

Initiative	Description	Lead	Status ¹	Progress from 4/22/07 to 04/22/08 and next steps	
Housing					
1	Pursue transit-oriented development	Use upcoming rezonings to direct growth toward areas with strong transit access	DCP	Launched	On September 10, the City adopted the Jamaica rezoning, the largest rezoning project of this Administration. The rezoning will spur the creation of 9,500 jobs, 5,200 housing units, and three million square feet of commercial space near a major transit hub. In 2007, the City also approved rezonings for the Upper West Side, Fort Greene/Clinton Hill, and Bedford-Stuyvesant. The 125th Street rezoning was approved by the CPC in March 2008. In 2008, the Department of City Planning (DCP) is expecting to begin the public review process for the Moynihan Station in Manhattan; the Lower Concourse and 161st Street/River Avenue in the Bronx; Dutch Kills in Queens; and St. George in Staten Island rezonings.
2	Reclaim underutilized waterfronts	Continue restoring underused or vacant waterfront land across the city	DCP	Launched	As part of the rezoning process, the Draft Environmental Impact Statement (DEIS) scoping hearing for the Coney Island rezoning was held on February 13, 2008. This comprehensive rezoning would preserve and expand the iconic amusement area into a year-round destination with new residential and retail opportunities in surrounding area. The public review process is anticipated to begin in late 2008 or early 2009. In 2008, the City also anticipates the public review process to begin for the Hunter's Point South and Lower Concourse rezonings. In addition, the City is currently studying the Gowanus Canal Corridor, and the Staten Island North Shore. An RFP for the Staten Island North Shore Study was issued in March 2008; selection is expected by early summer 2008; and preliminary recommendations are anticipated in late summer 2008.
3	Increase transit options to spur development	Use transit extensions to spark growth as the subways did more than a century ago	NYCEDC / DCP	Launched	Phase I of the 34th Street Bus Rapid Transit is scheduled to be implemented this summer and will support the Hudson Yards development (in addition to the 7 line extension) and the Moynihan Station project.
4	Expand co-locations with government agencies	Pursue partnerships with City and State agencies throughout the city	DCAS / HPD	Launched	On December 7, the Department of Housing Preservation and Development (HPD) and New York City Housing Authority (NYCHA) received responses to the Affordable Housing for the Bronx RFP. This RFP includes three new construction development sites located on underutilized parcels at Forest Houses, Highbridge Gardens and Soundview, which will result in over 550 units of rental and homeownership units. The RFP also includes a fourth site along the University Avenue corridor for the rehabilitation of 463 units in several buildings. NYCHA and HPD intend to issue more collaborative RFPs later this year. Another active collaboration is between HPD and the Department of Transportation (DOT). Construction will soon begin on the site of the former Cook Street DOT parking lot in Brooklyn and future HPD/DOT collaborations are planned.
5	Adapt outdated buildings to new uses	Seek to adapt unused schools, hospitals, and other outdated municipal sites for productive use as new housing	DCP / HPD	Launched	On August 22, HPD presented keys to the first low-income homebuyer at the Marcy New Homes development, which was formerly city-owned vacant land. On September 27, HPD announced development teams to build affordable housing on NYCHA properties on Manhattan's West Side. In October, construction began on the Park Lane at Sea View, a 104-unit gut rehabilitation project of two-story historic buildings on the Sea View Hospital Campus in Staten Island. The project will provide apartments for low- and moderate-income senior citizens. The Administration will continue to survey existing land uses for additional opportunities for adaptation and reuse for housing.
6	Develop underused areas to knit neighborhoods together	Continue to identify underutilized areas across the city that are well-served by transit and other infrastructure	DCP	Launched	On July 30, 2007, DCP issued a framework to guide future land use changes in the Gowanus Canal Corridor that would reconnect the vibrant neighborhoods on either side of the canal, including a mixed-use development consisting of community, commercial, and residential spaces on a City-owned parcel, and is awaiting funding for the EIS. In 2008, the City expects to refer for public review a rezoning proposal for the Flushing Municipal Parking Lot 1 in Queens and will continue to pursue opportunities for rezonings and land use studies in areas well-served by transit and other infrastructure.
7	Capture the potential of transportation and infrastructure investments	Examine the potential of major infrastructure expansions to spur growth in new neighborhoods	DOT/DCP	Launched	On September 10, 2007, the City adopted the Jamaica rezoning which capitalizes on opportunities provided by the AirTrain. In addition, the City is working to rezone the area around West 34th Street, Penn Station to further the multi-agency Moynihan Station project. The Moynihan Station project would result in a much improved railroad station and facilitate nearby redevelopment. The Empire State Development Corporation (ESDC) issued a scoping document in 2007 for the project. Various groups are working together to resolve significant environmental, design, zoning and funding issues with the hope to begin the public review process by summer 2008. The City has completed a rezoning proposal for Willets Point and expects to begin the public review process in April. The proposal seeks to rezone the 60-acre industrial area for commercial and residential development, including affordable housing, new parks, a school, and a convention center and hotel.
8	Deck over rail yards, rail lines and highways	Explore opportunities to create new land by constructing decks over transportation infrastructure	DCP	Launched	DCP is preparing a draft inventory of railyards, rail lines, and highways that have the potential to be decked over and redeveloped with housing and other uses. The decks could be developed with office, commercial and/or open space. The agency plans to issue a final report in summer 2008. In addition, the City and the Metropolitan Transportation Authority (MTA) are moving forward with plans to deck over the Caemmerer Railyards in Manhattan. The MTA, the owner of the rail yards, selected a developer on March 26, 2008. Environmental work is expected to begin in Spring 2008 with the public review process to begin in 2009.

Initiative	Description	Lead	Status ¹	Progress from 4/22/07 to 04/22/08 and next steps
9	Develop new financing strategies	HPD	Launched	The City has been actively working for the passage of new 421-a legislation, which the State is expected to pass in the next few months, allowing the City to leverage new development for affordable housing. The State Legislature signed final pieces of the new legislation into law in February 2008. On February 28, the public review process began for the Rules for Implementation.
10	Expand inclusionary zoning	DCP / HPD	Launched	The Administration continues to pursue inclusionary zoning (IZ) by including it in appropriate area-wide rezonings, such as the large Jamaica rezoning. To date, the Administration is encouraging the use of IZ in new developments in Hudson Yards, Greenpoint/Williamsburg, West Chelsea, South Park Slope, Maspeth/Woodside, Fort Greene/Clinton Hill, Bedford Stuyvesant, and the Upper West Side. The City is also pursuing IZ in the 125th Street, Lower East Side, and Dutch Kills rezonings. The 125th Street rezoning proposal began the public review process in October 2007 and is under consideration by the City Council. DCP is also considering IZ as part of rezoning proposals for the Lower Concourse, 161st Street/River Avenue, Sunset Park, Coney Island, DUMBO, and Sherman Creek, all of which are expected to begin the public review process in 2008 or 2009.
11	Encourage home ownership	HPD	Launched	On December 5, Mayor Bloomberg and City Council Speaker Quinn announced the formation of a new non-profit, the Center for NYC Neighborhoods, to mitigate the effects of concentrated foreclosures. An effort of HPD, the City Council, private philanthropy, banks and lenders, and the nonprofit community, the Center expects to provide assistance to approximately 18,000 New Yorkers in its first year. To do so, the Center will fund a major expansion and coordination of counseling and referral services, legal assistance, loan remediation, preventive outreach and education, training, research and advocacy around sub-prime lending and mortgage foreclosures. The Center is the first of its kind in the nation and will establish national best practices for addressing the crisis. In addition, the Administration will continue to create and preserve home ownership units on City-owned land and through partnerships as a part of the Mayor's New Housing Marketplace plan as it did on September 7, when HPD and NYCHA released an RFP for the development of sites in the Bronx to provide affordable rental and home ownership housing.
12	Preserve the existing stock of affordable housing throughout New York City	HPD	Launched	To date, the Administration has preserved over 60,000 units of affordable housing. In Fall 2007, HPD evaluated a 20-project portfolio of New York City-held HUD multifamily mortgages to determine how to preserve their affordability. In addition, in 2007 HPD began to work with a preservation consultant to develop a comprehensive approach to increasing preservation efforts. The consultant has reached out to various stakeholders for feedback on preliminary findings on the capacity of NYC organizations to preserve government-assisted housing. The consultant will issue its report in the summer 2008, and then share the findings with the housing community and create an implementation plan.
Open Space				
1	Open schoolyards across the city as public playgrounds	DPR / DOE	Launched	On July 2, the Administration opened 69 schoolyards as playgrounds, completing the commitment to open all Category I sites, and to date has completed construction on the first three schoolyard sites in need of renovation. The City has completed designs for an additional 32 schoolyard sites and will begin capital reconstruction of them this summer. By the end of 2008, the City will design an additional 20 schoolyards and will begin their capital improvements. The Administration assigned another 109 sites to four consultants who will schedule outreach plans for community meetings and design days.
2	Increase options for competitive athletics	DPR	Launched	The Department of Parks and Recreation (DPR) has begun the process of evaluating appropriate sites for high-quality competition fields across the city and begun initial conversations with the Department of Education (DOE) regarding access to them.
3	Complete underdeveloped destination parks	DPR	Launched	The Administration has commenced the planning phase on seven of eight regional parks projects, incorporating feedback from multiple community listening sessions as well as on-site and online surveying for each new park, and has begun the environmental reviews for each of the projects. The conceptual plan for Ocean Breeze has been approved by the Art Commission with design to commence in April. The conceptual design for McCarren Park received approval from the Community Board and has been presented to the Landmarks Commission. Fort Washington Park will be presented to the Art Commission this spring. Dreier Offerman Park in Brooklyn has an approved Master Plan and is slated to begin construction on Phase I soccer fields in April. The Administration has finalized an RFP to hire a restoration specialist for High Bridge, which it will release in Spring 2008.
4	Provide more multi-purpose fields	DPR	Launched	The Administration has completed the design for one field with DPR staff. The remaining 24 sites will be completed by a consultant team. We have completed topographic surveys at ten sites and are developing schematic designs. Contracts for the ten sites will be complete for bidding this spring and construction on these first sites will begin in fall 08.

