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Kathryn Garcia Commissioner

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**Testimony of Kathryn Garcia, Commissioner  
New York City Department of Sanitation**

**Hearing before the New York City Council  
Committee on Sanitation & Solid Waste Management**

**Tuesday, June 19, 2018**

**1:00 P.M.**

**City Hall, Committee Room**

**Intro No. 157-B: A Local Law to amend the administrative code of the city of New York, in relation to reducing permitted capacity at putrescible and non-putrescible solid waste transfer stations in overburdened districts.**

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Good morning Chair Reynoso and members of the City Council Committee on Sanitation and Solid Waste Management. I am Kathryn Garcia, Commissioner for the New York City Department of Sanitation. With me today is Robert Orlin, Deputy Commissioner for the Bureau of Legal Affairs for the Department. Thank you for this opportunity to testify on Intro No. 157-B, which would reduce permitted capacity for private transfer stations in neighborhoods historically overburdened by waste transfer infrastructure.

**The Solid Waste Management Plan**

In 2006, the New York City Council adopted and the New York State Department of Environmental Conservation approved the City's Solid Waste Management Plan (the "Plan"). This is a fair, five-borough Plan to sustainably manage New York City's waste and offer flexibility and resiliency in the case of a natural disaster or other emergency. The Plan provides NYC with new world class infrastructure and mandates a shift from waste export by long-haul truck to a system of marine and rail transfer stations spread throughout the five boroughs. In total, the Plan will reduce truck traffic associated with waste export by more than 60 million miles per year, including more than 5 million miles in and around New York City. It will slash greenhouse gas emissions by 34,000 tons annually.

After the closure of the Fresh Kills landfill, almost all of New York City's waste was exported by long-haul truck from privately-operated transfer stations. Because of zoning and siting restrictions, these stations were, and still are today, predominately located in three neighborhoods in North Brooklyn, Southeast Queens, and the South Bronx. The Plan is based on the concept of borough equity – that no borough should be responsible for managing another's garbage – and it will dramatically reduce truck traffic associated with waste collection and hauling in these historically overburdened poor and minority communities.

The Plan called for the creation of eight rail or barge-based transfer stations along with the use of an existing energy-from-waste facility in New Jersey. Together, these nine facilities make up

a resilient and reliable network for the export of waste. They also create new waste transfer capacity that allows the City to permanently reduce permitted capacity in transfer stations in these overburdened communities.

Today, seven of the nine long-term facilities outlined in the Plan are operating, and construction of the Southwest Brooklyn Marine Transfer Station and the East 91<sup>st</sup> Street Marine Transfer Station will be completed over the coming year. Completion of these facilities is the final step toward implementing the City's long-term waste management program under the Plan, and will realize our goal of creating a fair, five-borough waste management system.

### **Role of Transfer Stations**

The Plan also recognizes that private solid waste transfer stations are an integral part of New York City's solid waste management system handling more than 20,000 tons of residential and commercial waste and construction and demolition debris every day. These transfer stations perform a vital service for New York City every day and, as we no longer have any disposal capacity of our own, they ensure the reliable and expeditious export of our waste to disposal facilities elsewhere in New York State and across the East Coast.

These transfer stations fall into three categories. First are putrescible waste transfer stations, which handle refuse and may also receive organics and recyclables. Second are construction and demolition (C&D) waste transfer stations, which handle waste materials from construction and demolition projects for recycling or disposal. Third are fill material transfer stations, which handle dirt and other fill material. This category is not covered by Intro. 157-B, and they are not included in my testimony today.

Local Law 40 of 1990 granted the Department regulatory, permitting and enforcement authority over waste transfer facilities. After that law was adopted, we enacted a stringent and comprehensive set of operating rules governing the use, conduct and operations of putrescible and non-putrescible transfer stations. We also adopted strict siting rules which restrict both the siting of any new transfer stations and the ability of existing transfer stations to increase their daily permitted capacity. The Department adopted its rules after an extensive and transparent public review process and careful consideration of the need to balance the City's commercial waste management needs with the concerns of the communities where many of these facilities are located. As a result of these regulations, there has been no additional transfer station permit capacity added in Brooklyn District 1 or in Queens District 12 in more than a decade.

Additionally, the Department's Permit and Inspection Unit aggressively regulates the activities of all private transfer stations operating throughout the City by making unannounced visits to conduct thorough inspections of every putrescible and C&D transfer station an average of once per week. The vigorous inspection and enforcement efforts by the Department have contributed to an overall reduction in the number of transfer station permits in the City by nearly two-thirds since Local Law 40 was enacted in 1990 to just 38 putrescible and C&D transfer stations operating today.

### **Zero Waste**

Every year New Yorkers generate more than 3 million tons of residential waste and recyclables and another 3 million tons of commercial waste and recyclables. While the Department is primarily focused on the collection and disposal of residential waste, a number of our plans and policies address the commercial waste system.

Under *One New York: The Plan for a Strong and Just City*, Mayor de Blasio laid out an ambitious goal of sending zero waste to landfills by 2030. Through a combination of new policies and programs, legislative reforms, and partnerships with the private sector, we are making great strides toward this goal on both the residential and commercial waste streams.

In December 2016, the Department promulgated new commercial recycling rules to make recycling easier and more understandable for businesses to follow. In the past, the Department's rules designated recyclable materials for source separation based on different business sectors of our City. The current rules that we began enforcing last summer now make recycling easier and more consistent for businesses. Today, New Yorkers are required to recycle the same things at work and in commercial establishments as they do at home.

We also require certain food service establishments to separate the food waste they generate for separate collection. Local Law 146 of 2013 requires that select food waste-generating businesses separate out this organic material to ensure its diversion from landfills. The law provides a phased-in approach intended to foster the expansion of organics processing capacity needed to make organics diversion viable over the long term. Last year the Department designated the second phase-in of food-generating businesses required to source separate their organic waste. As processing capacity in the region continues to evolve and grow, we will expand this requirement to more food-service establishments.

*OneNYC* also calls for dramatic improvements to air quality in New York City, including by reducing emissions from heavy-duty truck fleets. Local Law 145 of 2013 requires that all private waste collection trucks be equipped with an EPA-certified 2007 (or later) engine or use Best Available Retrofit Technology by January 1, 2020. Combined with new federal emissions requirements, this regulation will dramatically reduce emissions of harmful particulate matter and other air pollutants by the private hauling industry.

