canarsie Tunnel closure starting in 2019.

b. By November 1, 2018, in coordination with the metropolitan transportation authority, the department of transportation shall designate at least one community information center in each of the boroughs of Manhattan and Brooklyn for the purpose of providing information on the Canarsie Tunnel closure starting in 2019 and resources for affected residents, commuters and businesses. Such community information centers shall be available at least during business hours and located in the geographic areas most affected by the Canarsie Tunnel closure starting in 2019 within the respective boroughs.

§ 2. This local law takes effect immediately and is deemed repealed upon the earlier of three years after it becomes law or the announcement by the metropolitan transportation authority of the restoration of regular subway passenger service in the Canarsie Tunnel, provided that the commissioner of transportation shall notify the speaker of the council upon such announcement by the metropolitan transportation authority in order that the council may maintain an accurate database of the local laws of the city.

MN/JJD
LS 6835
9/4/18 10:10am

Proposed Int. No. 990-A

By The Speaker (Council Member Johnson) and Council Members Rodriguez, Levin, Yeger, Holden and Kallos

A Local Law in relation to establishing an ombudsperson within the department of transportation

Be it enacted by the Council as follows:

Section 1. The commissioner of transportation shall designate an ombudsperson whose duties shall include:

1. monitoring the progress and status of the department's projects related to the Canarsie Tunnel closure starting in 2019;

2. establishing a system to receive comments and complaints from the public with respect to such projects; and

3. investigating such comments and complaints and taking appropriate action within a reasonable amount of time.

§ 2. This local law takes effect 120 days after it becomes law, except that the department of transportation shall take such measures as are necessary for the implementation of this local law, including the promulgation of rules, prior to such date.

§ 3. This local law expires and is deemed repealed upon the earlier of three years after it becomes law or the announcement by the metropolitan transportation authority of the restoration of regular subway passenger service in the Canarsie Tunnel, provided that the commissioner of transportation shall notify the speaker of the council upon such announcement by the metropolitan transportation authority in order that the council may maintain an accurate database of the local laws of the city.

MN/JJD
LS 6837
9/4/18 2:26pm

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