Initiative	Description	Lead	Status ¹	Progress from 4/22/07 to 04/22/08 and next steps	
5	Install new lighting	Maximize time on our existing turf fields by installing lights for nighttime use	DPR	Launched	The Administration has completed the design for 9 new fields and will begin construction implementation at the sites in April. In addition, the City has identified an additional 27 sites which will receive new field lighting and will begin design on these sites this summer.
6	Create a public plaza in every community	Create a new or enhance an existing public plaza in every community	DOT	Launched	On August 8, the City opened a new public plaza in the DUMBO neighborhood of Brooklyn. DOT has initiated a plaza working group with local non-profits and academic institutions to draft the Public Plaza Initiative, a competitive, community-based program that will identify sites for new or enhanced plazas to ensure that all New Yorkers live within a 10-minute walk of open space. DOT is currently collaborating with the Department of Small Business Services (SBS) to implement maintenance, programming, and training for plaza partners and is actively seeking a private partner to build the capacity of these groups to ensure the plazas are well maintained, and actively programmed to ensure the groups can develop the financial stability to operate the plazas in perpetuity. The agency plans to launch the Public Plaza Initiative by summer 2008. DOT is also in the process of developing an RFP to hire professional consultants to design at least two PlaNYC-related public plazas per year, which it aims to release in summer 2008. In addition, DOT continues to draft the community plaza identification process, monitor the first On October 9, the City launched the Million Trees Initiative in partnership with New York Restoration Project and planted "Tree One." As of April, 2008 the city
7a	Green our underutilized street and sidewalk space	Fill every available street tree opportunity in New York City	DPR	Launched	has planted over 54,484 trees as part of our Million TreesNYC campaign, of which 11,548 are newly planted street trees. We have initiated an aggressive strategy of full block planting and are focusing our efforts on areas of highest need. These areas are defined as our "Trees for Public Health (TPH)" neighborhoods, which involve neighborhoods with a combination of low canopy cover and high rates of asthma-related childhood hospitalization. Along with our request-based system we are also automatically replacing street trees upon removal.
7b	Green our underutilized street and sidewalk space	Expand Greenstreets program	DPR	Launched	The Administration completed the design and construction of 52 new Greenstreet sites in the Fall 2007. The City has completed site surveys for the next group of Greenstreet locations and will construct 50 new Greenstreets in Spring 2008.
Brownfields					
1	Adopt on-site testing to streamline the cleanup process	Pilot the "Triad" program on two sites	OLTPS	Launched	The first two Triad pilots are underway. Initial soil vapor test results from the Triad pilot project in the Melrose neighborhood of the Bronx indicate that the area has less contamination than anticipated. The Triad team of scientists and engineers from the City, EPA, and NYS DEC will further study three small areas of the site with higher concentrations of solvents and petroleum, and if warranted, will propose a state-supervised cleanup. The second pilot is located on a former petroleum terminal on the English Kill in Brooklyn. For this site, the City has worked with DEC and its consultant to draft a work plan for a remedial investigation, which will be completed in summer 2008.
2	Create remediation guidelines for New York City cleanups	Analyze New York City's soil and develop a set of standard cleanup remedies appropriate to the city	OLTPS	Launched	Working with the State, the Administration is proposing a study of city soil to determine what concentrations of historic fill exist across the city with the aim of determining how fill material can be best handled when fill sites are redeveloped. The City is discussing the scope and funding mechanisms with interested parties.
3	Establish a City office to promote brownfields planning and redevelopment	Create a new City office to increase resources dedicated to brownfields planning, testing and cleanups	OLTPS	Launched	The City has begun a search for the Director of the Office of Environmental Remediation (OER) as well as a technical review staff at DEP and will continue the interview process to fill the positions.
4	Expand participation in the current State Brownfields Cleanup Program (BCP)	Ask the State to redistribute BCP tax credits to relieve budgetary pressures, and begin covering New York City-specific contamination	OLTPS	Launched	In May 2007, the Administration proposed legislation to redistribute tax credits in the State's Brownfields Cleanup Program (BCP) and expand eligibility for more NYC sites. These changes would direct more of the tax credit towards remediation, while still encouraging redevelopment. In September, the City discussed this proposal in testimony at a Senate/Assembly brownfields hearing. Provisions in the Governor's January budget bill would make historic fill sites eligible for the BCP and create a non-tax credit path for BCP sites. In April, a 90-day moratorium on new BCP projects was enacted to encourage the parties in Albany to agree upon BCP reform in the current legislative session. The City will work with the new Governor and the Legislature to promote appropriate brownfields reforms that encourage remediation and redevelopment in New York City.
5	Create a City program to oversee all additional cleanups	Create a City-sponsored program to provide oversight of cleanups for any sites not enrolled in other programs	OLTPS	Launched	As part of its Albany legislation, the Administration submitted a proposal for City oversight of brownfields cleanups that are not enrolled in other programs and, on September 25, provided further details in testimony at a Senate/Assembly brownfields hearing. The City continues to work with the Governor's Office, Assembly, Senate and the NYS DEC to create a local, city-administered expedited cleanup program for historic fill and other moderately contaminated sites, which staff of the proposed OER would manage.

Initiative	Description	Lead	Status ¹	Progress from 4/22/07 to 04/22/08 and next steps
6	Provide incentives to lower costs of remediation	OLTPS	Launched	The City is designing a revolving loan fund program to spur the highest levels of remediation which it aims to make operational in 2009. To inform the program design, in 2007, the Administration did research and conducted interviews with real estate and community experts to determine what form of funding would provide the most assistance in meeting this target. Interviews with representatives of site owners and small developers identified inadequate financing for site assessment and remediation as two hurdles blocking the cleanup of sites.
7	Encourage State to release community-based redevelopment grants	OLTPS	Completed	On March 7, the Governor, Speaker and Senate Majority Leader signed an MOU that will release funds for Brownfield Opportunity Area (BOA) grants to the 2005 and 2006 award recipients. These grants will provide \$2.5 million for nine BOA projects in New York City. Further, the Administration included reforms to the BOA program as part the legislation submitted to Albany in May and, on September 25, testified at a Senate/Assembly brownfields hearing to further describe the recommendations. The Administration will continue to press for changes to streamline the BOA program's administration.
8	Incentivize developers to participate in Brownfields Opportunity Area (BOA) planning	OLTPS	Launched	In addition to BOA program reform, the Administration included a proposal to give a 10% BCP tax credit to sites redeveloped in accordance with a BOA in the Albany legislation submitted in May. The Administration further described the proposal in testimony at a Senate/Assembly brownfields hearing on September 25. In January, the Governor's 2008 budget bill included the tax credit. The Administration will continue to work with community partners and advocate with the Governor's Office, NYS DEC, Assembly and Senate Members and their staff for the enactment of this incentive.
9	Launch outreach efforts to educate communities about brownfields redevelopment	OLTPS	Launched	In September, the City began to survey non-profits and BOA grantees to determine training and resource needs to promote brownfields redevelopment. The City continues to solicit and consider feedback from various community groups in preparation for a workshop in Fall 2008. An initial session will take place in the summer, and more will continue through the year to address the issues that arise. A curriculum is being developed based on feedback from various stakeholders that will be useful to a wide variety of organizations.
10	Create a database of historic uses across New York City to identify potential Brownfields	OLTPS	Launched	In 2007, the Administration reviewed historic land use maps, databases, and other resources to design a system for the public to research sites' previous uses. In spring 2008, the City will release a Request for Services (RFS) to its GIS contractors to prepare appropriate data and design an internet application to view the database. The database is anticipated to be functional in 2009.
11	Limit liability of property owners who seek to redevelop Brownfields	OLTPS	Launched	The City has conducted interviews and research on existing and proposed financial incentive programs to determine what would help spur the highest levels of remediation. Interviews with insurance representatives have revealed that cost cap policies that guarantee the price of a site remedy are costly and contingent on State approval of a site remedy. The Administration will continue to meet with stakeholders on the proposed program and evaluate the most effective insurance and legal protection program design.
Water Quality				
1	Develop and implement Long-Term Control Plans	DEP	Completed	As part of the Long-Term Control Plan process required through state and federal regulations, the City submitted Waterbody/Watershed (WB/WS) plans for 18 waterbodies to the NYS DEC in June, detailing strategies for Combined Sewer Overflow (CSO) reduction. The City continues to update stakeholders on the progress of the Long-Term Control Plan process and is working with NYS DEC to finalize the WB/WS plans. The City held a public meeting to discuss the Gowanus Canal WB/WS plan in February and plans to hold a public meeting for the Alley Creek WB/WS plan in May.