### **Commercial Waste Zones**

In addition, we are working toward the implementation of commercial waste zones in New York City. This initiative represents a dramatic overhaul of the private waste hauling industry that will create a safe and efficient system that offers low-cost, high-quality service while achieving our zero waste goals.

In 2016 the Department, in close partnership with the Business Integrity Commission, began working to develop an implementation plan for commercial waste zones. Over the last year, our team has held 150 meetings with more than 100 different stakeholders, including private carters, industry associations, business groups, labor organizations, environmental justice advocates, and elected officials.

The concept is simple: Instead of up to 50 haulers operating in a single neighborhood on a nightly basis, there will be just a handful. These companies will be selected through a competitive bidding process that will identify the haulers that can provide the best service at the lowest price for each area. The resulting contracts will include standards for customer service, safety and labor conditions to raise the bar for the hauling industry and ensure all players operate on a level playing field.

With fewer trucks on the streets and shorter routes, zoned collection will also mean less unsafe driving behavior and worker fatigue, and improved traffic and air quality. A zone system will also

dramatically reduce truck traffic associated with this industry – by 60 percent or more – while maintaining high-quality and low cost service to New York City businesses. It will also be safer, fairer and more sustainable than the system that reigns today.

This initiative will improve quality of life for New Yorkers living and working across the City, but these benefits will be particularly felt in the neighborhoods with the highest concentrations of transfer stations, the exact communities we are discussing today. We are on track to release the implementation plan this summer.

### **Intro 157-B**

I will now turn to the legislation that is the subject of today's hearing, Intro 157-B, which would reduce permitted capacity at private waste transfer stations in four designated districts. The bill would reduce permitted capacity at transfer stations in Brooklyn Community District 1 by 50 percent. It would reduce permitted capacity in Queens Community District 12 and Bronx Community Districts 1 and 2 by 33 percent. The anticipated reductions would take place after October 1, 2019 and would be implemented at the time a transfer station's permit is renewed.

The bill also allows for certain limited exemptions to the reductions in permitted capacity for activities consistent with the City's goals. It would allow these limited exemptions for processing recyclables and organic waste and for diverting construction and demolition debris to beneficial use. The bill would also fully exempt facilities that export waste by rail and have onsite rail infrastructure.

In addition, the bill would allow facilities to increase their permits by up to 20 percent in the future to accommodate additional processing equipment for recyclables or organic waste. These exemptions reward facilities that make investments to help us achieve our zero waste goals and create a more sustainable waste management system.

Last August, the Mayor announced the Administration's support for this bill, and I am proud to stand with the sponsors in support of this important legislation. Intro. 157-B represents the final step envisioned under the Solid Waste Management Plan, and it will bring much needed relief to these communities that have borne the burden of our waste management infrastructure for far too long.

In closing, I want to thank the sponsors of this legislation for their relentless efforts to bring relief to these overburdened communities. Moreover, I want to thank the activists and organizers, many of whom are here today, for their work over the last several decades to fight for equity and justice. My predecessors and I have testified before this Committee several times over the last three decades on this topic, and I know this relief cannot come soon enough.

I am now happy to answer your questions.

**TESTIMONY OF THE  
NEW YORK CITY CHAPTER  
OF THE  
NATIONAL WASTE AND RECYCLING ASSOCIATION  
CITY COUNCIL COMMITTEE ON SANITATION AND SOLID WASTE MANAGEMENT  
ON  
INTRO. 157-B**

**June 19, 2018**

Chairman Reynoso, members of the Committee and distinguished guests, my name is Steve Changaris and I am the NYC Chapter Director for the National Waste and Recycling Association (NWRA). NWRA, is a non-profit trade association that represents waste and recycling companies that operate in all fifty states. Our members include many of the transfer stations targeted by Intro. 157-B, as well as Business Integrity Commission licensed carters – and their customers by extension -- who will be harmed by the legislation as well. We appreciate the opportunity to testify today.

Intro. 157-B, if enacted, will reduce the ability of many transfer stations in New York City to process waste well below their current throughput – and significantly below their permitted capacity. The owners and operators of these facilities provide a vital service, comply with the numerous City laws and regulations governing their operations, and are working with the communities and neighborhoods in which they operate to reduce impacts.

Arbitrary reductions in transfer station capacity are not good for workers, businesses or the City. Waste generated in the City should continue to be handled at its currently available environmental approved and economically viable transfer stations so the

City can continue to grow and develop. Per the City's current solid waste management plan, five of the eight new transfer stations (both marine and rail based) have come on-line; all of which have already reduced truck traffic significantly around the City. Intro. 157-B will severely constrict private sector transfer stations that handle much of the commercially generated municipal solid waste (MSW) and construction and demolition (C&D) waste generated in the City.

Although well-intentioned, Intro. 157-B goes far beyond the permit capacity reduction goals established in the City's own state-approved Solid Waste Management Plan (SWMP). The bill is an unlawful attempt to modify the SWMP without following appropriate State and City regulatory procedures (see July 2017 letter appended hereto for a full analysis of this fact). Further, this legislation will likely lead to the closure of several existing MSW and C&D transfer stations in the City. This means the handful of remaining transfer stations in the City located outside the districts identified in Intro. 157-B will likely receive sharply higher volumes of waste.

Neither NWRA, nor you as City Council members can know at this time how many hundreds of trucks will be diverted to these other transfer stations, every day upon enactment of Intro 157-B. Further no one can fully understand how much waste tonnage will be diverted each year due to Intro. 157-B being enacted. Why? Because you as City Council members, like us, have not been able to review environmental assessments and environmental impact statements analyzing these kinds of specific impacts that the re-directing of this waste to the other transfer stations will have.

Where are these comprehensive environmental reviews, required under NY State and City law to be produced by DSNY? The association has put a freedom of

information act request in with the DSNY; only to be subsequently told there are no studies yet available to review. These studies need to be produced and laid on the table with enough time for adequate and thorough review. This will allow you as City Council members, and us and other stakeholders, to have the necessary time to study and understand the impacts that will be caused by Intro. 157-B in the other parts of the City where the displaced wastes will be re-directed to be managed at transfer stations not targeted by this legislation. This review process will allow all of us to know what the environmental impact of diverting trucks and wastes from the four districts identified in Intro. 157-B, to the facilities in other neighborhoods, will likely be. Before acting on Intro. 157-B, the City is legally obligated to thoroughly analyze and consider these environmental impacts, and other impacts associated with the kinds of sweeping changes that it imposes on the City.

