

**Testimony**  
of  
**Carleen McLaughlin**  
**Director of Legislative Affairs**  
**New York City Department of Environmental Protection**  
before the  
**New York City Council Committee on Environmental Protection**  
on  
**Air Quality and its Effects on Public Health**

**December 15th, 2022**  
**Committee Room, City Hall**

Good afternoon, Chair Gennaro and members of the Environmental Protection Committee. I am Carleen McLaughlin, Director of Legislative Affairs at the New York City Department of Environmental Protection (DEP). I am going to speak briefly about the bills being considered today.

**Introduction 279**

I will start with Intro. 279, which would set deadlines to electrify the city's vehicle fleet. The administration shares the goal of a zero-emission fleet, and is currently working towards this through Executive Order 90, but requests edits to some details of the bill.

We support the Council's work to incorporate these goals into law. DCAS would like to discuss the appropriate goal date for the emergency and specialized equipment. Electric versions of many of these types of units are not yet available in the marketplace. Because of this, we have currently set 2040 as a goal for these specialized and emergency response units, to provide sufficient time to work with manufacturers to establish viable electric options and to be able to properly test and certify the units. The Department of Education (DOE) has similar concerns about the 2025 date for school buses.

We also want to work with the Council to include text about the need for available backup power options for emergency vehicles. As emergency services fleets are electrified, we must ensure that NYPD, FDNY, Sanitation, and other critical services can remain operational at all times, including during widespread power outages.

**Introductions 606 and 684**

Next, I would like to speak to the two the bills that would amend the city's anti-idling program: Intro. 606 and Intro. 684. Intro. 606 would shorten the idling time near parks, green spaces, and playgrounds. Intro. 684 would increase penalties for buses and trucks that receive repeated idling violations. We support both proposals.

In fact, DEP is looking for ways to expand the citizens complaint program, so we would like to incorporate some recommendations into the bills. The citizen complaint program has been remarkably successful. We have received more than 40,000 citizen idling complaints in 2022 — a 400% increase from when the program started in 2019. We are committed to the continued success of this program, so we request that any change to the law incorporate improvements to the program itself. We want to ensure that DEP and OATH can manage the program effectively and that a wide breadth of community members can participate. We thank the Council for focusing on idling and look forward to working together to strengthen the enforcement program.

Additionally, it is important to note that any changes to the Citizens Air Complaint Program may require staffing and resources. Currently, DEP has staff who investigate complaints and issue summonses, and OATH has staff who process the summons, adjudicate the cases, and process the awards to citizen complainants. Any change to the law that might increase the volume of complaints under this program should consider the added resources that may be needed to facilitate this new volume of complaints.

### **Introduction 707**

Intro. 707 would require specific air monitoring on heavy-use thoroughfares. The administration is very supportive of programs that reduce traffic-related pollutants, which are associated with negative health effects. While we support the ultimate goal and intentions of this bill, we recommend changes to its details. Primarily, we would like to work with the Council to prioritize allocating resources to emissions-reductions efforts. The Department of Health and Mental Hygiene (DOHMH) and the State Department of Environmental Conservation (DEC) already maintain air quality monitoring systems around the city, so we know the danger of traffic and we know what pollutants are in our air. As DOHMH discussed, the New York City Community Air Survey (NYCCAS) is the largest ongoing urban air monitoring program of any U.S. City. With such a robust monitoring system already in operation, the administration favors dedicating resources directly to further reducing emissions from vehicles rather than to additional monitoring work. We look forward to working with the Council on this matter.

### **Introduction 612**

Finally, I will touch on Intro. 612, which would require the city to formally monitor reports and permits issued by the state under Title V. We share Council's interest in protecting and advocating for New Yorkers. For that reason, we are involved in siting discussions in New York City and have opposed several power plants. That being said, Title V is a state process, so DEC has sole authority over this work and is staffed to accomplish it. Intro. 612 asks the Mayor's Office of Climate and Environmental Justice (MOCEJ) to provide oversight to this process, but MOCEJ does not have the authority or the needed expertise to accomplish the bill's goals. MOCEJ would only be able to offer suggestions to a State agency already responsible and staffed for doing this work. The City will continue to be very active and engaged in any siting regulatory processes to help meet our climate and energy goals and looks forward to working with Council to further those goals.

Thank you for your consideration of these matters. We look forward to engaging in thoughtful discussion with the Chair and bill sponsors to work towards our shared goal of enriching the environment and promoting public health for all New Yorkers. My colleagues and I are happy to answer any questions that you have.



**Testimony**

of

**Carolyn Olson, MPH**

**Assistant Commissioner for the Bureau of Environmental Surveillance and Policy  
New York City Department of Health and Mental Hygiene**

before the

**New York City Council Committee on Environmental Protection**

on

**Air Quality and its Effects on Public Health**

**December 15th, 2022**

**Committee Room, City Hall**

**New York City**



Good afternoon Chair Gennaro and members of the Environmental Protection Committee. I am Carolyn Olson, Assistant Commissioner for the Bureau of Environmental Surveillance & Policy at the New York City Department of Health and Mental Hygiene. On behalf of Commissioner Vasan, thank you for the opportunity to testify today. I am joined by my colleagues Carleen McLaughlin from the Department of Environmental Protection, Miranda Alquist from the Department of Transportation, Seth Berkman from the Mayor's Office of Climate and Environmental Justice, Matt Drury from the Department of Parks and Recreation, and Keith Kerman from Department of Citywide Administrative Services. On behalf of the Administration, we appreciate the opportunity to speak today on the importance of air quality and its related public health impacts in New York City.

The Health Department's Air Quality Program aims to bring public health to bear on development of equitable, sustainable policies for New York City. While the Federal Clean Air Act already provides surveillance of air quality at the citywide level, we recognize the importance of tracking spatial differences in air quality within the City and in 2007, the Health Department established the New York City Community Air Survey – or NYCCAS. NYCCAS tracks neighborhood-level differences and changes over time in air quality within the five boroughs. It also creates publicly available data to support programs, policy development, community awareness, and research. We began collecting data in December 2008, and next year we will release our 13<sup>th</sup> year of air quality data. In 2015, Local Law 103 was enacted, codifying NYCCAS and its annual report, which we deliver to the Council and publish every Earth Day. NYCCAS is proudly the largest ongoing air monitoring program of any U.S. city.

Briefly, I'd like to explain how NYCCAS works. The Department collaborates with Queens College of the City University of New York to collect two-week air pollution samples at around 90 street-level sites across the five boroughs four times a year. Each site was purposely selected to provide a representative sample of pollution across the variety of natural and built environments and emission sources within our city –from the middle of St Mary's Park in the Bronx to Times Square to residential neighborhoods in Queens. We then generate estimates for five pollutants: fine particulate matter or PM<sub>2.5</sub>, Black Carbon (a specific type of PM<sub>2.5</sub>), nitric

oxide and nitrogen dioxide, ozone, and sulfur dioxide. Each monitoring site contributes to our resulting air pollution models, which include the averages for each pollutant and allow us to estimate differences in levels across city neighborhoods and to identify the most important sources of emissions.

In addition to the annual report, which is available in an interactive online format, we recently released our updated Environment and Health Data Portal with in-depth views of NYCCAS data, how pollution sources drive differences among NYC neighborhoods, and the health impacts of air pollution. We have also developed engaging data stories on a variety of air quality-related topics, including the impact of the COVID-19 New York State PAUSE on air quality, understanding changes in the sources of air pollution in NYC, and what our NYCCAS data tell us about the influence of car and truck emissions on air quality. After today's hearing we would be happy to walk you or your staff through our data.

NYCCAS has documented significant improvements in the city's air quality over the past decade. Annual average levels of PM2.5, nitrogen dioxide, nitric oxide and black carbon have all declined more than 35%, and average wintertime averages of sulfur dioxide have plummeted 98%, bringing levels in line with those measured in rural areas. While all neighborhoods have seen declines in pollution, areas of the city with high levels of traffic, greater building density, more restaurants using charbroiling and open-fire grilling appliances, and more industrial land use have higher levels of pollution. Our data and analyses clearly show that where there is more traffic, especially diesel traffic, there is worse air quality and when traffic volume is reduced, such as during New York PAUSE, air quality improves.

Air pollution has long been known to have an impact on public health that is disproportionately borne by lower-income communities and communities of color. Therefore the Health Department's Air Quality Program also conducts research on the public health burden of air pollution and estimates the health benefits of policies that either directly or indirectly address air quality. A critical finding from this work is that the most polluted neighborhoods in New York City are not the same neighborhoods that experience the highest burden of air pollution-related health outcomes, including respiratory and cardiac hospitalizations and premature death.

We see the highest rates of health impacts in neighborhoods where a majority of residents are people of color. This greater health burden is related to communities that have experienced racist policies and chronic disinvestment which consequently face increased health challenges, putting them at greater risk of air quality impacts. This pattern is different than most other cities in the U.S. and makes it especially important for emission reduction programs and policies in our city to target the negative effects on public health rather than simply seek to reduce pollution overall. To further this goal, our team, along with academic collaborators, has recently released a tool that allows users to estimate the health impacts and associated costs from increasing or decreasing the emissions from a variety of sources at the zip code level, such as truck traffic, oil burning in buildings, construction equipment and power plants. This tool, the Zip-code level Air Pollution Policy Assessment or ZAPPA, is available on the Environment and Health Data Portal and we provide trainings to City staff and researchers.

The Health Department is proud of the work we do to track neighborhood-level air quality and quantify the health impacts of the air pollutants. But we know we cannot do this alone. Our sibling agencies have been doing tremendous work to improve air quality and know how important it is to public and environmental health. I will share some of the great work they have been doing.

The Department of Environmental Protection (DEP) enforces the City's Air Pollution Control Code, which regulates sources of pollution to protect and improve air quality. The Code includes regulations concerning the vehicle idling, fuel oil, dust emissions from construction and demolition sites, and emission control devices for char broilers and cook stoves. In addition, DEP's robust green infrastructure and Bluebelt programs increase green space, which provides clean air benefits.

The Department of Parks and Recreation (DPR) oversees and maintains the City's parks and public trees, which provides an incredible array of environmental, social, and economic benefits, including cleaning and cooling the air, reducing stormwater runoff, shading buildings and conserving energy by reducing heating and cooling costs, protecting city pavement from rain and sun, noise mitigation, and increasing property values. DPR is responsible for just over half of the city's tree canopy. Under the Adams Administration, an additional \$136 million has been

allocated for tree planting, allowing DPR to plant 20,000 trees each year for the next four years.

The Department of Citywide Administrative Services (DCAS) is leading NY State and the nation in the conversion to electric vehicles. Through Mayoral Executive Order 90 of 2021, the City committed to an all-electric fleet. In partnership with the US DOT Volpe Center and in accordance with Mayoral Executive Order 53 of 2020, DCAS recently published a Clean Fleet Transition Plan, outlining the current status of electric options for each of the City's 120 types of on-road vehicles. Currently, the City has over 4,000 plug-in electric units, which is the largest plug-in fleet in NY State and one of the largest in the country. DCAS is currently working to replace an additional 1,000 gas and diesel vehicles with electric models. In addition, the City recently introduced over 200 Ford Mach Es for law enforcement and is currently receiving the first of over 300 orders of electric cargo vans. DCAS is working with the Department of Sanitation to introduce all-electric sweepers, with the Department of Correction to introduce all-electric buses, and with DPR on all-electric pickup trucks.

The Department of Transportation (DOT) has many initiatives aimed to reduce emissions and pollution from the transportation sector. DOT encourages the shift from cars to low carbon modes of travel including walking, biking, and public transit. This is done through expanding the protected bike lane network and bike parking, continuing to operate and expand the largest Open Streets Program in the nation, increasing bus speeds and reliability along major corridors in all five boroughs through bus lanes, busways, improved bus stops, and transit signal priority, and expanding shared micro-mobility and carshare. DOT is also expanding the Commercial Cargo Bike Program and the Off-Hour Deliveries Program to shift trips from trucks to cargo bikes and is working with the MTA to plan and implement the Congestion Pricing Program.

DOT also works to reduce emissions from vehicles themselves by working with partners to expand electric vehicle charging infrastructure to promote the adoption of electric cars and trucks. And through the New York City Clean Trucks Program, the agency gives incentives to accelerate the deployment of cleaner trucks in Industrial Business Zones, which are located near Environmental Justice communities that have historically been subject to a disproportionate amount of diesel exhaust emissions. The program supports replacing older, dirtier diesel-powered

trucks with advanced transportation technologies and alternative fuels trucks, including electric trucks—leading to cleaner air and health benefits in these communities.

Thank you for the opportunity to testify. My colleague Carleen McLaughlin will now testify on the bills being heard today.



THE CITY OF NEW YORK  
OFFICE OF THE COMPTROLLER  
BRAD LANDER

**New York City Comptroller's Office Testimony to the City Council Regarding Intro 279  
December 15, 2022**

On behalf of the NYC Comptroller's Office, thank you to the Committee on Environmental Protection for convening this hearing. We would also like to thank Council Member Powers for introducing Intro 279 and Chair Gennaro for the opportunity to provide testimony on this legislation. We are pleased to support Intro 279 and the steps outlined in the bill to electrify New York City's municipal fleet. Transitioning the fleet to zero emissions vehicles will cement the City's position as a climate leader and make strides towards reducing greenhouse gas emissions, developing the market for electric vehicles, and mitigating transportation-derived air pollution.

New York City maintains nearly 30,000 vehicles, making our municipal fleet the largest in the country. Fuel costs for a fleet of this size total tens of millions of dollars each year. Data shared with our office revealed that the City spent a record \$108 million on gasoline during the last fiscal year. This represents a 58% increase from the previous year, due largely to rising fuel costs. Overall fuel efficiency for fleet vehicles decreased in the same period, dropping from 7.1 to 6.7. The amount of fuel used by the City fleet is also trending in the wrong direction, growing from 25.7 million gallons in FY21 to 25.9 million in FY22. This level of fuel usage, and the hundreds of millions of miles City vehicles drive each year, translate to avoidable carbon emissions and air pollutants jeopardizing New Yorkers' health, safety, and quality of life.

30% of greenhouse gas emissions in New York City come from the transportation sector, the second highest of any source. A rapid transition to electric vehicles is an important strategy for decarbonizing the transportation sector and mitigating the impacts of climate change. While replacing every vehicle on the road with an electric one is a long-term goal, the City Department of Citywide Administrative Services (DCAS) has already succeeded in transitioning 4,000 vehicles in the fleet to electric vehicles, achieving this milestone three years ahead of schedule. Intro 279 can build on this progress and accelerate the shift to a low- or no-carbon fleet.

In addition to the steps outlined in this legislation, there are actions the administration can take in the immediate and medium-term to improve sustainability outcomes and lead on climate via the municipal fleet. A safer and more sustainable streetscape depends not only on switching from gasoline-powered vehicles to electric ones but reducing the use of automobiles altogether. Downsizing the overall size of the fleet as well as the vehicles in it can yield climate and safety benefits. Larger, heavier vehicles, primarily trucks and sports utility vehicles (SUVs) consume more fuel, emit more carbon, and pose greater safety risks to other road users, especially pedestrians and cyclists. A nationwide study of traffic fatalities concluded that cities that saw growth in large vehicles suffered greater rates of pedestrian fatalities and that replacing SUVs with sedans might have averted nearly 3,300 pedestrian deaths over the past twenty years. This has borne out in New York City, where there were as many as 17,340 crashes involving SUVs and a tragic toll of 92 deaths relating to SUV incidents in 2021 alone. SUVs are also major

contributors to the climate crisis. According to the International Energy Agency (IEA), cumulative emissions from SUVs amount to more than the emissions of all but five countries worldwide.

Simply replacing such vehicles with electric models leaves potential safety and climate gains unrealized. The sheer size and weight of SUVs and large trucks mean that even all-electric models still emit high levels of other air pollutants and particulate matter, generated by the shedding of brakes and tires. Electric vehicles also tend to weigh much more than their gas-powered counterparts, posing enhanced safety risks to those walking and biking. The Comptroller's Office hopes to lead by example on this matter and has already replaced the SUVs in our fleet with smaller, hybrid or electric alternatives. As the City works to decarbonize its fleet, we urge the Council and Administration to reevaluate the need for larger, less-efficient vehicles – particularly SUVs.

Electrifying and downsizing the municipal fleet, in terms of both the number and size of vehicles, are imperative to achieving Vision Zero and our climate goals. The City's fleet can and should be a model of sustainable, safe transportation and the ZEV4NYC bill creates an actionable plan for leading on a just transition away from fossil fuels. Such a transition must take into consideration the workers impacted by the development of new sustainable technology and in moving to zero-emission vehicles we should take every opportunity to incentivize high-road jobs throughout the transportation supply chain.

Thank you once again to Chair Gennaro and Council Member Powers for your work to advance electric vehicle adoption. We appreciate your consideration of our testimony.



OFFICE OF THE BROOKLYN BOROUGH PRESIDENT

**ANTONIO REYNOSO**

Brooklyn Borough President

**City Council Committee on Environmental Protection  
Oversight Hearing on NYC's Air Quality and its Effects on Public Health  
12.15.22**

Thank you Chair Gennaro and members of the committee for holding this hearing today. While I support all efforts to improve our city's air quality, I want to focus specifically on Intro 707, which I introduced last term and reintroduced this term with Council Member Alexa Avilés, whose Brooklyn community is deeply impacted by air pollution and associated health impacts.

My office is currently undertaking a comprehensive planning effort for Brooklyn. We are still in the information-gathering phase, but I can already tell you that looking at all kinds of data, a pattern emerges in which lower-income communities of color have worse outcomes than wealthier, white communities for nearly every metric we have measured.

Environmental factors such as air quality are no exception. According to DOHMH, no neighborhood in Brooklyn falls within the WHO's recommended target level for fine particulate matter (PM 2.5), but the worst levels occur in the environmental justice communities of Greenpoint, Williamsburg, and Bushwick; the BQE corridor including Gowanus, Red Hook, and Sunset Park; and the East Flatbush/Brownsville border along Linden Blvd. Unsurprisingly, asthma rates are high in all these neighborhoods, especially in eastern Brooklyn. As shown by the map below, concentrations of these pollutants are directly associated with truck routes and high traffic areas, which should be a surprise to no one.

This is not a small problem. DOHMH estimates that 1 in 20 premature deaths every year in NYC happen because someone's health condition was exacerbated by breathing PM 2.5. DOHMH notes that children are particularly impacted – because they breathe more air than adults relative to their body weight, their exposure is higher to the same amount of pollution, which can lead to both acute and chronic illnesses.

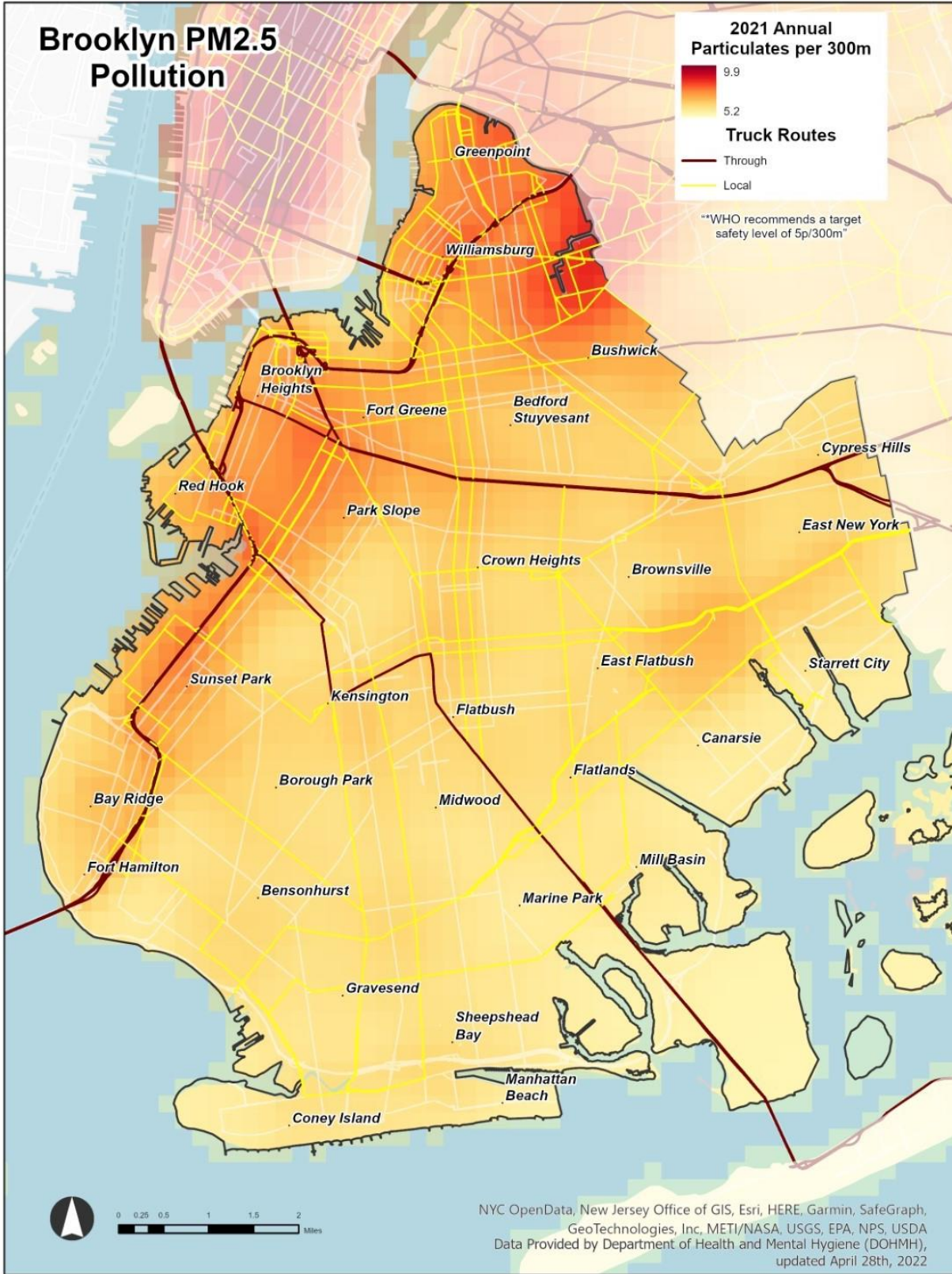
Unfortunately, the pandemic has led to an uptick in the use of personal vehicles and e-commerce delivery platforms, leading to a corresponding uptick in issues with air quality and truck traffic, per 311 data. In the last three years, the largest percentage of these 311 complaints came from Brooklyn's waterfront communities that also border the BQE, with the largest increase coming from neighborhoods where last-mile distribution facilities have sprung



up in industrial zones (specifically Brooklyn community districts 6, 7, and 3). We are working on solutions to that issue specifically, but in the meantime we must address health impacts now.

