

# STATE OF NEW YORK

3211

2017-2018 Regular Sessions

## IN SENATE

January 20, 2017

Introduced by Sens. SERRANO, HOYLMAN, KRUEGER -- read twice and ordered printed, and when printed to be committed to the Committee on Environmental Conservation

AN ACT to amend the environmental conservation law, in relation to reducing the emission of pollutants from diesel fuel-powered motor vehicles owned by agencies of cities with populations over 45,000

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

Section 1. The environmental conservation law is amended by adding a new section 19-0306-b to read as follows:

§ 19-0306-b. Use of ultra low sulfur diesel fuel and best available retrofit technology by diesel fuel-powered motor vehicles in cities with populations over forty-five thousand.

1. Definitions. When used in this section:

a. "Best available retrofit technology" means technology, verified by the EPA or the California air resources board, for reducing the emission of pollutants that achieves reductions in particulate matter emissions at the highest classification level for diesel emission control strategies, as set forth in subdivision four of this section, that is applicable to the particular engine and application. Such technology shall also, at a reasonable cost, achieve the greatest reduction in emissions of nitrogen oxides at such particulate matter reduction level and shall in no event result in a net increase in the emissions of either particulate matter or nitrogen oxides.

b. "City agency" means a city, county, borough, administration, department, division, bureau, board or commission, or a corporation, institution or agency of government, the expenses of which are paid in whole or in part from the city treasury.

EXPLANATION--Matter in italics (underscored) is new; matter in brackets [-] is old law to be omitted.

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1 c. "Gross vehicle weight rating" means the value specified by the  
2 manufacturer of a motor vehicle model as the maximum design loaded  
3 weight of a single vehicle of that model.

4 d. "Motor vehicle" means a vehicle operated or driven upon a public  
5 highway which is propelled by any power other than muscular power,  
6 except electrically-driven mobility assistance devices operated or driv-  
7 en by a person with a disability, provided, however, that this term  
8 shall not include vehicles that are specially equipped for emergency  
9 response by city fire, police, sheriff or rescue departments.

10 e. "Person" means any natural person, co-partnership, firm, company,  
11 association, joint stock association, corporation or other like organ-  
12 ization.

13 f. "Reasonable cost" means that such technology does not cost greater  
14 than thirty percent more than other technology applicable to the partic-  
15 ular engine and application that falls within the same classification  
16 level for diesel emission control strategies, as set forth in subdivi-  
17 sion four of this section, when considering the cost of the strategies,  
18 themselves, and the cost of installation.

19 g. "Ultra low sulfur diesel fuel" means diesel fuel that has a sulfur  
20 content of no more than fifteen parts per million.

21 2. a. Each diesel fuel-powered motor vehicle owned or operated by a  
22 city agency shall be powered by ultra low sulfur diesel fuel.

23 b. Diesel fuel-powered motor vehicles having a gross vehicle weight  
24 rating of more than eighty-five hundred pounds that are owned or oper-  
25 ated by city agencies shall utilize the best available retrofit technol-  
26 ogy or be equipped with an engine certified to the applicable two thou-  
27 sand seven EPA standard for particulate matter as set forth in section  
28 86.007-11 of title 40 of the code of federal regulations or to any  
29 subsequent EPA standard for such pollutant that is at least as strin-  
30 gent, pursuant to the following schedule:

31 <u>(i) 7% of all such motor vehicles</u>	<u>by January 1, 2019;</u>
32 <u>(ii) 14% of all such motor vehicles</u>	<u>by January 1, 2020;</u>
33 <u>(iii) 30% of all such motor vehicles</u>	<u>by January 1, 2021;</u>
34 <u>(iv) 50% of all such motor vehicles</u>	<u>by January 1, 2022;</u>
35 <u>(v) 70% of all such motor vehicles</u>	<u>by January 1, 2023;</u>
36 <u>(vi) 90% of all such motor vehicles</u>	<u>by January 1, 2024;</u>
37 <u>(vii) 100% of all such motor vehicles</u>	<u>by July 1, 2025.</u>

38 3. a. The commissioner shall make determinations, and shall publish a  
39 list containing such determinations, as to the best available retrofit  
40 technology to be used for each type of diesel fuel-powered motor vehicle  
41 to which this section applies. Each such determination shall be reviewed  
42 and revised, as needed, on a regular basis, but in no event less often  
43 than once every six months.

44 b. The commissioner may determine that a technology, whether or not it  
45 has been verified by the EPA or the California air resources board, may  
46 be appropriate to test, on an experimental basis, on a particular type  
47 of diesel fuel-powered motor vehicle owned or operated by a city agency.  
48 The commissioner may authorize such technology to be installed on up to  
49 five percent or twenty-five of such type of motor vehicle, whichever is  
50 less. Any motor vehicle on which such technology is installed may be  
51 counted for the purpose of meeting the requirements of paragraph a of  
52 subdivision two of this section. Such technology shall not be required  
53 to be installed on other motor vehicles of the same type and shall be  
54 subject to the provisions of paragraph c of this subdivision.

55 c. No city agency shall be required to replace best available retrofit  
56 technology or experimental technology utilized for a diesel fuel-powered

1 motor vehicle in accordance with the provisions of this section within  
2 three years of having first utilized such technology for such vehicle,  
3 except that technology that falls within level four, as set forth in  
4 subdivision four of this section, shall not be required to be replaced  
5 until it has reached the end of its useful life.