Intro. 157-B will result in higher waste disposal costs for waste generators – the citizens and businesses of the City. Disposal costs will increase because the supply of transfer station capacity will decrease, and because carters will also have to drive longer distances and wait on longer lines to tip their loads. NWRA has no way to know, at this time, exactly what these additional disposal cost to be caused by Intro. 157-B will be. However we believe they will be significant and should be studied and modeled before any vote on this legislation is taken. If Intro. 157-B is passed, carters will be forced to pass these costs on to their customers. These economic impacts need to be studied and understood.

Another impact of Intro. 157-B not yet studied involves how this significant reduction of vital transfer station infrastructure capacity impacts the City's ability to handle natural disasters that generate large volumes of waste. The transfer stations targeted by Intro. 157-B managed a substantial amount of the waste generated in the

City after Hurricane Sandy, allowing the City to get back on its feet quickly. This legislation will severely impair the City's ability to deal with the waste generated by such storms, and is short-sighted. The new MTS's, located on the waterfront in flood zones, are not likely to be available immediately after another Sandy-type storm. Further, some of the targeted transfer stations will likely close and the properties sold and converted for other uses if this bill is passed. All this means that vital transfer station capacity to help in these kinds of disasters will no longer be available. For this reason, the proposed emergency waiver provision in the bill is not adequate. We are gravely concerned, as are others, about what will happen when the next storm hits if we lose this vital transfer station capacity.

Intro. 157-B also sends the wrong message about investing in recycling and waste diversion infrastructure in the City. Companies and investors will have new and serious reasons to be more hesitant to invest in expensive new equipment for processing waste and recyclables or to seek permits to open new recycling facilities since legislation like Intro. 157-B interferes with already permitted capacity and restricts facility operations. A collateral result will be the loss of working class jobs at transfer stations for City residents.

Finally, as we all know the City is now enjoying increased economic activity and is approving numerous major development projects and buildings, including more affordable housing. All this economic activity generates new volumes of waste, as will the corresponding increases in population and commercial activity that will surely follow. Accordingly, Intro. 157-B as legislation that reduces what transfer stations can legally handle -- to levels well below what they are currently processing -- is irresponsible and unreasonable. We need to work together to develop a 21<sup>st</sup> Century approach to managing waste in the City, and set aside this legislation that



arbitrarily moves waste from certain neighborhoods to others and reduces overall transfer capacity without the full, thoughtful and required consideration of the consequences of doing so. Thank you.



Northeast Region

482 Southbridge Street, Suite 373  
Auburn, MA 01501  
T: 508.839.4751 / 800.679.6263  
F: 508.839.4761

July 12, 2017

Via FedEx & Email

The Honorable Antonio Reynoso, Chair  
Committee on Sanitation and Solid Waste Management  
New York City Council  
250 Broadway, 14<sup>th</sup> Floor  
New York, NY 10007

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Re: Intro 495 -- Need for Full Environmental Review Under SEQRA

Dear Chairman Reynoso:

We write on behalf of the New York City Chapter of the National Waste and Recycling Association (NWRA) to express our concerns regarding the reemergence of Intro 495 for consideration by the Committee on Sanitation and Solid Waste Management. Since 2013, variations of Intro 495 (and its predecessor Intro 1170) have been proposed from time to time. Each has sought to arbitrarily reduce existing permitted capacity of the City's privately-owned and operated transfer stations, which handle a significant portion of the City's solid waste and are vital to the City's waste infrastructure. Intro 495 would disrupt city-wide collection and management of solid waste and construction and demolition debris. The bill flouts the City's Solid Waste Management Plan (SWMP), which already contains plans to strategically reduce solid waste volumes at many transfer stations. The many impacts of the measure, including higher costs for solid waste management and the loss of well-paying jobs, have not been considered, as required by law. Specifically, the legally mandated public vetting of environmental and socioeconomic impacts associated with the proposed legislation has not occurred because the City has not prepared any substantive analysis of these impacts and made it available for public review and comment. If the Council chooses to proceed with this bill, a full environmental impact statement must be prepared.

The Council is familiar with NWRA and its expertise in the solid waste industry. We have enjoyed our good working relationship with the City, including the Council, the Department of Sanitation (DSNY), and the Business Integrity Commission, on the complex issues surrounding waste management. NWRA represents private-sector waste and recycling companies through the United States, as well as the manufacturers and service providers doing business with those

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companies. NWRA provides leadership, advocacy, research, education, safety and environmental expertise to advance the country's solid waste infrastructure. Our Chapters, including the NWRA's New York City Chapter, work closely with the communities we serve, including local government elected officials and regulators, to ensure that waste is managed and recycled in a safe, economically sustainable and environmentally responsible manner. In New York City alone, our members serve tens of thousands of customers, and employ over a thousand New Yorkers in well-paying middle class jobs. Intro 495 will cause losses of these well-paying jobs.

Intro 495 would mandate large reductions – well over 50% – in commercial transfer station capacity in certain community districts, based on a perception that there is an overconcentration of transfer station facilities. The reductions, however, would far exceed what is contemplated in the City's SWMP, which after years of work and preparation, was finalized and approved by the New York State Department of Environmental Conservation (NYSDEC) in 2006. The environmental and socioeconomic impacts of draconian forced capacity reductions in Intro 495 are likely to be significant to the City, with unanticipated effects that must be studied first. These impacts have not been analyzed as required by law, let alone presented to and vetted by the City Council, the Department of Sanitation, and most importantly the public.

New York City's SWMP sets forth a comprehensive, long-term plan for waste management in the City for a 20-year period – 2006 through 2025, and thus far has served the City well. A particular focus of the 2006 SWMP was the rehabilitation and future use of four marine transfer stations (MTSs), one each in Queens and Manhattan, and two in Brooklyn. That effort is ongoing today and likely will significantly alter waste management patterns, including transfer station needs. The SWMP also instructed DSNY to reduce permitted putrescible and construction and demolition transfer station capacity by up to 6,000 tons per day (tpd) in four specified districts. These reductions, according to the SWMP, were to be accomplished through negotiations with industry in the first instance, rather than legislative action.