Consistent and accurate reporting leads to action, and the existing data is insufficient. The DOHMH data referenced here comes from projections based on limited monitoring; new efforts by the State focus only on specific disadvantaged communities; and EJ groups have spent too long doing this work on their own, covering limited geographies. This legislation will require the City to conduct consistent monitoring at heavy-use throughfares and adjacent parks and playgrounds citywide. The more information we have the better, because everyone deserves clean air to breathe.

Thank you for holding this hearing today, and for allowing me time to address why we all need to support Intro 707 and continue to put the health of New Yorkers and future generations first.





December 15, 2022

New York City Council  
Committee on Environmental Production  
250 Broadway  
New York, New York 10007

Chairman Gennaro and Members of the Committee:

The American Lung Association writes in support of Int 606 (measures to address idling near parks, green spaces, and playgrounds) and Int 684 (increasing penalties on trucks and buses for idling infractions).

The Lung Association is the oldest voluntary health organization in the United States. For more than 115 years, the Lung Association has been working to save lives by improving lung health and preventing lung disease through education, advocacy, and research. The Lung Association works on behalf of the 37 million Americans living with lung diseases, including over 2.3 million patients with lung disease in New York.

The Lung Association supports the protection of all people from the harm of air pollution, especially those who suffer disproportionate exposure from local sources of emissions. The Lung Association recognizes that major sources of air pollution are often located near where many people, especially communities of color or lower income, live, work, and play, which means their exposure to pollutants emitted can be more immediate and disproportionately harmful. The Lung Association recognizes that, for many reasons, people in those communities also face a greater burden of lung disease, making them even more vulnerable to these pollutants.

For decades, the Lung Association has worked with the Council to improve the air that New Yorkers breathe. While we have made substantial progress, we still have a long way to go. The Lung Association's State of the Air report found that New York City continues to have failing air quality and ranks the New York City Metro Area among the top 25 metro areas with the most polluted air.

Again, the Lung Association offers its support to the Committee of Int 606 and 684 because they would help reduce the impact of in-use heavy-duty vehicles and engines (which account for most of the transportation pollution) have on the air quality and lung health of New Yorkers.

For more information contact: Mike Seilback, National Assistant Vice President, Public Policy, [Michael.Seilback@lung.org](mailto:Michael.Seilback@lung.org) or Director of Advocacy in New York for the American Lung Association, [Trevor.Summerfield@lung.org](mailto:Trevor.Summerfield@lung.org).

**New York City ZEV Bill**

**NYC City Council Hearing**

**December 15, 2022**

**STATEMENT ATTRIBUTABLE TO ANDREW FOX,  
FOUNDER, CHAIRMAN, AND CEO OF CHARGE ENTERPRISES**

Good Afternoon. My name is Andrew Fox. I am honored to present to this distinguished panel.

I am from New York City, and I am the Founder, Chairman, and CEO of the New York City-based company Charge Enterprises founded in 2019.

We are listed on the Nasdaq under the symbol CRGE, and we exist primarily to build the necessary infrastructure and technology to make mass adoption of electric vehicles possible.

While Charge supports nationwide EV projects, we have nearly 150 employees living and working throughout the state of New York. We're also developing electric vehicle charging solutions for use here.

The largest privately-owned professional parking management organization in New York City ... City Parking ... appointed Charge Enterprises exclusive EV charging infrastructure solutions provider for their 135 owned locations throughout the city.

More recently, Charge joined New York City and Connected Kerb to install a pilot EV Charging at Brooklyn Navy Yard. This installation presents the potential for on-street parking and EV charging at scale.

Charge Enterprises support the New York City Municipal Zero-Emissions Vehicles Bill. I believe that this bill is an important piece of legislation for New York City, and it can be a model for cities intent on being proactive and getting ahead of the inevitable.

The automotive transformation is upon us. It represents a massive change to our economy, and it is irreversible. According to the most recent figures, global auto manufacturers have announced investments totaling \$1.2 TRILLION through 2030. These companies cannot afford to run competing gasoline and electric vehicles for long. The industry builds for the world, and the world is going electric. Automakers are shifting fast.

I hope that New York City does, too. And I encourage the Council to support future EV charger programs. Our city needs tens of thousands of chargers for both personal use and government fleet vehicles.

As I said, the transformation is here. Let's not ignore what is obvious, and let's plan a timely and manageable purchase program of Zero Emissions Vehicles.

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TESTIMONY OF EARTHJUSTICE BEFORE THE NEW YORK CITY COUNCIL  
COMMITTEE ON ENVIRONMENTAL PROTECTION

OVERSIGHT HEARING ON AIR QUALITY AND PUBLIC HEALTH  
INTROS. 279, 606, 612, 684, AND 707

DECEMBER 15, 2022

Thank you Chair Gennaro, the Committee on Environmental Protection, and the sponsors of Intros. 279, 606, 612, 684, and 707 for holding this hearing and providing the opportunity to testify today on these important legislative proposals to improve air quality and public health in New York City. Earthjustice, as the nation's first and largest national nonprofit environmental law organization, brings far-reaching change by enforcing and strengthening environmental laws on behalf of hundreds of organizations and communities. We are dedicated to defending the right of all people to a healthy environment, protecting our magnificent wild places and species, and fighting to curb climate change. In New York, Earthjustice is a member of ElectrifyNY and Last-Mile Coalition and is committed to advancing policies to address the environmental injustice associated with air pollution from fossil fuel combustion in transportation.

**Earthjustice supports Intros. 279, 606, 612, 684, and 707 and urges the Council to pass these bills without delay.** The rest of our testimony details our position on the legislation relating to vehicle emissions and recommends some amendments to strengthen them.

***Air Pollution from Combustion Vehicles is a Significant Public Health Threat***

Air pollution is a major public health threat in New York State and across the globe. New research concludes that air pollution “is the leading environmental health risk factor globally.”<sup>1</sup> In particular, emissions from fossil fuel combustion have been found to be “the world’s most significant threat to children’s health” and are “major contributors to global inequality and environmental injustice.”<sup>2</sup>

The New York City metro area is out of compliance with federal health-based air quality standards for ozone. The American Lung Association’s most recent “State of the Air” report gives the Bronx, Queens, and Manhattan an “F” and Staten Island a “D” for the “high ozone

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<sup>1</sup> Susan Anenberg et al., Int’l Council on Clean Transp., A Global Snapshot of the Air Pollution-Related Health Impacts of Transportation Sector Emissions in 2010 and 2015 at 38 (2019), [https://theicct.org/sites/default/files/publications/Global\\_health\\_impacts\\_transport\\_emissions\\_2010-2015\\_20190226.pdf](https://theicct.org/sites/default/files/publications/Global_health_impacts_transport_emissions_2010-2015_20190226.pdf).  
<sup>2</sup> Frederica Perera, *Pollution from Fossil-Fuel Combustion is the Leading Environmental Threat to Global Pediatric Health and Equity: Solutions Exist*, 15 Int’l J. Env’tl. Res. & Public Health 1, 1 (2018), <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC5800116/>.





days” indicator.<sup>3</sup> Ozone levels have been persistently high in the New York City region, prompting the U.S. Environmental Protection Agency to downgrade its air quality classification to “severe” non-attainment of the 2008 standard.<sup>4</sup> Ozone-attributable mortality increased in the New York City region from 2000 to 2019, and is now at 540 deaths per year.<sup>5</sup>

Reducing emissions from the transportation sector will have an important and immediate public health benefit because on-road vehicles emit an outsized share of the pollutants that cause ozone. Trucks, buses, and other medium- and heavy-duty vehicles (“MHDVs”) comprise only around 5 percent of all on-road vehicles nationwide, yet contribute 30 percent of the sector’s greenhouse gas (“GHG”) emissions, 42 percent of NO<sub>x</sub> emissions, and 51 percent of direct PM<sub>2.5</sub> emissions. The Ozone Transport Commission, which formed under the Clean Air Act to address high ozone levels in the Northeast, has concluded that emissions from trucks and buses are a “major and growing contributor” of persistently high ozone levels.<sup>6</sup>

New York City ranks 11<sup>th</sup> out of all cities worldwide for mortality from transportation pollution, with over 1,400 annual premature deaths attributable to transportation emissions.<sup>7</sup> Despite accounting for just 6% of vehicle miles traveled in the city, trucks and buses are responsible for a majority of New York City’s premature deaths and hospitalizations linked to on-road transportation.<sup>8</sup> Moreover, these impacts are not evenly distributed throughout the City, with more of the burden falling on residents in low-income neighborhoods.<sup>9</sup>

The City must address this public health and environmental racism issue by fostering a rapid transition to zero-emissions vehicles and taking additional steps to mitigate air pollution in the City’s most vulnerable neighborhoods. While we generally support all the legislation being considered today, our testimony focuses on the bills that promise to drive down exposure to toxic tailpipe emissions from cars, trucks, and buses – which will help clean up the air for all New Yorkers while providing immediate relief to low-income New Yorkers and New Yorkers of color that are disproportionately impacted by vehicle emissions.

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<sup>3</sup> Am. Lung Ass’n, State of the Air, Report Card: NY, <https://www.lung.org/research/sota/city-rankings/states/new-york> (last accessed Dec. 12, 2022). (The report does not have a grade for Brooklyn.)

<sup>4</sup> See Lisa Whitley Coleman, *Stricter Air Quality Regulations Ahead for Several States*, EHS Daily Advisor (Oct. 4, 2022), <https://ehsdailyadvisor.blr.com/2022/10/stricter-air-quality-regulations-ahead-for-several-states/>.

<sup>5</sup> Daniel A. Malashock et al., *Global Trends in Ozone Concentration and Attributable Mortality for Urban, Peri-Urban, and Rural Areas between 2000 and 2019: Supplementary Appendix*, 6 *Lancet Planet Health* e958 (2022), <https://www.thelancet.com/action/showPdf?pii=S2542-5196%2822%2900260-1>.

<sup>6</sup> OTC, Statement of the Ozone Transport Commission Regarding the Need to Accelerate Electrification of Medium- and Heavy-Duty Vehicles (adopted June 2, 2020), [https://otcair.org/upload/Documents/Formal%20Actions/OTC%20Statement%20on%20MHD%20ZEVs\\_20200602.pdf](https://otcair.org/upload/Documents/Formal%20Actions/OTC%20Statement%20on%20MHD%20ZEVs_20200602.pdf).

<sup>7</sup> Susan Anenberg et al., Int’l Council on Clean Transportation, *A Global Snapshot of the Air Pollution-Related Health Impacts of Transportation Sector Emissions in 2010 and 2015 at i* (2019), [https://theicct.org/sites/default/files/publications/Global\\_health\\_impacts\\_transport\\_emissions\\_2010-2015\\_20190226.pdf](https://theicct.org/sites/default/files/publications/Global_health_impacts_transport_emissions_2010-2015_20190226.pdf).

<sup>8</sup> Iyad Kheirbeck et al., *The Contribution of Motor Vehicle Emissions to Ambient Fine Particulate Matter Public Health Impacts in New York City: a Health Burden Assessment*, 15 *Envtl. Health* 1, 5-8 (2016), [https://www.ncbi.nlm.nih.gov/pmc/articles/PMC5002106/pdf/12940\\_2016\\_Article\\_172.pdf](https://www.ncbi.nlm.nih.gov/pmc/articles/PMC5002106/pdf/12940_2016_Article_172.pdf).

<sup>9</sup> *Id.*

*Rapidly Electrifying the City's Municipal Vehicle Fleet: Intro 279*

Intro. 279 is necessary legislation that will make the City's fleet electrification commitments binding, ensure a transition to electric vehicles rather than dead-end "low-emission" fuels, and allow the City to lead by example as the EV market progresses and consumer patterns change.

New York City operates the largest municipal fleet in the country, and its vehicle fleet is larger than the State's. The City fleet is comprised of roughly 30,000 vehicles: 12,343 light-duty vehicles (41.5%), 4,631 medium-duty vehicles (15.6%), 7,607 heavy-duty vehicles (25.6%), and 5,137 off-road vehicles and equipment (17.3%).<sup>10</sup> These vehicles collectively burned more than 10 million gallons of gasoline, nearly 20 million gallons of diesel, and nearly 3 million gallons of biodiesel and ethanol.<sup>11</sup> Collectively, they are an important source of climate-altering greenhouse gas emissions ("GHG") and health-harming air pollution – and, crucially, offer an opportunity for meaningful City action to curb emissions. While the municipal fleet only accounts for 2% of all on-road transportation emissions citywide,<sup>12</sup> the purchase requirements in Int. 279 provide a meaningful opportunity for the City to be a market leader.

Intro. 279's Zero-Emissions Vehicle mandate will course-correct from the City's previous misguided reliance on "low-carbon" alternative fuels to reduce emissions. There are now nearly 20,000 alternative fuel vehicles in the City's fleet – mostly burning biodiesel and ethanol,<sup>13</sup> which have their own climate and air pollution impacts. The NYC Clean Fleet Plan Update touts the "widespread use" of biodiesel – which can have serious upstream impacts and is likely to increase emissions of health-harming air pollutants like NO<sub>x</sub> and Black Carbon.<sup>14</sup> Intro 279 shifts the City away from its emphasis on biofuels and requires zero-emission vehicles. As the National Academies of Sciences, Engineering, and Medicine concluded, "low-carbon" fuels can lead to technological dead-ends that end up delaying more ambitious decarbonization efforts.<sup>15</sup>

The figure below demonstrates the scale of the transition needed to meet the City's stated emission reduction targets, compared to a business-as-usual scenario. Clearly, the incremental strategy favoring biofuels cannot be part of a long-term strategy. Achieving transformative change of this magnitude is feasible, but will require a forceful commitment to fully electrify the municipal fleet, starting in the near-term. The ambitious timelines and ZEV purchase mandates

<sup>10</sup> The City of New York, Mayor's Management Report at 441 (2022),

[https://www.nyc.gov/assets/operations/downloads/pdf/mmr2022/2022\\_mmr.pdf](https://www.nyc.gov/assets/operations/downloads/pdf/mmr2022/2022_mmr.pdf).

<sup>11</sup> See NYC Mayor's Office of Sustainability, Inventory of New York City Greenhouse Gas Emissions, <https://nyc-ghg-inventory.cusp.nyu.edu/#data> (accessed Dec. 9, 2022).

<sup>12</sup> NYC Dep't of Citywide Administrative Services, 2021 Clean Fleet Update at 20 (2021),

<https://www1.nyc.gov/assets/dcas/downloads/pdf/fleet/NYC-Clean-Fleet-Update-September-2021.pdf>.

<sup>13</sup> Mayor's Management Report at 441.

<sup>14</sup> Jane O'Malley & Stephanie Searle, Int'l Council on Clean Transp., Air Quality Impacts of Biodiesel in the United States (2021), <https://theicct.org/publication/air-quality-impacts-of-biodiesel-in-the-united-states/>.

<sup>15</sup> Nat'l Academies Scis., Eng'g, & Med., *Accelerating Deep Decarbonization of the U.S. Energy System* at 48 (2021), <https://nap.nationalacademies.org/read/25932/chapter/1>.



in Intro 279 are necessary to spur the widespread adoption of ZEVs across the fleet and to keep emission reduction targets within reach.

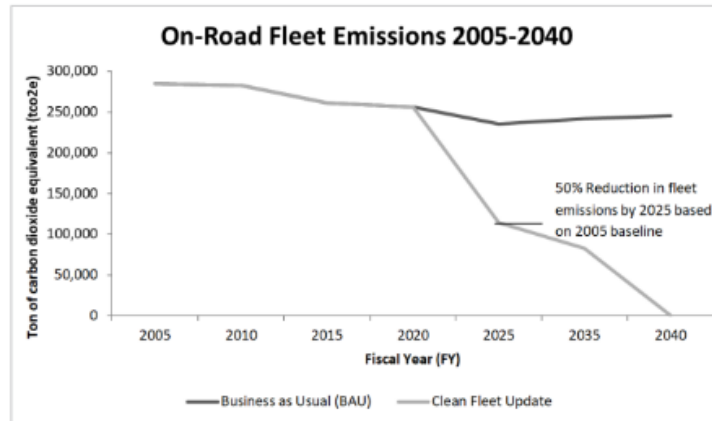


Figure 1

Intro 279’s timeline and ZEV purchase requirements are feasible given rapid developments in electric vehicle effectiveness and affordability across vehicle classes. The City’s fleet currently includes over 3,000 electric vehicles, along with 91 EV chargers with 1,061 charging ports.<sup>16</sup> Policies recently adopted or under consideration in New York State – such as the Advanced Clean Trucks rule and Advanced Clean Cars II – will ensure that the market for zero-emission vehicles across all sectors is there to support the City in making this transition. At the same time, various city, state and federal programs will boost, and help subsidize, the deployment of charging infrastructure.

New York City should pursue all available strategies to increase adoption of zero-emission vehicles for public and private fleets. Intro 279 is a critical step. Its concrete deadlines to phase out combustion vehicle purchases for the City’s fleet of light-duty vehicles and MHDVs will have a sizeable emissions impact in its own right while setting the stage for broader deployment of ZEVs throughout the five boroughs.

### *Reducing Exposure to Harmful Vehicle Exhaust*

Directly exposed communities suffer uniquely from the impact of vehicle tailpipe emissions. A recent federal study concluded that residing in heavily trafficked areas or near major roads can lead to elevated exposures to PM<sub>2.5</sub> and nitrogen dioxide, and that such exposures are hazardous to pregnant women and “may have significant adverse health effects in the developing offspring.”<sup>17</sup> Air pollution levels are highest within a few hundred feet of major roadways or facilities with significant vehicle volumes, like ports and rail yards. People who live, work, or go

<sup>16</sup> Mayor’s Management Report at 441.

<sup>17</sup> Nat’l Toxicology Program, NTP Monograph 07, NTP Monograph on the Systematic Review of Traffic-Related Air Pollution and Hypertensive Disorders of Pregnancy at 75 (2019), [https://ntp.niehs.nih.gov/ntp/ohat/trap/mgraph/trap\\_final\\_508.pdf](https://ntp.niehs.nih.gov/ntp/ohat/trap/mgraph/trap_final_508.pdf).



to school near such areas “have an increased incidence and severity of health problems associated with air pollution exposures related to roadway traffic” like asthma, cardiovascular disease, childhood leukemia, and premature death.<sup>18</sup>

Exposure to diesel exhaust is a particularly serious health risk. Many medium-duty (class 2b-3) and nearly all heavy-duty (class 4-8) vehicles on the road today are diesel-powered. Diesel exhaust is a known carcinogen.<sup>19</sup> As the American Public Health Association has declared, limiting or eliminating exposure to diesel exhaust from trucks, buses, and other MHDVs must be an urgent public health priority. For these reasons, we support City Council’s efforts to address exposure to diesel exhaust and help provide relief to New Yorkers who continue to be exposed to these emissions at disproportionate rates.

**Int. 606 (in relation to motor vehicles idling adjacent to and within New York city parks, green spaces and playground)**

This bill would increase the scope of the City’s existing idling law by prohibiting vehicles from idling for longer than one minute adjacent to New York City parks, greenspaces, or playgrounds. We support this bill and urge the Council to strengthen it by expanding the range of spaces receiving heightened protection, such as public housing developments. We also call for vigorous enforcement by City agencies to fully realize the bill’s benefits.

**Int. 684 (in relation to increasing civil penalties for idling infractions by trucks and buses)**

This bill would increase civil penalties for entities that violate the City’s anti-idling laws, with penalties increasing after the first and second violations. We are generally supportive of this policy change which, if enforced, should better serve as a disincentive to idling and thus lower exposure to harmful exhaust.

**Int. 707 (in relation to air quality monitoring at designated “heavy use” thoroughfares)**

This bill would direct the Department of Environmental Protection to designate “heavy use thoroughfares” and install street lever air monitors at recreational areas and major intersections along these designated thoroughfares. The bill would further require mitigation measures where certain air contaminants exceed regulatory standards or constitute an “actual or potential danger” to public health or the environment and/or a “health risk to at-risk populations.”

We support this bill and urge the Council to strengthen it by: (1) broadening the list of contaminants it covers, to include contaminants regulated under state law and other harmful air

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<sup>18</sup> U.S. Env’tl. Protection Agency, Near Roadway Air Pollution and Health: Frequently Asked Questions at 2 (2014), [https://www.epa.gov/sites/production/files/2015-11/documents/420f14044\\_0.pdf](https://www.epa.gov/sites/production/files/2015-11/documents/420f14044_0.pdf).

<sup>19</sup> Int’l Agency for Research on Cancer, World Health Org., IARC: Diesel Engine Exhaust Carcinogenic (June 12, 2012), [https://templatelab.com/iarc\\_press\\_release\\_213\\_E/](https://templatelab.com/iarc_press_release_213_E/).



pollutants, (2) broadening the definition of “at-risk” populations to include individuals and communities that suffer from elevated rates of asthma and other respiratory conditions, as well as residents of public housing, (3) consider further broadening the definition of “at-risk” populations to consider cumulative exposures to environmental contaminants, and (4) require consultation with the Department of Health and Mental Health in determining when mitigation is required.

*Continue to Focus on Other Major Polluting Facilities*

While we urge the Council to strengthen and pass the bills being considered today, we also want to draw attention to the fact that more action will be needed to take on the environmental injustices inherent in our current transportation system. These injustices tend to concentrate polluting facilities, harmful emissions, and public health burdens in vulnerable low-income communities and communities of color that are especially threatened by climate change impacts. Additional policies are required to address major disparities in exposure to vehicle exhaust and related health harms, such as preventing major logistics and freight facilities from continuing to cluster in a small handful of communities of color, and prioritizing zero-emission vehicle deployment with a focus on replacing diesel vehicles that operate in environmental justice communities.

Earthjustice looks forward to working with the City Council and the administration in advancing the passage and implementation of these bills and future policies to ensure clean air for all New Yorkers.

Alok Disa  
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**Testimony of Hillary Aidun of Earthjustice to the  
New York City Council Committee on Environmental Protection  
December 15, 2022**

Thank you chair Gennaro and committee members for the opportunity to testify on the important issue of air quality. My name is Hillary Aidun and I am an attorney at Earthjustice, a national environmental law organization. The bills being heard today are critical to realizing New York City's climate and environmental justice commitments and we thank the bill sponsors and the committee for their work.

Earthjustice strongly supports Intro 279, which, as discussed in more detail in written testimony submitted by my colleague Alok Disa, will make the city's fleet electrification commitments binding and be a major step to reduce greenhouse gas emissions and tailpipe pollution.

