

WHEREAS, diesel exhaust is recognized as a cancer-causing agent and is classified as a likely carcinogen by the U.S. Environmental Protection Agency; and

WHEREAS, a 2020 study by the Respiratory Health Association and Center for Spatial Data Science found that adults living within 500 meters of the bus routes with highest volumes of ridership had an asthma rate 8.4% greater than the citywide average and a chronic obstructive pulmonary disease (COPD) rate 10.6% greater than the citywide average; and

WHEREAS, the report also found that adult residents living closest to any of the CTA's seven bus garages had an asthma rate more than 12% greater than the citywide average rate and a COPD rate 23.6% greater than the citywide average rate; and

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WHEREAS, COPD and adult asthma rates were highest among residents living in Chicago's most vulnerable communities, including those with low-income and Black and Latinx residents, according to the report; and

WHEREAS, the Covid-19 pandemic has underscored the inequitable health disparities in Black and Latinx communities, accounting for nearly 75% of positive Covid cases and deaths in Chicago; and

WHEREAS, a 2018 report by U.S. PIRG indicated that if CTA replaced a fleet of more than 1,600 diesel buses with electric buses, it would save nearly 55,000 tons of greenhouse gases each year, equivalent to taking more than 10,000 cars off the roads; and

WHEREAS, the same report noted that CTA estimates that each electric transit bus in its fleet saves the city approximately \$25,000 in fuel costs every year and provides \$55,000 in health benefit savings resulting from reductions in respiratory illnesses and diseases, offsetting the higher upfront costs for electric buses over their 12-year lifespan; and

WHEREAS, in February 2020, the Chicago City Council unanimously declared a climate emergency and called for emergency mobilization, highlighting the need to significantly reduce our per capita emissions by 2030; and

WHEREAS, in March 2020, the CTA issued a request for proposals to bus manufacturers for 100 more diesel buses and options for up to 500 more in future years; now, therefore,

BE IT RESOLVED, that we, the Members of the City Council of the City of Chicago, hereby call upon the Committee on Environmental Protection & Energy to hold subject-matter hearings on CTA bus electrification, the current status of the strategic planning study, ongoing diesel bus purchasing policies, and possible funding sources for bus electrification.

Matt Martin Alderman, 47th Ward

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CITY OF CHICAGO

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OFFICE OF THE CITY CLERK ANNA M. VALENCIA

Chicago City Council Co-Sponsor Form

R2020-797

Call for subject matter hearing(s) on status of CTA electric bus plans

Adding Co-Sponsor(s)

Please ADD Co-Sponsor(s) Shown Below - (Principal Sponsor's Consent Required)

Alderman

(Signature)

UWard)

(Signature)

Principal Sponsor:

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Removing Co-Sponsor(s) Please REMOVE Co-Sponsor(s) Below -(Principal Sponsor's Consent NOT Required)

.(□ZJward)

(Signature)

Alderman

(Signature)

Date Filed:

Final Copies To Be Filed With: • Chairman of Committee to which legislation was referred
• City Clerk

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