With the DSNY acting as Lead Agency, the environmental impacts of the SWMP were subject to a complete and thorough pre-adoption review under the State Environmental Quality Review Act (SEQRA) regulations and the City Environmental Quality Review (CEQR) procedures. This included the issuance of a proposed Scope of Work, which was subject to public review and comment, and the preparation of a Draft Environmental Impact Statement, which also was subject to public review and comment. This is in sharp contrast to Intro 495, which has not been subject to any environmental analysis or review. Further, given the nature and scope of the actions called for under Intro 495, SEQRA compliance cannot be short-circuited or circumvented through an environmental assessment that forecloses meaningful public participation and input.<sup>1</sup>

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<sup>1</sup> In this instance, since the proposed action implicates a significant deviation from, and would require an amendment of, the 2006 SWMP, DSNY should act as SEQRA Lead Agency in reviewing environmental impacts associated with Intro 495.

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Intro 495 represents a sharp departure from the 2006 SWMP. Instead of negotiated reductions of up to 6,000 tpd in permitted transfer station capacity, Intro 495 would, by our estimate, legislatively mandate reductions of approximately 16,000 tons per day – almost three times the 2006 SWMP's target. All of this waste would be redirected across the City. Given the magnitude of the reductions and their impacts, the actions called for in Intro 495 require a formal amendment to the 2006 SWMP, including NYSDEC review and approval. Further, such a significant SWMP amendment cannot be adopted without first complying with SEQRA's environmental review and public participation requirements. For example, these forced reductions would curtail transfer station capacity certain areas within the City, requiring the need for additional capacity elsewhere and revamping the waste transportation and management patterns and longer truck routes within the City. These as-yet unanalyzed impacts could trigger major quality of life harms across the City, such as traffic jams, poor air quality, pressure on the remaining infrastructure, and higher taxes and rates for solid waste collection, particularly carting services. The reduction in capacity in targeted communities likely will close transfer stations, eliminating hundreds of jobs. The targeted transfer stations played a critical role on helping the City deal with the aftermath of Hurricane Sandy. The loss of this capacity could compromise the City's ability to deal with emergencies that generate a surge in solid waste, the disposal of which is a basic health and sanitation function.

Despite these potential harms, no environmental or socioeconomic analyses have been undertaken to determine whether Intro 495's forced reductions in transfer station capacity can be accommodated within the existing solid waste management system without causing harmful impacts. This is not a prudent course at a critical juncture in the City's efforts to fully implement its MTS system. Nor has the public been provided the opportunity to review and comment on any substantive analyses of environmental or socioeconomic impacts caused by Intro 495.

The public's right to understand environmental impacts associated with a proposed action and to participate in the environmental review process is a primary mandate of SEQRA. Environmental Conservation Law §§ 8-0109(2), (4), (6); SEQRA Regulations – 6 NYCRR §§ 617.8(e) & 617.9(a)(2), (a)(3), (a)(4), (b)(2). Shortcuts are not permitted. It is not merely enough that a governmental body believes its action poses no unacceptable environmental risk or harm. The public must, by law, be afforded the opportunity to weigh in first. New York courts have consistently held that SEQRA's procedural requirements, including its public participation mandates, require strict compliance.

SEQRA compliance requires, at a minimum:

- the development of a proposed amendment to the 2006 SWMP,
- the preparation of a SEQRA draft Scope of Work on the proposed amendment,
- the adoption of a final Scope of Work after public review and comment,
- the preparation and issuance of a draft Environmental Impact Statement (consistent with the Scope) for public review and comment,

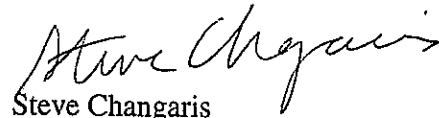
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- the issuance of a final Environmental Impact Statement incorporating responses to public comments,
- and then the issuance of a SEQRA Findings Statement.

Only after these procedures are followed may the City proceed to formally adopt an amendment to the SWMP and enact Intro 495. However, we believe that compliance with SEQRA will show the City and the public that Intro 495's risks and impacts will outweigh the legislation's perceived benefits.

NWRA respectfully urges the City to follow SEQRA's requirements, including its public participation requirements, before it acts on Intro 495. We remain available to you, the Committee, DSNY and other City officials to discuss these issues further.

Sincerely,



Steve Changaris  
New York City Chapter Manager  
National Waste and Recycling Association

cc: Hon. Melissa Mark-Viverito, Speaker – New York City Council  
Members of Committee on Sanitation and Solid Waste Management  
Hon. Andy L. King  
Hon. Vanessa L. Gibson  
Hon. Costa G. Constantinides  
Hon. Steven Matteo  
Kathryn Garcia, Commissioner, DSNY  
Robert Orlin, Deputy Commissioner, Legal Affairs, DSNY  
Greg Anderson, Chief of Staff for the Commissioner, DSNY  
Bridget Anderson, Deputy Commissioner, Recycling & Sustainability, DSNY  
Thomas Milora, Special Assistant to the Commissioner, DSNY  
Daniel Brownell, Commissioner, Business Integrity Commission  
Noah Genel, General Counsel, Business Integrity Commission

**Testimony of Melissa Iachan at  
City Council Committee on Sanitation and Solid Waste Management Hearing  
Regarding Intro 157-B, Waste Equity  
Dated June 19, 2018**

Good morning, my name is Melissa Iachan, and I am a Senior Staff Attorney in the Environmental Justice Program at New York Lawyers for the Public Interest (“NYLPI”). NYLPI has advocated and litigated for environmental justice in New York City for more than two decades. NYLPI’s environmental justice program has focused on the topic of today’s hearing, trying to bring equity to our city’s waste systems, throughout the history of this issue moving through the Council, and I have worked in the area of waste regulation for over four years.

I would like to thank Chair Reynoso, and the sponsor of this important legislation, Council Member Levin, as well as the other members of the Sanitation Committee, for the opportunity to discuss the troubling problem of inequity in our City’s waste system, and for continuing to support and advance waste equity legislation. This bill represents the first step towards much-needed and long-awaited relief for the communities in our City that have borne the brunt of our garbage for so long. I would also like to thank Commissioner Garcia and DSNY for their efforts to find a way to work together to bring more equity into our city’s waste processing system, and their support of Intro 157.

The fact is that waste is one of the most unequally distributed environmental burdens in our City, and one the Council has the obligation to finally address by passing Intro 157.