Intros 606, 684, and 707 aim to address the urgent issue of truck pollution by requiring air quality monitoring and mitigation measures on certain heavily trafficked thoroughfares and expanding and strengthening penalties for idling. Heavy-duty diesel vehicles are responsible for approximately half of on-road tailpipe emissions in the city, emit significant greenhouse gases, have a disproportionate impact on low-income communities and communities of color, and emit particulate matter and precursors to ozone, which can cause damage to the airways, heart attacks, strokes, lung cancer, and more severe and frequent asthma attacks.

The New York City metropolitan area suffers from persistently poor air quality and exceeds federal air quality standards for ozone. Vehicle emissions are a significant contributor to existing ozone levels and are a main driver of neighborhood-level variation in air quality, which concentrates pollution in low-income communities and communities of color.

To combat this dire public health issue, we need to reduce truck traffic and emissions rapidly, especially in communities where truck use is concentrated. Instead, the opposite is happening. Trucks now deliver more than 2.4 million

packages every day in the City. Some predict a 67% increase in truck volume in the city by 2045, or an additional 75,000 trucks on the streets each day.

The proliferation of last mile warehouses compounds these problems by increasing the total number of truck trips for deliveries throughout the city. In the past few years, low-income communities of color in New York City have become the last-mile warehouse epicenter.

We commend the City Council for taking steps to address trucks that are currently on the road, and look forward to working with the city to address, mitigate, and where possible prevent an increase in truck traffic in the months and years to come. Thank you.

## Written Testimony in Support of Int 0606-2022 and Int 0684-2022

December 15, 2022

To the honorable members of the New York City Council Committee on Environmental Protection,

Thank you for the opportunity to provide testimony in support of Int 0606-2022 and Int 0684-2022, both of which would protect New York City's most vulnerable residents from harmful air pollutants emitted by idling vehicles. As pediatricians and scientists at the Children's Environmental Health Center of the Icahn School of Medicine at Mount Sinai, we strongly support initiatives that protect the youngest New Yorkers from the health impacts of air pollutants and climate change.

**Idling vehicles are a significant source of air pollution and contribute to the climate crisis.** Idling vehicles emit an estimated annual 30 million tons of the potent greenhouse gas carbon dioxide (CO<sub>2</sub>) each year in the United States, producing two times as much pollution as a moving vehicle. In addition to gaseous emissions, idling vehicles are a major source of particulate air pollution. A report from the NYC Department of Health and Mental Hygiene estimates that between 2015-2017, fine particle pollution alone caused at least 2,000 deaths, 1400 hospitalizations for heart and lung problems, and 3750 emergency department admissions for asthma annually.<sup>1</sup> In addition to the direct impacts of vehicular air pollution on health, idling's contribution to the climate crisis impacts the physical and mental well-being of New Yorkers through more extreme temperature days, creation of heat islands, flooding, extreme storms, more severe allergy seasons, and more.<sup>2,3</sup> Strong policies to reduce the estimated 130,000 tons of CO<sub>2</sub> produced by idling vehicles in NYC<sup>4</sup> would have far-reaching positive impacts on health.

**Children are uniquely vulnerable to the harmful effects of automobile emissions.** Children's higher breathing rates place them at increased risk for inhalational exposures compared with adults, and their rapidly growing organ systems are more susceptible to harm from air pollutants.<sup>5</sup> Vehicular air pollutants penetrate deep into children's lungs where they enter the bloodstream to impact multiple bodily systems. Thus, in addition to impacting lung function and increasing the risk of developing asthma, exposure is associated with increased risk of learning and behavioral problems, autism, dementia, obesity and diabetes, heart attack and stroke, more severe COVID-19 outcomes, poor pregnancy outcomes, and lower life expectancy.<sup>6,7</sup>

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<sup>1</sup><https://a816-dohbsep.nyc.gov/IndicatorPublic/beta/data-explorer/health-impacts-of-air-pollution/?id=2122#display=summary>

<sup>2</sup> <https://www.dec.ny.gov/energy/94702.html>

<sup>3</sup> Bernstein AS, et al. Warm Season and Emergency Department Visits to U.S. Children's Hospitals  
Environ Health Perspect. 2022 Jan;130(1):17001.  
doi: 10.1289/EHP8083.

<sup>4</sup> [https://www.edf.org/sites/default/files/9236\\_Idling\\_Nowhere\\_2009.pdf](https://www.edf.org/sites/default/files/9236_Idling_Nowhere_2009.pdf)

<sup>5</sup> Bearer, CF. The special and unique vulnerability of children to environmental hazards. *Neurotoxicology* 2000 21: 925-934.

<sup>6</sup> Manisalidis I, et al. Environmental and Health Impacts of Air Pollution: A Review  
Front Public Health. 2020; 8: 14. doi: 10.3389/fpubh.2020.00014

<sup>7</sup> MontseMarquès and José L.Domingo. Positive association between outdoor air pollution and the incidence and severity of COVID-19. A review of the recent scientific evidences. *Environmental Research*. Volume 203, January 2022, 111930.  
<https://doi.org/10.1016/j.envres.2021.111930>.



**Children's Environmental Health Center  
Department of Environmental Medicine and Public Health**

Icahn School of Medicine at Mount Sinai  
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New York, NY 10029-6574

**Automobile idling is an environmental justice issue.** Low-income and communities of color bear the greatest burden of exposure to air pollutants and the highest asthma rates in the City. For example, East Harlem, a designated environmental justice (EJ) area<sup>8</sup> and the neighborhood in which Mount Sinai Hospital is situated, has some of the highest rates of asthma ED admissions in the City at 580 per 10,000 children, compared with just 49 per 10,000 children a few blocks away in the predominantly white, wealthy Upper East Side neighborhood.<sup>9,10</sup> City-wide, racial inequities in asthma rates in children in grades K-8 are stark, with rates of 12.9%, 11.3%, and 5.3% for Black, Latinx, and white children respectively.<sup>11</sup> These inequities place children of color in EJ areas at the highest risk for adverse health impacts from pollutants produced by idling vehicles.

**New York City children deserve safe and healthy places to play.** Our environmental pediatric clinic counsels families on steps that they can take at home to improve their child's asthma management. This includes guidance on best practices such as proper administration of asthma medication and how to eliminate asthma triggers inside the home. While we also recommend outdoor physical activity and exposure to green spaces for all children, this can be dangerous for asthmatic children on poor air quality days. Unfortunately, families have little control over the air quality in areas where their children play. By enacting and strictly enforcing the proposed legislation, the City can improve air quality in the vicinity of playgrounds, parks, and green spaces, giving most vulnerable New Yorkers access to clean air.

We urge you to support the passage of Int 0606-2022 and Int 0684-2022 to protect the health of New York City residents.

Thank you for your time,

Sarah Evans, PhD MPH  
Assistant Professor  
Environmental Medicine & Public Health.

Perry Sheffield, MD MPH FAAP  
Associate Professor  
Environmental Medicine & Public Health.

Cappy Collins, MD MPH  
Assistant Professor  
Population Health Science and Policy

Maida Galvez, MD MPH FAAP  
Professor  
Environmental Medicine & Public Health  
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Lauren Zajac, MD MPH FAAP  
Associate Professor  
Environmental Medicine & Public Health  
Pediatrics  
Medical Director, Environmental Pediatrics

Luz Guel  
Director of Community Engagement & EJ  
Environmental Medicine & Public Health

<sup>8</sup><https://climate.cityofnewyork.us/topic/environmental-justice/>

<sup>9</sup><https://www.nyc.gov/assets/doh/downloads/pdf/data/2018chp-mn11.pdf>

<sup>10</sup><https://www.nyc.gov/assets/doh/downloads/pdf/data/2018chp-mn8.pdf>

<sup>11</sup><https://www1.nyc.gov/assets/doh/downloads/pdf/epi/databrief126.pdf>

December 15th, 2022

MEMO OF SUPPORT

Introduction 0279

Respectfully Submitted by Moshe Cohen, Founder and CEO Gravity Inc

Gravity Inc, an industry leader in the field of electric vehicle charging infrastructure and fleet management based in New York City is proud to express support of Int. 0279 sponsored by Council Members Keith Powers and Carlina Rivera. This Bill is an essential legislative step which would require New York City to begin purchasing only zero emission vehicles beginning in 2025. The Act also sets the bold, ambitious, yet achievable goal to require the city to ensure its entire vehicle fleet is converted to zero emission by 2035. We find ourselves in the midst of both a national and worldwide climate crisis which threatens the safety and well-being of all New Yorkers. At Gravity, we find ourselves at the frontline of this ongoing climate battle through our pursuit to make the fastest possible electric vehicle charging accessible and convenient to all. Gravity has unique experience as a manufacturer of charging equipment, an operator of fast-charging sites, and as the operator of a fleet of EV yellow taxis that depends upon strong charging infrastructure. The City Council has previously taken several important measures to curb emissions and transition to a more sustainable future. This Act speeds up the process and propels New York to solidify itself as a global climate leader. With the impending consequences of climate change already beginning to impact our city, we cannot afford to wait to take action. Int. 0279 has my full and complete support, and Gravity would like to thank both sponsors for their vision and guidance.



December 9, 2022

Attention NYC City Council members,

HUB Truck Rental Corp. is a truck rental and leasing company with 2500 trucks, and over 600 lease customers in the NY metro region, and we have serious concerns with the anti-idling legislation.

- The incentive system that rewards the public to target idling trucks has serious flaws when it comes to due process, and not properly issuing the violation to the actual offender of the idling law, since all of our trucks are registered in HUB Truck Rentals name, this is causing our company to be classified as a repeat offender. A transfer of liability option needs to be added to this regulation. The NYC DOF and EZ Pass already have the transfer of liability option in place.
- 100 percent of the trucks we rent and lease are equipped with certified clean idle engines that include diesel particulate filters, and diesel exhaust fluid after treatment systems. We would like to see an exemption added to this regulation for these vehicles, since an exemption already exists in the state of California for trucks with systems previously mentioned, and also have decals from the truck manufacturer so they can be easily be identified:



- The trucks we operate are also equipped with a 3-minute idle timer that is programmed into the vehicles ECM, unless the engine is required to operate a PTO device such as a boom or refrigeration unit.

Regards,

**HUB TRUCK RENTAL CORP.**

  
**Christopher Gawarecki**  
Customer Compliance Manager



**Testimony of Mo-Yain Tham, NY Policy Research Manager, Jobs to Move America  
NYC Council Public Hearing on Int. 0279-2022  
December 15, 2022**

**Int. 0279-2022::** *This bill would require the City to begin purchasing zero emission vehicles only beginning in 2025. It would also require the City to ensure that the entire vehicle fleet is converted to zero emission vehicles by 2035.*

Members of the Committee, thank you for this opportunity to speak on Int. 279. My name is Mo-Yain Tham and I am the NY Policy Research Manager with Jobs to Move America. We are a strategic policy organization focused on making sure our public investments do the most public good -- creating high-quality jobs and healthier communities.

While we recognize the importance and need to accelerate the electrification of New York City's (NYC) municipal fleet, we believe this process should also ensure a good transition for impacted workers and create community-sustaining manufacturing jobs. With NYC's 30,000 municipal vehicles, the City can shape the market and ensure that the purchasing process creates high-quality jobs in the growing Electric Vehicle sector.

JMA believes this bill should include significant labor provisions to protect jobs and encourage manufacturers to commit to good wages, benefits and training. JMA recommends the addition of two amendments:

- 1) The inclusion of a Workforce Development Report would require purchasing agencies to evaluate the number of jobs created or lost, possible skill gaps as well as a comprehensive plan to train, retrain and transition existing drivers and mechanics to work on electric vehicles.
- 2) The inclusion of a good jobs procurement policy. This would allow purchasing agencies to utilize a competitive best-value procurement process; in order to encourage bidders to "compete up" to win the contract. Bidders are given extra credit for proposing good wages, benefits, and retraining- such as training diesel-fuel mechanics to safely work on electric vehicles. Once the bidder wins the project, these commitments become enforceable in the contract.

As NYC continues to address the ongoing climate crisis, we encourage your Committee to support the addition of these two amendments in order to ensure the transition to electric vehicles does not adversely impact unionized municipal fleet workers and the transition creates good manufacturing jobs. Thank you very much for your attention to this critical issue.



**Submitted Testimony of Leading Light Wind  
to the New York City Council  
Committee on Environmental Protection  
Oversight Hearing – Air Quality  
December 15, 2022**

[Leading Light Wind](#) is an American-led offshore wind project that will bring locally sourced renewable energy to the East Coast. Developed by Invenergy, the largest privately held global developer, owner and operator of sustainable energy solutions, and New York-based energyRe, we believe in empowering the communities where we live and work.

The project is the only American-led offshore wind project in the New York Bight seeking a power contract with New York State in early 2023. We have a proven track record of building clean energy projects in [New York](#), and we are aligning with our partners in labor to foster green jobs and to build a pipeline of workers to support the growing offshore wind industry. The project is a transformational opportunity to move towards a greener New York while creating investments and workforce opportunities in some of our most vulnerable communities.

In February 2022, Leading Light Wind was awarded a federal lease of approximately 84,000-acres in the New York Bight that will provide more than 2 gigawatts of renewable energy to the region. Planned for operation in 2030, the project will generate enough clean energy to power 650,000 New York homes. This project is key to advancing the State and City's green energy transition while supporting energy independence, American workers, and improving community health along the way.

Leading Light Wind will provide major benefits to air quality by displacing fossil fuel power plants which often are located in disadvantaged communities. About 4.8M tons of carbon dioxide (CO<sub>2</sub>) annually will be offset from the fossil fuel fleet of power plants in New York. This is equal to removing more than 1M gasoline-powered passenger vehicles from our highways in one year. Major reductions in particulate matter (PM), Sulfur Dioxide (SO<sub>2</sub>), and Nitrogen Oxides (NO<sub>x</sub>) emissions, are estimated to contribute to decreases in adverse human health effects from cardiovascular and respiratory illnesses in New York.

We want to work with the City Council and all of our stakeholders to implement this project and are committed to being an active community partner as we design and build it. Please do not hesitate to contact us and we look forward to working with you all in the near future.



★ Brother Hood - Friendship - Safety ★

**Testimony of the Metropolitan Trucking Association**  
**New York City Council Hearing - December 15, 2022**  
*Regarding Truck Idling - Int 0684-2022*

Good afternoon. I would like to thank you for holding this hearing and for allowing me to address the committee. My name is Patrick Hyland and I am the Executive Director of the New York Metropolitan Trucking Association (NY MTA). Our association represents employers who exclusively hire Teamster Local 282 drivers to operate their trucks performing heavy construction delivery and hauling aggregate supply materials throughout the five boroughs of New York City. To be even more specific; our members own dump trucks, dump trailers, flat bed trailers, and flo-boys. Approximately half of these companies are M/WBE certified businesses.

Our membership are the sub-contractor(s) trucking companies working on Public Works projects in the city. As you see throughout the city, these projects vary both in size and logistical complexity. Getting materials delivered and excavated materials hauled out of New York City is more difficult than other locations we represent due to traffic, density, the vertical nature of this metropolis, etc. These are the type of conditions that occasionally require the need for trucks be held in line before entering and departing the construction site. Legislators that preceded you in the City Council thought it would be appropriate for the Teamster Drivers operating these vehicles to constantly turn on and off these machines as they wait for their



Building Trade colleagues to tell them they can access the site. It is not the way these quarter of a million-dollar machines are meant to be operated. We agree with you...yeah, that does not make logistical and/or operational sense.

That being said, we are not in a City Council hearing today discussing how to amend this ill-conceived law. Instead, we are here talking about raising the fines and penalties on small business owners. Every time I tell my members “this has to be as bad as it gets for small business owners in this city” a bill like this gets introduced. I know I should just stop saying that but I truly believe it every time I utter the phrase. I mean when does this end?!?! This is just beyond the pale.

Due to the nature of our day-to-day operations in the heavy construction industry, all NY MTA employers are also under the purview of the Business Integrity Commission (BIC) who already mandate that our members own/operate “clean emission vehicles”. If you operate a vehicle meeting these emission standards, you should be exempt from this onerous law full stop! But instead of introducing that law we are here today to discuss the merits of doubling fines for bills issued by citizens from a phone on companies performing public works construction with 100% prevailing wage compliant labor. To quote the late great Vince Lombardi (born and raised in the Bronx); “what the hell is going on here?!?!”

This bill has been a disaster since the day it was written. The City Council needs to amend it to exempt clean emission vehicles yesterday. Please rip this up and start over in 2023 on something that makes sense.

Thanks for allowing me to submit my testimony and enjoy the holiday season.



Good afternoon, members of the Council. My name is Kevin Garcia, and I am the Transportation Planner with the New York City Environmental Justice Alliance (NYC-EJA). Founded in 1991, NYC-EJA is a nonprofit citywide membership network linking grassroots organizations from low-income communities of color in their struggle for environmental justice.

**I am here today to testify in support of [Int 279](#), [Int 606](#), [Int 684](#), and [Int 707](#).**

Transportation accounts for nearly 30 percent of New York City’s emissions and the two million light-duty vehicles registered in the city are responsible for almost 80 percent of the city’s transportation emissions. Thus, we must do everything we can to tackle tailpipe emissions and encourage a cleaner transportation sector to achieve New York City’s climate and environmental justice targets.

While the air pollution impacts from the transportation sector affect us all, in New York City, low-income communities and communities of color suffer disproportionately from respiratory problems caused by transportation-related air pollution. In New York City alone, respiratory illnesses caused by traffic-related particulate matter led to 320 premature deaths and 870 emergency department visits and hospitalizations every year. Poor air quality from fossil fuel combustion — from vehicles, power plants, and boilers— disproportionately impacts the respiratory health of communities of color and low-income communities. Per the NYC Department of Health, hospitalizations for preventable asthma occur disproportionately in the poorest neighborhoods at a rate up to 30 times more frequent than in the wealthiest communities.

Our city government must do its part to address emissions and air quality by cleaning up its fleet. Requiring the City to purchase zero-emission medium-duty and heavy-duty trucks will accelerate the elimination of traditional truck diesel emissions, which generate pollution that contributes to elevated rates of respiratory diseases in New York City’s most vulnerable neighborhoods. New York City has various Electric Vehicle (EV) pilots underway but has not yet deployed a significant percentage of its fleet as EVs. EVs dramatically reduce both direct and indirect emissions versus those of internal combustion engine (ICE) vehicles. To guarantee that the City’s fleet is clean and sustainable, we are urging the City Council to adopt Int 279.

Additionally, it is important to monitor and reduce tailpipe emissions from non-City owned vehicles too, in particular, medium- and heavy-duty vehicles used for delivering goods. New York City is experiencing an increase in last-mile warehouses, the facilities from which goods ordered by mail or online are delivered directly to consumers. Last-mile warehouses facilitate the movement of goods in the supply chain to the final destination and minimize the time to complete delivery. Per NYC’S Zoning Resolution, “warehouses” can only be constructed in manufacturing districts and C8 commercial districts and are built “as-of-right” which means they do not need to go through a review process. These districts are located next to residential areas and are more prevalent in neighborhoods with higher population percentages of low-income families and communities of color. The construction and siting of these facilities also do not take into consideration the location of parks, green spaces, or playgrounds.

Today, it is estimated that more than 2.4 million packages are delivered every day in New York City. This has led to an increase in the number of vans and trucks needed to bring goods to last-mile warehouses and to complete the trips to their final destination. According to the U.S. Environmental Protection Agency (EPA), increased truck traffic, especially from diesel exhaust, can lead to serious health conditions like asthma and respiratory illnesses and can worsen existing heart and lung disease, especially in children and the elderly. Because of this, along with the siting of these facilities, communities are bearing the burden of consumer habits for faster deliveries that lead to increases in vehicle traffic, a rise in carbon emissions, and further air pollution.

Thus, we are strongly urging the City Council to not only adopt Int 606 and Int 684 but to go beyond the proposed inclusion of city parks, green spaces, and playgrounds. These two bills will help deter vehicle idling and help us reach our air quality reduction targets. Int 606 will expand on the sensitive receptors that are not considered in relation to vehicle idling. Furthermore, the City Council should include other sensitive receptors in the Int 606 amendment, such as New York City Housing Authority developments and nursing homes. This expansion of receptors, along with adopting Int 684, can help to deter unnecessary vehicle idling that plague our communities.

We are also urging the City Council to adopt Int 707 to help better understand traffic movement and improve air quality monitoring. Designating heavy-use thoroughfares can help us to mitigate the impact of a massive uptick in last-mile warehouses in our city and the vehicles these facilities demand. This increased transparency with regard to air quality data can better inform the public and can help the City with planning mitigation measures to reduce air pollution.

Thank you for the opportunity to speak in support of these bills and to highlight the issues around emissions. We encourage you to pass these bills to help reduce emissions, improve the lives of New Yorkers, and tackle climate change.

Thank you for accepting this testimony. My name is Brynn Fuller-Becker, and I'm here representing New Yorkers for Clean Power (NYCP). NYCP is a statewide collaborative campaign that uses education, advocacy, and organizing to rapidly shift to a clean energy economy. NYCP is a member of the ElectifyNY coalition

As an avid biker and subway user, I hate cars, but I know that our city's infrastructure was largely built to support the use of light, medium, and heavy duty vehicles, and they too need to be decarbonized in order to protect New Yorkers and meet our climate goals. NYC transportation emissions are the second largest source of emissions (after buildings) and yet NYC has made no visible progress in reducing these emissions.

This issue has impacts that span beyond our climate, lower-income communities in NYC suffer disproportionately from respiratory problems caused by medium-duty and heavy-duty trucks that run through their neighborhoods. However, the NYC ZEV bill, by requiring NYC to convert its entire fleet to ZEVs by July 1, 2035, will force progress in both these spaces.

Not only do charging solutions exist today that allow cities to install charging infrastructure to support light-duty, medium-duty, and heavy-duty vehicles, but tens of cities in North America have deployed zero-emission transit buses, a perfect example of heavy-duty vehicle deployment and charging infrastructure.

NYC will save money by using ZEVs as they have much lower energy costs (electricity instead of diesel fuel or gasoline) and maintenance costs. This bill will generate jobs in NYC, with mobility companies and companies that provide or install charging infrastructure seeing the largest sources of job growth.

This is a common-sense bill - New Yorkers want clean air, New York needs to transition its vehicles off of dirty fossil fuels. So, I'm calling on the City Council and Mayor Adams to pass the ZEV for NYC bill and make New York City's municipal fleet zero emissions. Thank you.



## Additional Helpful Links

[Stakeholder Sign On Letter  
Form to Sign On to the Letter](#)

[Legislation Full Text](#)

[More Information on the Bill](#)

[One-Pager](#)

*Thank you for supporting ZEV4NYC. Please direct any questions/comments/concerns to Jessica Enzmann at [Jessica.Enzmann@sierraclub.org](mailto:Jessica.Enzmann@sierraclub.org).*



**Testimony of Alia Soomro, Deputy Director for New York City Policy  
New York League of Conservation Voters  
City Council Committee on Environmental Protection  
Oversight Hearing on New York City's Air Quality and its Effects on Public Health  
December 15, 2022**

Good afternoon, my name is Alia Soomro and I am the Deputy Director for New York City Policy at the New York League of Conservation Voters (NYLCV). NYLCV is a statewide environmental advocacy organization representing over 30,000 members in New York City. Thank you, Chair Gennaro and members of the Committee on Environmental Protection for the opportunity to testify today.