Initiative	Description	Lead	Status ¹	Progress from 4/22/07 to 04/22/08 and next steps
2	Expand wet weather capacity at treatment plants	DEP	Launched	The City continues construction at the Newtown Creek and the 26th Ward Waste Water Treatment Plant to maximize the volume of water these plants process during storms, thereby reducing the CSO discharges in surrounding areas.
3	Increase use of High Level Storm Sewers (HLSS)	DEP	Launched	In April 2007, the Department of Environmental Protection (DEP) completed the drainage plan for the installation of High Level Storm Sewers (HLSS) in the Laurelton section of Queens. DEP has also identified additional drainage areas for HLSS in Throgsneck, Gowanus, Hudson Yards, Manhattanville, and the Yellowstone Boulevard area of Queens.
4	Capture the benefits of our open space plan (see Open Space initiatives)			
5	Expand the Bluebelt program	DEP	Launched	To date, DEP has acquired 39 acres of privately owned property required for the New Creek Bluebelt in Staten Island and is progressing on acquiring 31 more acres. In April 2008, DEP will acquire the 38 acres of privately-owned property required for the South Beach Bluebelt and in 2009 will purchased the property necessary to build the Oakwood Beach Bluebelt. DEP has begun investigations to determine the viability of Spring Lake Bluebelt in Queens.
6	Form interagency BMP task force	OLTPS	Launched	In May, the City launched the Interagency Best Management Practices (BMP) Task Force to pursue implementation of stormwater management strategies through all 16 relevant agencies, and the Task Force continues its work towards the release of a citywide stormwater management plan. The Task Force has held three public outreach meetings so far and continues to meet with other local, State, and Federal stakeholders. The Task Force is also working with national experts on low impact development and green infrastructure. To codify these efforts, the Administration worked with the City Council on a stormwater management planning bill, Local Law 5 (LL5), which Mayor Bloomberg signed into law on February 19. LL5 requires the City to conduct a thorough study of stormwater BMPs, determine the estimated costs and benefits of each practice, and provide a draft stormwater management plan by October 1, 2008 for public comment. The Interagency BMP Task Force is charged with implementation of this law.
7a	Pilot promising Best Management Practices (BMPs)	DEP	Launched	DEP released an RFP on February 27 to procure a consultant to design the ribbed mussel pilot and the necessary monitoring process. The City expects the consultant to be selected and begin work in Fall 2008.
7b	Pilot promising Best Management Practices (BMPs)	DEP / DPR	Launched	DEP released an RFP on February 27 to design the tree pit pilot and the necessary monitoring process. DEP expects the consultant to begin work by June 2008.
7c	Pilot promising Best Management Practices (BMPs)	DEP / DOT	Launched	DEP released an RFP on February 27 design the pilot and the necessary monitoring process. DEP expects the consultant to begin work by June 2008.
8	Require greening of parking lots	DCP	Completed	The City Council approved a green parking lot zoning amendment that applies design regulations for landscaping, perimeter screening of the lots as well as requirements for canopy trees in planting islands within commercial and community facility parking lots. In March, the CPC passed a street tree zoning amendment that requires tree planting for all new developments and major enlargements citywide, and is expected to result in approximately 10,000 new street trees per year. Also in March, the CPC passed a front yard zoning resolution that prevents excessive paving of front yards by encouraging landscaping and planting of yards throughout the city. City Council is expected to vote on these zoning amendments in spring 2008.
9	Provide incentives for the installation of green roofs	OLTPS / DOF	Launched	The City is working with members of both the State Assembly and Senate to introduce legislation incentivizing the installation of green roofs in New York City. Once the legislation is introduced the City will encourage the legislature to pass the legislation in a timely fashion with hopes that Governor Patterson will sign it in to law.

Initiative	Description	Lead	Status ¹	Progress from 4/22/07 to 04/22/08 and next steps
10	Protect wetlands	DPR / DEP / OLTPS	Launched	The Wetland Transfer Task Force (WTTTF), co-chaired by the DPR, issued its final report on September 26. The WTTTF report recommends the transfer of 255 acres of city-owned wetlands to DPR, including the 70-acre Arlington Marsh Cove, and an additional transfer of 12 acres to DEP for inclusion in the Bluebelt program. The city formed an interagency wetlands policy task force in October, and it is completing an initial study of gaps in existing State and Federal laws and other threats to the protection of wetlands in New York City. The findings of that report will inform the task force's recommendations regarding a municipal wetlands policy.
Water Network				
1	Continue the Watershed Protection Program	DEP	Launched	On July 30, the United States Environmental Protection Agency (EPA) issued a new, 10-year FAD to the City. In November, DEP submitted a strategy to work with land trusts to augment the Land Acquisition Program. In addition, in December, DEP submitted an evaluation of potential engineering alternatives to address turbidity at the Ashokan Reservoir. The City will continue to meet all commitments under the new FAD. The City purchased over 5,000 acres this past year to protect the watersheds. This puts the total acreage of watershed acquired to over 130,000.
2	Construct an ultraviolet disinfection plant for the Catskill/Delaware systems	DEP	Completed	DEP began construction on the UV Disinfection Plan on January 31 and anticipates completion in 2012. Once completed, this facility will disinfect against Cryptosporidium, which is resistant to chlorination.
3	Build the Croton Filtration plant	DEP	Launched	In August, DEP began construction of the Croton Water Filtration Plant (WFP) and in October met a critical milestone of completing placement of the concrete foundation. The project remains on schedule. Construction will continue through the next few years.
4	Launch a major new water conservation effort	DEP	Deferred	On June 16, DEP released a Request for Expressed Interest (RFEI) to businesses interested in participating in a Performance-Based Model to achieve water use savings and in the Fall of 2007 hired a Director of Marketing to launch an expanded conservation program. However, due to budget constraints the program is currently deferred, except for the initial \$6 million required for computer programming of the collection and billing system.
5	Maximize existing facilities	DEP	Launched	DEP completed the environmental review of the Cross River Pump Station, which will allow the transfer of 60 million gallons per day (mgd) from the Croton Watershed to the Delaware Aqueduct below the location of the leak, and has released the bid to obtain construction contracts. The construction bids were due in March and DEP anticipates the contractor to be on board by the Fall of 2008. Design is progressing for the Croton Falls Pump Station, which will allow the transfer of 180 MGD from the Croton Watershed to the Delaware Aqueduct below the location of the leak. DEP will release the bids to obtain construction contracts for the Croton Falls Pump Station in 2010.
6	Evaluate new water sources	DEP	Launched	DEP started facility planning for three projects expected to be most effective, including the use of in-city groundwater (up to 55 mgd), optimization of the Catskill Aqueduct (up to 60 mgd) and the construction of a parallel tunnel (min of 400 mgd). In Jamaica, Queens, current efforts are underway to identify and analyze potential locations for production wells and treatment facilities. DEP will conduct water quality sampling in the Spring of 2008 to help access the treatment requirements. DEP initiated community involvement and will continue to correspond with them as the project progresses. DEP anticipates the design process to continue through 2012. For the Catskill project, DEP will continue to survey the aqueduct through early Summer 2008 to calibrate the hydraulic model and begin identification of any obstructions in the tunnel such as air pockets and expects the preliminary design phase to continue through 2010. The RFP for the parallel aqueduct design will be released in April of 2008.
7a	Complete Water Tunnel No. 3	DEP	Launched	The City completed the tunneling of the Brooklyn/Queens leg in 2001 and the construction of shafts on this leg is significantly complete. DEP completed the mining of the Manhattan leg of Water Tunnel No. 3 in 2006. Construction of the shafts and the lining of the Manhattan leg continues. Activation is scheduled for 2013.
7b	Complete Water Tunnel No. 3	NYC Water Board / DEP	Launched	Preliminary design (10%) for the construction of Stage 3, also known as the Kensico City Tunnel, is nearly complete. Given the long-term nature of Stage 4, design has not yet started.

Initiative	Description	Lead	Status ¹	Progress from 4/22/07 to 04/22/08 and next steps
8	Complete a backup tunnel to Staten Island	DEP	Launched	DEP has nearly completed design of the new tunnel to Staten Island. This tunnel will replace the current siphons displaced by the dredging of the harbor.
9	Accelerate upgrades to water main infrastructure	DEP	Launched	DEP launched a planning process to increase the rate of water main construction and hopes to increase construction, but that will be determined by funding.
Transportation				
1	Increase capacity on key congested routes	DOT / OLTPS	Launched	The City has been working closely with the Metropolitan Transportation Authority (MTA) and other partners to ensure adequate funding is available to complete these projects. In its recently-released 2008-2013 capital program, the MTA proposed a commitment of \$1.38 billion in new funding, on top of current funding of \$2.96 billion, to complete the first phase of the Second Avenue Subway (SAS). In addition, MTA has dedicated \$1.0 billion to begin construction on the next phase of the SAS. MTA also allocated \$150 million in funding to advance the Long Island Rail Road's Third Track project.
2	Provide new commuter rail access to Manhattan	DOT / OLTPS	Launched	In its recently-released 2008-2013 capital program, the MTA proposed a commitment of \$3.14 billion in new funding, on top of current funding of \$4.11 billion, to complete the East Side Access project by February 2015. MTA also allocated \$400 million in funding for the initial phase of a new service into Penn Station for Metro-North's Hudson and New Haven lines, including new stations in eastern Bronx and the west side of Manhattan.
3	Expand transit access to underserved areas	DOT / NYCEDC/ OLTPS	Launched	In Summer 2007, the City began preliminary research on the history of subway expansions and past transit expansion studies, and, in its recently-released 2008-2013 capital program, MTA allocated \$50.0 million to build upon this research. Targeted studies will be conducted for Queens, Bronx, the Upper West Side of Manhattan, Southeastern Brooklyn, Staten Island's North Shore, Long Island, and the west side of the Hudson. These studies will guide future system expansion program work, including engineering and environmental review, and enhance access to underserved communities. In addition, the New York City Economic Development Corporation (NYCEDC) issued an RFP on March 5th 2008 for consultants to study the North Shore of Staten Island. Selection is expected to take place by summer 2008.
4a	Improve and expand bus service	DOT / OLTPS	Launched	Significant improvements have been made in the past year to each of the five chosen BRT corridor plans (with the exception of Merrick Boulevard, which was reframed into a set of bus priority improvements in Downtown Jamaica). In addition, 34th Street in Manhattan was added as a new BRT corridor, and a series of bus priority improvements are now planned for Fifth Avenue and Madison Avenue in Manhattan. The first BRT corridor, on Fordham Road in the Bronx, is set to begin service in June 2008. The remaining four BRT services will be introduced between late 2008 and 2011. This program was previously funded through the Urban Partnership Agreement (UPA) between the City and the U.S. Department of Transportation. Since these funds were contingent on approval of congestion pricing by the State Legislature before April 7 2007, DOT and the MTA are now pursuing federal New Starts funding to implement these corridors.
4b	Improve and expand bus service	DOT / OLTPS	Launched	The New York City Department of Transportation (DOT) implemented a bus/HOV lane on the Manhattan Bridge in August 2007. In June 2008, DOT will begin a study to improve bus access across the Queensboro Bridge, which will include investigating bus lanes on the bridge and on approach roads.
4c	Improve and expand bus service	DOT / OLTPS	Launched	DOT and the MTA are working together to implement Transit Signal Priority (TSP) in at least 223 locations, allowing buses to move faster by having to stop at fewer red signals. This program was previously funded by the UPA, so DOT is now pursuing federal CMAQ funding to continue the project. DOT has also initiated the Bus Hot Spots program, applying focused BRT-type solutions to move buses more quickly through congested intersections or bottleneck areas. By the end of 2008, DOT will undertake a hot spot study of Jamaica, the City's busiest bus center, and expand bus priority treatments on 5th and Madison Avenues and 34th Street in Manhattan, which carry very high volumes of both local and express buses.
5	Improve local commuter rail service	DOT / OLTPS	Launched	In its 2008-2013 capital program, the MTA allocated \$150 million to redesign the track and switch layout at Jamaica to facilitate new service into Grand Central as well as provide new cross-borough service between Flatbush Avenue and Jamaica. The MTA will be able to establish service exclusively for Brooklyn and Queens customers.

