

**Congress of the United States**  
**House of Representatives**  
**Washington, DC 20515**

April 14, 2023

The Honorable Pete Buttigieg  
Secretary  
U.S. Department of Transportation  
Office of Program Management  
1200 New Jersey Avenue, S.E.  
Washington, DC 20590

Dear Secretary Buttigieg:

We write in strong support of the application submitted by New York's Metropolitan Transportation Authority (MTA) for the FY 2023 Low or No Emission Vehicle Program. The MTA will use the awarded funds to cover the full amount of the differential in cost of zero-emission electric buses to replace conventional diesel-powered buses that are approaching the end of their useful life.

In 2018, MTA set a goal of transitioning its entire 5,800 bus fleet to zero-emissions vehicles by 2040. The MTA runs the largest public bus system in North America, carrying 20% of all bus passengers in 2021 and operating nearly 10% of the public bus fleet nationwide.

Last year, the MTA was awarded \$116 million for Phase 2 of its zero-emission bus transition plan. Due to cost escalation brought on by inflation and supply chain issues, vehicle unit costs have increased. In this year's Low-No application, MTA seeks funds to cover the differential in cost for the 255 battery electric buses included in Phase 3 of its transition plan. MTA has provided FTA with an updated zero emissions fleet transition plan to meet this objective. The total request for \$204,828,750 request is scalable to accommodate an award of a lesser amount.

The 470 buses (Phases 2 & 3) to be competitively procured in this earliest phase of the transition plan will be deployed to bus depots spanning all five boroughs of New York City: Kingsbridge, Gun Hill, and Eastchester Depots in the Bronx; Queens Village and Jamaica Depots in Queens; Grand Avenue, East New York, Ulmer Park, and Jackie Gleason Depots in Brooklyn; Mother Clara Hale Depot in Manhattan; and Yukon Depot in Staten Island. The selection of depots to receive zero emissions buses is driven by five criteria: environmental justice and air quality, borough distribution, power supply, construction feasibility, and schedule feasibility.

These eleven depots house buses that serve multiple routes and environmental justice communities in each of our respective districts. Electrifying MTA's bus fleet will help meet state and federal carbon reduction targets while also improving air quality, particularly in low-income and minority communities that have unfairly suffered for decades from the negative health consequences of dirty fossil fuel infrastructure.


Buses are especially critical to New Yorkers in traditionally under-served communities. Pre-pandemic survey data shows that 61% of riders who report using the bus as a primary means of

transportation are non-white, and 36% have an annual income of less than \$50,000. For many New Yorkers, buses are the only public transit option. Also, 96% of MTA depots operate routes in areas with PM 2.5 (particulate matter) levels above the citywide average.


Notably, the MTA has limited its request to just 55% of the total cost of the buses, demonstrating its own strong commitment to emissions reduction and improved health outcomes for its customers. Under this funding structure, the MTA provides nearly half of the funds needed for these buses, well beyond the 20% commitment required in the application. Federal support for a zero-emission bus procurement of this unprecedented size also represents a significant opportunity to demonstrate to the domestic bus manufacturing industry the need for new participants and create clear incentives for the bus manufacturing supply chain network to expand its domestic presence.

An investment in the New York bus system is an investment in equity. No transit agency will act more quickly or decisively to place orders and get zero-emissions buses from the assembly lines to the front lines of dense urban communities that have been choking on diesel exhaust for far too long. We strongly support the MTA's application and appreciate them receiving your full and fair revised consideration, consistent with applicable rules, laws, and regulations.

Sincerely,




Adriano Espaillat  
Member of Congress



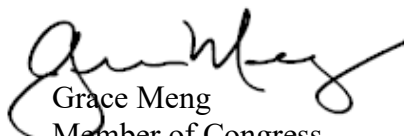
Charles Schumer  
United States Senate



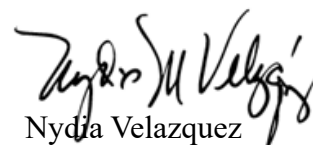
Kirsten Gillibrand  
United States Senate



Jamaal Bowman  
Member of Congress



Grace Meng  
Member of Congress



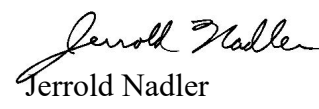
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