New York City has one of the country's [highest rates](#) of asthma hospitalizations and deaths among children and young adults, African American and Latino patients, and [residents of high-poverty neighborhoods](#). Poor air quality leads to poor health outcomes such as respiratory and cardiovascular diseases, especially for vulnerable populations such as seniors and children. This problem becomes more prevalent near New York City's many major highways, where, too often, these communities are low-income and communities of color due to structural and environmental racism and historic disinvestment. On top of this, existing public health inequities are compounded by climate change.

NYLCV supports Intros 606, 684, and 707, all of which would work towards reducing the amount of pollutants in the air and improving public health, especially for vulnerable New Yorkers such as children and people of color. We support Intro 684, which would increase civil penalties for idling infractions by trucks and buses, and Intro 606, which would curb idling adjacent to New York City parks, green spaces, and playgrounds for longer than one minute. Both of these bills would curb vehicular idling so that the predictable and preventable adverse health effects can be averted. Additionally, NYLCV supports Intro 707, which requires the Department of Environmental Protection (DEP) to designate heavy-use thoroughfares in every borough and install street-level air monitors to track air quality in these areas. The bill also requires DEP to issue a report containing the results of the air quality monitoring and mitigation measures where the results of the air quality monitoring constitute a violation of an existing standard. NYLCV supports Intro 707 because it will provide badly-needed air quality data and shed light on the heavy air pollution burden that low-income and communities of color bear, especially with the proliferation of last-mile facilities since the start of the pandemic. There is much that the City can do on its own to alleviate air pollution caused by heavy traffic, but as the fight for congestion pricing has demonstrated, we also need help from the State and Federal governments to get dirty vehicles off the road and improve public health.

Although NYLCV broadly supports the intent of Intro 279 and the requirements for light-duty vehicles, we have concerns about the feasibility of the timeline for medium- and heavy-duty vehicles, such as garbage and fire trucks, and school buses. Under this bill, New York City would be required to purchase or lease only zero-emission light- and medium-duty vehicles beginning July 1, 2025, including school buses. Additionally, the City would be required to purchase or lease only zero-emission heavy-duty and specialized motor vehicles beginning July 1, 2030. New York City would be required to convert its entire fleet of light-, medium-, and heavy-duty and specialized motor vehicles to zero-emission vehicles by July 1, 2035.

NYLCV does not support revisiting the electric school bus timeline having strongly advocated for Local Law 120 of 2021, which requires the City to ensure that all school buses in use by September 1, 2035, shall be all-electric zero-emission school buses, and the Fiscal 2023 State budget that requires all school bus purchases statewide to be zero-emission starting in 2027. Since existing City and State electric school bus laws were carefully negotiated with many different stakeholders, we need to find a valid reason for it to be revisited.

Moreover, NYLCV, along with the NYC School Bus Umbrella Services (NYCSBUS), World Resources Institute (WRI), the Mobility House, Bronx Community College, and CALSTART have been awarded the New York State Energy Research and Development Authority's (NYSERDA) Clean Transportation Prize through the Electric Truck and Bus Challenge. The winning project, which received \$8 million in prize money, provides a framework to accelerate the deployment of zero-emission school buses in New York City and throughout the State. This project recognizes that acquiring electric vehicles is not the only barrier to a clean energy bus fleet. Bus companies and school districts need to navigate unfamiliar territory, and overburdened school districts often lack the resources and expertise to manage electric school bus adoption on a large scale. We are very encouraged to work with our partners to enable NYCSBUS to serve as a first laboratory and case study for large-scale school bus electrification in New York, documenting not just the proper selection of buses but the even more complicated deployment of charging infrastructure, development of training and operational protocols, and community engagement so that the project is successful.

NYLCV would support the provisions of Intro 279 if the City were to find the timelines for medium- and heavy-duty vehicles feasible given the requirements of the City's capital process, or, if there are amendments to the timeline so that it better balances an ambitious timeline with practicality. We encourage the City Council to continue collaborating with advocates, City agencies such as OMB and DCAS, Con Ed, and National Grid. We also urge the City to produce a plan on capital spending and charging infrastructure for medium- and heavy-duty vehicles under the bill's timeline to identify challenges and solutions for implementation, such as charging infrastructure, funding, and procurement issues.

We are encouraged by a recently announced infusion of over \$69 million in federal funds from the Infrastructure Investment and Jobs Act that will provide New York with 184 electric buses, with 51 of them going to New York City school districts. We urge the City to continue identifying Federal and State funding to electrify our City fleets over the next decade.

NYLCV is encouraged by Intros 606, 684, and 707, which will help fight poor air quality throughout our City. We urge you to co-sponsor Intros 606 and 707 and vote yes on these bills, which are being considered for our 2022 New York City Council Scorecard. While we believe Intro 279 should be amended to better balance feasibility with ambition, we support its intent and look forward to working with the City Council, advocates, and agency officials to electrify our City fleet.

Thank you for the opportunity to speak.



**TESTIMONY  
OF THE  
NEW YORK PUBLIC INTEREST RESEARCH GROUP  
BEFORE THE  
NEW YORK CITY COUNCIL  
COMMITTEE ON ENVIRONMENTAL PROTECTION  
DECEMBER 15, 2022**

Good afternoon. My name is Natasha Elder, and I am the Regional Director for Resiliency and Equity Projects at NYPIRG, the New York Public Interest Research Group. NYPIRG is a non-partisan, not-for-profit research and advocacy organization. Environmental protection, public health, consumer protection, higher education equity, and civic empowerment are our principal areas of concern.

Thank you, Committee Chair Gennaro and members of the Committee on Environmental Protection for the opportunity to testify today. Although all of the issues being brought forth are of importance to protect the health of New Yorkers, we are specifically testifying in support of Intro. 684, which would increase the civil penalty for idling infractions imposed on drivers of buses and trucks.

*Nitrogen Oxide, Particulate Matter and Health*

Idling is a significant – and usually unnecessary – source of Nitrogen oxides (NOx) and particulate matter (PM2.5), with an estimated 130,000 tons of carbon dioxide emitted in New York City each year. These toxins, mostly produced by diesel-powered vehicles, have been linked to numerous problems, including bronchitis, pneumonia, inflammation of pulmonary tissues, heart attacks, lung cancer, increased asthma-related symptoms, fatigue, heart palpitations, and premature death.<sup>1</sup> Ambient fine particulate pollution is responsible for between 85,000 and 200,000 deaths in the US each year.<sup>2</sup>

Idling creates air pollution and although people of all ages are affected by it, children are particularly vulnerable, especially in communities of color. Across the country, schools with a higher enrollment of racially and ethnically marginalized children have found higher-than-average amounts of particulate matter and nitrogen oxide in those schools, in contrast to schools where there are lower enrollments of

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<sup>1</sup> Wang, G. Bai, S., Ogden, J., “Transportation Research Part D: Transport and Environment, Identifying contributions of on-road motor vehicles to urban air pollution using travel demand model data,” 2009, *Elsevier.com*, see: <http://www.journals.elsevier.com/transportation-research-part-d-transport-and-environment>.

<sup>2</sup> Tessum CW, Paolella DA, Chambliss SE, Apte JS, Hill JD, Marshall JD. PM2.5 pollutants disproportionately and systemically affect people of color in the United States. *Sci Adv.* 2021 Apr 28;7(18):eabf4491. doi: 10.1126/sciadv.abf4491. PMID: 33910895. Accessed at <https://www.science.org/doi/10.1126/sciadv.abf4491>.

marginalized students.<sup>3</sup> This is also the case in New York City.<sup>4</sup> Recent studies in New York City have found greater rates of premature deaths and hospitalizations for respiratory and cardiovascular conditions in regions with high percentages of poverty.<sup>5</sup> And diesel truck and bus pollution adds another layer of environmental injustice. Disparities in PM2.5 exposure due to trucks and buses in neighborhoods experiencing poverty are more pronounced than disparities in PM2.5 exposure due to other sources. The resulting health costs are significant, with trucks and buses accounting for half of all traffic pollution-related premature deaths in Black and Hispanic communities.<sup>6</sup>

These poor health outcomes, which exacerbate racial and economic injustice, are well known and are part of the main reasons current idling laws exist. However, paying the current schedule for civil penalties has not deterred enough significantly deterred truck and bus operators from violating the law. Increasing civil penalties for idling trucks and buses who have accrued multiple violations, will create better health outcomes for all New Yorkers by deterring repeat violators. Premature death cannot become an accepted cost of doing business.

### *Nitrogen Oxide, Particulate Matter and Climate*

NYPIRG works with students at college campuses across New York, including 10 here in New York City. Generational climate justice is an issue that's front and center for the students we work with. Today's college students are seeing more severe storms and flash floods, they are reading dire climate reports from the UN's IPCC, and grappling with what their future will look like. Idling wastes large amounts of fossil fuels and results in significant emissions of greenhouse gasses that contribute to climate change.

According to the Department of Environmental Conservation, every gallon of gasoline burned leads to the release of 22 pounds of carbon dioxide, and the transportation sector is responsible for nearly 30% of New York's greenhouse gas emissions.<sup>7</sup> Reducing vehicle idling by just 5 minutes per day would reduce annual fuel consumption by 10 to 20 gallons of gasoline per vehicle.<sup>8</sup> With millions of vehicles driven in New York on a daily basis, increasing civil penalties for buses and trucks and reducing idling would result in massive reductions in fuel consumption and a significant decrease in New York's carbon footprint.

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<sup>3</sup> Cheeseman, M. J., Ford, B., Anenberg, S. C., Cooper, M. J., Fischer, E. V., Hammer, M. S., et al. (2022). Disparities in air pollutants across racial, ethnic, and poverty groups at US public schools. *GeoHealth*, 6, e2022GH000672. <https://doi.org/10.1029/2022GH000672>

<sup>4</sup> Cheeseman, Ford, et al. (2022). Disparities in air pollutants across racial, ethnic, and poverty groups at US public schools.

<sup>5</sup> Iyad Kheirbek et al., "Air pollution and the health of New Yorkers: The impact of fine particles and ozone," New York City Department of Health and Mental Hygiene (2011), <https://www1.nyc.gov/assets/doh/downloads/pdf/eode/code-air-quality-impact.pdf>

<sup>6</sup> Iyad Kheirbek et al., "The Contribution of Motor Vehicle Emissions to Ambient Fine Particulate Matter Public Health Impacts in New York City: A Health Burden Assessment," *Environmental Health* 15, no. 1 (December 2016): 89, <https://doi.org/10.1186/s12940-016-0172-6>

<sup>7</sup>New York State Department of Environmental Conservation, "2021 Statewide Greenhouse Gas Emissions Report" see: <https://www.dec.ny.gov/energy/99223.html#Report>

<sup>8</sup> See Hinkle Charitable Foundation, <http://www.thehcf.org/antiidlingprimer.html>.

Continuing to ignore these facts will not only hurt New Yorkers' health, but also our wallets, as we foot the bill for disaster clean-ups. The National Oceanic and Atmospheric Administration (NOAA) has tallied the cost of New York's climate-fueled storms from 2000 and 2021 at \$50 to \$100 billion dollars.<sup>9</sup> Superstorm Sandy caused \$19 billion in damages in New York City.<sup>10</sup> After Hurricane Ida, the MTA alone estimated up to \$100 million in damages from the storm, according to MTA Acting Chair Janno Lieber. Moreover, we all pay for increased health care costs, lost work productivity, missed school days and reduced lifetime earnings that result from preventable sickness and death caused by unnecessary vehicle idling emissions.

### *Being Creative and Reimagining Policy*

The negative effects on the health of New Yorkers and our climate as a whole has spawned creative policy solutions. For example, in Hunts Point, where 24.5% of residents identify as Black and 74.5% of residents identify as Hispanic, there has been a connection between diesel fuel trucks and buses and increased asthma rates among children. A rebate incentive program called The Hunts Point Clean Trucks Program was designed –and later evolved– to reduce diesel exhaust emissions by replacing older diesel trucks throughout the city. NYC's electric bus network has also been growing. Coming up with non-truck based transport is another creative solution, as the total weight of freight is expected to increase by 68% by 2045,<sup>11</sup> and trucks currently account for 88% of deliveries throughout the city.<sup>12</sup> The Department of Transportation's Smart Truck Management Plan has begun that work with its focus on decreasing emissions. Lastly, Congestion Pricing, or the Central Business District Tolling Program, continues to be another critical piece in the fight to reduce emissions and promote solid environmental justice practices while supporting our critical mass transit system.

### *Conclusion*

We are in a climate crisis and our health is failing. The United States Environmental Protection Agency has identified 21 chemicals in truck and bus exhaust that are known or suspected to cause cancer or other serious health effects. Reducing the idling of trucks and buses will better protect the public health of New Yorkers by improving air quality as well as reducing the unnecessary consumption of hazardous fossil fuels and release of greenhouse gasses. Increasing civil penalties will bolster efforts to meet these goals. We urge passage of Intro 684. Thank you.

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<sup>9</sup> NOAA National Centers for Environmental Information (NCEI) U.S. Billion-Dollar Weather and Climate Disasters (2022). <https://www.ncei.noaa.gov/access/monitoring/billions/>, DOI: 10.25921/stkw-7w73.

<sup>10</sup> *2014 New York Hazard Mitigation Plan*, New York State Division of Homeland Security and Emergency Services (January 4, 2014) at 3.12-12. Accessed at [www.dhSES.ny.gov/oem/mitigation/documents/2014-shmp/Section-3-12-Hurricane.pdf](http://www.dhSES.ny.gov/oem/mitigation/documents/2014-shmp/Section-3-12-Hurricane.pdf).

<sup>11</sup> New York City DOT, "Delivering New York: A smart truck management plan for New York City" (2021), <https://www1.nyc.gov/html/dot/downloads/pdf/smart-truck-management-plan.pdf>.

<sup>12</sup> New York Metropolitan Transportation Council, "Regional Freight Plan 2018–2045" (2018), [https://www.nymtc.org/Portals/0/Pdf/RTP/Plan%202045%20Final%20Documents/Plan%202045%20Individual%20Appendices/Appendix%208\\_Regional%20Freight%20Plan.pdf](https://www.nymtc.org/Portals/0/Pdf/RTP/Plan%202045%20Final%20Documents/Plan%202045%20Individual%20Appendices/Appendix%208_Regional%20Freight%20Plan.pdf).



**Open Plans' Director of Advocacy and Organizing, Jackson Chabot's, Testimony in support of Int. 606 and 684**

Dec. 15th, 2022

Good afternoon, my name is Jackson Chabot, and I am the Director of Advocacy and Organizing at Open Plans, an over 20-year-old non-profit dedicated to safe and livable streets. I want to start by commending this committee on their practical, common-sense solutions to making our streets safer and healthy places. This is the New York we all deserve. The choice is clear; you must pass Int. 606 and 684.

Research shows vehicular-related air pollution, which is neurotoxic, has also been causally linked to strokes, heart attacks, cancers, mental health issues, and dementia. In children, it has been associated with low birth weight, delays in brain maturation, behavioral problems, and learning issues. This information should scare us all, and yet companies operating truck and bus fleets still have free roam over our city as much as pigeon swarms do.

These bills must pass so that we can protect our youngest New Yorkers, those walking to 3K or in strollers, and our oldest New Yorkers who cannot sit outside because the air quality is so bad and whose lungs are most vulnerable.

On top of this, particulate levels are highest near roadways, and those using the nearby sidewalks, bike lanes, and plazas face the highest immediate exposure, especially if they are playing or exercising, or spending a lot of time there. Just considering this reality makes me cringe. What we are saying is that corporations' selfish choice to ignore readily available anti-idling measures is more important than the air we all breathe.

We also need design solutions. If we don't want these trucks and buses idling, then we need to give them places actually to park, and we need to dramatically expand and enforce loading zones. Just this morning I saw delivery trucks parked on an elevated bus stop at the corner of Broadway and Franklin idling away, not a care in the world.

We need action now; we cannot delay. If you care about a safe, livable New York City, you must vote yes on these bills.





## Testimony Submitted by Red Hook Initiative To

New York City Council  
Committee on Environmental Protection  
Int 606 and 707  
Thursday, January 15th 2022



Chair Gennaro, Council Member Aviles, and other distinguished members of City Council,

I am the Community Organizing Manager at Red Hook Initiative and am writing in regards to Int 606: Motor vehicles idling adjacent to and within New York city parks, green spaces and playground and Int 707: Local Law to amend the administrative code of the city of New York, in relation to air quality monitoring at designated "heavy use" thoroughfares. RHI enthusiastically supports both 606 and 707, which would reduce pollutants in the air and improve health outcomes for the Red Hook community.

Red Hook Initiative (RHI). RHI is a community-based organization serving 6,500 public housing residents in Red Hook, Brooklyn each year through youth development, community building, and local hiring programs. Red Hook is home to the largest New York City Housing Authority (NYCHA) development in Brooklyn and the second largest in New York City. Red Hook Farms, a project of RHI, operates a 2.75 acre farm, Columbia Street Farm, in addition to a 1.1 acre farm, Wolcott Farm, on NYCHA property. RHI is a member of the last-mile coalition, a coalition of communities impacted by last mile expansion.

Red Hook has suffered decades of systemic environmental racism and injustice, from geographic isolation resulting from the construction of the Brooklyn Queens Expressway, to long term environmental impact of the Columbia Smelting and Refining Works site, to disinvestment in the Red Hook Houses, New York City Housing Authority's (NYCHA) largest public housing complex in Brooklyn. Residents living in Red Hook Houses (Census Tract 85) are disproportionately affected by environmental hazards as evident in recent health data; the area falls within the 94th Percentile in the country for asthma diagnosis. Within the EPA's EJSCREEN tool, Red Hook Houses Census Tract 85 has additional Environmental Justice indicators; rating in the 99th percentile in nearly every category and above the 90th percentile in every socioeconomic indicator.

For both legislative items, we have recommended below that the Committee consider adding protections for public housing communities. It is clear from the data<sup>1</sup> that the asthma rates are highest where there are the densest concentrations of public housing. According to RHI's own data, 23% of residents of the Red Hook Houses surveyed by Red Hook Initiative in 2016 had at least one family member with asthma, and 40% of those surveyed had mold in their apartments.<sup>2</sup>

Red Hook's environmental hazards are being further exacerbated by a new wave of last-mile warehouse facilities being built in the neighborhood. Five new warehouses, totaling 2 million square feet, are currently under construction or planned by some of the largest logistics companies in America, such as Amazon, in Red Hook's just under one square mile geographic area.

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<sup>1</sup> <https://www.montefiore.org/documents/communityservices/OCPH-Dashboard-asthma.pdf>

<sup>2</sup> [https://rhicenter.org/wp-content/uploads/2019/11/ImpactofMold\\_RHI\\_FINALREPORT\\_2016.pdf](https://rhicenter.org/wp-content/uploads/2019/11/ImpactofMold_RHI_FINALREPORT_2016.pdf)

This development and the constant stream of delivery trucks that will travel in and out of the neighborhood to these new facilities will have significant impacts on the local environment, public health and safety. Recent reports of last mile warehouse facility expansion in black and brown neighborhoods and the impact on health have been well documented in communities across the country.

It's estimated that delivery trucks now drop off more than 2.4 million packages every day in New York City alone. According to the EPA, increased truck traffic, especially from diesel exhaust, can lead to serious health conditions like asthma and respiratory illnesses and can worsen existing heart and lung disease, especially in children and the elderly. Large diesel-powered delivery trucks spew pollutants like particulate matter into the air as they zoom down narrow residential corridors day and night, worsening asthma rates and traffic congestion and this will greatly increase with the rapid expansion of these warehouses within Red Hook. The expansion of last-mile delivery sites will particularly impact the Farms (photos below) which have seen a steady increase in traffic since the opening of the initial Amazon Fresh site last Spring.

Last mile warehouses exacerbate these problems by increasing the total number of truck trips taken for deliveries throughout the city, worsening rates of air pollution, noise pollution, and traffic congestion in the neighborhoods they move into. Medium- and heavy-duty trucks, which make up less than 5% of vehicles on the road yet contribute 20% of the nation's transit sector emissions, are continuously driving through residential corridors, loading and unloading inventory for delivery to peoples' homes. In the U.S., 76% of commercial delivery trucks run on diesel engines, which emit higher levels of particulate matter (PM 2.5) and nitrous oxide (NOx) pollution than gasoline engines.

**On Int 606:**

RHI supports the enactment of this legislation, which would further regulate vehicle idling near schools and parks for more than one minute. With the threat of many more trucks entering the community looming over us as more warehouses open, we need to mitigate this issue now in order to prevent further harm. Adding protections to include local parks and playgrounds will help to address the harm that idling caused by the diesel powered delivery vans that will be increasing in number in Red Hook.

The bill would have particular benefit for the Columbia Street Farm which is Parks property and would see additional protections under this legislation. This additional protection is necessary with the steady flow of delivery trucks in and out of the community, the majority of which pass the Farm directly (see photo below).

In addition to the protections stated in the bill for parks, green spaces, and playgrounds, we encourage the committee to consider adding public housing communities as further protected in this bill. We also encourage the Committee to ensure that enforcement of this is also thorough and accessible for community members if issues arise.

**On Int 707:**

RHI supports this legislation as it would provide additional capacity for air monitoring and reporting on air quality in Red Hook. This data can be used for community members and advocates to document the impact of overall truck traffic and particularly last-mile expansion within the community. We have included several considerations below and look forward to supporting this legislation however possible.

We encourage the Committee to consider:

- Amend the definition of “regulated air contaminant” at Section (a)(3) to include any air contaminant regulated by state standards
- Amend the definition of “at risk populations” to include people with preexisting conditions including asthma, and people in public housing
- Amend Section (c) to also require air monitors at public housing locations
- Amend Section (c) to include a height requirement for air monitors
- Consider adding consultation with Department of Health in Section (e)
- Incorporate DOT into mitigation measures: for example in our district, Hamilton Avenue is both a heavy use thoroughfare with a negative impact on health and an extremely dangerous location for pedestrians. DOT should be written in as a partner on mitigation.