The journey leading us to this hearing, where the Council is once again considering a proposal to address the deep inequities in our City’s waste system, has been a long one. The Solid Waste Management Plan approved in 2006 specifically calls for reductions in private transfer station capacity in four city districts, mostly comprised of communities of color-- and council members representing these overburdened communities have been trying to pass a waste equity bill since at least 2011. Here we are, 12 years after the SWMP was ratified, and three years after the last hearing on a previous version of this bill, and the neighborhoods that were specifically targeted for relief by that Plan continue to play host to 75% of the

private transfer station capacity, and handle about two-thirds of our entire city's waste.

[As you have heard/will hear,] residents in these communities face dangerous streets due to speeding garbage trucks, have higher rates of asthma and respiratory and health problems due to the idling diesel-burning trucks congregating around waste transfer stations, and also have to endure the foul odors, toxic leachate, and vermin that garbage facilities so notoriously produce.

By reducing permitted capacity in North Brooklyn, Southeast Queens, and the South Bronx, Intro 157 shows these communities that they have not been forgotten. This legislation follows through on the City's commitment to finally cap the amount of waste it sends to these neighborhoods, and it is a first step to actually bringing them some relief from their decades-long barrage of garbage.

This bill also helps the City accomplish its Zero Waste goals. Intro 157 includes incentives for facilities to increase recycling and organics-processing capacity that can nudge New York City's abysmal recycling and diversion rates higher, and closer to those of leading cities.

Finally, incentivizing expansion and investments in the use of rail and barge to export our waste will not only reduce the City's greenhouse gas emissions, but may also start to improve our notably poor air quality and reduce the especially high rate of particulate matter pollution that is the norm in North Brooklyn, the South Bronx, and Southeast Queens.

Intro 157 delivers overdue protections to communities that have been waiting for decades for some sort of action. With the passage of Intro 157 as a first step, we look forward to continuing our work with the Council and DSNY in implementing system-wide reforms to our waste system through the upcoming zoning system, which we believe will pick up where this important legislation leaves off, and move us towards true waste equity in our City.

Thank you.



Wednesday, November 27, 1996

## More waste stations eyed for Hunts Pt.

*City Asks Bids to Export Residential Trash in 2 Boroughs*

*11/18/97*  
*Neighbors oppose  
more use of private  
transfer stations.*

*At Hearing in Brooklyn, Crowd  
Jeers Proposal for Trash Station*  
*4/30/98*

*Garbage Transfer Stations  
Face Civil Rights Inquiry*

*U.S. Looks at Concentration in South Bronx*  
*SUNDAY, MARCH 7, 1999*

## Pol asks feds to cut trash influx in 3 naves

Wednesday, April 25, 2001

*As Garbage Piles Up, So Do Complaints*

*With Closing of Fresh Kills, Waste Stations Take on More Trash*  
*SUNDAY, APRIL 22, 2001*

STATEMENT OF THE NATURAL RESOURCES DEFENSE COUNCIL  
BEFORE THE NEW YORK CITY COUNCIL  
COMMITTEE ON SANITATION AND SOLID WASTE MANAGEMENT  
RE: INTRO 157-B, WASTE EQUITY  
JUNE 19, 2018

NATURAL RESOURCES DEFENSE COUNCIL

40 W 20TH STREET | NEW YORK, NY | 10011 | T 212.727.2700 | F 212.727.1773 | NRDC.ORG



Good afternoon, Chairman Reynoso and members of the Committee. My name is Eric A. Goldstein, and I am New York City Environment Director at the Natural Resources Defense Council ("NRDC."). As you know, NRDC is an international, non-profit legal and scientific organization active on a wide range of environmental issues around the world, across the country and right here in New York City, where we were founded in 1970 and where our main office is located. For more than three decades, NRDC has been engaged in advocacy on New York City sanitation issues, seeking to transform the waste system from one that relies primarily on landfilling and incineration to one whose cornerstones are waste prevention, composting, recycling and equity. We are pleased to be here today to testify in support of Intro 157B.

The City's system for handling commercial waste is broken. Nearly 90 different private carters collect waste from the city's businesses and commercial establishments. This irrational system has dozens of private collection trucks going through the same neighborhood, even racing down the same block, to pick up putrescible waste and recyclables. The drivers and helpers are often overworked and underpaid. Vehicles are frequently old. Worker health and safety are not priorities. And recycling and composting usually get short shrift in the hectic system that is most famous these days for the accidents that have resulted in pedestrian and worker deaths, and significant property damage. To make matters worse, these commercial carters haul the bulk of their wastes to transfer stations in just three neighborhoods – the South Bronx, North Brooklyn, and Southeast Queens.

Intro 157-B is a long-overdue step in the right direction. It is designed to address one important aspect of this overall problem – the concentration of waste transfer stations in the city's three most overburdened communities. Specifically, the bill directs the Sanitation Commissioner to reduce the permitted capacity of each putrescible and non-putrescible solid waste transfer station in overburdened Community District 1 in Brooklyn by 50%, and to reduce the permitted capacity of each putrescible and non-putrescible solid waste transfer station in overburdened Community Districts 1 and 2 in the Bronx and Community District 12 in Queens by 33%. The reductions in permitted capacity would take place when the transfer station's permit is renewed.

Intro 157-B includes many features designed to ensure that sufficient capacity is preserved for both existing waste loads and unanticipated increases. Most significantly, the bill's restrictions apply to permitted capacity as these transfer stations, which is far higher than the actual, daily tonnage that these facilities receive in their ongoing operations. In addition, the Commissioner may waive the capacity limits for any facility as necessary to handle waste generated during storms and other legitimate emergency situations requiring temporary capacity increases. The bill also allows putrescible waste transfer stations to reserve up to 20% of its permitted capacity exclusively for source separated organic waste (destined for composting operations); this space for organic waste would not be counted in calculating allowable capacity at the waste facilities in these districts.

To be sure, Intro 157-B is only a modest step in the right direction. For the most part, it would not reduce actual waste tonnages being sent to transfer stations in the three overburdened communities. It's primary benefit would be to prevent increases in future waste tonnage at these facilities, which would otherwise be allowable under their existing (and grossly inequitable) permit provisions. In addition, the bill would offer protection to all residents in all community districts by providing that, with important exceptions, the Commissioner would not be able to issue permits for increased waste tonnage in any district if such increase would mean that the district would contain 10 % or more of the total citywide permitted capacity for putrescible and non-putrescible solid waste transfer stations.