Initiative	Description	Lead	Status ¹	Progress from 4/22/07 to 04/22/08 and next steps	
6	Improve access to existing transit	Facilitate access to subways and bus stops citywide	DOT / OLTPS	Launched	DOT completed the redesign of three bus stops located under an elevated subway line (E1), including stops at 20th Avenue and 86th Street in Brooklyn and at 231st and 238th Streets at Broadway in the Bronx. DOT also implemented an improved interface between the subway station and the surrounding sidewalks (Subway/Sidewalk Interface or SSI) at Bedford Avenue in Brooklyn. A new sidewalk was also added along Mosholu Parkway in the Bronx as part of the Sidewalks to Buses program. By June 2008, the City will complete the 40th Street SSI project and will begin survey and design work on additional access projects. DOT is investigating various sidewalk options for a pilot location along Hylan Boulevard in State Island, including rubber sidewalk and curb line changes in conjunction with BRT.
7	Address congested areas around the city	Develop congestion management plans for outer-borough growth corridors	DOT	Launched	In 2008, DOT initiated a planning study of ten traffic corridors across five boroughs that experience severe road and transit congestion. The goal of the study is to develop targeted plans, in conjunction with affected communities, to diffuse congestion, improve air quality, and provide a safer environment for drivers, pedestrians, and bicyclists. Public meetings with these respective communities will occur throughout April and May 2008 to gather local input. Short-term and long-term improvement measures will be developed by the end of 2008 and will be reviewed with local stakeholders. The Final Report including recommendations for the five corridors is expected to be completed by Summer 2009.
8	Expand ferry service	Seek to expand ferry service and better integrate it with the city's existing mass transit system	NYCEDC / DOT / OLTPS	Launched	In May 2007, the Mayor announced that the City was exploring a pilot program to provide year round service from the Rockaways to Manhattan. Shortly after, NYCEDC issued RFPs for additional ferry service around the city and selected NY Water Taxi as the Rockaways operator in March 2008. Since then, NYCEDC and DOT continue to advance plans for ferry services between Manhattan and Rockaway and between Manhattan and the Brooklyn and Queens East River waterfront. The first of two new ferry landing barges opened for service at the East 34th Street facility in July 2007 with the second barge opening in March 2008 and construction continuing on the planned landing at Slip 5 of the Battery Maritime Building. In June 2007, the reconstructed East 90th Street Ferry Landing also opened for service. In Spring 2008, a pilot ferry service to the Rockaways is expected to begin service.
9a	Promote Cycling	Complete the City's 1,800-mile bike master plan	DOT	Launched	In 2007, DOT designed and installed approximately 60 lane miles of bicycle lanes, significantly exceeding the PlaNYC annual installation target rate. In addition, innovative design was incorporated into projects, most notably the 9th Avenue protected bike lane. In 2008, 80 lane miles of new bicycle lanes are planned for installation, including expanded pilots of both the protected bicycle path design and green bicycle lane and intersection markings.
9b	Promote Cycling	Facilitate cycling	DOT	Launched	In 2007, DOT installed roughly 800 new bicycle parking racks, significantly exceeding the PlaNYC installation target rate. In 2008, DOT installed the first covered bicycle rack, and plans to install 400 additional bicycle parking racks. The Department of City Planning's (DCP) proposed Bicycle Parking Text Amendment, expected to begin public review (ULURP) in 2008, would require bike parking in new buildings.
10	Pilot congestion pricing	Seek to use pricing to manage traffic in the Central Business District (CBD)	DOT	Launched	In July, the State Legislature passed a law creating the Traffic Congestion Mitigation Commission to study the City's congestion pricing proposal and alternatives. In August, the US Department of Transportation (USDOT) awarded New York a \$354.5 million Urban Partnership Agreement to implement congestion pricing and associated transit improvements. The Commission met throughout the fall, held 14 public hearings, and considered a number of alternative proposals. In January, the Commission recommended that the City and State adopt congestion pricing in Manhattan south of 60th Street and also implement a set of taxi fare and parking policies. This plan would have reduced congestion in the pricing zone by 6.8% and would have raised \$491 million in net revenue for transit investment. After reviewing the plan, Mayor Bloomberg endorsed the Commission's recommendation. The City Council passed a home rule message endorsing the plan on March 31. However, the State Legislature refused to put the plan to a vote and as a result the City lost the \$354.5 million offered by USDOT to implement congestion pricing and improve bus and ferry service.
11a	Manage roads more efficiently	Expand the use of Muni Meters	DOT	Launched	Over the last year DOT has installed nearly 550 new muni meters across the City, nearly 450 of which were reserved solely for noncommercial vehicles. DOT has been and will continue installing muni meters in busy commercial districts in all five boroughs of the City. As part of the "Manhattan Project", DOT will replace all of Manhattan's single space meters with muni meters by July 2009. In all, over 5,000 single space meters will be replaced by less than 750 muni-meters. DOT will begin by replacing all 4,655 single space meters below 60th Street with 664 muni-meters.
11b	Manage roads more efficiently	Create an integrated traffic management system	DOT	Launched	In Spring 2008, the Traffic Management Center (TMC) will join with the New York State DOT (NYS DOT) Joint Traffic Operating Center to increase information and further improve traffic flow. In addition, the City plans to install additional variable message signs (VMS) in Staten Island and Eastern Queens and vehicle detector technology in hundreds of intersections in the Bronx, Queens, and Brooklyn by January 2010. In 2007 the City partnered with MTA and NYS DOT to pilot a Transit Signal Priority (TSP) program on stretch of Victory Boulevard in Staten Island. The City and MTA plan to use TSP in the BRT program on Fordham Road/Pelham Parkway, which should be in operation in the summer of 2008. All signalized intersections in Staten Island already run on Advanced Solid-State Traffic Controllers (ASTCs); the City will install 4,500 ASTCs in the Bronx, Queens, and Brooklyn, completing by 2010. The City will install roughly 200 signals per month, and will complete installation by 2010.

Initiative	Description	Lead	Status ¹	Progress from 4/22/07 to 04/22/08 and next steps	
12a	Strengthen enforcement of traffic violations	Expand the force of Traffic Enforcement Agents (TEAs)	NYPD	Launched	Postponed to fiscal year 2009 due to budget constraints. Recruiting of TEAs will begin in fall 2008.
12b	Strengthen enforcement of traffic violations	Enable all TEAs to issue blocking-the-box tickets	NYPD	Launched	In February of 2008 Senator Lanza and Assembly Member Kavanaugh introduced legislation in Albany that would amend the State Vehicle and Traffic law to allow the block the box violation to be treated as a parking violation, affording all TEAs the ability to issue the violation.
12c	Strengthen enforcement of traffic violations	Expand the use of traffic enforcement cameras	NYPD	Launched	In January of 2007 Senator Padavan and Assembly Member Glick introduced legislation authorizing the use of cameras to photograph the license plates of those vehicles traveling at speeds exceeding the speed limit. In March 2008, Senator Golden and Assembly Member Bing introduced legislation authorizing the use of cameras to photograph vehicle license plates in order to issue violations to those vehicles intruding in designated bus lanes.
13a	Facilitate freight movements	Improve access to John F. Kennedy International Airport (JFK)	NYCEDC	Launched	To improve access to JFK airport, a construction project along the Van Wyck Expressway was completed in September 2007, adding additional auxiliary lanes for traffic. Also that month, the City held the first meeting of a steering group to study traffic lane management and ways to improve the mobility of people and goods on arterial highways, including the Van Wyck, Grand Central, and Cross Island Expressways. The City continues to coordinate outreach and plans to improve freight access to JFK Airport and travel time along the Van Wyck Expressway. In addition, travel time signage will be installed by this summer at the Whitestone Bridge to provide JFK-bound motorists comparative travel times along the Van Wyck Expressway and the Cross Island Expressway. Many operational improvements in the Springfield Gardens and Jamaica areas have been completed to enhance safety and increase roadway capacity. The City, in coordination with the PANYNJ, will be developing an improved signage program to better control truck movements in the area.
13b	Facilitate freight movements	Explore High Occupancy Truck Toll (HOTT) Lanes	DOT	Launched	In April, the NYS DOT initiated a 24-month Managed Use Lane Study to look at HOTT lanes. On September 19, it held the study's first steering committee meeting and since then has held a series of project review and project steering committee meetings. NYS DOT will complete the Managed Use Lane Study in 2009.
14	Close the Metropolitan Transit Authority's State of Good Repair gap	Seek a grant from the SMART Authority to cover the MTA's funding gap	OLTPS	Launched	In the 2008-2013 capital program, the MTA proposed more than \$20 billion in its core program, of which \$4.9 billion (26%) is dedicated to bringing the system into a state of good repair. This includes rehabilitation of 44 subway stations and 10 more on Metro-North and the LIRR. It also includes system-wide track rehabilitation, repair of overhead and undergrade bridges, flood control improvements, and modernization of power substations.
15a	Close the City's road and bridge state of good repair gap	Seek a grant from the SMART authority to cover the City Department of Transportation funding gap	DOT	Launched	Through City funding, DOT's division of Roadway Repair and Maintenance projects that 950 lane miles will be resurfaced in between July 2007 and June 2008, an increase of 50 lane miles over what had been planned. DOT is hiring additional staff and is obtaining enough equipment to increase this output to 1,000 lane miles in the next year. Until recently, the City had been targeting 700 lane miles of resurfacing per year. Already, the increased investment has stopped the decline in the City's Street Assessment rating, with an increase from 69.9% to 70.4% of streets rated in good condition over the past year. By increasing the resurfacing amount to 1,000 lane miles, the City expects to continue this upward trend in Street Assessment, reflecting an improved condition of the city's streets.
15b	Close the City's road and bridge state of good repair gap	Seek a grant from the SMART Authority to fund accelerated capital repairs	DOT	Launched	Through City funding, DOT is on pace to continue maintaining all of the City's bridges in a state of good repair. Major upcoming projects include the rehab of the Brooklyn Bridge ramps, which will take place from 2009-2014 and the continuation of the Harlem River Bridge rehabs between 2007-2016.
16	Establish a new regional transit financing authority	Seek to create a Sustainable Mobility and Regional Transportation (SMART) Financing Authority to advance new projects and achieve a state of good repair	OLTPS	Launched	PlaNYC proposed a dedicated source of funding--with contribution from the City, State, and congestion pricing revenues--allocated by a new regional authority. The proposal's intent was met by the lockbox proposed for congestion pricing revenues, but the State Legislature's failure to vote on congestion pricing eliminated that dedicated revenue source.