Thank you for the opportunity to testify today and for your commitment to improving the health of New York City residents. If you have any questions or comments regarding our testimony you can contact:

Tevina Willis  
[tevina@rhicenter.org](mailto:tevina@rhicenter.org)  
718-858-6782

Sincerely,

Tevina Willis  
Lead Organizer, Red Hook Initiative

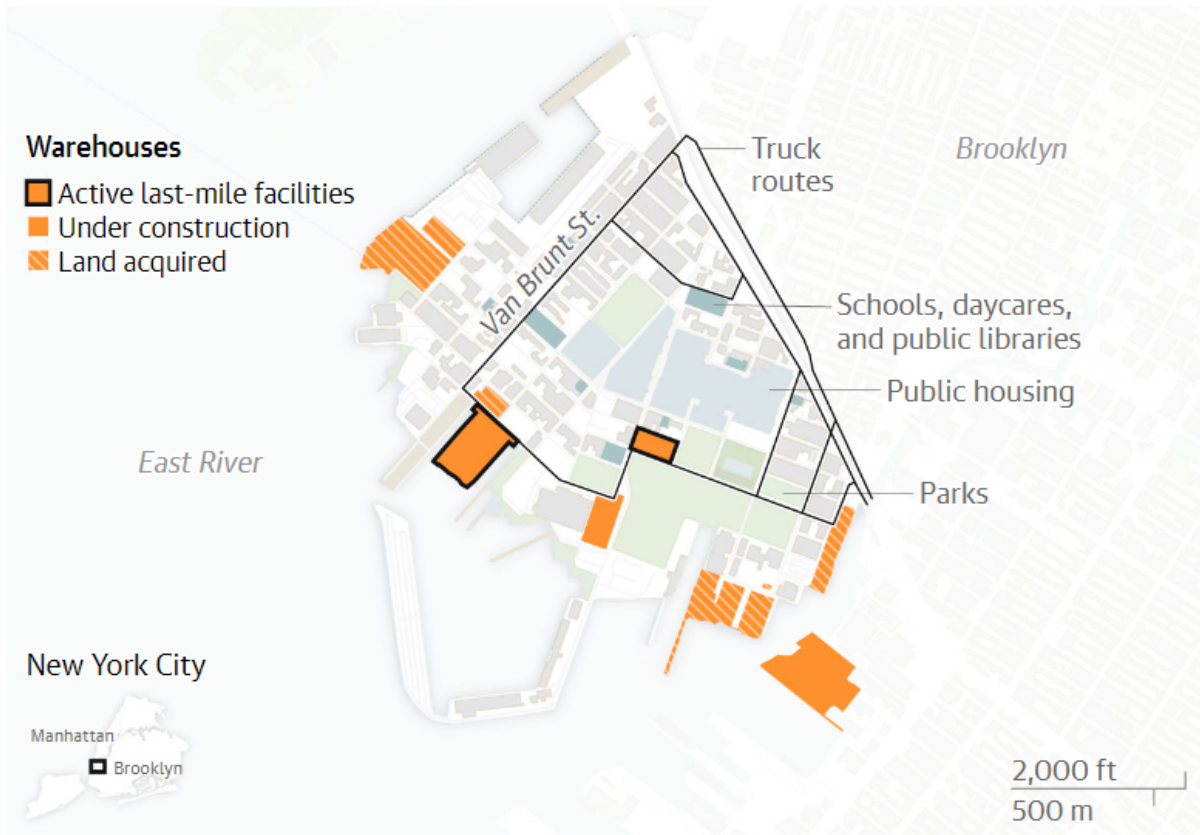


Newest Amazon facility (Red Hook Houses in background)

Source: Guardian



# Warehouses in Brooklyn's Red Hook neighborhood



Guardian graphic. Sources: Consumer Reports/Guardian research, NYC Open Data.



Construction of Amazon Facility next to Columbia St. Farm



Testimony of Haley Rubinson, Revel Vice President for Corporate Affairs  
New York City Council  
Committee on Environmental Protection

Int 0279-2022: A Local Law to amend the administrative code of the city of New York, in relation to the purchase of zero emission vehicles by the city.

December 15, 2022

Good afternoon, and thank you to the Committee on Environmental Protection for the opportunity to testify today.

Revel is a Brooklyn-based company working to accelerate urban EV adoption by operating shared electric vehicle fleets and charging infrastructure in major cities across the United States. We currently operate the largest public, universally-accessible fast charging depot in the Americas in Bed-Stuy, Brooklyn, along with an all-employee, all-electric rideshare service and a shared electric moped service. In 2023, we plan to open additional large-scale charging stations across New York City.

Together, Revel's services expand access to electric mobility and address the lack of charging infrastructure that has stunted EV adoption in urban areas. We're focused on change that we can make today, and believe that our multi-faceted approach will move the needle towards net zero emissions in American cities. To date, Revel's electric rideshare vehicles have traveled **more than 1.3 million emissions-free miles over 430,000 trips**, and our flagship charging depot in Bed-Stuy has distributed more than 1.5mm kWh of power, **replaced over 278k gallons of gas, and displaced more than 2480 metric tons of CO2** since opening in June 2021.

These achievements over the past 18 months have happened with only one Revel charging site and with fewer than one percent of the vehicles registered in New York City being ZEVs.<sup>1</sup> If the City were to electrify its entire fleet that number would more than double, exponentially increasing the amount of CO2 displaced and improving local air quality throughout the five boroughs. Transportation emissions are the second largest source of emissions in New York City, so **next to the city's for-hire-vehicle fleet, converting the municipal fleet to ZEVs is one of the strongest levers available to achieve a significant reduction in CO2.**

In addition to the environmental and health benefits of an emissions-free municipal fleet, converting the City's ICE vehicles to ZEVs also has the potential to strengthen New York City's electrical grid. Last summer, Revel launched the first vehicle-to-grid (V2G) program on New York City's grid at our warehouse in Red Hook, Brooklyn with several ZEVs storing electricity during periods of low demand and feeding it back to the grid during periods of high demand. This fall, we were awarded a \$7 million grant from New York State for a large-scale charging station in Red Hook that will allow us to build out additional V2G capacity, and the batteries used to support the medium and heavy duty vehicles covered

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<sup>1</sup>Open NY, [Vehicle and Boat Registrations by Fuel Type per County](#)

in this bill are an ideal size for this purpose. Whether at our charging sites or elsewhere, the City's fleet has the potential to significantly improve grid resiliency.

If passed, Intro 279 will position New York City as a national leader in combating municipal vehicle emissions. It will send the signal to other fleet operators and drivers that the time to switch to electric vehicles is now and will encourage companies like Revel to build out the infrastructure needed to support this transition. We applaud the bill sponsors and the Committee for advancing this important piece of legislation and strongly urge the Council to enact it into law.



**JOSEPH A. COLANGELO**  
President

**ANTHONY REYES**  
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City Council Testimony  
Submitted by:  
SEIU Local 246  
President, Joseph A. Colangelo

I am the president of SEIU Local 246 which represents the more than 1,500 highly skilled, professional, and dedicated public employees who repair, maintain, and upgrade all the vehicles which compromise the 30,000 pieces of equipment that “Keeps New York City Rolling”

I am in support of Int 0279-2022 which would amend the administrative code of the City of New York for the purchase of zero emission vehicles. I am also strongly in favor of making sure that protections are in place for the current works and future workers who will be tasked with repairing and maintaining these zero emission vehicles. These labor and workforce provision are not in the current version of this bill.

As the evolution of electric and alternative fuel vehicles become increasingly integrated into our municipal fleet, we need to ensure that our mechanics and machinist are properly trained in both the maintenance, repair and safety procedures when working on these highly sophisticated and complex vehicles. We also must ensure this training be ongoing and updated constantly as to ensure workers who will be servicing these vehicles have the knowledge to do their jobs effectively.

For the past 70 years, our members have continually adapted to new technologies and have excelled in keeping the equipment running and doing so during some difficult and very challenging times.

During the most recent COVID 19 pandemic, our members came to work each day to ensure that the services to the citizens of our great city would continue uninterrupted. The ambulances, fire trucks, patrol cars and sanitation vehicles along with many other agencies equipment requires high skilled and trained workforce to accomplish that mission. It is critical that our workers be given the tools and training to provide services to the citizens of our great city.

# Sierra Club Written Testimony

INTRO 0279-2022: ZERO EMISSION VEHICLES FOR NYC ACT  
ENVIRONMENTAL PROTECTION COMMITTEE HEARING DECEMBER 15, 2022



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## Written Testimony for December 15 Hearing

Good afternoon, Chair Gennaro and members of the Environmental Protection Committee,

Thank you for the opportunity to speak about this critical bill. My name is Wayne Arden. I am here to testify on behalf of the Sierra Club, which represents nearly 15,000 members in New York City. I serve as a volunteer for the NYC Sierra Club Group; I am chair of the Transportation Committee and a member of the NYC Executive Committee.

The Sierra Club is in strong support of this legislation — the Zero Emission Vehicles (ZEV) for NYC Act. This bill will ensure that New York City is doing its part to address climate change, improve public health by cleaning up our air, and position NYC as a national leader in sustainability. It has super-majority support in the City Council, and a broad coalition of environmental advocates, including the Sierra Club, support passing the strongest possible version of this legislation. (Please see attached sign-on support letter below.)

The existing law regarding low-emission vehicles in the municipal fleet was enacted in 2005. It served its purpose, and the time has come to update it given advances in zero-emission vehicle technology and availability, as well as the urgency of the climate crisis. The 2005 law predates the technological revolution of using lithium-ion batteries in vehicles to store the energy needed by electrical propulsion systems. This revolution has dramatically changed what is possible and steady technological progress will continue.

Per the latest data from the National Oceanic and Atmospheric Administration (NOAA), from June of this year, CO2 levels are now more than 50% higher than pre-industrial levels.<sup>1</sup> We continue to emit, and the levels continue to rise. New York City has made progress in addressing building emissions via the Climate Mobilization Act of 2019 but has made no visible progress in arresting transportation emissions, NYC's second largest source of emissions. The ZEV for NYC Act will accelerate the City's deployment of 100% zero-emission vehicles. It will change NYC's default decision in purchasing or leasing municipal vehicles from vehicles with internal combustion engines (ICE) to ZEVs.

On September 20, during Climate Week NYC, the Gotham Gazette published an opinion I co-authored titled: "[Recharge NYC Climate Policies; City Government Must Finally Transition to Zero-Emission Vehicles](#)". The opinion outlines many reasons why New York City should pass this bill. This afternoon I'd like to focus on issues of feasibility.

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<sup>1</sup> "Carbon dioxide now more than 50% higher than pre-industrial levels," NOAA website, NOAA, U.S. Department of Commerce, June 3, 2022, <https://www.noaa.gov/news-release/carbon-dioxide-now-more-than-50-higher-than-pre-industrial-levels>.

## Sierra Club Testimony

In every single vehicle category that New York City purchases or leases vehicles, with one exception, ZEVs from multiple suppliers, manufactured in the U.S., are available today. These categories include general purpose fleet vehicles, ambulances, fire trucks, garbage trucks, motorcycles, pursuit-rated police cars, and school buses. In the case of street sweepers, Global Environmental Products sells zero-emission street sweeper vehicles. If this bill is passed, then additional street sweeper suppliers would follow Global's example.<sup>2</sup>

The most difficult use case appears to be using garbage trucks for snowplowing. DSNY has reported that when snowplowing, a Mack LR Electric garbage truck lasts only four hours on a charge versus a desired twelve hours.<sup>3</sup> The Mack truck is a capable first-generation all-electric heavy-duty truck supplied by a legacy manufacturer. However, Mack Trucks is not the technology leader — not yet anyway. The range of the LR Electric garbage truck is 100 miles and its gross vehicle weight rating (GVWR) is 66,000 pounds.<sup>4</sup> By contrast, Tesla's all-electric Class 8 Semi can transport 82,000 pounds over 500 miles at highway speeds.<sup>5</sup> Thus, the Semi's GVWR is 24% greater than that of the Mack LR Electric, yet it has five times more range. If you were to put a snowplow on a Semi, it could likely handle 12 hours of duty today, let alone 13 years from now when per the bill New York City will be required to convert its entire fleet to ZEVs. Battery technology has made extraordinary advances over the last 15 years and there is no sign that progress is slowing down. Per the U.S. DOE, the energy density of lithium-ion battery packs has increased from 55 watt-hours/liter in 2008 to 450 in 2020.<sup>6</sup> NASA announced a new type of battery, a solid-state battery, that "allows us to double or even triple the energy it can store" (versus present-day batteries).<sup>7</sup> In short, technological progress will continue and ZEVs are appropriate for all vehicle categories in NYC's fleet, now and certainly by 2035. In addition, ABB, NYC-based Ideanomics, Proterra, and Siemens sell overhead or wireless fast-charging solutions, which allow heavy-duty vehicles to quickly charge in the middle of a duty cycle.

Regarding charging infrastructure, New York City has made a good start, but clearly this bill will require the City to move faster. We urge NYC to leverage private sector expertise to accelerate

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<sup>2</sup> Elgin, a leading North American street sweeper supplier, sells two plug-in hybrid models.

<sup>3</sup> Kevin Duggan, "DSNY's Electric Trucks 'Conk Out' Too Quickly During Snow Plowing Says Commish," StreetsblogNYC, November 18, 2022, <https://nyc.streetsblog.org/2022/11/18/dsnys-electric-trucks-conk-out-too-quickly-during-snow-plowing-says-commish/>.

<sup>4</sup> Mack LR Electric, Specs, Mack Truck website, accessed December 12, 2022, <https://www.macktrucks.com/trucks/lr-electric/specs/>.

<sup>5</sup> YouTube video: Tesla Semi pulling an 81,000-pound load (including the vehicle) 500 miles on a single charge. The Semi started in Fremont, California (elevation 56 feet) and on the route to San Diego traveled via I-5 over the Tejon Pass (elevation 4,144 feet). <https://youtu.be/GtgaYEh-qSk>. Tesla hopes to achieve a manufacturing rate of 50,000 Semis per year by the end of 2023.

<sup>6</sup> "FOTW #24, April 18, 2022: Volumetric Energy Density of Lithium Batteries Increased More Than Eight Times Between 2008 and 2020," Vehicle Technologies Office, Office of Energy Efficiency and Renewable Energy, U.S. DOE, April 18, 2022, <https://www.energy.gov/eere/vehicles/articles/fotw-1234-april-18-2022-volumetric-energy-density-lithium-ion-batteries>.

<sup>7</sup> "NASA's Solid-State Battery Research Exceeds Initial Goals, Draws Interest," Aeronautics, NASA website, October 7, 2022, <https://www.nasa.gov/aeroresearch/nasa-solid-state-battery-research-exceeds-initial-goals-draws-interest>.

its efforts to deploy charging infrastructure. Many companies, including those headquartered here in NYC, are eager to help. NYC is well positioned to become a center of sustainability if it demonstrates leadership in climate-related policies. NYC-based companies can draw on a first-rate source of knowledge and talent to advance deployment of ZEVs: graduates in science, engineering, and business from Columbia, Cornell Tech, CUNY, NYU, and other local universities.

New York City will save money by deploying ZEVs. ZEVs have much lower energy costs than ICE vehicles: one half to two thirds less, determined by the prices of gasoline or diesel fuel versus electricity. In addition, ZEVs, depending on how one classifies a moving part, have 70% to 90% fewer moving parts than ICE vehicles and consequently have low maintenance costs. Indeed, a 2019 DCAS study determined that the maintenance costs of the ZEVs in NYC's fleet were only 22% of equivalent conventional ICE vehicles. Note that this study compared the characteristics of conventional ICE vehicles, hybrid, plug-in hybrid, and all-electric vehicles. The report stated: "Right now, servicing costs with our all-electric vehicle models is dramatically less than with gas, hybrid, or hybrid plug-in models."<sup>8</sup> Plug-in hybrid vehicles were a good environmental solution ten years ago, but today they are excessively complex.<sup>9</sup> The ZEV for NYC Act will discourage city administrators from purchasing plug-in hybrid vehicles because they are no longer needed. The range of 100% ZEVs is approaching that of conventional ICE vehicles and they offer the lowest operating costs of the four types of vehicles. In 2019, GM canceled the Volt and other plug-in hybrid programs to focus its electric vehicle efforts exclusively on all-electric vehicles, i.e., a 100% ZEV approach.

Although the upfront cost of a ZEV is currently higher than its equivalent ICE vehicle, this gap will narrow over time and in the case of light-duty vehicles will disappear before 2030.<sup>10</sup> To fund the incremental costs of deploying ZEVs, New York City should leverage possible sources of financing from New York State and the federal government. The federal government has made billions of dollars available for cities to purchase ZEVs and install infrastructure. In addition, NYC is a leading center of green finance, competing with London, Singapore, and other international financial centers. NYC could choose to fund the incremental costs of ZEV deployments by issuing a series of green bonds. We recommend a series of tranches, possibly in 2025, 2027, 2029, 2031, and 2033, so that NYC benefits from technology improvements and increased competition over time.

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<sup>8</sup> "Reducing Maintenance Costs with Electric Vehicles," NYC DCAS, NYC Fleet Newsletter, March 8, 2019 – Issue 255, <https://www1.nyc.gov/assets/dcas/downloads/pdf/fleet/NYC-Fleet-Newsletter-255-March-8-2019-Reducing-Maintenance-Costs-With-Electric-Vehicles.pdf>.

<sup>9</sup> DCAS's definition of electric vehicles includes both plug-in hybrids, i.e., vehicles with internal combustion engines, and 100% ZEVs. This combination of vehicles with very different emission profiles into one category is misleading.

<sup>10</sup> Bloomberg New Energy Finance (BNEF), in its annual battery price survey, predicts that average battery pack prices should fall below \$100/kWh by 2026. This price represents the tipping point where the initial purchase price of a light-duty ZEV and its equivalent ICE counterpart will be about the same. "Lithium-ion Battery Pack Prices Rise for First Time to \$151/kWh, *Bloomberg NEF*, December 6, 2022, <https://about.bnef.com/blog/lithium-ion-battery-pack-prices-rise-for-first-time-to-an-average-of-151-kwh/>.

## Sierra Club Testimony

There is no reason why New York City cannot meet the deadlines of this bill if we are determined, focused, and we execute. By 2020, Shenzhen, China had deployed its entire fleet of 16,000 buses to all-electric models. That's approximately the same number of heavy-duty vehicles that are in NYC's fleet. This bill calls for NYC to make the same transition — 15 years later.

The ZEV for NYC Act will reduce municipal vehicle emissions, but it will also serve as an example to the private sector, motivating companies doing business in the City to also deploy ZEVs. In 2021, IKEA converted its NYC fleet of 40 last mile delivery trucks to ZEVs. Today, IKEA makes emission-free deliveries to customers in all five boroughs.<sup>11</sup> Imagine how much cleaner NYC air would be if all delivery vehicles followed IKEA's example.

This City Council set bold but achievable goals for decarbonizing New York City's building sector with Local Law 97. We can do the same for our transportation fleet by passing the ZEV for NYC Act. Passing this bill will reduce emissions, improve local air quality, and strengthen the economy — positioning NYC as a leading center of sustainability. The time to act is now. We urge council members to pass this critically important bill.

Thank you again for holding this hearing and the Council's leadership regarding electric vehicles.

Sincerely,  
Wayne Arden

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<sup>11</sup> "IKEA U.S. to convert its New York last mile delivery fleet to electric vehicles by May 2021," IKEA press release, March 30, 2021, <https://www.ikea.com/us/en/newsroom/corporate-news/ikea-u-s-to-convert-its-new-york-last-mile-delivery-fleet-to-electric-vehicles-by-may-2021-pub61276adf>.

## Support Letter

Dear Speaker Adams and City Council Members,

In 2020, transportation accounted for a full quarter of New York City's greenhouse gas emissions. Unfortunately, the City's own fleet—the largest municipal fleet in the country—is part of the problem. While the City has various electric vehicle (EV) pilots underway, it has not yet deployed a significant percentage of its fleet as 100% zero-emission vehicles. We urge the City Council to ensure that NYC's fleet is clean and sustainable by strengthening and passing the "ZEV for NYC Act" ([Int. 0279-2022](#)), a municipal zero-emissions vehicle transportation bill.

The ZEV for NYC Act (Powers/Rivera), which has majority sponsorship in the City Council, would require the City to convert its entire fleet of light-duty, medium-duty, heavy-duty, and specialized motor vehicles to zero-emission vehicles by July 1, 2035. It would also set interim deadlines for ZEV procurement to ensure that the City gets a jump-start on zero-emission vehicle procurement. The City fleet is 30,000 vehicles strong. Speeding the shift to zero-emission vehicles will combat climate change, nurture the zero-emission vehicle market, and set an ambitious precedent for other cities.

The ZEV for NYC Act is not just good climate policy. It is also needed to address a fundamental environmental justice issue: toxic air pollution that disproportionately impacts low-income, black, and brown communities. In particular, requiring the City to purchase zero-emission medium-duty and heavy-duty trucks will accelerate the elimination of traditional truck diesel emissions, which generate pollution that contributes to elevated rates of respiratory diseases in New York City's most vulnerable neighborhoods. Per NYC Health, hospitalizations for preventable asthma occur disproportionately in the poorest neighborhoods at a rate up to 30 times more frequent than in the wealthiest communities.

To fully achieve these goals, we urge the City Council to not only pass, but also strengthen key aspects of the ZEV for NYC Act. The current bill language includes an overly broad waiver clause that allows administrators to continue to purchase internal combustion engine (ICE) vehicles. We encourage the Council to greatly narrow the conditions under which the City can waive out of the zero-emission vehicle mandate, and to ensure that the waiver does not apply to school buses, which prior legislation already requires the City to electrify. We also urge the Council to explicitly include motorcycles in the scope of this bill and improve the bill's reporting requirements so that legislators and the public can track the City's progress.

The climate crisis continues to worsen. In 2021, carbon dioxide reached 415 parts per million, setting a record high, despite the continued economic drag from the COVID-19 pandemic. New York City is also among the ten most polluted cities in the country. Our city government must do its part to address emissions and air quality by cleaning up its fleet. Automakers have made the investments necessary to develop, manufacture, and sell zero-emission vehicles relevant to New York City. In all categories of vehicles, including general purpose vehicles and special purpose vehicles such as ambulances, fire trucks, police cars, sanitation trucks, school buses,

## Sierra Club Testimony

and street sweepers, all-electric vehicles (or electric vehicles with range extenders) are available for sale today.

The New York City Council has a long and strong history of tackling emissions. We hope that this Council will continue this tradition by quickly passing the strongest possible version of the ZEV for NYC Act. By demonstrating leadership on this critical transportation initiative, the Council can improve the lives of New Yorkers, take a critical step to address climate change, and motivate other municipalities to act.