The progress contemplated by Intro 157-B is a long time coming. As far back as 1989, New York City officials recognized the burdens of unequal distribution of undesirable projects, such as waste facilities, when they proposed and the voters approved a new city charter. That charter revision included a "fair share" provision that required officials to consider the relative fairness of burdens and benefits to New Yorkers in future siting decisions. Fritz Schwarz, the Charter Revision Committee Chair, later told the City Council: "We chose a process remedy but our goal was a better distributional equity."

Despite the admirable fair share goals, equity in terms of distribution of waste transfer stations never happened. Indeed, the closure of Fresh Kills landfill in 2001 led to an expansion of the land based transfer stations in already overburdened communities. And while the official 2006 New York City Solid Waste Management Plan also promised to remediate this inequity in commercial waste siting, little has changed. As you will no doubt hear from witnesses living in these three neighborhoods, the continuing operations of their local waste transfer stations are too often a quality-of-life destroying environmental burden.

And make no mistake. Even passage of Intro 157-B will only be the first of several reforms needed to address the multiple problems posed by the commercial carting industry in this city. Without a complete revamping of the entire system, such as that envisioned by the City's plan for commercial waste zoning, New Yorkers will continue to be plagued by air pollution, traffic, pedestrian threats, diminished recycling, and poor wages and working conditions for employees of the currently operating private carters.

Having said all that, NRDC strongly supports passage of Intro 157-B and commends Chairman Antonio Reynoso and Councilmember Stephen Levin for their determined leadership in advancing this legislation. Thank you very much.



**TESTIMONY ON INTRO 157-A**  
**STEPHAN EDEL, NEW YORK WORKING FAMILIES, DIRECTOR**  
**NEW YORK CITY COUNCIL COMMITTEE ON SANITATION AND SOLID WASTE**  
**MANAGEMENT**

June 19, 2018

Thank you, Committee Chairman Reynoso and members of the Committee, for the opportunity to testify today. My name is Stephan Edel. I am the Project Director for New York Working Families. Working Families seeks to promote democracy and combat inequality through advocacy, public education, coalition building, policy research, and to build progressive power and ensure elected officials are held accountable to working people, not the wealthy and corporations.

**Testimony**

Working Families stands in complete solidarity with environmental justice, labor, community and public health advocates in support of Introduction 157-A, a bill that will provide meaningful relief to communities that have shouldered the burden on handling far more than their share of the City's waste for too long.

Solid waste infrastructure puts a heavy burden on working people, specifically low-income communities and communities of color in North Brooklyn, the South Bronx, and Southeast Queens.

Working Families is committed to fighting for a city that works for all New Yorkers across race, class, ethnicity and geographic location. An essential part of this is a solid waste management system that treats all New Yorkers fairly, that protects our communities from unnecessary or

excessive environmental harms while rewarding industry actors that treat their workers and their neighbors well. We have much work to do to make this goal a reality.

It is disturbing that we have created a system in which just three communities – overwhelmingly working class and of color are still home to 75% of the City's private waste transfer station capacity and handle over 15,000 tons of garbage every day. Residents of these communities are subjected to bad-neighbor facilities and an endless stream of diesel trucks that pollute their air, clog their streets, and diminish their quality of life. This is a gross inequity that demands a remedy.

Another aligned effort that complements this one is the City's exploration of how to implement an *exclusive* zoned franchise for commercial waste collections. Exclusive and rational zones and contracts with a single hauler in each zone selected through a transparent bidding process will reduce the number of truck trips (reducing emissions, wear on roads, and the possibility of accidents), improve contracting and regulation, improve safety for workers and our communities, and open the door for innovation. Zoning creates incentives for investments that are needed to achieve high diversion rates and therefore less burden on communities that host waste transfer and processing.

Intro 157-A provides concrete relief to these communities by making modest reductions to the permitted capacity of transfer stations in the most impact neighborhoods. This will take trucks off the road in these communities without impeding the City's ability to meet its solid waste management needs. By timing the reductions to occur after the City's cleaner, safer, and more modern marine- and rail-based transfer stations become operational, Intro 157-A ensures that there is ample capacity to achieve the reductions.

The bill incentivizes recycling and organic waste diversion, which has the potential to create 3x as many jobs as landfilling.

Finally, Intro 157-A protects all New Yorkers by capping the percentage of the City's waste that any one community can be burdened with handling. It is imperative that we prevent any of our communities from being subject to such overburdening in the future. It will also protect other working-class communities of color from handling more than their fair share of the waste burden.

## **Conclusion**

Waste equity is a critical first step to transforming the entire commercial waste system, from a polluting, inefficient system that exploits workers and low-income communities, to a fairer, more sustainable system.

**For these reasons, Working Families firmly supports Intro. 157-A and strongly urges the Council to pass it. Thank you.**

# **GREEN WORKER COOPERATIVES**

## **TESTIMONY**

Hearing:  
**Proposed Int. No. 157-B**

**Presented to**  
**New York City Council,**  
**Committee on Sanitation and Solid Waste Management**  
**Hon. Antonio Reynoso, Chair**  
**Tuesday, June 19, 2018**

Prepared & Submitted By:  
Omar Freilla  
Founder & Coordinator  
Green Worker Cooperatives

**Green Worker Cooperatives**  
[www.greenworker.coop](http://www.greenworker.coop)  
(718) 617-7807

Good afternoon, Chairman Reynoso, and the distinguished members of the New York City Council Committee on Sanitation and Solid Waste Management. My name is Omar Freilla, founder and coordinator of Green Worker Cooperatives and I am here to testify in support of Intro 157B.

For the past 18 years my nostrils have had to share space with the smells of waste and truck exhaust in Hunts Point where I've lived and work. The smells from all of the waste trucks, from the trailers carrying rotting food waste that park overnight and bake during the day, to the reckless commercial collection trucks, like Sanitation Salvage, that go against traffic. They all stink and they all make you fear for your life when you're crossing the street. And because the waste transfer stations are disproportionately in low-income communities of color, the trucks are also a daily reminder for those of us in the neighborhood that in the eyes of the City, our lives don't matter.

Fifteen years ago, I founded Green Worker Cooperatives as a dream to move the Bronx and the rest of New York City away from the kind of businesses that are a threat to our health and safety of their workers, the communities they're a part of and the earth itself. Our organization helps aspiring entrepreneurs turn their dreams for a business, whatever they are, into worker-owned businesses that are also green. We are excited to have a worker cooperative like Green Feen, that provides composting services to South Bronx businesses and residents. And we aim to help launch more of these kinds of worker cooperatives. These are not the Sanitation Salvages of the world that literally work people to death and pay less than minimum wage while their owners live high off the profits created by workers. These are businesses that are owned and controlled by the people who work in them. And because of that, they care about the communities they operate in, because they live in them.