Initiative	Description	Lead	Status ¹	Progress from 4/22/07 to 04/22/08 and next steps
Energy				
1	Establish a New York City Energy Planning Board	NYCEDC / OLTPS	Launched	The City submitted a proposal for a New York City Energy Planning Board as part of the Albany legislation submitted in May. The City also filed comments advocating for the Board in June through the Long-Range Electric Resource Plan and Infrastructure Planning proceeding at the NYS Public Service Commission (PSC). The City continues to advocate for the passage of the legislation and to advocate before the PSC for improved long-range planning.
2	Reduce energy consumption by City government	DCAS / OMB / NYCEDC / OLTPS	Launched	On October 22, Mayor Bloomberg signed Executive Order 109, directing the City to reduce its greenhouse gas emissions by 30 percent by 2017 through energy efficiency and other building related upgrades to City-owned facilities. The Order also established a steering committee of top City officials and set out both short- and long-term goals for the committee. On December 5, the committee submitted a short-term plan to invest \$80 million for efficiency projects in 132 buildings and a series of pilots and studies. The committee now has consultants on board to help develop the long-term plan due by June 30.
3	Strengthen energy codes in New York City	DOB / FDNY / DEP	Launched	On July 3, Mayor Bloomberg signed into law the first overhaul of the city's building codes since 1968. The new codes facilitate sustainable building by providing fee rebates for green design, requiring documentation demonstrating compliance with the NYS Energy code, requiring white roofs, and encouraging plumbing systems that conserve water. Over the past year, the City has participated in working groups to revise the New York State energy code. As part of this process, in April, the New York State Department of State (NYS DOS) adopted a new standard that increases required lighting efficiencies by as much as 30% for many space types. The City continues to work with various stakeholders to develop the additional green requirements outlined in PlaNYC, including benchmarking the efficiency of large buildings across the city; lighting upgrades in commercial space when renovated; and periodic energy audits; the undertaking of cost-effective energy-efficiency projects by private buildings.
4	Create an energy efficiency authority for New York City	NYCEDC / OLTPS	Launched	The City included its proposal for a New York City Energy Efficiency Authority (NYCEEA) as part of the Albany legislation submitted in May. In addition to the legislative proposal, the City has formalized a New York City Energy Efficiency Partnership plan in the ongoing Energy Efficiency Portfolio Standard proceeding before the PSC. In January 2008, the City and numerous other parties including Con Edison, National Grid, the New York Power Authority, and the Natural Resources Defense Council, proposed this formal structure to address joint energy efficiency efforts that would serve the purpose of the proposed NYCEEA.
5	Prioritize five key areas for targeted incentives	NYCEDC / OLTPS	Launched	In January, the City and other parties including Con Edison, National Grid, the New York Power Authority, and the Natural Resources Defense Council, proposed an Energy Efficiency Partnership to address joint efforts that would align energy-saving programs within PlaNYC's five key areas: existing institutional, commercial, and residential buildings as well as new construction and appliances/electronics. The City hopes to formalize this Partnership as part of the on-going PSC Energy Efficiency Portfolio proceeding. In another initiative, 10 major universities signed on to the challenge to reduce their greenhouse gas emissions by 30% by 2017. To date, these institutions have each completed their greenhouse gas inventories and created a draft action plan to achieve reduction targets. In addition, the City has been participating in PSC proceedings and utility rate cases to increase energy efficiency incentives, which have resulted in an April 2007 PSC Order that removes utility disincentives to promoting energy efficiency and provides \$140 million for gas efficiency programs over five years from two gas utility rate case settlements. <u>The City will participate in the design and implementation of these efficiency programs.</u>
6a	Expand Peak Load Management	NYCEDC	Launched	On September 7 and 28, the City filed testimony in the Con Edison Electric rate case supporting cost effective, rapid deployment of smart meters for all customers, which will help support expansion of real-time pricing (RTP) and peak load management. In addition to the current rate plan that will be in place until March 2009, Con Edison is expected to file in May 2008 an electric rate proposal for 2009 and beyond, and the city expects advanced meter issues will be addressed in that case. In addition, the PSC, in a separate proceeding in December 2007, directed Con Edison to proceed with large scale deployment of smart meters, beginning in the Borough of Queens and in Westchester County. That initial installation of smart meters will provide information to assist in the widespread use of advanced meters that the City advocates.
6b	Expand Peak Load Management	NYCEDC	Launched	The deployment of smart meters enables greater participation in RTP across the city. Therefore, on September 7 and 28, the City filed testimony in the Con Edison Electric rate case supporting cost effective, rapid deployment of smart meters for all customers. In addition to the current rate plan that will be in place until March 2009, Con Edison is expected to file in May 2008 an electric rate proposal for 2009 and beyond, and the City expects advanced meter issues to be addressed in that case. The PSC, in a separate proceeding in December 2007, directed Con Edison to proceed with large scale deployment of smart meters, beginning in the Borough of Queens and in Westchester County. That initial installation of smart meters will provide information to assist in the widespread use of advanced meters that the City advocates, and will enable the use of RTP mechanisms by energy consumers.

Initiative	Description	Lead	Status ¹	Progress from 4/22/07 to 04/22/08 and next steps
7	Launch an energy awareness and training campaign	OLTPS	Launched	On June 25, the City launched GreenNYC, the multimedia marketing campaign of PlaNYC. GreenNYC has begun forging partnerships with non-profit groups, corporations and marketing professionals to develop targeted energy efficiency and carbon reduction awareness campaigns tailored to specific sections of the public. The City will continue to roll-out the GreenNYC media campaign and to develop new education resources. In addition, the City is working with NYSERDA and The City University of New York to begin to develop training programs to support the energy efficiency programs in the city. Specifically, the City is partnering with CUNY in their application to the US Department of Labor for High Growth Job Training Initiative Grants for the Energy Industry and Construction and Skilled Trades in the Energy Industry. The first efforts, to be rolled out the coming months, will include trainings in energy-efficient lighting design and the development of a not-for-profit lighting resource center.
8	Facilitate repowering and construction of power plants	NYCEDC / OLTPS	Launched	In September and in March, the City filed testimony in the Con Edison Electric rate case and the Con Edison Steam rate case advocating for further analysis of repowering the Hudson Avenue Steam Plant to be able to generate both steam and electricity. The City also asked Con Edison to evaluate transmission capacity in and around the city. KeySpan/National Grid, whose merger was approved on August 22, agreed to work with Con Edison on the transmission study. To further promote new, clean capacity, on October 1, the City announced its contingent support of US PowerGen's proposed repowering in Sunset Park on the condition the company proved an enforceable net environmental improvement to both the neighborhood and the city. The City will work closely with the local community in Brooklyn and US PowerGen to ensure that the net positive environmental impacts are realized. In addition, the City will continue to advocate for the reenactment of the State's power plant siting law, Article X, and the approval of the NYC Energy Planning Board through the PSC's Long-Term Planning and Supply Portfolio hearings.
9a	Expand Clean Distributed Generation (Clean DG)	NYCEDC	Launched	On September 7, the City filed testimony in the Con Edison Electric rate case advocating for further transparency and coordination to increase the amount of clean DG that can be connected to the electric grid. In December 2007, the City released new regulations for safe use of microturbines, a type of Clean DG. These regulations are first of the kind in the nation and they overcome local regulatory barriers to microturbines and ensure safer installations. In addition, the NYC Department of Citywide Administrative Services (DCAS) completed a study to determine the feasibility of Clean DG on larger City-owned sites, conducted pursuant to Local Law One which will inform the long-term plan of the Energy Steering Committee to reduce greenhouse gas emissions by 30% by 2017. The university partners of the Mayoral Challenge are also looking for ways to increase the use of Clean DG and have many large installations planned.
9b	Expand Clean Distributed Generation (Clean DG)	NYCEDC	Launched	In July, Constellation Energy concluded its initial study of Hudson Yards on behalf of Con Edison and at the request of the City, and found that a district energy facility would be technically and economically feasible. As part of the Con Edison Steam rate case which will continue through summer 2008, the City is continuing to advocate for further study of district energy systems. In the meantime, the City has initiated conversations with development teams for large projects, including Hudson Yards/Javits Center and downtown Brooklyn. The City is in the process of hiring consultants to study the feasibility of district energy at both Hunts Point Food Distribution Center and Willets Point.
10	Support expansion of gas infrastructure	NYCEDC	Not yet started	The City is undertaking an assessment of long-term gas supply reliability, including both pipeline enhancements and potential other sources of natural gas, the dominant fossil fuel for city power generation and other uses.
11a	Foster the market for renewable energy	NYCEDC / DOF	Launched	In the legislation that the City submitted to Albany in May, the Administration included language for a solar property tax abatement. The City will continue to advocate for enactment of this measure. The City expects the State Legislature will approve this tax change before the end of the Albany legislative session in June.
11b	Foster the market for renewable energy	NYCEDC	Launched	In Spring 2008, the US Department of Energy (US DOE) designated NYC a Solar America City and awarded the City funding and technical assistance for solar programming. As part of Solar Cities, the Mayor's Office, NYCEDC and CUNY are working with the National Renewable Energy Lab (NREL) on a series of studies, including the cost effectiveness of solar when evaluated on real-time pricing basis. Other studies will identify solutions to improve the interconnection process, obtain accurate data on the extent solar can help with peak load management, study where solar installations could be most useful to the grid, and strategies to incorporate solar into emergency planning. NREL and the City plan to release RFPs for these studies in Summer 2008.
11c	Foster the market for renewable energy	DDC	Launched	The architects have completed the schematic design of the city's first carbon-neutral building, Solar Two. However, due to City budget constraints, this funding for this project has been deferred.