Sincerely,

Sierra Club  
E2 (Environmental Entrepreneurs)  
Earthjustice  
Environmental Advocates NY (EANY)  
Environmental Defense Fund  
National Resources Defense Council (NRDC)  
New York City Environmental Justice Alliance (EJA)  
New York Lawyers for the Public Interest (NYLPI)  
New Yorkers for Clean Power  
Sane Energy Project  
South Bronx Unite  
The Nature Conservancy (TNC)  
Tri-State Transportation Campaign  
Union of Concerned Scientists  
WE ACT for Environmental Justice

## Appendix

This appendix summarizes the discussion of a Sierra Club (W. Arden) white paper, *Proposed New York City Municipal Zero-Emission Vehicles Legislation*. It offers a snapshot of currently available or soon available ZEVs relevant to NYC and a summary of leading charging suppliers.

### ZEVs relevant to NYC

All vehicles listed are manufactured in North America unless otherwise noted.  
All vehicles listed are 100% zero-emission vehicles unless otherwise noted.

#### General purpose fleet vehicles

These are moderate to medium-priced vehicles appropriate for fleet use.

Type	Supplier	Models	Availability
Crossover/SUVs	Ford	Electric Explorer	2024
	Ford	Mustang Mach-E	Now
	GM	Bolt EUV	Now
	GM	Chevy Blazer EV	Q3 2023
	GM	Chevy Equinox EV	Q4 2023
	Hyundai	Ioniq 5 <sup>12</sup>	Now
	Kia	Niro Electric <sup>13</sup>	Now
	Nissan	Arriya <sup>14</sup>	Now
	Rivian	R1S	Now
	Tesla	Model Y	Now
	VW	ID.4	Now
Motorcycles <sup>15</sup>	Energica <sup>16</sup>	EsseEsse9+	Now
	Harley Davidson	Livewire One	Now
	Tarform Motorcycles	Luna <sup>17</sup>	Now
	Zero Motorcycles	DSRP, FXP	Now
Pick-up trucks	Ford	F-150 Lightning	Now
	GM	Chevy Silverado EV	Q4 2023
	GM	GMC Sierra EV	Q1 2024
	Lordstown Motors	Endurance	Now
	Rivian	R1T	Now
Tesla	Cybertruck	Q3 2023	

<sup>12</sup> Manufactured in Korea. Hyundai is spending \$5.4 billion to build a dedicated ZEV plant in Georgia.

<sup>13</sup> Manufactured in Korea. Kia has stated it will manufacture ZEVs in the U.S.

<sup>14</sup> Manufactured in Japan.

<sup>15</sup> The motorcycles listed are appropriate for police duty. Other American ZEV motorcycle companies include Lightning (“world’s fastest production motorcycle”), Polaris and Volcon (off-road motorcycles and vehicles).

<sup>16</sup> Energica is an Italian subsidiary of NYC-based Ideanomics. Arguably, Energica is Europe’s most renown ZEV motorcycle brand. Energica motorcycles are manufactured in Italy.

<sup>17</sup> Manufactured at the Brooklyn Navy Yard.



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Sedans	GM	Bolt	Now
	Kia	EV6 <sup>18</sup>	Now
	Hyundai	Ioniq 6 <sup>19</sup>	Now
	Nissan	Leaf	Now
	Tesla	Model 3	Now
Vans	Ford	E-Transit	Now
	GM	BrightDrop EV600	Now
	GreenPower	EV Star	Now
	Mercedes	eSprinter	Late 2023
	Rivian	EDV	Now
	Workhorse Group	C-Series, W750	Now

Many companies sell 100% ZEVs less suitable for municipal fleets than the vehicles listed above, including models by BMW, Hyundai Genesis, GM Cadillac, Jaguar Land Rover, Lucid, Mercedes, Polestar, Porsche, VW Audi, and Volvo. In 2023, the following companies and brands will also sell ZEVs in the U.S.: Canoo, Fisker, Rolls Royce, Stellantis Jeep, Toyota Lexus, and Vinfast. Toyota's first attempt at a ZEV, the bZ4X, has suffered from recalls and limited range.

### Specialty vehicles

Type	Supplier	Models	Availability
Ambulances	Demers <sup>20</sup>	eFX	Now
	DocGo <sup>21</sup>	Zero-Emission Ambulance	Now
	REV Group <sup>22</sup>	Leader All-Electric	Now
	REV Group	Wheeled Coach All-electric	Now
Fire Trucks	Oshkosh	Pierce Voltera Pumper <sup>23</sup>	Now
	REV Group	Vector <sup>24</sup>	Now
	Rosenbauer Group	RTX <sup>25</sup>	Now
Garbage Trucks	BYD	6R Refuse Truck	Now
	BYD	8R Refuse Truck	Now
	Lion Electric	Lion8 Refuse Truck	Now
	Mack	LR Electric	Now
	Paccar	Peterbilt 520EV	Now
Police (pursuit-rated)	Ford	Electric Explorer	2024
	Ford	Mustang Mach-E	Now

<sup>18</sup> Manufactured in Korea.

<sup>19</sup> Manufactured in Korea.

<sup>20</sup> Demers, one of the leading ambulance vendors in North America, partnered with Lion Electric.

<sup>21</sup> DocGo partnered with Lightning eMotors, leveraging Ford's E-Transit van.

<sup>22</sup> REV Group is one of the leading ambulance vendors in North America and has partnered with Lightning eMotors to develop electric ambulances. It is delivering electric ambulances to the U.S. government per a GSA contract.

<sup>23</sup> Includes an internal combustion engine range extender.

<sup>24</sup> Includes an internal combustion engine range extender.

<sup>25</sup> Includes an internal combustion engine range extender.

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	GM	Chevy Blazer EV	Q3 2023
	Tesla	Model 3	Now
	Tesla	Model Y	Now
School Bus Types A&B	Bluebird	Micro Bird G5 Electric	Now
	GreenPower	Nano Beast	Now
	Lion Electric	LionA	Now
	REV Group	Collins Type A Electric	Now
School Bus Types C&D	Bluebird	Vision Electric	Now
	Bluebird	All American RE Electric	Now
	BYD	Type D	Now
	GreenPower	Beast	Now
	IC Bus	CE Series	Now
	Lion Electric	LionC	Now
	Lion Electric	LionD	Now
	Thomas Built	Jouley	Now
Street Sweepers	Dulevo <sup>26</sup>	Dzero <sup>2</sup>	Now
	GEP	M3EV	Now
	GEP	M4EV	Now
	GEP	M4HSD	Now

### Notes:

- BYD is one of China’s largest vehicle manufacturing companies. Its U.S. manufacturing plant is in Lancaster, CA.
- The Elgin Sweeper Company offers two plug-in hybrid models, the Hybrid Broom Bear and the Hybrid Pelican. Elgin, GEP (Global Environmental Products), Alamo Group’s Schwarze Industries, and TYMCO Inc. are four significant American street sweeper manufacturers. Bucher Municipal AG, a Swiss company with a U.S. subsidiary, sells an all-electric 200 kWh street sweeper, the MaxPowa V65e, which may not yet be available in the U.S.
- IC Bus is a subsidiary of Navistar, which in turn is owned by VW.
- Mack Trucks is a subsidiary of the Volvo Group.
- Thomas Built is a subsidiary of Daimler Truck.

### Transit buses

NYC uses many fewer transit buses than the MTA, although the Department of Correction does operate buses. These vehicles are relevant to NYC because the charging infrastructure required for transit buses is similar to what is required for other heavy-duty vehicles such as garbage trucks. The MTA will have deployed 60 ZEV buses by the end of 2022; it has pledged to purchase only ZEV buses starting in 2029. BYD has sold 60,000 all-electric buses to transit systems worldwide.

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<sup>26</sup> Dulevo is an Italian company, owned by Fayat Group, a large French company with multiple street sweeper brands. San Diego has purchased a Dzero<sup>2</sup>.

## Sierra Club Testimony

Type	Supplier	Models	Availability
Transit Bus	BYD	Multiple	Now
	GILLIG	Zero-Emission Battery Electric	Now
	Lion Electric	LionM	2023
	Green Power Motor Co.	EV250, EV350, EV500, EV550	Now
	New Flyer	Excelsior CHARGE Models	Now
	Proterra	Multiple <sup>27</sup>	Now
	Nova Bus	LFSe, LFSe+	Now

**Notes:**

- BYD, Green Power, Lion Electric, and Proterra sell only ZEV models.
- Nova Bus is a subsidiary of the Volvo Group.

### Class 8 heavy-duty trucks

Like transit buses, NYC uses few “big rig” Class 8 tractor-trailer trucks. However, these “severe duty” vehicles are relevant to NYC because the charging infrastructure required for Class 8 trucks is, in general, a more energy-intensive application of what is required for other heavy-duty vehicles. Tesla is the technology leader, and its example demonstrates how ZEVs and heavy-duty vehicle charging infrastructure will improve as other vehicle manufacturers compete against Tesla. Tesla states that the Semi, fully loaded at 82,000 pounds GVWR, has a range of up to 500 miles. To support the Semi, Tesla developed a new charging solution that attains a peak output of 1 MW, four times more powerful than its standard 250 kW chargers. Tesla started volume manufacturing in December.

Type	Supplier	Models	Availability
Class 8 trucks	Daimler	Freightliner eCascadia	Now
	Hyllion	Hypertruck – hydrogen	No production date
	Lion Electric	Lion8	Now
	Nikola	Tre BEV	Now
	Paccar	Kenworth T680E	Now
	Paccar	Peterbilt 579EV	Now
	Tesla	Semi	Now
	Volvo Group	Volvo Trucks VNR	Now
	Xos	HXDT	Now

**Notes:**

- Navistar, owned by VW Traton, has focused so far on medium-duty electric trucks with its eMV series truck line.

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<sup>27</sup> The range of the Proterra ZX5 40-foot bus (40 passengers) is up to 340 miles.

## Charging

### Public charging networks

The NYC government should take advantage of public charging networks to augment dedicated city-owned facilities. They will help NYC charge light-duty and medium-duty vehicles while in use, i.e., during a duty cycle. All companies listed below are rapidly expanding their networks.

Company	Ownership	Comments
Blink	Nasdaq: BLNK	Operates in 25 countries; 59,000 charging ports
ChargePoint	NYSE: CHPT	200,000 charging locations in NA, Europe
Electrify America	VW, Siemens	800 DC fast charging locations in U.S.
EVgo	Nasdaq: EVGO	850 DC fast charging locations, 30 states
Revel	Private	Building charging infrastructure in NYC
Shell Recharge	NYSE: SHEL	North America, Europe, India
Tesla	Nasdaq: TSLA	Largest global DC fast charging network; 50 states
Volta	NYSE: VLTA	Advertising model; widely deployed in Hoboken

#### Notes:

- Electrify America has partnered with BMW, Byton, Fisker, Ford, Harley-Davidson, Hyundai, Kia, Lucid, Mercedes-Benz, Polestar, Porsche, Vinfast, Volvo, and VW.
- In 2021, IKEA converted its last mile delivery fleet to ZEVs to service customers in all five NYC boroughs. IKEA partnered with Electrify America to deploy charging facilities for its fleet. In addition, IKEA chose Electrify America to install public charging stations in over 25 IKEA retail locations throughout the U.S.
- EVgo has partnered with BMW, GM, Hyundai, Kia, Nissan, Toyota, and Subaru.
- Electrify America and EVgo have put in place a roaming agreement to achieve network interoperability. Similarly, ChargePoint, EV Connect (white label charging infrastructure firm), and FLO (leading Canadian network) have done the same.
- Revel is headquartered in Brooklyn and earlier this year raised \$126 million in Series B funding led by Blackrock. Revel built a 25 fast-charge “superhub” in Bedford-Stuyvesant and has stated it will build more superhubs in NYC.
- In Europe, Tesla has extended its network to support non-Tesla vehicles and has stated it will do the same in North America. On November 11, Tesla published the specifications of its proprietary charging standard and invited other automakers to adopt it. Tesla operates approximately 35,000 DC fast chargers (charging stalls) at over 4,500 locations (superchargers) worldwide.

### Charging infrastructure firms focused on medium and heavy-duty vehicles

NYC should leverage the private sector as much as possible when expanding the charging infrastructure needed to support medium-duty and heavy-duty vehicles. Companies that offer products and services in the U.S. include:

- ABB
- Blink SemaConnect
- Charge Enterprises

## Sierra Club Testimony

- ChargePoint
- EVConnect
- EVgo
- Electrify America
- Ideanomics
- InCharge Energy
- Proterra
- Siemens

### Notes

- ABB, Proterra, and Siemens offer overhead pantograph charging solutions.
- Ideanomics' WAVE wireless charging solution helped the Antelope Valley Transit Authority become the first 100% zero-emissions transit authority in the U.S. Ideanomics (Nasdaq: IDEX) is headquartered in NYC (Manhattan).
- Charge Enterprises (Nasdaq: CRGE) is headquartered in NYC (Manhattan).

### Antelope Valley Transit Authority (AVTA)

In 2016, AVTA decided to become the first U.S. all-electric transit authority. AVTA achieved that goal in March 2022. The AVTA fleet consists of 97 vehicles: 57 BYD buses, 10 GreenPower EV Star micro-transit vans, and 20 MCI battery-electric commuter coaches.

### Other transit examples

Shenzhen has deployed a fleet of 16,000 all-electric buses. Santiago has a fleet of 800 all-electric buses. In Europe, three countries registered more than 500 electric buses in 2021: Germany, France, and the U.K. Compared to these examples, NYC has made only modest progress in deploying medium-duty and heavy-duty all-electric vehicles.

# Testimony - South Bronx Unite

Thank you, and good morning, members of the Committee on Environmental Protection. My name is Leslie Vasquez, Clean Air Program Coordinator at South Bronx Unite, an organization that works to advance equity and justice for residents of the South Bronx and frontline communities across the city and state.

We are in the midst of a climate crisis, made more and more clear by the growing number of extreme weather events across the city, state, country, and world. This crisis is a direct result of our dependence on and overuse of fossil fuels. We are well past the moment that this dependence has to stop, and we must use every tool at our disposal to do that, including legislation. Communities like the South Bronx, where I work, have suffered far too much and for far too long from disproportionate fossil fuel pollution. The Zero Emission Vehicles Bill (Intro 279) is a step towards addressing both the climate crisis and the injustice done to communities like the South Bronx. The bill requires NYC to begin purchasing light-duty vehicles by 2025 and transition to a fully zero-emission fleet by 2035. This would also help the City reach its climate goals, reduce the toxic air pollution that I described and that disproportionately harms historically marginalized communities, and strengthen the city's economy with the creation of green jobs.

Without this bill, the city will continue to utilize diesel and gas-fueled vehicles that continue to emit toxins like carbon dioxide, carbon monoxide, particulate matter, and nitrogen oxide, to name a few.

The repercussions that follow the city's compliance to carbon-emitting vehicles are experienced by the communities who can afford it the least. For communities like the South Bronx, asthma rates are already one of the highest in the country, and children and teenagers visit emergency rooms with respiratory illnesses at rates twice the city's average. The siting of power plants, highways, warehouses, waste management facilities, among other pollution sources in environmental justice communities combined with very limited green space, exacerbates our health disparities.

We cannot afford to endure additional respiratory illnesses, and we cannot afford to wait another year without government action. The city's continued reliance on a fossil fuel fleet will only further pollute our air and worsen the climate crisis.

The bill will also create many green jobs as the transition of the City's light duty fleet to electric vehicles will allow for workforce development and eliminate the need to be dependent on imported fossil fuels.

Good afternoon Chair Gennaro and members of the Environmental Protection Committee. My name is Zach Miller, I am the Metro Region Operations Manager for the Trucking Association of New York. Since 1932, TANY has advocated on behalf of the trucking industry at all levels of government, providing compliance assistance, safety programs, and educational opportunities to our members, and in the process, creating jobs, supporting the economy, driving safety and delivering a sustainable future.

I testify today regarding Introduction 0684, which would increase the civil penalty imposed for drivers of buses and trucks who violate the anti-idling provision of the Air Pollution Control code.

Currently we are experiencing significant challenges with the citizen idling complaint program. While we support the need to curb emissions from idling vehicles, the program as designed has created a host of challenges for both the industry and as we learned through encouraging conversations with DEP, the agency as well, that must be addressed before any new fine schedule is created.

I am hoping that a takeaway today is for the Council to understand that the bounty system is deeply flawed, and our members are frustrated at the lack of due process and the prospect of increasing fines on a system that is broken. Issues of due process and the timing of summons, the lack of notification to drivers or registered owners during the service of a summons, the absence of information and evidence provided on a summons, and the inability to transfer liability for leasing companies, are just a few of the problems.

To elaborate, we are seeing complaints received anywhere from 6-12 months (sometimes more) after the complaint. which threatens due process because it interferes with preparation of the defense. The service of a summons is supposed to be upon either the driver or the registered owner, but many go directly to the Secretary of State without any notification leaving the owner uninformed and unable to defend themselves. There is a lack of information/evidence provided on summons and accessible to defense. There is no mechanism for respondents to request and view the evidence that has been filed against them with sufficient time to decide whether they wish to settle.

We ask that the Council consider amending the OATH rules and the New York Business Corporation law to ensure proper summons notice to relevant parties.



Further, this system has created a cottage industry for well off individuals to earn a nice side hustle while utterly failing to curb emissions from idling. Increasing fines, allowing individuals to earn more money will only exacerbate the backlog at DEP while draining trucking companies of vital funds to make clean investments. It is frankly curious that citizens are given 25% of a fine BUT NO REVENUE goes to a fund for fleets to access in order to purchase ZEV or clean technology.

TANY stands in support of the DEP's mission of providing a cleaner, more sustainable future and environment to our City's residents. That is why a number of TANY members have pivoted toward purchasing Certified Clean Idle trucks to carry out their necessary work while also working to minimize their carbon footprint. However, these cleaner trucks are held to the same standards as older trucks that do not have Diesel Particulate Filters installed, also known as DPF technology. We urge the Council to consider treating Certified Clean Idle trucks differently in this program, as the state of California does, since it provides more fairness to truck owners who are minimizing their environmental impact, while simultaneously encouraging owners of older trucks to upgrade to such vehicle types.

As always, the Trucking Association of New York looks forward to ongoing collaboration and dialogue with the City Council, the Department of Environmental Protection, and the City of New York. Thank you for your time.



BRANDON MANCILLA, DIRECTOR  
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INTERNATIONAL UNION, UNITED AUTOMOBILE, AEROSPACE & AGRICULTURAL IMPLEMENT WORKERS OF AMERICA – UAW

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RAY CURRY, *PRESIDENT* • MARGARET MOCK, *SECRETARY-TREASURER*  
VICE-PRESIDENTS: CHUCK BROWNING • MIKE BOOTH • RICH BOYER

Public Hearing

Committee on Environmental Protection

Testimony Submitted by Deborah Wright, Political Director, United Auto Workers Region 9A  
December 15, 2022

Int 0279-2022: A Local Law to amend the administrative code of the city of New York, in relation to the purchase of zero emission vehicles by the city.

Committee Chair Gennaro and distinguished members of the Committee on Environmental Protection, thank you for this opportunity to speak on Int 0279. My name is Deborah Wright, and I am the Political Director of United Auto Workers Region 9A (“UAW”). Our Region encompasses the Northeast states of Maine down to the greater New York City area, as well as Puerto Rico. Our Region represents approximately 33,000 members, both active and retired, in a diverse array of industries including legal services, higher education, technical and office professionals, childcare workers, paraprofessionals, auto repair technicians, light manufacturing workers, casino dealers, drafters working for government defense contractors, phlebotomists, and more. You would be hard pressed to find a sector of the economy untouched by the UAW.

Nationally, the UAW represents 250,000 active members in motor vehicle and parts manufacturing, which includes light vehicle assembly, powertrain and parts, heavy truck assembly and powertrain, and school bus assembly. The “Big Three” car manufacturers, GM, Ford, and Stellantis, have already begun to transition production to electric vehicles, with GM committing to be all electric by 2035. It is important to note that we also represent 1,400 members building school buses, both Internal Combustion Engine and Electric, at Thomas Built in North Carolina and IC Bus, Navistar in Oklahoma. UAW contracts at all these employers provide industry leading wages and benefits sector wide.

For some time, the UAW has partnered with many environmental groups across the country, quickly working to help shape policy to combat the devastating effects of climate change on our communities, both nationally and globally. The UAW supports policies to create a sustainable future. Sustainability is more than just green technologies, however. It is also sustainable jobs and sustainable communities. With the massive public investment directed to electric vehicles, we have an opportunity and a responsibility to ensure that those investments are also investments in workers and communities. It is not enough to simply say “green jobs are good jobs” without ensuring that workers are not left behind. With these components, we can bring about a just electric transition.

For manufacturing workers, there is risk in the industrial transformation that is going to come with the transition to electric vehicles. Workers are concerned about their jobs. But smart

procurement policy can support good union manufacturing jobs and protect the planet by investing in electric vehicles. Although we appreciate the need to accelerate the electrification of New York City's municipal fleet, Int 0279-2022 is missing critical labor provisions to ensure a just transition for impacted workers and to create community-sustaining manufacturing jobs.

The public procurement process must be more than just buying goods and services and always looking for the "lowest bid" to save money. There needs to be policies that protect the rights of workers to organize and bargain without fear, intimidation, and retaliation. We are working with Jobs to Move America ("JMA") and other coalitions of environmental and community groups to support their work in tying procurement to strong commitments to workers and communities. Without procurement practices that place value on high-road labor practices, union workers will be pitted against non-union workers, and companies will compete on wages and working conditions. We must stop this "race to the bottom" in repeating the same mistakes of the past that will only continue to leave workers and communities behind.

Before Int 0279-2022 is passed, we believe this bill should include significant labor provisions to protect jobs and encourage manufacturers to commit to good wages, benefits, and training. Along with JMA, we recommend the addition of two amendments:

- 1) The inclusion of a Workforce Development Report would require purchasing agencies to evaluate the number of jobs created or lost, possible skill gaps as well as a comprehensive plan to train, retrain and transition existing drivers and mechanics to work on electric vehicles.
- 2) The Inclusion of a good jobs procurement policy. This would allow purchasing agencies to utilize a competitive best-value procurement process; to encourage bidders to "compete up" to win the contract. Bidders are given extra credit for proposing good wages, benefits, and retraining- such as training diesel-fuel mechanics to safely work on electric buses. Once the bidder wins the project, these commitments become enforceable in the contract.

With the electrification of NYC's 30,000 municipal fleet, the City has the opportunity to shape the market and ensure that the purchasing process creates high-quality jobs in the growing Electric Vehicle (EV) sector. We can and must do better.

Thank you.

December 15, 2022  
New York City Council  
Committee on Environmental Protection  
260 Broadway  
New York, New York 10007

RE: Int 0279-2022: A Local Law to amend the administrative code of the city of New York, in relation to the purchase of zero emission vehicles by the city

Chair Gennaro and members of the Committee,

Thank you for the opportunity to comment on this transformative bill. My name is Sam Wilson, and I am a Senior Vehicles Analyst with the Union of Concerned Scientists (UCS), a national nonprofit organization that advocates for rigorous, independent science to solve our planet's most pressing problems. Along with our network of scientists and over half a million supporters, UCS employs technical analysis and effective advocacy to create innovative and practical solutions for a sustainable future. On behalf of our nearly 30,000 supporters in New York, I urge you to adopt this bill as proposed.