It's time for the city to step up, and take measures that would protect the Bronx from any more garbage. We support Intro 157 because there are real alternatives out there that should be encouraged, and there are ways of operating that are destructive to the health of our community and should be discouraged. We need both strategies. By reducing capacity the City is sending a clear message that the status quo will no longer be acceptable, that as a City we are moving towards a new approach and a more equitable waste system, one that provides a way forward for the low-income communities and communities of color that have borne the burden of waste for too long. .



**TESTIMONY OF THOMAS N. TOSCANO, CEO OF HI-TECH RESOURCE RECOVERY, INC.,  
IN OPPOSITION TO INTRO 157-N**

My name is Thomas N. Toscano, and I am the CEO of Hi-tech Resource Recovery, Inc., and its affiliated companies. I am testifying in opposition to Intro 157-B. Hi-tech is one of the smaller transfer stations in Brooklyn Community Board 1. It has been in business since 1988, and an affiliated company, Scholes Street Recycling Corp., processes recycling materials in the attached building. In addition, Hi-tech is also affiliated with a carting company that is well known. Mr. T Carting Corp. has been in business for more than 70 years. Combined these companies employ more than 90 people, most of which are minorities, union, and New York City residents.

Intro 157-B proposes to reduce the capacity at transfer stations, including Hi-tech. Understand this is a business with high fixed compliance costs, as well as equipment. A cut of the already relatively small amount of tonnage Hi-tech produces will make it economically unviable, and this threatens not only Hi-tech's business but the recycling facility as well as the carting company, Mr. T, that dumps most of its waste at this transfer facility.

Hi-tech is proud of its compliance history. Its proximity and affiliation with Scholes Street Recycling enables it to recycle a higher percentage of material from most transfer stations. Hi-tech utilizes a baling system, where waste is processed into compressed cubes that leave the City on flatbed trucks. These trucks bring other products, like lumber and steel, into the City, so the loss of Hi-tech's loads would cause many of them to return empty and not reduce truck traffic going through this heavily industrial area. Aside from the compliance, these factors will not be considered in determining which transfer stations lose tonnage under Intro 157-B.

Finally, the timing of 157-B could not be worse. The loss of recycling markets, increases in fuel and insurance, the nationwide shortage of long haul truckers that transport the waste, and the regulatory threats, like Intro 157-B and franchising, have made operations of waste

**TESTIMONY OF THOMAS N. TOSCANO, CEO OF HI-TECH RESOURCE RECOVERY, INC.,  
IN OPPOSITION TO INTRO 157-N**

management firms extremely difficult. Adding to that uncertainty is the ongoing conversations with DSNY of this industry and other business groups regarding franchising the City. At those meetings, it has been represented by Commissioner Garcia as well as the consultants hired that franchising will in no way change the disposal side of the equation. You understand that franchising the City is already a change of great magnitude that has led to service disruptions and large price increases in Los Angeles. Intro 157-B, if passed, will almost certainly raise waste disposal costs through reduced supply and exacerbates the already uncertain market and industry that services over 100,000 businesses in this great City. Thank you for any consideration you give to my written testimony.

Testimony Regarding Intro 157  
To the Committee on Sanitation and Solid Waste Management  
Council of the City of New York

June 19, 2018

by New Yorkers for Responsible Waste Management

This testimony is offered on behalf of **New Yorkers for Responsible Waste Management**, an organization of locally-owned and operated waste service companies that provide comprehensive collection, processing and disposal services for the waste, recyclables and organics generated by New York City's businesses. I am Kendall Christiansen, its Executive Director.

NYRWM continues its opposition to this proposal, now Intro. 157-C, dating back to its consideration in the past session of the Council. We ask that it be rejected by the Committee on Sanitation and Solid Waste Management as bad policy based on false premises that would increase costs for NYC businesses, undermine the city's complex solid waste management system, and offer specious and uncertain benefits.

Our primary concern is that Intro 157 is being considered without the benefit for all concerned of a comprehensive understandable assessment of its potential impacts – both intended and unintended. **Such an assessment must take the form of a comprehensive Environmental Impact Statement (EIS)**, of the sort that is required when an update to the City's Comprehensive Solid Waste Management Plan is proposed and adopted, and forwarded for review to the State Department of Environmental Conservation when waste management facilities are impacted.

Given the many different versions that preceded the "C" version of 157, and given the current timing – next year, all nine of the cities new waste exporting infrastructure will be operational, diverting over 1,000 DSNY collection trucks every day from private transfer stations – an EIS is essential for both the industry and the communities concerned to fully assess the potential impacts of its adoption and implementation. It would be both arrogant and unconscionable for the City to determine that only an environmental assessment – without public input – is sufficient.

Absent such a review, Intro 157 is no more than the result of a "let's make a deal" approach to legislating about the existence and operation of the city's essential waste management infrastructure.

The Committee should consider the following questions, and fully understand their answers, before proceeding with further consideration of Intro 157:

**What will Intro 157 target?** Both "regular" commercial waste (putrescible, or odor-generating) and waste resulting from construction and demolition activity (C&D that is non-putrescible), plus recyclables and organics – all of which are essential services provided by permitted transfer stations.

**Was the industry consulted or otherwise involved in the negotiations regarding Intro 157?** No. To the best of my knowledge, the two major associations representing the waste collection, processing, transfer and disposal industry were not consulted, or otherwise involved in the negotiations – neither by the Department of Sanitation, or the City Council.

**Will Intro 157 destroy jobs?** Yes; if existing facilities are forced to close or downsize – as is the intent – jobs will be lost. Many of these jobs pay above the minimum wage and create opportunities for resident New Yorkers. In fact, the bill acknowledges job loss by including a so-called “displaced employee list” – a nice idea, but not nearly enough if you currently live/work in the Bronx and the job that opens is in Jamaica.

**Will Intro 157 result in higher costs for businesses?** Yes; any law or regulation that reduces competition and reduces capacity will result inevitably in higher disposal costs, which will be passed along to customers of all types – including the city’s construction industry.

**Will Intro 157 shift waste to other parts of the City?** Yes, but exactly how is unknown. Nothing about Intro 157 changes the total amount of waste, recyclables and organics that must be managed daily.