Initiative	Description	Lead	Status ¹	Progress from 4/22/07 to 04/22/08 and next steps	
I 1d	Foster the market for renewable energy	Increase use of solar energy in City buildings through creative financing	NYCEDC/ DCAS / OLTPS	Launched	The City has released an RFP for a solar developer to purchase, install, own, and operate 2 MW of solar capacity, in exchange for a long-term power purchase agreement with the City. Over the next few months, the City will receive bidder proposals, select a developer, finalize a contract, and enter into a power purchase agreement.
I 1e	Foster the market for renewable energy	Work with the State to eliminate barriers to increasing the use of solar energy in the city	NYCEDC	Launched	In both Spring and Fall 2007, the City supporting legislation that would increase the opportunity to sell solar electricity back to the grid (net-metering) and to increase net-metering caps. The City will continue to work with stakeholders for passage of a bill. In addition, the City continues to participate in the New York State Renewable Energy Task Force, which released a report in February 2008 with recommendations to support an updated net metering bill, expand Renewable Portfolio Standard funding, and expand solar R&D and support for manufacturers in the State. As part of the Solar America City program, NREL is assisting the City in studies to identify solutions to improve the interconnection process, obtain accurate data on the extent solar can help with peak load management, study where solar installations could be most useful to the grid, and strategies to incorporate solar into emergency planning. NREL and the City plan to reduce RFPs for these studies in Summer 2008.
I 1f	Foster the market for renewable energy	Pilot one or more technologies for producing energy from solid waste	NYCEDC / DSNY	Launched	In 2007, the Administration and City Council designated members to the Citywide Siting Task Force to create a structure to evaluate potential sites for an alternative waste technology pilot project. The First meeting of the Citywide Siting Task Force will convene in the first quarter of 2008. The City and the Task Force will review potential sites and will report findings to the City Council in the next six months. The City is also drafting a scope of work for a second phase feasibility study for an anaerobic digestion (AD) pilot project at the Hunts Point Food Distribution Center. In addition, the City is drafting an RFP for a potential AD pilot project, and pending second phase feasibility and community support, and based on Citywide Siting Task Force site approval, will begin drafting an RFP for potential alternative waste technology pilot. The City expects to select a vendor for the AD pilot by 2008.
I 1g	Foster the market for renewable energy	End methane emissions from sewage treatment plants and expand the productive use of digester gas	DEP	Launched	DEP has embarked on a two-year program to contain all methane from its waste water treatment plants and is designing a process to analyze several projects that could use methane to create energy, including at Owls Head Wastewater Treatment Plant, where the City has completed an engineering design for a demonstration project. DEP will continue its program to contain all methane and will further evaluate the Owls Head project.
I 1h	Foster the market for renewable energy	Study the expansion of gas capture and energy production from existing landfills	NYCEDC / DEP / DSNY / OLTPS	Not yet started	The City will initiate a study to explore the feasibility of generating more energy from the gas from its in-city landfills.
I 2	Accelerate reliability improvements to the City's grid	Advocate for Con Edison to implement recommendations from the City's report on the northwest Queens power outages	NYCEDC	Launched	The PSC issued an order on July 20 implementing Long Island City outage recommendations. The City, as well as the Consumer Protection Board, filed a Petition for Rehearing on August 20, asking the Public Service Commission to revisit 26 of the City's 53 recommendations.
I 3a	Facilitate grid repairs through improved coordination and joint bidding	Pursue the passage of joint bidding legislation	NYCEDC	Launched	NYCEDC has hired a joint venture between PB Americas and Urbitran Associates to conduct a comprehensive street management plan to generate short, medium, and long-term solutions to better coordinate right-of-way procedures and reduce street closures. The Consultant team has begun interviewing stakeholders from the utilities as well as government agencies. Coordination on consultant effort is being led by City DOT.
I 3b	Facilitate grid repairs through improved coordination and joint bidding	Ensure adequate pier facilities are available to Con Edison to offload transformers and other equipment	NYCEDC	Not yet started	NYCEDC will set up a working group with Con Edison, KeySpan/National Grid, generators, NYCEDC Asset Management, Energy and Maritime divisions to ensure adequate access to the piers.

Initiative	Description	Lead	Status ¹	Progress from 4/22/07 to 04/22/08 and next steps
14 Support Con Edison's efforts to modernize the grid	Support Con Edison's 3G System of the Future Initiative	NYCEDC	Launched	<p>On September 7, the City filed testimony in the Con Edison Electric rate case supporting research and development associated with the 3G System of the Future Initiative. Con Edison reports that the 3G System of the Future project continues to make progress in the areas of conceptual design, equipment development, and international benchmarking. New asset sharing plans for substations are being incorporated in a future substation design. The City will continue to participate in ongoing negotiations, briefs and hearings regarding 3G between active parties in future Con Edison Electric rate cases and will continue to support investment into this program.</p>

Initiative	Description	Lead	Status ¹	Progress from 4/22/07 to 04/22/08 and next steps
Air Quality				
1	Capture the air quality benefits of our transportation plan (see transportation initiatives)			
2a	Improve fuel efficiency of private cars	Waive New York City's sales tax on the cleanest, most efficient vehicles OLTPS / DOF	Launched	On February 27, State Senator Lanza and Assemblyman Espaillat introduced the hybrid sales tax legislation (Senate Bill 7023/Assembly Bill 042581A) to the State Assembly. The City will seek approval by the end of June 2008.
2b	Improve fuel efficiency of private cars	Work with the MTA, the Port Authority, and the State DOT to promote hybrid and other clean vehicles OLTPS	Not yet started	DOT and OLTPS have started to explore expansion of the State's Clean Vehicle Pass program in New York City. The City will initiate meetings with PANYNJ and the MTA to discuss this and other options for providing incentives to promote hybrid and other clean vehicles. The City is also commenting on national legislation to improve fuel economy on all vehicles nationwide.
2c	Improve fuel efficiency of private cars	Pilot new technologies and fuels, including hydrogen and plug-in hybrid vehicles DOT / OLTPS	Launched	In October, Shell Hydrogen, and the Department of Sanitation (DSNY), working in conjunction with General Motors, reached an agreement to locate a pilot hydrogen fueling station in the city. Shell is finalizing a lease agreement with DSNY and then will submit the station for review to the Department of Buildings (DOB) and the Fire Department of New York (FDNY). The team has been proposed a second station at Kennedy Airport and a lease agreement is under development. In 2008, the City will finalize an agreement with the New York State Energy Research Development Authority (NYSERDA) to share the costs of converting 5 vehicles to internal combustion hydrogen.
3a	Reduce emissions from taxis, black cars, and for-hire vehicles	Reduce taxi and limousine idling TLC / DOT	Not yet started	The TLC and DOT are planning to offer rebates through State funding mechanisms to black car and for-hire vehicle owners who purchase and install anti-idling technologies into their vehicles. Anti-idling technologies allow drivers to heat their vehicles when stopped, without running the engine. TLC and DOT will begin to pilot potential anti-idling technologies in Spring 2008.
3b	Reduce emissions from taxis, black cars, and for-hire vehicles	Work with TLC and the taxicab industry to double the taxi fleet's efficiency TLC	Launched	On December 11, the TLC unanimously passed regulations requiring all yellow taxicabs coming into service as of October 1, 2008 to achieve a city mileage rating of 25 miles per gallon (mpg), with the exception of accessible taxicabs. The regulation also states that as of October 2009, all new taxicabs must have a minimum city rating of 30mpg. The City now has over 800 hybrid-electric taxicabs on the road, and they have performed exceptionally well during the three inspections they receive annually. Their pass rate is 85% compared to 54% for the Crown Victorias. The regulations will save vehicle owners between \$4,000 and \$11,000 per year in gasoline costs, which could lead to an industry-wide savings of up to \$140 million per year. By 2012, when the regulation is fully phased in, it will reduce the City's greenhouse gas emissions by 296,000 tons annually, or by 0.5% of emissions citywide.
3c	Reduce emissions from taxis, black cars, and for-hire vehicles	Work with stakeholders to double the fuel efficiency of black cars and for-hire vehicles TLC	Launched	On February 27, the Mayor announced that the Taxi and Limousine Commission will require new licensed black cars (those that primarily serve corporate clients) to achieve a fuel efficiency standard of 25 mpg in 2009 and 30 mpg in 2010 and, on April 17, the TLC passed these regulations. The regulations include a requirement for vehicle retirement, as the TLC does not currently set a retirement age for for-hire vehicles like it does for the yellow taxis. In addition, the rules provide protection for black car operators against non-clean competitors. To help drivers finance the down payment associated with buying a new car, the City has worked with partners in the financial sector, auto dealers, and black car fleets to develop a range of solutions that will finance the higher down payment. By 2013, nearly all black car vehicles will meet the new standards, reducing carbon emissions by 136,000 tons annually, or .25% of emissions citywide.
4a	Replace, retrofit, and refuel diesel trucks	Introduce biodiesel into the City's truck fleet, go beyond compliance with local laws, and further reduce emissions All agencies with heavy duty fleets	Launched	In March, DPR expanded its use of B20 (a blend of 20 percent biodiesel and 80 percent traditional diesel) to 10 fuel sites and to all 800 diesel operated vehicles and equipment. DSNY expanded the use of B5 throughout its on- and off-road diesel fleets, while piloting B20 at one depot in Queens, and in July, DOT began using B5 in all of its heavy trucks. In November, DEP began to introduce B5 in its Queens maintenance fleet and since then has expanded the use of B5 to the 9 sites that fuel DEP's in-City watermain and sewer maintenance and repair operations. The DSNY, DPR, and DOT continue to use a B5 blend in their heavy diesel trucks in the winter months, and plan to switch to a B20 blend during the summer operating period, which starts around April. Over the next year, the City will continue to expand the use of biodiesel into heavy duty fleets operated by other agencies.