With this bill, the City Council is taking a crucial step forward for the health of New Yorkers and towards a carbon-neutral transportation paradigm. In addition to reducing on-road transportation emissions, transitioning the city's fleet of vehicles will accelerate the deployment of electric vehicle charging infrastructure and reduce fuel and maintenance expenditures for city agencies.

Perhaps the most meaningful is the bill's movement on medium- and heavy-duty vehicles (MHDVs). Trucks and buses make up over half of the city's municipal fleet and are, by far, the most polluting vehicles on the road. Even those operating on compressed natural gas, often marketed as a cleaner alternative to diesel fuel, can emit significant amounts of fine particulate and ozone-forming nitrogen oxide emissions.<sup>1</sup> According to the New York City Department of Health, fine particulate emissions from the nearly 100,000 trucks and buses operating in five boroughs are responsible for an estimated 60 emergency room visits, 100

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<sup>1</sup> International Council on Clean Transportation. 2021. "A Comparison of Nitrogen Dioxide (NOx) Emissions from Heavy-Duty Diesel, Natural Gas, and Electric Vehicles." <https://theicct.org/wp-content/uploads/2021/12/low-nox-hdvs-compared-sept21.pdf>

hospital admissions, and 170 premature deaths each year.<sup>2</sup> Concentrations of this deadly pollutant are nearly twice as high in areas of high poverty and New Yorkers of color experience exposure at higher rates than average.<sup>3, 4</sup>

With well over 100 models available today and more anticipated soon, zero-emissions MHDVs of all classes are ready to get to work.<sup>5</sup> From street sweepers to refuse trucks, electric MHDVs will deliver zero tailpipe emissions and, quite importantly, lower net emissions when considering New York City's electricity generation.<sup>6</sup>

What's more, these vehicles could deliver cost savings to city agencies over the long run. Although the purchase price of zero-emissions trucks and buses can be significantly higher than their combustion counterparts, this gap is shrinking. Despite the higher upfront costs, electric vehicles' fuel, maintenance, and repair expenditures are significantly lower.<sup>7,8</sup> Additionally, electric vehicle operations expenditures can be more predictable given the relative stability of electricity prices compared to fossil fuels. Industry groups, environmental advocates, internationally-lauded research organizations, and state agencies have each independently published research showing that all classes electric trucks will reach total cost of ownership parity with their combustion counterparts no later than 2030 and some have favorable total cost of ownership today.<sup>9,10,11,12</sup>

Although the bill will require significant buildout of electric vehicle charging infrastructure, ample options for charging both electric passenger and MHDVs are available, and the

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<sup>2</sup> New York City Department of Health. 2016. "The contribution of motor vehicle emissions to ambient fine particulate matter public health impacts in New York City: a health burden assessment." <https://ehjournal.biomedcentral.com/articles/10.1186/s12940-016-0172-6>

<sup>3</sup> Ibid.

<sup>4</sup> The Real Urban Emissions Initiative. 2022. "Air quality and health impacts of diesel truck emissions in New York City and policy implications." <https://theicct.org/wp-content/uploads/2022/04/true-diesel-trucks-nyc-apr22.pdf>

<sup>5</sup> United State Department of Energy. Alternative Fuel and Advanced Vehicle Search webpage. Accessed December 2022. <https://afdc.energy.gov/vehicles/search/>

<sup>6</sup> Union of Concerned Scientists. 2022. "Driving Cleaner: How Electric Cars and Pick-Ups Beat Gasoline on Lifetime Global Warming Emissions." <https://www.ucsusa.org/resources/driving-cleaner>

<sup>7</sup> Environmental Defense Fund and Roush. 2021. "Technical Review of: Medium and Heavy-Duty Electrification Costs for MY 2027-2030." [https://blogs.edf.org/climate411/files/2022/02/EDF-MDHD-Electrification-v1.6\\_20220209.pdf](https://blogs.edf.org/climate411/files/2022/02/EDF-MDHD-Electrification-v1.6_20220209.pdf)

<sup>8</sup> Argonne National Laboratory. 2021. "Comprehensive Total Cost of Ownership Quantification for Vehicles with Different Size Classes and Powertrains." <https://www.osti.gov/biblio/1780970>

<sup>9</sup> North American Council for Freight Efficiency. 2018. "Medium-Duty Electric Trucks – Total Cost of Ownership." <https://nacfe.org/emerging-technology/medium-duty-electric-trucks-cost-of-ownership/>

<sup>10</sup> Environmental Defense Fund and Roush. 2021. "Technical Review of: Medium and Heavy-Duty Electrification Costs for MY 2027-2030." [https://blogs.edf.org/climate411/files/2022/02/EDF-MDHD-Electrification-v1.6\\_20220209.pdf](https://blogs.edf.org/climate411/files/2022/02/EDF-MDHD-Electrification-v1.6_20220209.pdf)

<sup>11</sup> International Council on Clean Transportation. 2022. "Cost of Electric Commercial Vans and Pickup Trucks in the United States through 2040." <https://theicct.org/wp-content/uploads/2022/01/cost-ev-vans-pickups-us-2040-jan22.pdf>

<sup>12</sup> California Air Resources Board. 2022. "Appendix G: Total Cost of Ownership Discussion Document; Advanced Clean Fleets Regulation."

<https://ww2.arb.ca.gov/sites/default/files/barcu/regact/2022/acf22/appg.pdf>

majority of city vehicle charging will likely occur at depots and vehicle yards already owned or leased by the city. Furthermore, at the federal level, provisions in the Bipartisan Infrastructure Law (BIL) and Inflation Reduction Act can help support states and municipalities with deploying charging infrastructure and purchasing electric vehicles.<sup>13,14,15</sup>

Swift action to electrify trucks and buses is necessary to improve New Yorkers' access to clean air, help to address inequities in pollution exposure, and reduce climate change impacts for future generations. Furthermore, the bill's timeline is both technologically and economically feasible and moves slower than zero-emissions heavy-duty regulations elsewhere. For example, California's proposed Advanced Clean Fleets rule would require large municipalities to add only zero-emissions trucks to their fleets beginning in 2024 and existing California regulations require even the smallest public transit agencies to only purchase zero-emissions buses a full year and a half before this bill's ZEV requirements for city buses begin.<sup>16,17</sup> In short, the comparatively conservative timeline of this bill gives city agencies ample time to plan and execute the much-needed transition to a healthier, more equitable, and economically sound zero-emissions municipal fleet.

The passage and implementation of this bill will not only reinforce New York City's reputation as a center for innovations in sustainability and technology, but also serve as an example for other cities across the world to follow. It is the right time for the Council to make more than a clear statement on climate change and public health inequities and pass this technologically achievable, economically reasonable, and environmentally meaningful bill.

Best regards,

Sam Wilson  
Senior Vehicles Analyst  
Union of Concerned Scientists  
swilson@ucsusa.org

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<sup>13</sup> United States Department of Transportation. Federal Funding Programs webpage. Accessed December 2022. <https://www.transportation.gov/rural/ev/toolkit/ev-infrastructure-funding-and-financing/federal-funding-programs>

<sup>14</sup> Center for American Progress. 2022. "How States and Cities Can Benefit from Climate Investments in the Inflation Reduction Act." <https://www.americanprogress.org/article/how-states-and-cities-can-benefit-from-climate-investments-in-the-inflation-reduction-act/>

<sup>15</sup> Federal Transit Administration. Low or No Emission Vehicle Program – 5339(c) webpage. Accessed December 2022. <https://www.transit.dot.gov/lowno>

<sup>16</sup> California Air Resources Board. 2022. "Appendix A-1: Proposed Regulation Order, Advanced Clean Fleets Regulation: State and Local Government Agency Fleet Requirements." <https://ww2.arb.ca.gov/sites/default/files/barcu/regact/2022/acf22/appa1.pdf>

<sup>17</sup> California Air Resources Board. 2019. "Final Regulation Order: Innovative Clean Transit Regulation." <https://ww2.arb.ca.gov/sites/default/files/2020-06/Final%20Reg%20Order%2008132019.pdf>

Dear Council members, Dear Environmental Committee:

I would like to thank the Council for the opportunity to testify. I am a board-certified pediatrician and have spent many years treating children in Manhattan, Brooklyn, and the Bronx.

I am testifying in support of the anti-idling bills intro 684 and 606.

As we all know, air pollution is associated with asthma exacerbations, so it will not surprise you that I spent a lot of time treating asthma while working in Bronx.

The Bronx has some of the worst air quality and asthma rates in the country. Air quality is even worse in proximity to major highways, and children living close to such highways are much more likely to require hospitalization for asthma. These children

- miss school days from illness or hospitalization
- have poor sleep quality, affecting attention span and learning ability
- suffer side effects from asthma medication
- may be socially ostracized due to inability to fully participate in sports

Physicians and politicians have both known about this for decades.

But what have we done about it?

In 2022 vehicular traffic in New York is worse than ever, and idling continues unabated, as it has for decades. Current Idling laws don't prevent the big companies that have accumulated hundreds or thousands of idling tickets from continuing to idle.

Sadly, we seem to have accepted that kids in the Bronx will suffer from asthma.

So let me tell you about other critical health effects.

Exposure to traffic-related air pollution, especially diesel fumes, affects brain development and intellectual development in children. Air pollution is neurotoxic, impacting the brain and the nervous system. Children exposed in utero and early life to high levels of air pollution from truck traffic, more often suffer

- premature birth
- low birth weight
- delays in brain maturation and
- learning issues



Later in life, they often have

- reduced attention span
- memory issues
- and are at higher risk of developing autism and mental health issues

But not only children are affected. Even adults can develop

- cognitive impairment and even
- dementia
- Alzheimer's disease and
- Parkinson's disease

All as a result of traffic-related air pollution.

And finally, air pollution causes about a quarter of all

- lung cancers,
- strokes, and
- heart attacks

Air pollution has been called the “new tobacco” and a “silent health emergency” by the WHO. It kills almost 10 million people annually worldwide. No New Yorker breathes air meeting WHO's standards for clean air. Air pollution is reducing every New Yorker's life expectancy by months or even years.

So why do we accept this?

There is no valid justification for idling.

We need to take decisive action. Clean air does not just happen. Clean air is a societal responsibility and a political choice. It is up to us to protect the most vulnerable members of our society.

Idling substantially contributes to air pollution in NYC. It is our obligation to create effective deterrents that will result in behavior change. The current fines for idling are clearly insufficient.

Idling pollutes our children's future and all of our health.

It is beyond time that we did something about it.

Thank you.

Patrick Schnell, M.D., FAAP

PS:

1. I spent the first 30 years of my life in Germany and my sister spent 30 years of her life living in Paris. Idling simply does not exist in either country. Neither French nor German even have a word for “idling.” This demonstrates that idling is not necessary. Anyone making an argument for the need to idle would have to come up with an explanation as to why idling is necessary in the U.S, yet not necessary in France or Germany.
2. Please do not be deceived by pseudo-arguments that have been made by those who opposed this bill. There is no such thing as “clean” idling. Even if there was, the whole definition of idling is that of an engine that is running without any purpose whatsoever. So there should be no “clean” idling, just like there should not be any idling.
3. Please consider human health over arguments of convenience.
4. Please consider human health over purported benefits to machinery. Idling is in fact bad for combustion engines.
5. We live in a climate emergency and to stop idling is the very, very least we can do. In fact, I consider it an ethical obligation not to idle. Fines for idling need to be increased, and existing anti-idling laws need to be enforced.

- 1) **Who Am I:** Hello, my name is Adrienne Meisels ([ameisels@aol.com](mailto:ameisels@aol.com)), and I live at W.70th St, directly under the flight path of tourist helicopters that fly over Central Park. I am a dual degree, magna cum laude, graduate from the University of Pennsylvania (with a degree from the Wharton School of Business) and a graduate with honors from Fordham University School of Law, where I was an editor of Law Review. I have worked as an attorney at Shearman & Sterling and am currently the CEO & Founder of a tech startup, headquartered in NYC.
- 2) **My Experience:** My boyfriend and I live on the ninth floor of my apartment building, so the noise from the helicopters is not only quite perceptible, but quite loud, as unless it's very hot outside, we always have the window open for "fresh" (see below) air. In addition, the noise from the helicopters is non-stop during our waking (and sometimes, non-waking) day. The noise starts around 8am, including on the weekends when we may want to sleep in, and continues to around 10pm, when we are trying to relax. We have been on zoom calls where we have to turn up the volume in order to be able to hear over the helicopter noise.

I am not the only one who is bothered by this; many of my neighbors have also voiced their frustration to me over the never-ending bombardment of our mental, emotional and physical peace and health.

3) **Harms:**

- a) **Noise pollution**→ **Impact on mental, emotional and physical peace and health:** Per my experience above, the noise is constant and grating on our overall health, peace and well-being. It is also interfering directly, and indirectly, with \*our\* financial well-being.

In landlord-tenant law, there is an old legal principle of a tenant's implied covenant of quiet enjoyment, that stipulates that tenants have the right to live in their dwelling in peace and quiet, without interference. Obviously, helicopter noise is not within any landlord's control, but it IS within the control of the government, who should, therefore, enforce this very basic tenet of habitability.

- b) **Air pollution:** EVERY SINGLE helicopter flight--in BOTH directions--is resulting in the emissions of particulates that are unhealthy to those of us who are living, standing or walking below these flight paths. Here are just three of many articles and studies on the subject:

<https://www.nationalgeographic.com/science/article/101005-planes-pollution-deaths-science-environment> (plane emissions kill more people than car crashes)

<https://ehjournal.biomedcentral.com/articles/10.1186/s12940-020-00690-y>

<https://8billiontrees.com/carbon-offsets-credits/flights-airline-travel/helicopter/>

<https://www.enn.com/articles/23533-what-about-helicopter-emissions>

- 4) **Benefit:** The benefit for the helicopter companies is obviously financial profit. The benefits for the 1-4 (?) passengers they carry are thrill-seeking, sight-seeking and the opportunity to take “shoe selfies”.







- 5) **Massive imbalance in harm vs. benefit ratio:**
- a) **Skewed in number:** For each 1-4 people in a helicopter and the few corporations that are profiting financially from these tourist excursions, the health and peace of hundreds of thousands, if not millions, is degrading and for no purpose other than their momentary pleasure and curiosity. By simple math, the societal ROI is a huge net negative.
  - b) **Non-stop:** Now, multiply that imbalance for dozens and dozens of trips (again, one helicopter flight is TWO trips past my apartment) every single day; the imbalance is now egregiously so large, that I believe, it becomes very obvious that something needs to be done.
- 6) **Question for the council:** Please tell me why these shoe selfies of a few are more important than the health, peace and inherent rights of millions hour after hour, day after day, year after year?
- 7) **Request:** Please put into legislation to stop non-emergency helicopter flights over Manhattan, especially the “residential” areas of Lincoln Square/Upper West Side.

**Delia Kulukundis**

Thomson Avenue  
Long Island City, NY 11101  
dkulukundis@gmail.com

December 14, 2022

**Councilmember James Gennaro**

Chairperson, Committee on Environmental Protection  
New York City Council

**Re: Pass Intro 0606 and Intro 0684 to deter vehicle idling and improve air quality in New York City**

Dear Chairperson Gennaro,

Thank you for your leadership in cosponsoring Intro 0606 and Intro 0684 to reduce air pollution from idling vehicles. I urge you to pass both of these bills this year.

These bills enjoy a supermajority in the Council for good reason - they represent simple changes that would immediately and meaningfully improve life for New Yorkers across the city. The noise and air pollution from idling vehicles harms our health, contributing to serious illnesses like asthma and adult dementia.<sup>1</sup> Yet this pollution is completely unnecessary, by definition - both of these bills include exceptions for vehicle engines to be used for work tasks like running lift gates, concrete mixers, pumps, cranes, drills, and wheelchair lifts. Vehicular air pollution also contributes to global heating. This pollution could be eliminated with the right policies.

Unfortunately NYC's idling laws do not currently do enough to stop the problem. We need meaningful, escalating penalties like the ones in Intro 0684 in order to get the attention of the corporations whose vehicles pollute our air. Companies like Amazon, UPS, and FedEx could start with easy fixes like providing their drivers with inexpensive backup batteries for charging cellphones, or they could choose to install auto-shutoffs on their vehicles.

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<sup>1</sup> <https://www.docdroid.net/T4XN2Ls/letter-iso-anti-idling-intros-606-and-684-final-october-17-2022-pdf>

It is especially important to prevent idling by school buses, and by other vehicles in spaces near where children play. The idling laws already have stronger rules in front of schools, given the particular sensitivity of children to exhaust fumes. Alexa Aviles' Intro 606 would extend those same stronger rules to idling by parks, playgrounds, and green-spaces. These spaces are likely even more important to protect than schools, as children will be exercising in them, and breathing lots of air, while being outdoors without any physical barriers between them and the vehicles.

Please pass both Intro 0684 and Intro 0606 to meaningfully reduce air pollution from vehicles, for the sake of all our health and enjoyment of the city.

Sincerely,  
Delia Kulukundis

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**From:** Dietmar Detering <ddetering@gmail.com>  
**Sent:** Sunday, December 18, 2022 6:10 PM  
**To:** Testimony  
**Subject:** [EXTERNAL] 12/15/2022 testimony in support of intros 606 and 684

Thank you for the opportunity to testify in support of bills 606 and 684, and thank you for the many co-sponsorships that these bills have already received. My name is Dietmar Detering and I live with my wife and two daughters in Sunnyside Queens. I am a member of the anti-idling working group with the DEP. The DEP has done a tremendous job keeping up with a large number of cases involving trucks and buses idling, yet the problem persists: You can walk out of your meeting right now and within a minute or two you will encounter a truck or a bus spewing out toxic gases and particulate matter for no reason whatsoever.

I grew up in Germany and businesses do not let their trucks and buses idle. If it happens it is so extraordinary that normal citizens will immediately turn their heads and wonder what's going on – and then complain about the unnecessary pollution. Here, in our city, however, truck and bus idling is normal and people breathe in the extra dose of life-shortening and quality of life reducing fumes without even noticing – idling is everywhere, despite the enforcement that's done already. We need to change this pro-idling culture but we are not succeeding.

The DEP can testify that idling enforcement comes at a cost to the city. It binds precious resources not available for other important tasks of the department. The obvious answer: Higher fines. This will move the fines from a cost of doing business to something that actually changes corporate behavior and lets the DEP focus on other tasks again. The goal, and the effect, of increasing the fines via Intro 684 is not for the city to make more money off idling vehicles but to write many fewer tickets – and finally reach the goal of the original anti-idling law: An idling-free vehicle culture and cleaner air for all of us. Please support Intro 684!

In regards to Intro 606, this bill creates more consistency with the existing rules against idling around schools. If you oppose idling in front of schools then you should also oppose idling in front of parks and playgrounds: Please support Intro 606.

Dietmar Detering  
47th ST  
Sunnyside, NY 11104



(SUMMARY OF ORAL TESTIMONY)

I'm here to speak on behalf of anti-idling Intros 606 and 684. I'm a local attorney and volunteer on the anti-idling working group arranged by the DEP. We advise the DEP on NYC's existing law and how best to enforce it.

The enforcement is directed against companies whose trucks and buses engines, despite not moving the vehicle or doing anything useful, nonetheless spew exhaust. New York City's 1972 idling law allows running engines to operate work and refrigeration equipment, to heat a bus in low temperatures, and to cool a school bus in high temperatures. So, when a ticket actually is issued, the bus or truck company really has no excuse.

The unnecessary exhaust represents an environmental, health, and noise crisis in New York City. The DEP is receiving about 50,000 idling complaints in 2022, twice the number of helicopter noise complaints. This is so much idling that DEP is forced to schedule hearings years out, as Hub Truck points out. DEP identified that the program needs more funding, and this needs to be provided by City Council and the mayor immediately, to cut back on delays. The investment will more than pay for itself, and provide procedural justice.

Multiple giant, multi-billion dollar corporations, have each received well over 1,000 DEP idling summonses. Given current enforcement capacity, this likely hides millions of uncaught pollution violations by each of these mega-corporations.

The current penalties, clearly, don't deter these big companies from idling. With Intro 684, control can be achieved. Corporations will adopt electric vehicles, install auto-shutoffs, provide workers with battery packs to charge cell phones, or train drivers to shut off the engines. These actions would reduce fuel consumption and engine wear, and actually save the corporations money. By making unnecessary emissions expensive, companies will engage in less of it to maximize their profit.

As to Intro 606, the idling law already has relatively tougher rules for idling in front of schools. Intro 606 simply extends those rules to parks, playgrounds, and green spaces. Children playing outdoors have no physical protection from exhaust emissions, so they must be protected by law.

New Yorkers recently overwhelmingly voted for a Constitutional guarantee of clean air. By passing Intros 606 and 684, City Council will be making good on that guarantee. New Yorkers, and especially the disproportionately affected minority communities of the South Bronx and Central Brooklyn, deserve no less.

I will be submitting some language suggestions for Intro 684 in writing, in the nature of making some technical clarifications. Thank you.

Thank you for allowing me the opportunity to speak at the December 15<sup>th</sup> Environmental Committee hearing, in favor of Intros 606 and 684.

As mentioned, I've prepared proposed technical edits to Intro 684, which I include below in redline.

These are largely technical edits, intended to increase Intro 684's clarity and avoid possible ambiguities in interpretation of the idling law (e.g., by OATH and DEP, which are each tasked with this role at various stages of the process).

These are the potential ambiguities intended to be addressed, with the overriding principle being "doing no harm" to the current operation of the idling law:

(1) the air code already references, in several sections, "bus" and "truck" as being defined with reference to the definitions of the vehicle and traffic law, as opposed to the rules of the city of New York. (see e.g. 24-163(a) and 24-182(a)). Avoiding reference to two separate (although in many respects extremely similar) definitions for the same term when OATH adjudicates idling infractions should greatly decrease ambiguity and confusion. Moreover, the vehicle and traffic law definitions, currently referenced in the idling law, are far simpler, easier to understand, and appropriate. The RCNY definitions are unnecessarily complex, and are designed to include a set of benchmarks in order to qualify for preferential parking treatment. They are easily avoided by companies wishing to skirt the idling law, should the RCNY definitions be employed.

(2) OATH has in the past sometimes interpreted words appearing after "including" as limiting the scope of a statute. (<https://archive.citylaw.org/wp-content/uploads/sites/12/ecb/2200691.pdf> - p. 4). Accordingly, to avoid the possibility of unintentionally limiting the scope of the idling law, the reference in 24-163(a) to "including a bus or truck" should preferably be changed to "including but not limited to a bus or truck", to better clarify that police/parks/etc. can still go after other vehicles for the current lower penalty amounts, even if civilians cannot submit evidence pertaining thereto.

