

September 14, 2017
Honorable Stephanie Pollack
Secretary and Chief Executive Officer of the Department of Transportation
Commonwealth of Massachusetts
10 Park Plaza, Suite 4160
Boston, MA 02116

Dear Secretary Pollack:

Cities are responsible for ~70% of greenhouse gases. That makes mayors leaders in the fight against climate change. As such, we must have every tool at our disposal; electric buses are a critical tool.

For that reason, we urge you to adopt binding targets for electric bus procurement into state transit fleets and commit to have 100% of new bus purchases as electric by 2030.

Massachusetts is eligible for more than \$75 million in funding through the Volkswagen Environment Mitigation Trust. Transit agencies can apply these resources and leverage additional funds from EPA's DERA program to procure electric vehicles and install charging equipment.

The transportation sector remains a significant contributor of greenhouse gases, accounting for around 40 percent of Massachusetts's carbon emissions.¹ Electrifying our transit fleets will give residents of the Commonwealth access to sustainable, environment friendly transportation options.

The Worcester Regional Transit Authority (WRTA), and Pioneer Valley Transit Authority (PVTA) have already introduced electric buses into their fleets, and the Massachusetts Bay Transit Authority (MBTA) is expected to launch their service next year, bringing the total count of electric buses in operation or committed in the state to about 14. But more needs to be done, and fast.

Two transit agencies in California, the Antelope Valley Transit Agency (AVTA) with a bus fleet of 85 and Foothill Transit with more than 300 buses have already committed to completely electric fleets by 2018 and 2030 respectively. Seattle has committed to 120 new electric buses, Philadelphia will be adding 25 electric buses to its fleet and the Los Angeles Metro recently announced plans to make its entire bus fleet electric by 2030. As a growing number of transit agencies across the country turn to electric, we ask that a comprehensive plan to advance the deployment of electric buses in towns and cities across Massachusetts be put in place.

¹ <http://www.mass.gov/eea/air-water-climate-change/climate-change/massachusetts-global-warming-solutions-act/>

Electric bus technology addresses environmental concerns, meets performance metrics and is good for our economy.

Air pollution caused by vehicular traffic has been linked to respiratory ailments like asthma, cardiovascular diseases, lung cancer and diabetes.² With no tailpipe emissions, electric buses eliminate hazardous exhaust where they operate. All-electric buses also provide significant reductions in NOx, carbon monoxide, and particulate matter emissions compared to diesel and CNG vehicles.³ Transitioning to zero emission electric buses will improve public health, especially in low income communities most affected by traffic related pollution.

Electric vehicles emit approximately 70 percent fewer greenhouse gases and they get cleaner as our grid is powered by renewables. Accelerating this shift in transportation energy sources from fossil fuels to electricity will bring about deeper reductions in carbon emissions and health benefits for our residents.

Even with higher upfront purchase costs, electric buses are a sound financial investment. All-electric buses have fuel efficiencies four times greater than diesel and CNG buses⁴. Moreover, in its lifetime, electric buses can save operators approximately \$400,000 on fuel and maintenance costs.⁵ These lifetime savings can be used to procure additional electric buses.

Electric technology has already established a strong footing in mass transit. Range is no longer a limiting factor to go electric. Electric bus ranges are increasing while charging times are decreasing. With advances in battery technology, new models can achieve up to 350 miles on a single charge⁶. Alternatively, on route charging can also be used to meet mileage demands. Besides, rapidly falling battery prices are expected to further drive down costs of electric buses.

There exists immense potential for jobs in EV charging infrastructure and maintenance; and ramping up investments to electrify our transit system will boost our local economy.

In June 2017, at the United States Conference of Mayors in Miami, 250 Mayors approved a resolution supporting the [electrification of the transportation sector](#). Recognizing the challenges to reduce carbon emissions and improve air quality for residents, mayors of Paris, Mexico City, Madrid and Athens have announced a [ban on all diesel vehicles by 2025](#). As buses remain in operation for 10-15 years the impact of new buses put on the road with poor emission performance can persist for decades. This makes it crucial to ensure that all new bus purchases are electric.

² <http://www.ehhi.org/exhaust06.pdf>

³ <https://www.proterra.com/performance/sustainability/>

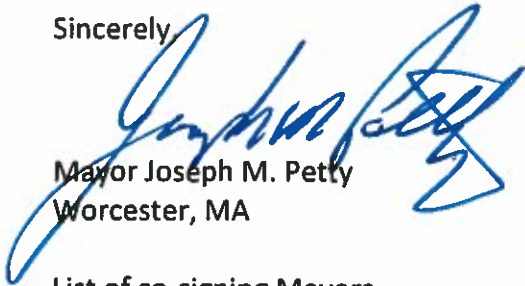
⁴ <https://www.transportation.gov/r2ze/benefits-of-ZEBs>

⁵ <http://www.ucsusa.org/sites/default/files/attach/2016/10/UCS-Electric-Buses-Report.pdf>

⁶ <https://www.wired.com/2016/09/new-electric-bus-can-drive-350-miles-one-charge/>

As mayors, we know that electrifying our transit system will lead to environmental, social and economic benefits for residents of the Commonwealth. We ask that you partner with us to displace petroleum based fuels and commit to a clean energy transportation future.

Sincerely,



Mayor Joseph M. Petty
Worcester, MA

List of co-signing Mayors

Mayor Kevin J. Dumas, Attleboro
Mayor Martin J. Walsh, Boston
Mayor Denise Simmons, Cambridge
Mayor, Jasiel Correia II, Fall River
Mayor Sefatia Romeo Theken, Gloucester
Mayor William Martin, Greenfield
Mayor Alex B. Morse, Holyoke
Mayor Edward J. Kennedy, Lowell
Mayor Judith Flanagan Kennedy, Lynn
Mayor Gary Christenson, Malden
Mayor Stephanie Burke, Medford
Mayor Jon Mitchell, New Bedford
Mayor Donna D. Holaday, Newburyport
Mayor Setti Warren, Newton
Mayor David Narkewicz, Northampton
Mayor Linda M. Tyer, Pittsfield
Mayor Kimberley Driscoll, Salem
Mayor Robert Hedlund, Weymouth

CC:

Honorable Charlie Baker, Governor, Commonwealth of Massachusetts
Luis Manuel Ramírez, General Manager/ CEO, Massachusetts Bay Transit Authority
Matthew Beaton, Secretary, Executive Office of Energy and Environmental Affairs
Ned Bartlett, Undersecretary of Energy and Environmental Affairs
Martin Suuberg, Commissioner, Department of Environment Protection
Judith Judson, Commissioner, Department of Environmental Resources
Jeannette Orsino, Executive Director, Massachusetts Association of Regional Transit Authorities