Initiative	Description	Lead	Status ¹	Progress from 4/22/07 to 04/22/08 and next steps
4b	Replace, retrofit, and refuel diesel trucks Accelerate emissions reductions of private fleets through existing Congestion Mitigation and Air Quality (CMAQ) programs	DOT	Launched	Building on the multi-year success of its program for retrofitting and repowering private fleets using Congestion Mitigation and Air Quality (CMAQ) funds, DOT continues to partner with NYSERDA to build the program. NYSERDA awarded the City \$3.2 million in Summer 2007 and plans to release funding for various awards totaling \$6 million by mid-2008. Work will continue to prepare for future CMAQ funding opportunities in late 2008 or early 2009. The City is also moving forward on a planned inventory of trucks at the Hunts Point Food Distribution Center in the Bronx to identify additional targets for retrofit and anti-idling awards.
4c	Replace, retrofit, and refuel diesel trucks Work with stakeholders and the State to create incentives for the adoption of vehicle emission control and efficiency strategies	OLTPS	Not yet started	New York State Department of Environmental Conservation (NYS DEC) released the State Implementation Plan for fine particulates and credited PlaNYC initiatives for helping to achieve air quality standards. However, the SIP does not propose the creation of a statewide retrofit fund. Therefore, the City will work with stakeholders to identify other mechanisms and opportunities for the creation of a state clean air retrofit fund that can operate like California's Carl Moyer fund.
4d	Replace, retrofit, and refuel diesel trucks Improve compliance of existing anti-idling laws through targeted educational campaign	OLTPS	Launched	The City partnered with NYS DEC and DEP to carry out an enforcement action to address urban air pollution in East Harlem, culminating in a press conference on November 16 to create awareness of State and City air quality standards and efforts. The City and NYS DEC are analyzing data collected in that enforcement sweep and will conduct similar joint enforcement efforts on an ongoing basis. OLTPS is currently convening City agencies to address enforcement challenges and beginning discussions with potential partners to plan a comprehensive public education campaign. OLTPS is also working to increase public access to information about the City and State anti-idling laws via the City's 311 call system.
5	Decrease school bus emissions Retrofit both large and small school buses and reduce their required retirement age	DOE	Launched	DOE has installed a combination of diesel oxidation catalysts (DOCs) and crankcase filters on over 2,300 large buses, in compliance with Local Law 42, and an additional 750 large special education buses, not required under the Law. In 2007, DOE began a pilot of active and passive diesel particulate filters (DPFs) on 9 buses. Preliminary results show that active DPFs are superior to passive DPFs given DOE's operating conditions, but active DPFs are at least twice as expensive. In January 2008, DOT applied for \$29 million in CMAQ funds for DPFs and an accelerated retirement program for the school bus fleets in the next three years. The grant will allow fleet owners to retrofit small special education buses with active DPFs and to provide rebates to bus vendors as an incentive to replace buses from model years 1988-1993. On February 28, the City presented the project to the CMAQ Subcommittee. The Committee is expected to award CMAQ grants in May. The City is working to develop a cost-effective strategy to reduce emissions from the remainder of the school bus fleet in light of the anticipated school bus procurement negotiations with vendors, scheduled to begin in 2010.
6a	Retrofit ferries and promote cleaner fuels Retrofit the Staten Island Ferry fleet to reduce emissions	DOT	Launched	DOT has retrofitted the engines on three ferries with pollution control equipment, and a fourth, the John F. Kennedy, went into dry dock on October 10 to begin the retrofit process. The City's retrofit plan has been incorporated into Local Law 3, which the Mayor signed in February 2008. Due to contracting delays at the PANYNJ, John F Kennedy has not yet been upgraded. The City expects to complete the upgrade of both the Kennedy and the Molinari in 2008. In January 2008, the City began to fuel the ferry fleet with ULSD and B5.
6b	Retrofit ferries and promote cleaner fuels Work with private ferries to reduce their emissions	DOT	Launched	DOT reached preliminary agreement with NY Waterway to retrofit one ferry in the next few months, with an agreement to retrofit the whole fleet once operational concerns are met. Discussions with the company are still underway. The City is also exploring policies to encourage the use of ultra low sulfur diesel (ULSD) in the private ferry fleet.
7	Partner with the Port Authority to reduce emissions from port facilities Seek to work with the Port Authority to reduce emissions from its marine vehicles, port facilities and airports	OLTPS	Launched	The City has met with the U.S. Environmental Protection Agency (EPA) to explore its nation-wide Port Initiative, funding sources, and opportunities for reducing the Port Authority of New York and New Jersey's emissions (PANYNJ). DOT has teamed up with EPA and PANYNJ to bring a national conference called Faster Freight Cleaner Air to New York City on July 8-9. This conference explores options for reducing pollution for Ports and their related activities. In addition, the City will actively participate in meetings on port issues convened by the EPA and including PANYNJ, NYS DEC, and New Jersey.

Initiative	Description	Lead	Status ¹	Progress from 4/22/07 to 04/22/08 and next steps
8	Implement more efficient construction management practices Accelerate adoption of technologies to reduce construction related emissions	DEP	Launched	The City has amended its rules for selecting Best Available Technology for construction equipment, in order to allow contractors to use a wider range of technology that can eliminate even more pollution.
9	Capture the air quality benefits of our energy plan (see energy initiatives)			
10a	Promote the use of cleaner burning heating fuels Lower the maximum sulfur content in heating fuel from 2000 parts per million (ppm) to 500 ppm	DEP	Launched	The City met with industry and community stakeholders to evaluate local and statewide air code changes that will ensure an adequate and affordable supply of heating oil. On June 11, the City announced a commitment to introduce a B5 biodiesel blend into City boilers. The City released a contract for the purchase of B5 blends of heating oil in its No. 2 oil burners, and is planning to conduct pilots of biodiesel blends in its No. 4 and No. 6 boilers. We will assist and complement the regulatory efforts by the State and the Northeast States for Coordinated Air Use Management network; the NYS DEC's recent regulatory calendar commits the State to promulgate a sulfur cap this year, and the City will support that rulemaking. The City developed a bioheating oil blends study and testified on it in a City Council hearing. Based on concerns raised on potential harmful effects of biofuels, the City is assessing the timeline; particularly in light of the expected publication of sustainability guidelines by the California Air Resources Board and the EPA. The City is formulating a broader policy to reduce harmful air pollution from heating fuel, by analyzing other cost-effective methods for reducing pollution from that sector.
10b	Promote the use of cleaner burning heating fuels Reduce emissions from boilers in 100 City public schools	DOE / SCA / OLTPS	Launched	With the PlaNYC funds, the School Construction Authority (SCA) has begun boiler conversions at two schools. Three other projects have been put out to bid, three are in design phase and nine are in scope development phase. The SCA is working with the City to develop a strategy to target schools in high asthma neighborhoods across the City for burner replacements or boiler conversions.
11	Capture the air quality benefits of our open space plan (see open space initiatives)			
12	Reforest targeted areas of our parkland Reforest 2,000 acres of parkland	DPR	Launched	To date, the City has planted over 19,500 new trees under the PlaNYC Reforestation Initiative. Parks' Natural Resources Group convened a mini-conference on "Trees and Woodlands for the Future" in November 2007 to highlight the Initiative. A multi-disciplined Technical Advisory Group has been assembled, to bring together scientists from institutions and other government agencies to enhance our reforestation efforts. Bids for capital contract services were disseminated last Fall. In addition, a design/planning consultant was brought on board to comprehensively address reforestation plans and future planting opportunities. On April 12, the City planted 20,000 trees at 14 sites across the city in conjunction with New York Cares "Hands On New York" Day.
13	Increase tree plantings on lots Partner with stakeholders to help plant one million trees by 2017	DPR / OLTPS	Launched	On October 9, the City launched the MillionTreesNYC Initiative in partnership with the New York Restoration Project and planted "Tree One," one year ahead of the target start date stated in PlaNYC. Since the launch, the City has planted over 54,484. An Advisory Committee consisting of over 65 organizations has convened on two occasions since the launch to coordinate the development and implementation of a strategic plan for the campaign. April 2008 marks the launch of MillionTreesNYC Month, where the Administration seeks to further engage every New Yorker in the campaign to help plant as well as provide stewardship for our expanding urban forest. Public outreach and education, stewardship workshops as well as volunteer plantings are planned throughout the month to promote the initiative as well as the benefits of a million new trees for all New Yorkers. A website has also been launched (www.milliontreesNYC.org) which provides vital information for educators, volunteers, potential tree stewards and individual New Yorkers to help promote and sustain the MillionTreesNYC Campaign.