6 4. The classification levels for diesel emission control strategies  
7 are as follows, with level four being the highest classification level:

8 a. Level four - strategy reduces diesel particulate matter emissions  
9 by eighty-five percent or greater or reduces engine emissions to less  
10 than or equal to 0.01 grams diesel particulate matter per brake horse-  
11 power-hour;

12 b. Level three - strategy reduces diesel particulate matter emissions  
13 by between fifty and eighty-four percent;

14 c. Level two - strategy reduces diesel particulate matter emissions by  
15 between twenty-five and forty-nine percent;

16 d. Level one - strategy reduces diesel particulate matter emissions by  
17 between twenty and twenty-four percent.

18 5. The commissioner shall issue a written determination that permits  
19 the use of diesel fuel that has a sulfur content of no more than thirty  
20 parts per million to fulfill the requirements of this section if ultra  
21 low sulfur diesel fuel is not available to meet the needs of city agen-  
22 cies to fulfill the requirements of this section. Such determination  
23 shall expire after six months and shall be renewed in writing every six  
24 months if such lack of availability persists, but in no event shall be  
25 in effect after September first, two thousand nineteen.

26 6. The commissioner may issue a waiver for the use of ultra low sulfur  
27 diesel fuel where a city agency makes a written finding, which is  
28 approved, in writing, by the commissioner, that a sufficient quantity of  
29 ultra low sulfur diesel fuel, or diesel fuel that has a sulfur content  
30 of no more than thirty parts per million where a determination is in  
31 effect pursuant to subdivision five of this section, is not available to  
32 meet the requirements of this section, provided that such agency, to the  
33 extent practicable, shall use whatever quantity of ultra low sulfur  
34 diesel fuel or diesel fuel that has a sulfur content of no more than  
35 thirty parts per million is available for its diesel fuel-powered motor  
36 vehicles. Any waiver issued pursuant to this subdivision shall expire  
37 after two months, unless the city agency renews the finding, in writing,  
38 and the commissioner approves such renewal, in writing.

39 7. a. Not later than January first, two thousand twenty, and not later  
40 than January first of each year thereafter, the commissioner shall  
41 submit a report to the legislature regarding, among other things, the  
42 use of ultra low sulfur diesel fuel and the use of the best available  
43 retrofit technology by diesel fuel-powered motor vehicles owned or oper-  
44 ated by city agencies during the immediately preceding calendar year.  
45 The information contained in the report required by this subdivision  
46 shall include, but not be limited to, for each city agency:

47 (i) the total number of diesel fuel-powered motor vehicles owned or  
48 operated by such agency;

49 (ii) the number of such motor vehicles that were powered by ultra low  
50 sulfur diesel fuel;

51 (iii) the total number of diesel fuel-powered motor vehicles owned or  
52 operated by such agency having a gross vehicle weight rating of more  
53 than eighty-five hundred pounds;

54 (iv) the number of such motor vehicles that utilized the best avail-  
55 able retrofit technology, including a breakdown by motor vehicle model,  
56 engine year and the type of technology used for each vehicle;

1 (v) the number of such motor vehicles that are equipped with an engine  
2 certified to the applicable two thousand seven EPA standard for particu-  
3 late matter as set forth in section 86.007-11 of title 40 of the code of  
4 federal regulations or to any subsequent EPA standard for particulate  
5 matter that is at least as stringent;

6 (vi) the number of such motor vehicles that utilized technology in  
7 accordance with paragraph b of subdivision three of this section and the  
8 results and analyses regarding the testing of such technology; and

9 (vii) all waivers, findings, and renewals of such findings, issued  
10 pursuant to subdivision six of this section, which, for each waiver,  
11 shall include, but not be limited to, the quantity of diesel fuel needed  
12 to power diesel fuel-powered motor vehicles owned or operated by such  
13 agency; specific information concerning the availability of ultra low  
14 sulfur diesel fuel or diesel fuel that has a sulfur content of no more  
15 than thirty parts per million where a determination is in effect pursu-  
16 ant to subdivision five of this section; and detailed information  
17 concerning the agency's efforts to obtain ultra low sulfur diesel fuel  
18 or diesel fuel that has a sulfur content of no more than thirty parts  
19 per million where a determination is in effect pursuant to subdivision  
20 five of this section.

21 b. Where a determination is in effect pursuant to subdivision five of  
22 this section, information regarding diesel fuel that has a sulfur  
23 content of no more than thirty parts per million shall be reported wher-  
24 ever information is requested for ultra low sulfur diesel fuel pursuant  
25 to paragraph a of this subdivision.

26 c. The report due January first, two thousand twenty, in accordance  
27 with paragraph a of this subdivision shall only include the information  
28 required pursuant to subparagraphs (i), (ii) and (vii) of such para-  
29 graph.

30 8. This section shall not apply:

31 a. where federal or state funding precludes a city from imposing the  
32 requirements of this section; or

33 b. to purchases that are emergency procurements pursuant to local law.

34 9. If any subdivision, paragraph, clause, phrase or other portion of  
35 this section is, for any reason, declared unconstitutional or invalid,  
36 in whole or in part, by any court of competent jurisdiction such portion  
37 shall be deemed severable, and such unconstitutionality or invalidity  
38 shall not affect the validity of the remaining portions of this section,  
39 which remaining portions shall continue in full force and effect.

40 § 2. This act shall take effect on the one hundred eightieth day after  
41 it shall have become a law. Effective immediately the commissioner of  
42 environmental conservation is authorized to add, amend, and/or repeal  
43 any rule or regulation necessary for the implementation of this act on  
44 its effective date.