

June 15, 2000

BOROUGH PRESIDENT FERRER'S PLAN FOR CLEAN AIR VEHICLES

Bronx Borough President Fernando Ferrer today unveiled a program to promote the use of clean-air vehicles, at a Clean Fuels forum at Bronx Community College. The Ferrer program would use government purchasing power to develop clean-air vehicle manufacturing in New York, require school buses and taxis to operate on clean fuels, require clean-air technology for fleet vehicles and heavy trucks and convert the entire City (franchised) and MTA bus fleets to clean-air technology.

“Government must not allow its resources to continue to foul our air and exacerbate the symptoms of asthma,” stated Ferrer, a former chair of the Health Committee of the City Council. “Our poorer children suffer from asthma at a rate more than double the national average (3.7 hospitalizations per 1,000 children nationally; 9.94 per 1,000 in NYC) and 20 times that of affluent areas. We must seize opportunities to make a difference.”

Ferrer urges New Yorkers to call on City Hall and Albany to embrace a *Ten-Point Strategic Clean-Air Plan in the 21st Century*. This Ferrer plan would:

- mandate the City (and State) to convert school bus fleets to 100% alternate fuel-operating vehicles [AFVs];
- convert medallion taxis to 100% AFVs [within five years];
- develop a Request for Proposals to site original equipment manufacturers [OEM] AFV manufacturing in one or more of the City’s Economic Development Zones [EDZs];
- provide incentives for, and directing the siting of, clean air fueling facilities;
- require the City to report on requiring new purchases of emergency and heavy-duty AFVs based on a review of federal reports that indicate this conversion can occur and propose a schedule for implementation;
- require the City to report on requiring new purchases of paratransit vehicles to be AFV-compliant and propose a schedule for implementation;

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- amend the Local Law 6 reporting requirement to include data on OEM and converted vehicles and their operation and use;
- require the City to report on its compliance with the Federal Clean Air Act and the State Implementation Plan [SIP], the state of its participation in the Federal Clean Cities Program and the conversion of freight and heavy duties vehicles that operate on local streets to AFV;
- require the MTA to convert its entire fleet of more than 4,300 buses to 100% AFVs; and
- amend Local Law 6 to require 100% City AFV purchases, including codifying the existing program to convert the City's franchised buses to 100% AFVs.

“According to INFORM, a non-profit national environmental research organization and a leader in clean fuels education supporting the Ferrer Clean Fuels Plan, New York State has more school buses, 1 of 10 in nation,” explained Ferrer. “New York City’s Board of Education alone controls 5,500 school buses [about 45,000 statewide].

“In 1998, the United States Department of Energy reported that the transportation sector accounted for some two-thirds of all U.S. petroleum use and 1/4 of U.S. energy use,” noted Ferrer who also added there exists a virtual one-to-one relationship between additional gas and diesel use and increased use of imported oil. “That year, the U.S. consumed some 4 million barrels per day of petroleum that it produced for transportation purposes alone. The Federal government projected this gap to widen to 8 million in year 2010.

"The Federal government projects a net annual economic benefit of \$10.3 billion in 2010 from the use of alternative fuels and AFVs," added Ferrer who has already initiated discussions with a manufacturer interested building alternative fuel taxis and other vehicles at a site in the Bronx. "It also estimates emission reductions benefits at up to \$3.7 billion in 2010.

“The MTA Capital Plan missed an opportunity when it failed to provide that all new buses purchased operate on clean fuel technology,” added Ferrer, who advocates the *Five Point Program for Better Transit in New York City* that emphasized an accelerated shift to clean air technologies already in place at the MTA Long Island Bus division to MTA New York City Transit. "The failure of Albany and City Hall to use its combined majority on the MTA Board to insist on a 100% clean-air buses plan demonstrates the need for a strategic clean-air plan for New York State and New York City.

“Let’s make a difference and commit to this sound plan for clean air and good health as we enter this new century,” concluded Ferrer.

These notes concern bullets 1, 3, 5, 9 and 10, and the INFORM quote on school buses.

1) (by 2010);

3) Requiring the City's DEP and DOT to report in collaboration with NYPD and FDNY and DOC on the use of AFVs that includes a review of federal reports that indicate this conversion can occur and propose a schedule similar to Local Law 6 for implementation.

4) Requiring the City's DEP and DOT to report in collaboration with DFTA on the use of AFVs for paratransit vehicles and propose a schedule similar to Local Law 6 for implementation.

8) This will include a requirement banning new diesel bus purchases by the MTA that currently still plans to add 707 [447 express; 260 articulated] air-polluting diesel buses and only 300 clean fuel natural gas and diesel-hybrid buses to its City fleet so it would have 1,000 clean fuel buses by end of its program on top of 3,600 diesel buses with CRTS continuously regenerative traps to capture pollutants.

9) Transportation Commissioner Chapman's 5/8/00 testimony on budget indicated 185 CNG express buses delivered as of August 1999 and 101 local CNG buses delivered as of April 2000 with 3 more expected in May 2000; plans exist to purchase 176 more. Entire fleet consists of 1265 buses.

10) In fact, according to Inform, there are only one electric public school demonstration bus and four private school buses operating on clean fuels in the City of New York