Initiative	Description	Lead	Status ¹	Progress from 4/22/07 to 04/22/08 and next steps
14	Launch collaborative local air quality study Monitor and model neighborhood-level air quality across New York City	DOHMH	Launched	The Department of Health and Mental Hygiene (DOHMH) has consulted with leading air quality scientists, community groups, and other stakeholders to develop a proposal for a study of local variation in air quality. DOHMH finalized the design of the New York City Community Air Survey (NYCCAS) and has entered into a contract with Queens College to jointly conduct the study. NYCCAS will measure, at a minimum of 130 street level locations in each season each year, oxides of nitrogen, ozone, sulfur dioxide, fine particle (PM2.5) mass, elemental carbon, and the metal content of air. DOHMH and Queens College have pilot tested sampling units, have begun to assemble them, and are testing instrumentation in the field this Spring. The City will launch the first air sampling campaign in Summer 2008.
Climate Change				
1	Create a task force to protect our city's vital infrastructure Expand our adaptation strategies beyond the protection of our water supply, sewer, and wastewater treatment systems to include all essential city infrastructure	OLTPS	Launched	The City has identified members of the Climate Change Technical Advisory Committee and is preparing to hold the kick-off meeting of the task force and advisory committee.
2	Work with vulnerable neighborhoods to develop site-specific protection strategies Create a community planning process and "toolkit" to engage all stakeholders in community-specific climate adaptation strategies	OLTPS	Launched	The City has begun working with UPROSE (The United Puerto Rican Organization of Sunset Park) to develop a model planning process and "toolkit." The City held its first pilot workshop in Sunset Park on February 21, and its second pilot workshop in Broad Channel on March 15, the feedback from which is being used to develop the model outreach strategy. Over the next few months, the city will hold additional pilot workshops before launching a citywide campaign to hold workshops in all vulnerable communities.
3a	Launch a citywide strategic planning process for climate change adaptation Create a strategic planning process to adapt to climate change impacts	OLTPS	Launched	The City will begin a scoping study as a first step toward creating a strategic planning process.
3b	Launch a citywide strategic planning process for climate change adaptation Ensure that New York's Federal Emergency Management Administration (FEMA) 100-year floodplain maps are updated	DOB / OEM / DCP / OLTPS	Launched	The City created an interagency group and continues identify strategies for working with FEMA to update its FIRMs. Over the next few months, the City will meet with appropriate FEMA staff to develop the scope of work for map revision.
3c	Launch a citywide strategic planning process for climate change adaptation Document the City's floodplain management strategies to secure discounted flood insurance for New Yorkers	DOB / OLTPS	Not yet started	In Summer 2007, the various city agencies held discussions with FEMA and the New York State Department of Environmental Conservation (NYS DEC) to complete FEMA's National Flood Insurance Program's (NFIP) Community Rating System (CRS) application. The CRS is a voluntary incentive program that recognizes and encourages community floodplain management activities that exceed the minimum NFIP requirements, resulting in discounted flood insurance premiums. An analysis of the costs and benefits of this initiative has demonstrated the potential for minimal reductions in flood insurance premiums. Therefore, further development of this initiative has been suspended at this time.
3d	Launch a citywide strategic planning process for climate change adaptation Amend the building code to address the impacts of climate change	OLTPS	Not yet started	The City will continue its review of building codes with the goal to implement all code changes prior to 2010, and will include climate adaptation issues as part of this work.

1:2: Launched refers to initiatives where action has been taken toward implementation, including planning, studying, designing, construction, and other phases of implementation.

¹ Status in regards to the December 2009 Milestone set in PlaNYC

² Listed below are the milestones set in April with the release of PlaNYC, unless otherwise indicated. The milestones are listed on page 146 of PlaNYC.

Initiative	Description	Lead	Status ¹	Progress from 4/22/07 to 04/22/08 and next steps
------------	-------------	------	---------------------	--

³ PlaNYC's 2015 Milestone was included for those initiatives for which a 2009 Milestone was not set

⁴ A new milestone was set for those initiatives for which neither a 2009 nor a 2015 Milestone was set

PlaNYC Status Report

April 22, 2008

**Implementation Milestone for
December 2009²**

Complete current Administration's agenda for rezonings and land use studies

Complete current Administration's agenda for rezonings and land use studies

Implement increased transit options including BRT to spur development

Create database of City, state, and federal land for co-location opportunities and housing

Use database to identify and execute on initial sites

Complete current Administration's agenda for rezonings and land use studies

Identify rezoning opportunities that emerge with the implementation of new transit projects²

Identify rail yards, rail lines, and highways that coincide with sustainable development and have the capacity for anticipated growth

Implementation Milestone for December 2009 ²
Complete the Mayor's New Housing Marketplace Plan to build 165,000 units of affordable housing
Pursue inclusionary zoning in all appropriate rezonings initiated and reviewed by the City
Complete the Mayor's New Housing Marketplace Plan to build 165,000 units of affordable housing
Complete the Mayor's New Housing Marketplace Plan to build 165,000 units of affordable housing
Open all Category 1 sites not requiring capital improvements
Open 43 fields up for community use
Complete community outreach and designs for all regional parks
Complete development of all proposed multi-purpose fields

Implementation Milestone for December 2009 ²
Complete installation of all proposed field lights
Continue development of identified plaza initiatives and develop a process for community identification of potential new plazas
Plant 15,000 street trees a year
Complete 240 Greenstreets
Conduct first two Triad pilots and evaluate their effectiveness in the city environment
Complete urban soil study; city-specific remediation guidelines under development
Establish and fully staff office; regularly evaluate city applications and E-designated sites
Enact recommended changes to State law
Establish City BCP; oversee all voluntary clean-ups and E-designated (State legislation, State DEC approval, and regulations promulgated)

**Implementation Milestone for
December 2009²**

Establish a revolving loan fund; issue first loan for City remediation project

Allocate funds to all previous BOA awardees; advocate for a new process to streamline State grants to BOAs

Enact State tax incentives for private developers working in coordination with BOA applications

Begin outreach campaigns and liaison services to private developers and non-profit organizations

Launch study to aggregate all relevant data for a City environmental database

Design and launch a market-feasible supplemental insurance policy

Submit WB/WS plans for 18 waterbodies to NYS DEC, detailing strategies for CSO reduction

Implementation Milestone for December 2009 ²
Continue construction
Create standardized process to analyze proposed sites for possible HLSS (process for HLSS will always be dictated by the unique characteristics of the site)
Begin expanding Bluebelt to other parts of Staten Island
Complete Comprehensive BMP plan and associated budget
Complete pilot and plan for additional mollusk habitats
Complete pilot
Complete pilot and identify additional appropriate locations
Complete ULURP process; zoning requirement in effect
Launch initiative

Implementation Milestone for December 2009 ²
Complete wetlands study and draft policy
Renew the City's Filtration Avoidance Determination and fulfill its commitments
Begin construction of UV disinfection plant
Continue to construct Croton Filtration Plant
Launch water conservation program
Begin installation of new hydraulic pumps; begin designing enhanced filtration plant for greater use of Jamaica groundwater
Finalize a short list of projects for piloting and design
Open Brooklyn/Queens leg
Complete design of stage 3 ²

Implementation Milestone for December 2009 ²
Begin replacing pipelines
Continue to replace water mains
Have funding mechanism in place
Continue construction of East Side Access and Second Avenue Subway, move other projects into engineering phase
Complete Staten Island study and study of potential subway expansion
Open five SBS routes
Operate bus lane service on all three bridges
Complete implementation of operating improvements for 22 locations
Improve local connectivity

**Implementation Milestone for
December 2009²**

Complete construction of up to three bus stops under EIs, up to two Sub-Side interface, and up to 15 new sidewalks to bus stops

Complete studies for nine corridors and begin implementation (2009)

Issue contract and launch service; study crosstown BRT

Complete 200 directional lane miles of bike routes

Install 400 new CITYRACKS per year; improve and update maps annually

Install and run congestion pricing system by Spring 2009

Install Muni Meters in most outer borough central business districts

Consolidate TMC

Implementation Milestone for December 2009 ²
Hire 100 TEAs and deploy
Obtain authority to issue tickets ³
Install cameras
Implement short-term recommendations from JFK Access Task Force
Complete study
Have funding mechanism in place ³
Resurface 1,925 lane-miles of city streets, exceeding our current pace of resurfacing by 125 lane-miles
Complete scheduled 10-year bridge capital plan on schedule
Establish SMART Fund

**Implementation Milestone for
December 2009²**

Establish NYC Energy Planning Board

Begin investing approximately \$80 million a year into improving the energy efficiency of City buildings

Complete and adopt first rounds of code changes (2008, 2010)

Create a new authority responsible for the implementation of NYC energy conservation and efficiency programs

Pass necessary local laws, building codes, and energy code

Ensure Con Edison begins deployment of advanced meters with plan for greater deployment

Establish appropriate rate

Implementation Milestone for December 2009 ²
Launch energy awareness campaign; setup training, certification, and monitoring programs
Establish NYC Energy Planning Board
Study the capacity to increase interconnection limits in each network and work with manufacturers on new circuit breaker technologies
Review completed Con Edison Hudson Yards District Energy Study and move forward on district energy projects based on report findings
Support appropriate natural gas expansion proposals
Launch the solar incentive
Complete study
Begin construction of the city's first carbon neutral building

Implementation Milestone for December 2009 ²
Select solar developer to install solar panels; enter into long-term solar power purchase agreement
Increase/remove solar cap in NYC and increase net-metering opportunities statewide
Begin designing at least one pilot alternative waste technology facility
End methane emissions from wastewater treatment plants
Complete initial study; begin to follow-up on recommendations
Begin implementation of City recommendations and all other appropriate recommendations to improve grid reliability
Approve joint bidding citywide, improve coordination, and begin work on pilot multi-utility tunnel with location identified by formalized team of City, State, and utility representatives
Initiate a working group with relevant parties ³

**Implementation Milestone for
December 2009²**

Continue to support Con Edison's 3G
initiative³

**Implementation Milestone for
December 2009²**

Offer incentive
Release assessment of policy options and begin implementation
Have an operational hydrogen station in New York City
Equip participating yellow taxis and black cars with anti-idling equipment
Work toward completing new standards for taxis
Work toward completing new standards for for-hire vehicles by 2010
Dispense a biodiesel blend at all city-owned diesel fueling stations

**Implementation Milestone for
December 2009²**

Upgrade additional vehicles

Draft proposed parameters of fund

Launch anti-idling campaign

Begin retrofits on smaller school buses

Complete engine upgrades to Staten Island Ferry fleet

Install DOCs in ferries; pass legislation promoting the use of ULSD

Begin creating a plan

**Implementation Milestone for
December 2009²**

Require, through contracts, applicable on-road vehicles used in city construction projects to follow requirements of Local Law 77

Draft new sulfur content requirements for State Code

Begin replacing boilers

Begin reforestation 2,000 acres of parkland

Launch partnership and begin planting trees

**Implementation Milestone for
December 2009²**

Launch study

Complete an inventory of all at-risk infrastructure with a priority list of high risk components

Complete community planning toolkit and create a climate change adaptation plan with UPROSE

Release scoping study for a comprehensive climate adaptation planning process

Complete remapping of NYC 100-year floodplain

Complete application to FEMA

Create a Task Force to evaluate necessary changes to the Building Code

Implementation Milestone for
December 2009²