

New York City Commercial Waste Zones Safety Task Force

Meeting 2 – March 29, 2022, 11:00 AM – 12:30 PM

Virtual Meeting Minutes

Task Force Members Present

David Feldman, Acting 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 Joint Council 16 and Local 813

Agency Staff Present

Justin Bland, Director, Bureau of Commercial Waste, DSNY

Julie Lubin, Senior Counsel, Bureau of Legal Affairs, 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

Introductions and CWZ program updates

The second virtual meeting of the Safety Task Force took place on March 29, 2022.

Justin Bland welcomed everyone and requested for attendees that did not partake in the last meeting to introduce themselves. He then discussed the CWZ Request for Proposals timeline, explaining the three-month extension of the RFP due date. The extension is largely due to the economic and operating challenges resulting from the COVID-19 Omicron wave earlier this year and allowing time to receive the strongest responses from proposers. The new due date is July 15th. DSNY is preparing for the review process, followed by awarding and finalizing contracts and starting the transition of the zones in early 2023. He also gave an update on staffing the Bureau of Commercial Waste. BCW currently has 12 employees and six new vacancies being filled.

Updates from BIC

Acting Commissioner Feldman provided an overview of BIC's on-going enforcement of safety rules. He stated that BIC has conducted more than 1,000 truck stops since the safety rules went

into effect in August 2021. This includes licensees that will be subject to the CWZ program as well as registrants and other companies that won't. BIC investigators found that although many trucks were in compliance with the safety rules, there were plenty that received violations. The most common violation was the lack of required convex mirrors. BIC has written over 140 violations where trucks do not have the required blind spot reducing mirrors on the front of the cab. BIC is preparing for enforcement of side guard requirements from Local Law 108. Acting Commissioner Feldman stated that BIC is also working closely with DSNY on internal planning for Commercial Waste Zones and announced that BIC will welcome a new Commissioner next month, who will be at the next task force meeting.

Updates from Bureau of Commercial Waste

Armenoush Aslanian-Persico provided an update on what DSNY's Bureau of Commercial Waste has been working on in preparation of the implementation of the CWZ program. She mentioned that DSNY is working with outside vendors to develop two new data management systems which will be used by Awardees to upload and input a variety of data at different frequencies. A wide variety of data such as vehicle information, injuries, fatalities, insurance, telematics and GPS data will be reported to DSNY from the carters through these databases.

She discussed planned BCW staff uses of a mobile app to collect information in the field, a Salesforce database to manage all carter uploads, and a Rastrac platform for a live GPS view. BCW is updating NYC 311 options and creating new complaint types so that customers and the public can report complaints related to service and performance under CWZ.

There was discussion about carter uploads of daily vehicle inspection reports and Ms. Aslanian-Persico responded that it will be a record keeping requirement. DSNY is currently developing reporting and record keeping rules. Justin Bland added that this is a topic where the task force should provide its input. Susan Eppes expressed her concern regarding the measurement of driver behaviors, specifically that hard stops are not always the drivers' faults and that looking at these occurrences in the context of what is happening across the city is important.

Latia Riley discussed meetings she has had with multiple telematics companies to discuss DSNY's requirements. The telematics systems used by carters must be able to transmit data to both DSNY and the carter, must transmit location data two times per minute, submit vehicle GPS data along with security fields in JSON format, be able to post to DSNY's public web API over HTTPS, and be able to meet SSL handshake security requirements. To carters, the systems must be able to transmit location data two times per minute, transmit driver behavior live, include speed, speeding above limit, hard stops, sudden acceleration and transmit vehicle miles traveled.

NYC Traffic Safety Overview

Julia Kite-Laidlaw provided an overview of the Vision Zero program and traffic fatalities in NYC, using data from 2014 to 2021. She spoke about the city's successes with Vision Zero, mentioning that the program has recorded seven of the eight safest years, seen clear improvements from street redesigns and automated enforcement. She stated that fatalities have risen in the past two

years and that a culture of dangerous driving and lawlessness is ongoing and there is a need to expand the street redesign program and NYPD enforcement towards dangerous driving.

Total fatalities in 2021 increased overall compared to the pre-pandemic three-year average. She further reviewed the count of pedestrians, cyclist, motorcyclist, motor vehicle and other motorized fatalities. Pedestrian fatalities declined in 2020 due to fewer people on the street during the height of the pandemic. Coming out of the pandemic, trends show more reckless driving, speeding, unlicensed and suspended driving and drag racing. She also discussed data pertaining to reckless driving, injuries, motorcyclist fatalities, fatalities by borough and roadway type, and specific data regarding e-mobility, trade waste vehicles and common large truck crash types. Bernadette Kelly expressed concern about the safety of helpers and drivers performing collections in the middle of the street. She said that this is dangerous as they cannot pull up to the curb in lots of areas.

National sanitation worker safety trends SWANA

David Biderman presented highlights from a new SWANA report illustrating a substantial decrease in sanitation worker fatalities in 2021. SWANA collects information from municipalities, companies, news alerts, OSHA, and other sources to compile a running list of all the worker and third-party fatalities involving the solid waste industry in both the United States and Canada, including temporary workers and long-haul tractor trailer drivers in their data. He mentioned that in 2018 the industry saw the highest number of worker fatalities in at least 18 years. In 2021 the industry saw a decline of nearly 47% compared to 2020. In 2022 they have recorded 26 fatalities.

There was discussion on the impact of the pandemic, specifically how it impacted the statistics. David Biderman responded that one factor was that frontline sanitation workers were more conscious of their personal safety and health because they were concerned about getting COVID and that translated into safer behavior.

Justin Bland announced that findings from Susan Eppes on cabover truck design research will be discussed at the next meeting.

Adjournment

The meeting was adjourned at 12:37 PM.

The next quarterly meeting will be scheduled by DSNY.