

## CLIMATE PROTECTION, SUSTAINABILITY AND AIR QUALITY

### Res. No. 439-A of 2002

In October 2002, the City Council adopted Res. No. 439-A, calling upon the New York State Legislature to adopt A. 11895 or such other State legislation that would adopt California's motor vehicle emissions standards for the control of greenhouse gases. In November 2005, the New York State Environmental Board adopted regulations for New York State that incorporate California's standards.

### Local Law 25 of 2004

In June 2004, the City Council passed Int. No. 110-A [Local Law 25 of 2004], which increased penalties for violations of the City's idling restrictions, set up a penalty structure for multiple violations of these requirements, and required the Department of Transportation to post signs at strategic locations throughout the City to educate drivers about the idling restrictions and the maximum penalties associated with violating them.

### Local Law 77 of 2003

In December 2003, the City Council passed Int. No. 191-A [Local Law 77 of 2003]. That law – the first of its kind in the country and the first in a series of similar bills passed by the Council – requires that diesel fuel-powered nonroad vehicles, such as cranes, front loaders, fork lifts, etc., owned or operated by the City or used in a City public works contract use ultra low sulfur diesel (ULSD) fuel and the best available technology to reduce the emission of pollutants.

### Local Law 38 of 2005

In April 2005, the City Council passed Int. No. 414-A [Local Law 38 of 2005], which requires the City to purchase the least polluting light and medium-duty motor vehicles and requires the City to increase the average fuel economy of its annual light-duty vehicle purchases, escalating to a minimum 20% increase above Fiscal Year (FY) 2005 levels by FY 2016. The law also requires, among other things, a pilot program for alternative fuel sanitation vehicles, an ongoing assessment of the feasibility of incorporating such vehicles into the City's fleet, and that the City annually report on greenhouse gas emissions from its fleet of motor vehicles.

### Local Law 39 of 2005

The City Council also passed Int. No. 415-A [Local Law 39 of 2005] in April 2005, which requires the City's thousands of diesel fuel-powered motor vehicles, such as garbage trucks, to use ULSD fuel and the best available retrofit technology to reduce the emission of pollutants.

### Local Law 40 of 2005

The City Council also passed Int. No. 416-A [Local Law 40 of 2005] in April 2005, which requires vehicles used in City solid waste or recyclable materials contracts to meet requirements similar to those contained in Local Law 39 of 2005, regarding the use of ULSD fuel and emissions-reduction technology.

### Local Law 41 of 2005

The City Council also passed Int. No. 417-A [Local Law 41 of 2005] in April 2005, which requires sight-seeing buses that are licensed by the Department of Consumer Affairs and equipped with engines over three years old to use the best available emissions-reduction technology unless their engines meet upcoming federal standards.

### Local Law 42 of 2005

The City Council also passed Int. No. 428-A [Local Law 42 of 2005] in April 2005, which

requires diesel fuel-powered City school buses to use ULSD fuel and the best available emissions-reduction technology unless their engines meet upcoming federal standards.

#### Local Law 21 of 2006

In June 2006, the City Council passed Intro. No. 208-A [Local Law 21 of 2006], which amended and updated City clean vehicle purchasing requirements set forth in Local Law 39 of 2005.

#### New York City Climate Protection Act - Local Law 55 of 2007

In December 2007, the City Council passed Intro. No. 20-A [Local Law 55 of 2007], codifying the City's commitment to reducing greenhouse gas emissions from government and private sector operations in the amounts called for in Mayor Bloomberg's PlaNYC 2030," which are 30% reduction of Citywide emissions by 2030 compared to emissions in the base year of 2005, and a 30% reduction in emissions from City government operations by 2017 as compared to the base year of 2006. Additionally, Local Law 55 requires the City to produce an annual inventory of emissions for the entire City, establish a voluntary global warming emissions reduction program, conduct education and outreach regarding global warming emissions and to file an annual report describing initiative undertaken to meet the requirements of the law. In 2008, this legislation was amended to correct a technical error, retaining the same substance but becoming Local Law 22 of 2008.

#### Local Law 3 of 2008

In February 2008, the City Council passed Intro. No. 168-A [Local Law 3 of 2008], requiring the use of ultra low sulfur diesel fuel and the best available technology in the New York City Staten Island Ferry Fleet, substantially reducing the emission of pollutants by City owned and operated watercraft.

#### Local Law 17 of 2008

In May 2008, the City Council passed Intro. No. 395-A [Local Law 17 of 2008], which formally institutionalized the Mayor's Office of Long Term Planning and Sustainability (OLTPS). Prior to this, the OLTPS had been assembled by the Mayor and charged with leading efforts to move our city towards a more sustainable future using PlaNYC2030 as a guide, however, its existence was not codified, and therefore, the sustainability programs and policies developed under the Administration were vulnerable to being eliminated in the future. This legislation guaranteed against this, institutionalizing the OLTPS, ensuring it will exist in perpetuity with the power and authority to develop policies, programs and actions to meet the long-term needs of the City with respect to its infrastructure, environment and overall sustainability.

#### Local Law 61 of 2009

In October 2009, the New York City Council passed Intro. No. 622-A [Local Law 61 of 2009] to protect students using City school buses from high level diesel-exhaust and pollutant exposures found to occur in older vehicles containing open crankcase tubes which allow soot and other gases to seep into their cabins. Local Law 61 addressed this problem by requiring such older buses to be retired by September 1, 2011, and newer ones to be retrofitted with ventilation systems that prevent this pollution from accumulating in school bus cabins.

#### Local Law 38 of 2008

In September 2008, the City Council passed Intro. No. 264-A [Local Law 38 of 2008], prohibiting commercial establishments from leaving their doors ajar while air conditioners or central cooling systems are on in order to conserve energy and mitigate power plant related pollution and heightened energy demands on local utilities during summer months, when excessive energy consumption can lead to power shortages.

#### Local Laws 4 and 5 of 2009

In February 2009, the City Council passed Intro. No. 40-A and Intro. No. 631-A [Local Laws 4 and 5, respectively], which became Local Laws 4 and 5, respectively, both aimed at reducing vehicular engine idling and the emission of harmful air pollutants. Local Law 4 authorized additional city agencies to enforce automotive idling restrictions, while Local Law 5 imposed stricter idling limits around both public and private school facilities by reducing the legal idling time from three minutes to one minute.

#### Local Law 16 of 2009

In March 2009, the City Council passed Intro. No. 684-A [Local Law 19 of 2009], requiring the use of ultra low sulfur diesel fuel in diesel-powered generators used in the production of films, television programs and advertisements, and at street fairs in the City.