(3) the language of 24-163(a)(1)/(2)/(3) should reference "causing" or "permitting" the engine of a motor vehicle to idle, rather than "operating", to harmonize with the conduct prohibited by 24-163(a). Historically, the idling law, in order to be effectively enforced, has been held applicable to various corporate persons who cause or permit the idling, including for example lessor/rental corporations (who are generally the only party identifiable based on video evidence of the vehicle idling). They usually pass the costs of the infraction along to the operator company/person by contract, as was discussed for example during the hearing by Hub Truck Rental.

(4) I'm suggesting adding "person's" to the reference to the "first violation" / "second violation" / "third and subsequent violations", which may clarify that this escalation operates at the corporate person's fleet level, rather than the individual vehicle level. Otherwise, there is ambiguity as to what method should be used to determine subsequent violations, and moreover large fleets will not obtain the intended deterrent effect of being told by OATH, at the corporate level, to stop idling.

(5) Lastly, the penalty table and text should make clear that penalties are applicable to both 24-163(a) and 24-163(f) violations. 24-163(f) summonses are currently issued under a different violation code by the DEP (e.g. in response to citizen complaints), and accordingly it is important not to (again arguably) remove authority for monetary penalties for idling near a school (or near a playground, park, or green space, if Intro 606 passes as well). These violations are of equal importance, have historically been treated the same penalty-wise, and should continue to be treated the same penalty-wise.

## **INTRO 684 – PROPOSED REDLINE**

A Local Law to amend the administrative code of the city of New York, in relation to increasing civil penalties for idling infractions by trucks and buses

Be it enacted by the Council as follows:

Section 1. Section 24-104 of the administrative code of the city of New York, as amended by local law number 119 for the year 2016, is amended by adding new definitions of “bus” and “truck” in alphabetical order to read as follows:

Bus. The term “bus” has the same meaning as set forth in [section one hundred four of the vehicle and traffic law](#)~~section 4-01 of title 34 of the rules of the city of New York.~~

Truck. The term “truck” has the same meaning as set forth in [section one hundred fifty eight of the vehicle and traffic law](#)~~section 4-01 of title 34 of the rules of the city of New York.~~

§ 2. Subdivision a of section 24-163 of the administrative code of the city of New York, as amended by local law number 58 for the year 2018, is amended to read as follows:

(a) No person shall cause or permit the engine of a motor vehicle, including but not limited to a bus or truck, other than a legally authorized emergency motor vehicle, to idle for longer than

three minutes, except as provided in subdivision (f) of this section, while parking as defined in section one hundred twenty-nine of the vehicle and traffic law, standing as defined in section one hundred forty-five of the vehicle and traffic law, or stopping as defined in section one hundred forty-seven of the vehicle and traffic law, unless the engine is used to operate a loading, unloading or processing device. When the ambient temperature is in excess of forty degrees Fahrenheit, no person shall cause or permit the engine of a bus as defined in section one hundred four of the vehicle and traffic law to idle while parking, standing, or stopping (as defined above) at any terminal point, whether or not enclosed, along an established route.

(1) A person ~~operating-causing or permitting the engine of~~ a bus or truck to idle in violation of this subdivision ~~or subdivision (f) of this section~~ shall receive a civil penalty of not less than \$1,000 nor more than \$2,000 for the ~~person's~~ first violation.

(2) A person ~~operating-causing or permitting the engine of~~ a bus or truck to idle in violation of this subdivision ~~or subdivision (f) of this section~~ shall receive a civil penalty of not less than \$2,000 nor more than \$4,000 for the ~~person's~~ second violation.

(3) A person ~~operating-causing or permitting the engine of~~ a bus or truck to idle in violation of this subdivision ~~or subdivision (f) of this section~~ shall receive a civil penalty of not less than \$3,000 nor more than \$6,000 for the ~~person's~~ third and subsequent violations.

§ 3. The line beginning 24-163 in the table of civil penalties following subparagraph (i) of paragraph (3) of subdivision (a) of section 24-178 of the administrative code of the city of New York, as amended by local law 154 for the year 2021, is amended and three new rows, 24-163(a)(1), 24-163(a)(2), and 24-163(a)(3), are added to read as follows:

<u>[24-163] 24-163(a) <del>or 24-163(f)</del></u>	<u>\$350</u>	<u>\$2,000</u>
<u>24-163(a)(1)</u>	<u>\$1,000</u>	<u>\$2,000</u>
<u>24-163(a)(2)</u>	<u>\$2,000</u>	<u>\$4,000</u>
<u>24-163(a)(3)</u>	<u>\$3,000</u>	<u>\$6,000</u>

§ 4. This local law takes effect 120 days after it becomes law.

October 17, 2022

New York City Council  
ATTN: Environmental Chair James F. Gennaro and Speaker Adrienne E. Adams  
New York City Hall  
250 Broadway, New York, NY 10007  
[By Electronic Mail]

**Re: Importance of Promptly Passing Councilmember Alexa Avilés's Intro 606 and Councilmember Julie Menin's Intro 684 to Combat Health Effects of Vehicle Engine Idling**

Dear New York City Council,

We write to emphasize the importance of two new City Council bill introductions aimed at reducing vehicle, and particularly truck and bus, engine idling. Specifically, Councilmember Alexa Avilés's 2022 Intro 606 and Councilmember Julie Menin's 2022 Intro 684 are valuable tools for reducing air pollution and its associated adverse health effects in New York City. These health effects are most pronounced in the largely minority communities of the South Bronx and Central Brooklyn, but still pose a substantial degree of risk to all New Yorkers.

Air pollution is a public health emergency and New Yorkers are particularly impacted. New York City is densely populated and New Yorkers are exposed to pollutants from exhaust fumes from vehicular traffic no matter where in the city they live or work. Those who are outside near traffic are breathing in particularly high concentrations of pollutants. This group notably includes children playing in parks, playgrounds, and green-spaces near such traffic. Vehicular idling - that is, needlessly combusting fossil fuels while the vehicle is stationary without any legitimate engine-based work task being performed - significantly and unnecessarily adds to this pollutant exposure.

It is well-known that traffic-related air pollution is causally linked to pediatric (and adult) asthma. However, traffic-related air pollution, which is neurotoxic, has also been causally linked to strokes, heart attacks, cancers, mental health issues, and dementia. In children, it has been associated with low birth weight, intrauterine growth retardation, delays in brain maturation, behavioral problems, and learning issues.

As a society, we have a responsibility and obligation to protect the health of New Yorkers, particularly of vulnerable New Yorkers such as children, by minimizing exposure to these pollutants. While some efforts have been made, we have not lived up to our obligation. Over the

past ten years, New York City has engaged in various anti-idling enforcement and public awareness initiatives, including a two-week crackdown in 2012 and an associated distribution of literature during asthma awareness month, ([https://www1.nyc.gov/html/dep/html/press\\_releases/12-32pr.shtml](https://www1.nyc.gov/html/dep/html/press_releases/12-32pr.shtml)) encouraging civilians to provide evidence of commercial idling violations to the NYC DEP via various Local Laws, and even engaging rocker Billy Idol in 2020 to remind drivers that “Billy doesn’t idle, so why should you?” (<https://www.youtube.com/watch?v=K7xa0ufQaVE>).

However, by all objective measures, the idling problem has not been adequately addressed, let alone solved. Far from it, this year the NYC DEP has received record volumes of idling complaints. Many large companies refuse to consistently comply with the anti-idling law, with several engaging in such extreme levels of recidivism that their fleet has been caught idling and issued NYC DEP summonses well over **one thousand** times. It is therefore evident that the current fine levels are an insufficient deterrent to idling.

It is critical that we enact measures that are actually effective at stopping, or at a minimum greatly reducing, idling as soon as possible so that the predictable and preventable adverse health effects can be averted. Intros 606 and 684 are extraordinarily well-focused measures towards achieving this goal.

Intro 606 builds on the existing, relatively stringent idling rules that protect children in school zones by applying those same rules to other locations where children are particularly vulnerable to pollutants—such as parks, playgrounds, and green-spaces where children are likely to be playing. Intro 684 overhauls, albeit for commercial trucks and buses only, the current fine structure that is clearly insufficient to deter recidivist corporate violators. The improved fines of Intro 684 – which escalate for recidivists – are positioned at a level that recidivist violators will be incentivized to take measures to avoid idling, for example engaging in driver training, installing back-up power sources for needed equipment, and/or installing auto-shutoffs on trucks and buses.

Both Intros are sorely needed to mitigate the known adverse health effects of traffic-related air pollution in children and adults. Intros 606 and 684 should be promptly heard and passed by the full Council. Doing so will also yield secondary benefits, such as a City that contributes less to climate change, is quieter, and is less full of noxious smells.



Respectfully yours,

## NYS AAP–Chapter 2

INCORPORATED IN NEW YORK

American Academy of Pediatrics

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American Academy of Pediatrics  
NYS Chapter 2  
(Brooklyn, Queens, Nassau, Suffolk)

## NYS AAP–Chapter 3

INCORPORATED IN NEW YORK

American Academy of Pediatrics

DEDICATED TO THE HEALTH OF ALL CHILDREN®



American Academy of Pediatrics  
NYS Chapter 3 (Bronx, Manhattan, Staten  
Island, Westchester, Rockland, Putnam,  
Orange, Dutchess)

Patrick Schnell, MD, FAAP  
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New York Clinicians for Climate Action

*Rebecca Bratspies*

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CUNY Law Professor  
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*New York City Department of Environmental Protection Anti-Idling Working Group Members:*

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*Katherine Alford* *Pat Almonrode*  
Th!rd Act NYC

**TH!RD ACT NYC**

By: Katherine Alford and Pat Almonrode  
Co-facilitators



350Brooklyn

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October 17, 2022

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Respectfully yours,

## NYS AAP–Chapter 2

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American Academy of Pediatrics  
NYS Chapter 2  
(Brooklyn, Queens, Nassau, Suffolk)

## NYS AAP–Chapter 3

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American Academy of Pediatrics  
NYS Chapter 3 (Bronx, Manhattan, Staten  
Island, Westchester, Rockland, Putnam,  
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350Brooklyn

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The current penalties, clearly, don't deter these big companies from idling. With Intro 684, control can be achieved. Corporations will adopt electric vehicles, install auto-shutoffs, provide workers with battery packs to charge cell phones, or train drivers to shut off the engines. These actions would reduce fuel consumption and engine wear, and actually save the corporations money. By making unnecessary emissions expensive, companies will engage in less of it to maximize their profit.

As to Intro 606, the idling law already has relatively tougher rules for idling in front of schools. Intro 606 simply extends those rules to parks, playgrounds, and green spaces. Children playing outdoors have no physical protection from exhaust emissions, so they must be protected by law.

New Yorkers recently overwhelmingly voted for a Constitutional guarantee of clean air. By passing Intros 606 and 684, City Council will be making good on that guarantee. New Yorkers, and especially the disproportionately affected minority communities of the South Bronx and Central Brooklyn, deserve no less.

I will be submitting some language suggestions for Intro 684 in writing, in the nature of making some technical clarifications. Thank you.

---

**From:** Hunter Severini <hunter.severini@gmail.com>  
**Sent:** Thursday, December 15, 2022 12:04 PM  
**To:** Testimony  
**Subject:** [EXTERNAL] 12/15/22 testimony in favor of 606 and 684

Hello, my name is Hunter Severini and I am here to speak in support of 606 and 684. As a long-term resident of lower Manhattan, I notice trucks idling virtually every time I leave my apartment. It is clear to me that the current fines are not enough to encourage the necessary changes in behavior by the transportation industry. Despite the ever-increasing amount of enforcement, idling reminds a persistent and widespread problem. The proposed bills will help this by immediately increasing both enforcement and compliance. Considering finite resources, I believe this is the only effective option available to quickly address a problem that threatens the health and livelihoods of millions of people.

After much research, it is clear to me that although New York City is a leader when it comes to environmental laws, we could still be doing much better. Other cities, such as Los Angeles, are looking at our policies as a model and it is imperative that we continue to innovate and set a good example.

606 is obviously well crafted because it encourages commercial vehicles not to idle around parks and playgrounds, where there is a high concentration of children. 684 is likewise necessary to make a more significant impact using existing resources by increasing idling fines, which currently do not appear to be sufficient to discourage the practice. For these and many other reasons, I fully support both bills.

Thank you for your time.

--

Hunter Severini

12/18/2022

To the City Council,

Thank you for the opportunity to offer testimony.

I wish to express my support in favor of Intro 606 and Intro 684 discussed at the 12/15 Environmental Committee hearing.

I did want to take this opportunity to address some comments that were made at the hearing AGAINST Intro 684 and the DEP idling program at large, namely that trucks that are "Certified Clean Idle" should be considered exempt, and hopefully clear up some misconceptions.

1. "Certified Clean Idle" is a bit of a misnomer. Is it really clean? It just means that a vehicle has an engine certified to NOx emission standard of 30 grams per hour or less when idling. While certainly an improvement, this is not clean. It is, at best, "cleaner" or more accurately, "less dirty."

2. Any operator could simply place a "certified clean idle" sticker on their vehicle to deter potential complainants.

3. Most importantly, the argument was made that "Certified Clean Idle" vehicles are exempt from idling laws in California. This is very misleading since California does have major exceptions to these rules:

From <https://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/southeast-los-angeles/carb-factsheet-idling-july23-2020.pdf>

"Trucks and buses with certified Clean Idle stickers can idle for more than 5 minutes in unrestricted areas, but are still not allowed to idle in restricted areas."

These restricted areas are further clarified: "Exceptions to these rules exist. Truck and bus idling is not allowed in places defined by CARB (California Air Resources Board) as "restricted areas" such as schools, homes, hospitals, and senior and childcare facilities within 100 feet of the property line."

California's "Certified Clean Idle" exemptions clearly protect cities and towns from even "certified clean" truck idling. New York City is much denser and such exemptions would apply to nearly the entire city. Therefore, arguments referencing California's "Certified Clean Idle" exemptions are very misleading.

Overall, clean idle requirements may vary from state to state; what works for one state might not be appropriate for New York City, considering its uniquely high density, already-unacceptable asthma levels, and new constitutional guarantee of clean and healthy air.

Sincerely,

Michael Streeter

Testimony to New York City Council  
New York City Zero Emissions Vehicle Bill

To the Committee on Environmental Protection:

As a citizen extremely concerned with the climate crisis, I strongly support the Zero Emissions Vehicle Bill. As the owner of an electric car for four years, I can offer my personal experience:

- EV's are much cheaper to fuel with electricity than with gas or diesel.
- EV's have greatly reduced costs of maintenance and repair.
- EV's enhance the driving experience with their smooth acceleration regenerative braking.
- EV's can be charged when not in use and be ready to go with a full charge in a few hours.

All of these points, as well as the societal imperative of reducing transportation emissions, make zero-emission vehicles a no-brainer for New York City municipal fleets. We are one of the cities leading the way in climate policy with electrification laws for buildings, and now we need to our transportation sector to go electric.

Please note: New York City's law should exclude hydrogen as a zero-emission fuel. Hydrogen is extremely energy-intensive to produce and difficult to transport. "Green hydrogen" cannot be produced at scale without diverting clean electricity away from the grid, where it could provide power efficiently for electric vehicles. Hydrogen produced from natural gas only moves the deck chairs on the Titanic, without reducing emissions.

An anecdote in conclusion: I was excited the other day to see an all-electric Amazon delivery, made by Rivian, and chatted with the driver. He said he LOVED driving that truck for a few reasons: its power, how the regen braking saved wear and tear on his right leg, and how the navigation interface planned the most efficient route for him to make deliveries. He said that its 183-mile range was more than enough for his daily route, and the vehicle was fully charged overnight at Amazon's charging hub.

If Revel and Amazon can make EV fleets work in the Big Apple, so can New York City.

Stephanie Doba  
### 10<sup>th</sup> St.  
Brooklyn NY 11215



Hello, as a private citizen, I am writing in support of 606 and 684. Although I have personally witnessed a reduction in idling over the last few years, there is still rampant idling going on all over the city. Heavier penalties and more protection of green and leisure spaces, particularly those which attract children, is of paramount importance to decrease the serious health effects of poisonous exhaust.

Thank you for considering this legislation; I very much hope you get it passed.

I have lived in Queens since the early 1940's. The school I attended for nine years, PS125, was heated with coal and the subways cost only five cents. The subways cost a lot more now-a-days, and my old school no longer burns coal. However, I recently passed by my old school and was appalled to see a line of yellow school buses, all empty, parked and idling right in front of the door I used to enter and exited for nine years. The exhaust fumes from one bus in particular was over-powering.

My wife has asthma, so I take a personal interest in doing all I can to ensure that our environment is not contributing to asthma or the other serious diseases that affect young children. As you might suspect, I support Intro 684, and hope to see it become law.

I do not remember seeing the vast number of vehicles, mostly trucks, parked or stopped with their engines running for no valid reason that I now do. Many times the vehicles are completely empty. The driver is in the nearest coffee shop or the local fast food restaurant. It seems that the only way to stop this behavior is to impose hefty fines on the owners of the idling vehicles. Eventually the word will trickle down to the drivers that idling is a no-no.

Any citizen can report a truck or bus idling illegally, but DEP does not have the wherewithal to process the information in a timely manner. If you check the data available to the public you will discover that once an idling report is received, it could take years, yes, YEARS, before a hearing for the summons is held. This is an indication that this situation is out of control. More enforcement and heavier fines would, hopefully, help to reduce the amount of pollution in our air.

I implore you to support and/or pass any bills or laws that will encourage commercial truck and bus drivers to be better citizens - and to not pollute the air we all breath - 684 would be a good start.

Thank you.

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 707 Res. No. \_\_\_\_\_  
 in favor  in opposition

Date: 12/15/22

(PLEASE PRINT)

Name: Graham Van Korf

Address: \_\_\_\_\_

I represent: Brooklyn Borough President, Antonio Reynoso

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 0279 Res. No. \_\_\_\_\_  
 in favor  in opposition

Date: 12/15/22

(PLEASE PRINT)

Name: Jason Dragseth

Address: E 89th St.

I represent: Myself

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 684/606 Res. No. \_\_\_\_\_  
 in favor  in opposition

Date: 12-15-2022

(PLEASE PRINT)

Name: PATRICK SCHNELL M.D.

Address: Bond Street Brooklyn NY 11217

I represent: N/A (self)

Address: \_\_\_\_\_

THE COUNCIL  
THE CITY OF NEW YORK

Appearance Card

684  
612  
707

[ ]

I intend to appear and speak on Int. No. 279,006 Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Hillary Aidun

Address: 48 Wall St. 15th Fl

I represent: Earthjustice

Address: 48 Wall St 15th Fl

THE COUNCIL  
THE CITY OF NEW YORK

Appearance Card

[ ]

I intend to appear and speak on Int. No. 279 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 12/15/22

(PLEASE PRINT)

Name: DEBORAH WRIGHT

Address: 350 W 31st St NYC NY 10018

I represent: United Auto Workers Region 5A

Address: \_\_\_\_\_

THE COUNCIL  
THE CITY OF NEW YORK

Appearance Card

[ ]

I intend to appear and speak on Int. No. 684/606 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 12-15-2022

(PLEASE PRINT)

Name: ALAN ISROMROCHINELL M.D.

Address: 260 Bond Street Brooklyn NY 11217

I represent: New York League of Conservation Voters

Address: \_\_\_\_\_





**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

[ ]

I intend to appear and speak on Int. No. 0279 Res. No. 2022  
 in favor  in opposition

Date: 12/15/22

(PLEASE PRINT)

Name: Mo-Yain Tham Brooklyn  
Address: Bedford Ave 11216  
I represent: Jobs to Move America  
Address:

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

[ ]

I intend to appear and speak on Int. No. 12 Res. No. \_\_\_\_\_  
 in favor  in opposition

Date: 12/15/22 2022

(PLEASE PRINT)

Name: Mark Dardarian  
Address: Fifth Avenue, New York, NY  
I represent: NY Gov. Pataki's office  
Address: 2830 Fifth Avenue, New York, NY

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

[ ]

I intend to appear and speak on Int. No. 612 Res. No. \_\_\_\_\_  
 in favor  in opposition

Date: 12/15/2022

(PLEASE PRINT)

Name: Seth Berlinman  
Address: Eastern Pkwy  
I represent: Mayor's Office  
Address: 253 Broadway

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Carolyn Olson

Address: DOHMH

I represent: Assistant Commissioner, Bureau

Address: of Environ. Surveillance & Policy.

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: 12/15/00

(PLEASE PRINT)

Name: Keith Kerman

Address: \_\_\_\_\_

I represent: DCAS, City, Fleet

Address: 1 Municipal Bldg.

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 684 Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Brian Gates

Address: W 68th St

I represent: N/A

Address: N/A

Please complete this card and return to the Sergeant-at-Arms



**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Debbi Kupferman

Address: 301 W 107th NY

I represent: ENV. JUSTICE INITIATIVE & Nat Law Bill

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 6068684 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 12/15/22

(PLEASE PRINT)

Name: Jackson M Chabot

Address: 7th Ave - Bklyn

I represent: Open Plans

Address: 377 Broadway

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: 12/15/22

(PLEASE PRINT)

Name: Miranda Alquist

Address: \_\_\_\_\_

I represent: DOT

Address: \_\_\_\_\_

Please complete this card and return to the Sergeant-at-Arms



**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 612 Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Daniel Chu

Address: 462 36 St

I represent: New York City Environmental Justice Alliance

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Hillary Aiden

Address: \_\_\_\_\_

I represent: Earthjustice

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 684 Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Brian G. Gattuso

Address: W 68th St

I represent: NIA + Justice

Address: N/A

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 0279 Res. No. \_\_\_\_\_

in favor     in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Wayne Arden

Address: Sackett St Brooklyn NY  
11231

I represent: Sierra Club

Address: Oakland, CA

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 0279 Res. No. \_\_\_\_\_

in favor     in opposition

Date: Dec 15, 2023

(PLEASE PRINT)

Name: TAKAS KRAVCHOUK

Address: 63 Flushing Ave

I represent: TARFORM

Address: 63 Flushing Ave

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 606/84 Res. No. \_\_\_\_\_

in favor     in opposition

Date: 12/15/22

(PLEASE PRINT)

Name: Hunter Severini

Address: Hudson St, New York, NY 10013

I represent: \_\_\_\_\_

Address: \_\_\_\_\_

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 279 Res. No. \_\_\_\_\_

in favor     in opposition

Date: 12/15/22

(PLEASE PRINT)

Name: Leslie Vasquez

Address: Roberts Ave

I represent: South Bronx Unite

Address: N/A

Please complete this card and return to the Sergeant-at-Arms