



Legislation Text

File #: Res 1127-1999, **Version:** *

Res. No. 1127

Resolution calling upon the Mayor, as one of the four members of the Metropolitan Transportation Authority Capital Plan Review Board, to veto the Metropolitan Transportation Authority's Capital Plan for the years 2000 to 2004 because the Capital Plan would allocate insufficient funding for less-polluting compressed natural gas buses and continued funding primarily for "dirty" diesel buses.

By Council Members Michels, Miller and Freed, Linares, Lopez, Marshall, Quinn, Reed; also Council Members Carrion, DiBrienza, Foster, Harrison, Koslowitz, Leffler, McCaffrey, Pinkett, Sabini and Spigner

Whereas, Diesel exhaust is dangerous and harmful to human health, and has been linked to a variety of cancers by the World Health Organization and the United States Environmental Protection Agency; and

Whereas, Diesel exhaust contains particulate matter that can also trigger asthma attacks and cause cardiopulmonary ailments; and

Whereas, In some neighborhoods, such as the South Bronx, upper Manhattan and Williamsburg, Brooklyn, the child asthma rates are up to five times the national average; and

Whereas, Manhattan has the highest recorded diesel particulate levels in the nation, levels which have risen over 20% from 1997 to 1998, according to the Natural Resources Defense Council; and

Whereas, Diesel exhaust also contains nitrogen oxides (NOx) emissions, which contribute to the formation of ground-level ozone (or smog), pollution which New York City is mandated by the federal Clean Air Act to reduce drastically over the next 15 years because it aggravates and exacerbates several respiratory diseases; and

Whereas, Buses operated on compressed natural gas (CNG) emit virtually no toxic particles, fewer smog-forming gases, and run safely and reliably in fleets around the nation, including the Metropolitan Transit Authority's (MTA) bus fleet on Long Island, which the MTA began converting to CNG operation years ago and which will be 100% CNG-operated by 2004; and

Whereas, The New York City Department of Transportation has purchased a large number of CNG buses for the fleets operated by private franchise holders, and transit fleets in polluted cities like Los Angeles, Atlanta, Boston and Houston also are switching to CNG; and

Whereas, The New York City Transit fleet of approximately 4,200 buses currently contains only 90 CNG buses, with another 260 in the process of being ordered; and

Whereas, The MTA's Capital Plan Review Board plans to vote on the Capital Plan by the end of calendar year 1999; and

Whereas, 80 percent of the New York City Transit bus funds in the Capital Plan would be used to purchase 756 diesel buses, build two new diesel bus depots and expand many existing diesel bus depots, actions which will perpetuate diesel pollution, high asthma rates and other respiratory problems through the year 2020 and beyond; and

Whereas, As one of the four members of the MTA Capital Plan Review Board, Mayor Giuliani has the authority to veto the MTA's Capital Plan and insist on a Capital Plan that is more protective of public health and the environment; now, therefore, be it

Resolved, That the Council calls upon the Mayor, as one of the four members of the Metropolitan Transportation Authority Capital Plan Review Board, to veto the Metropolitan Transportation Authority's Capital Plan for the years 2000 to 2004 because the Capital Plan would allocate insufficient funding for less-polluting compressed natural gas buses and continued funding primarily for "dirty" diesel buses.

Referred to the Committee on Transportation.

LS No. 2514

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