

## **New York City Commercial Waste Zones Safety Task Force**

Meeting 3 – October 6, 2022, 11:30 AM – 12:30 PM

Virtual Meeting Minutes

### **Task Force Members Present**

Elizabeth Crotty, Commissioner, Business Integrity Commission (BIC)

David Biderman, Executive Director and CEO, Solid Waste Association of North America

Susan Eppes, President, EST Solutions

Julia Kite-Laidlaw, Director of Strategic Initiatives, NYC Department of Transportation

Bernadette Kelly, Teamsters Local 813

Elena Conte, Pratt Center for Community Development

### **Agency Staff Present**

Justin Bland, Director, Bureau of Commercial Waste, DSNY

Julie Lubin, Senior Counsel, Bureau of Legal Affairs, DSNY

Neil Eisenberg, Office of the Commissioner, DSNY

Frank Marshall, Office of the Commissioner, DSNY

Armenoush Aslanian-Persico, Deputy Director, Bureau of Commercial Waste, DSNY

Lily Nuamah, Senior Contract Manager, Bureau of Commercial Waste, DSNY

Latia Riley, Senior Contract Manager, Bureau of Commercial Waste, DSNY

Nicole Mathias, Business Integrity Commission (BIC)

### **Introductions, CWZ program updates, and presentations**

The third virtual meeting of the Safety Task Force took place on October 6, 2022.

Justin Bland welcomed everyone and asked for new attendees to introduce themselves.

Justin announced that he will be leaving DSNY on October 21.

Justin provided an update on the status of the Commercial Waste Zones Request for Proposals. DSNY received RFP proposals in July and has now initiated a Best and Final Offer request. The letter is available on the CWZ website. This gives proposers the opportunity to improve any plans.

DSNY has explained to proposers what needs to be corrected for their proposals to be deemed responsive. The BAFO was issued September 28 and is due November 10.

Attendees asked for some examples of corrections. Justin explained some may be minor issues such as missing signatures, or major issues such as a missing answer to a question or a missing financial statement. He clarified this is not part of the evaluation.

David Biderman asked if there were any safety-specific omissions. Justin Bland explained that a significant part of the RFP is for DSNY to receive all documentation on compliance and that it is potentially very easy for a proposer to omit one violation.

Bernadette Kelly inquired about carter responsibility pertaining to accidents and injuries. She mentioned an accident that occurred today (10/6/2022) on the BQE and voiced concern on how hauler historical information would be gathered. Justin explained that if an incident happens after the BAFO due date, it can still be considered in the evaluation.

Susan Eppes gave a presentation on cabover truck design. (See attached file.) She said in general, more data is needed. Cab design is not usually tracked when collecting incident information. The U.S. DOT Volpe center has produced two papers on this topic, including one for New York City. Susan mentioned that driver reaction time can also be improved through better mirrors and backup cameras. Nicole Mathias from BIC explained that the BIC team provided background data for report and worked with DCAS and Volpe.

Susan Eppes recommended that the task force work with SWANA and NWRA to get more data on this topic. She mentioned that during the proposed cabover requirements discussion, workers provided feedback that the cabover design was uncomfortable due to the position of seats over the axle. She said this could be solved by purchasing improved or air ride seats.

Justin noted an additional comment was received that cabovers are more expensive than conventional cabs and asked if that was a valid comment. Susan said the cabovers are about \$10,000 – \$20,000 more expensive than conventional trucks. She also referred to work done by Alex Epstein at Together for Safer Roads, including a blind zone calculator. This project is collecting vehicle data by year, make and model as part of an initiative to develop a rating system to assess direct vision, or the amount of visibility a truck has.

David Biderman discussed a crash involving a private carter that occurred in July on Flushing Avenue in Brooklyn. A driver was loading a container when he was struck by the driver of another vehicle. The worker was seriously injured and hospitalized. David advised he will continue to have safety trainings and meetings with carters. He mentioned that he also frequently receives concerns about e-bikes. David shared a video of the crash after the meeting. (See attached video.)

Julie Kite-Laidlaw said that pedestrian safety issues are also worker safety issues. She explained that DOT has been working with NYPD on sales of illegal motorized devices and has been impounding vehicles. DOT has also been providing more work zone awareness programs. She explained that what is often referred to as an “e-bike” is not legal to ride or sell, and workers who purchase these vehicles are misled into buying what they believe is legal. The definition of a legal e-bike includes operable pedals. The definition of a legal e-scooter includes a weight less than 100 pounds. To be categorized as a motorcycle, the vehicle must have a VIN. The illegal motorized scooters cannot be categorized as a motorcycle, limited use motorcycle, or e-

bike. These illegal vehicles are heavier, up to 200 pounds, do not have a VIN, are faster and are more dangerous to pedestrians.

David Biderman asked how many of these illegal vehicles are in New York City. Julia said that information is unknown. David asked if there was information about how many of these vehicle have been seized. Julie referred David to the NYPD DCPI.

### **Adjournment**

The meeting was adjourned at 12:30 PM.

The next quarterly meeting will be scheduled by DSNY.