

Trash Caps: Protecting New York City Communities From Waste Overburdening (Intro 495 of 2014)

New York City creates 35,000 tons of garbage every day. Nearly three quarters of this waste is trucked to waste transfer stations in a small handful of neighborhoods where it is loaded into long-haul trucks and transported to distant landfills and incinerators. This system pollutes our air, clogs our streets and highways, and damages our roads.

The impacts of this system are greatest in three communities where old, truck-intensive transfer stations have clustered – the South Bronx, North Brooklyn, and Southeast Queens. Half a million New Yorkers live in these community districts and suffer from a number of negative health outcomes, including high rates of asthma. These health burdens are known to be worse in overburdened areas where exposure to pollutants is highest. Noise pollution from trucks and industrial facilities is also linked to insomnia, stress, heart disease, and hearing damage.



The current system is fundamentally unfair. Most of our garbage is trucked to these three communities regardless of where it is generated, creating miles unnecessary diesel truck traffic throughout our city, and severe concentrations of trucks in overburdened neighborhoods.

NYC's landmark 2006 Solid Waste Management Plan (SWMP) included measures to make waste collection more efficient and equitable.

- DSNY will use marine- and rail- based transfer facilities for waste export, allowing the City to significantly reduce truck traffic in NYC.
- When fully realized, the Plan will **eliminate nearly 6 million truck miles in NYC every year.**
- By using facilities in all five boroughs, the plan helps to ensure that each borough handles its fair share of residential waste.

Now is the time to ensure relief for the three communities that handle 75% of NYC's garbage through Trash Cap Legislation. Intro 495 will realize the SWMP's long-delayed commitment to reduce the amount of waste handled in these overburdened communities, and ensure that no other communities suffer this burden in the future:

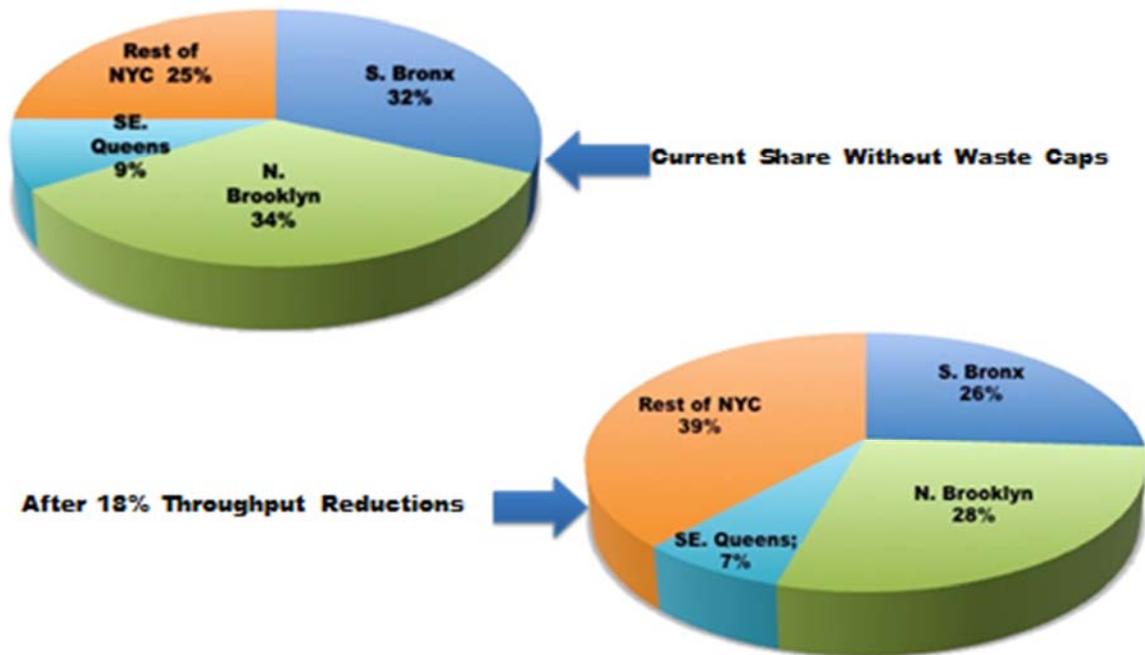
- **Relief for Overburdened Communities** by reducing the daily tonnage of waste handled at transfer stations in the South Bronx, North Brooklyn, and Southeast Queens.
- **Truck Reductions** by tying capacity reductions to the opening of the City's marine transfer stations, which will eliminate thousands of long-haul truck trips in NYC every year. This will benefit public health, reduce

wear on our roads, and increase safety for pedestrians and cyclists in communities with truck-intensive transfer stations.

- **Fairness for All NYC Communities** by capping the percentage of the City's waste that any community can be permitted to handle at 5 percent, which will protect *all* NYC communities from overburdening in the future.
- **Maximizing Public Health Benefits** by targeting facilities according to public health criteria (the proximity of a transfer station to homes, schools and parks), the station's environmental track record, and the station's worker safety track record.

Intro 495 will provide significant, but modest relief for overburdened communities. After reductions, these communities will still handle the bulk of NYC's waste*:

Community Share of Putrescible and Construction/Demolition Waste Handled, 2013



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* Pie charts depict tons of Putrescible and Construction/Demolition waste streams handled in 2013. Fill material tons will also be used to calculate 5% caps for all NYC community districts, but will not be affected by the 18% throughput reductions mandated by Intro 495.