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Press Release

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IMMEDIATE

### It's Official: MTA Critical to New York's Low Carbon Footprint

#### *New Yorkers Avoid Emitting 17.4 Million Metric Tons of Greenhouse Gases Per Year*

The New York Metropolitan Transportation Authority (MTA) today announced that its carbon emissions had for the first time been accepted by The Climate Registry and publicly reported on its website. The Climate Registry is a non-profit organization that operates the only North American voluntary greenhouse gas registry. Using the verified figures and a methodology developed by the American Public Transportation Association (APTA), the MTA has been able to determine that New Yorkers avoid emitting 17.4 million metric tons of greenhouse gases into the atmosphere because of the MTA's network of subways, buses and commuter trains.

"We now know how much carbon MTA operations emit each day. But more importantly, we also know how much carbon is prevented from entering the atmosphere when 8.5 million people per day choose to ride the train or the bus instead of drive their cars," said Ernest Tollerson, MTA Director of Policy and Media Relations.

Using the methodology developed by APTA, in cooperation with the MTA and other U.S. transit agencies, consulting firms, nonprofits and academics, the MTA enables New Yorkers to avoid emitting 8.24 units of carbon for every unit the MTA emits through its operations. That means that New Yorkers avoid emitting 19.8 million metric tons of carbon a year. At the same time, its network of subways, buses, commuter trains, paratransit vehicles, bridges and tunnels releases 2.4 million metric tons of carbon annually. The net result is a savings of 17.4 million metric tons of carbon throughout the course of the year.

"This number is a window on the MTA's role in reducing carbon and evidence that investing in public transportation is one of the best strategies for reducing greenhouse gas emissions," said Projjal Dutta, the MTA's Director of Sustainability Initiatives.

Governed by states, provinces, territories and tribes, The Climate Registry helps hundreds of public and private organizations measure, report and reduce their carbon emissions with integrity. "The Climate Registry congratulates the MTA on successfully reporting its carbon emissions in a public, transparent and credible way," said Denise Sheehan, Vice President for Government and Regional Affairs at The Climate Registry. "By taking this important step, the MTA continues to demonstrate its leadership in addressing climate change and fostering new ways to manage and reduce carbon emissions."

"This is proof positive that New Yorkers are avoiding the release of a very large volume of greenhouse gas emissions by riding the region's trains and buses," said William Millar, the President of the American Public Transportation Association. "It demonstrates how important public transportation is in combating climate change and reducing carbon emissions. Clearly, it is one more important reason for everyone to support the expansion of public transportation services throughout the country."

The MTA's 2008 greenhouse gas inventory was independently verified by Ryerson, Master and Associates, Inc. (RMA), a member of the Lloyds Register group of entities, and a leader in climate change policy, carbon footprinting and greenhouse gas verification. Located in Santa Barbara, California, RMA has been in business since 1994 and has verified over 550 million tons of CO<sub>2</sub>.

"We continue to be impressed by the New York Metropolitan Transportation Authority's efforts to manage their carbon footprint and congratulate them for serving as a national transportation model for sustainability in the 21st century. Their work to provide low carbon transportation options for millions of people in the greater New York City area while implementing strategies for carbon reductions is commendable," said Dr. Ann Hewitt, Vice President of Climate Strategies with RMA, Inc., and lead verifier for the MTA's greenhouse gas inventory.

The carbon avoidance factor is calculated using a three-part methodology that takes into account 1) car trips avoided each time someone leaves his or her car at home and chooses to ride a train or bus; 2) congestion relief and therefore increased fuel efficiency of those cars that remain on the road; and 3) public transportation's role in fostering compact land-use patterns that encourage walking and bicycling for some trips and shorter trips overall.

If carbon emissions are to become the subject of a carbon tax or a cap-and-trade system in the years ahead, public transportation agencies across the country could use this or similar data to make a strong case that they should be entitled to a share of the carbon revenue for their role in preventing the release of greenhouse gases.