**Will Intro 157 harm waste service companies?** Yes; although the Intro does not acknowledge, nor propose how to address that harm, companies that own facilities that lose permitted capacity will be economically harmed. Some may merit reimbursement for that harm.

**Will Intro 157 discourage industry investment in its facilities, trucks and operations?** Absolutely. Intro 157 – for the first time – would convert “permitted capacity” from an objective engineering assessment into a political weapon, threatening existing investment in plant and equipment and discouraging future investment if companies can’t rely on existing plans and regulations.

**Will Intro 157 affect recycling rates?** Yes, and it’s more complicated than the advocates understand. NYC has a robust commercial recycling system, but a major collapse in global markets for mixed paper and mixed plastics is buffeting recyclers around the world, as well as the communities they serve. Waste companies aren’t magicians – businesses first must make the effort to separate their recyclables and then markets must exist for their purchase and reuse. With commodity markets tanking, it’s ridiculous to think that undermining financial investments in waste processing facilities will somehow encourage more risk-taking.

**Will Intro 157 effect the city’s resiliency and emergency preparedness?** Absolutely. The advocates suggest that excess capacity that is eliminated from permits will be moth-balled and available whenever an emergency strikes. That’s crazy. Any reduction in permitted capacity will trigger either a facility’s closure or sale, or an alternate use that makes it productive – and unavailable for emergency use.

While the bill’s preference for barge or rail export is understood and supported, it doesn’t adequately cover the city’s real needs. **DSNY’s marine-based transfer stations could be knocked out of operations during severe storms, and rail – which much of the marine system connects to – also is not 100% reliable, for a host of reasons. The City still needs truck-based transfer facilities – both on a regular basis and as an alternative if either marine or rail systems (or both) can’t be operated.**

The advocates for Intro 157 unfairly blame the waste services industry for what **all of us** generate as wastes - whether we bother to properly separate our recyclables, and the impact of collapsing global markets for recyclable commodities.

The advocates unfairly malign an essential industry that allows New York City to operate cleanly and effectively each and every day by doing jobs that no one else wants to do.

The advocates dismiss the millions of dollars invested every year in properly operating highly-regulated facilities, newer, cleaner and safer trucks, and its employees – for which it provides good pay for really hard work, supporting families across the city.

The advocates overlook the reality that private-sector waste and recycling capabilities have served the city well – initially when it wanted to reduce dependence on Fresh Kills in the 1980's, when it closed Fresh Kills in 2001, and when Superstorm Sandy hit in 2012.

New York's generations-old commercial waste industry should not be exploited as a political football; it provides services as essential as energy, water and sewage that the Council should promote, and not undermine.

NYRWM respectfully encourages the Committee to reject Intro 157.



*Kendall Christiansen  
Executive Director*

[Kendall@gaiastrategies.com](mailto:Kendall@gaiastrategies.com)

Cell: 917.359.0725

**Testimony**

**of**

**Waste Connections**

**to the**

**New York City Council**

**Sanitation Committee**

**By**

**Andrew Moss, Government Affairs Manager**

**Tuesday, June 19<sup>th</sup> 2018**



**WASTE CONNECTIONS**  
*Connect with the Future*

FOR THE RECORD

Good morning Chairman Reynoso and members of the Sanitation Committee. My name is Andrew Moss and I am the Government Affairs Manager for the Northeast Division of Waste Connections, previously known as IESI NY Corporation, and respectfully submit the following testimony regarding Intro 157-B. I would like to thank the Committee for giving Waste Connections the opportunity to provide testimony today regarding what we believe to be several significant flaws in the proposal to reduce permitted capacity at solid waste transfer stations in the City.

Waste Connections is the only publicly owned and publicly listed company picking up waste and recyclables in New York City. Waste Connections serves more than six million residential, commercial, industrial, and exploration and production customers in 39 states in the U.S., and six provinces in Canada. In New York City, we proudly service thousands of commercial customers with excellent customer service. We employ over 300 hardworking men and women, 230 of whom are well paid union employees. The majority of our workers live and work in New York City. We operate multiple facilities in both Brooklyn and the Bronx.

What sets Waste Connections apart from others in the industry, and something we are very proud of, is our published list of corporate values that we endeavor to meet every day.

The first and foremost value is safety. We strive to assure complete safety of our employees, our customers and the public in all of our operations. Protection from accident or injury is paramount in all we do. We are the safest waste and recycling company operating in New York City.

Second is integrity. We define integrity as “saying what you will do and then doing it.” We keep our promises to our customers, our employees and our stockholders. We do the right thing, at the right time, for the right reason.

Third is customer service. We provide our customers the best possible service in a courteous, effective manner, showing respect for those we are fortunate to serve.

The reason we are here today is to discuss transfer station capacity. Waste Connections has permits for three transfer stations, one of which will be directly affected, and most likely completely closed, if Intro 157 is enacted.

Simply put, should 157 become law, our trucks will be forced to drive further distances to ultimately dispose of their cargo. Longer “wind shield time” as we say in the industry leads to increased route hours, increased fuel consumption, more wear and tear on our equipment, all resulting in higher costs. These increased costs will ultimately be passed on to our customers in the form of higher prices. New York City is already an expensive market to operate in. This will only make it more so.

Also, while there is an “emergency” provision to increase capacity, should a Superstorm Sandy scenario impact our City, the legislation’s proposed short term tonnage increases are not a practical option. Operating hours and the necessary transportation to move waste material cannot be turned on like a faucet. Truckers need to know they will be working consistently in order to make their own businesses work. They cannot and will not just magically show up one day on a moment’s notice. Their assets are already deployed and they do not maintain excess equipment and drivers. Moreover, transfer facilities cannot just increase hours and add staffing without sufficient time to plan. Workers need to be trained, especially in transfer stations, where heavy equipment is operating in confined spaces.

Finally, while 157 has a provision to claw back to recover a portion of lost solid waste volume if it is dedicated to organics processing, it still would not make us whole. We urge the committee, should it move ahead with 157, to amend it so that organic material can replace solid waste on a one to one basis.

Thank you for your time and consideration.

## FOR THE RECORD

**Testimony: Hon. Archie Spigner,  
Former New York City Council Deputy Majority Leader  
June 19<sup>th</sup>, 2018 Committee on Sanitation & Solid Waste Management**

I am here this afternoon to comment on Proposed Intro 157-B introduced by Council Member Levin and Reynoso and their colleagues in the Council. As one who had the privilege of representing Southeast Queens residents for twenty eight years in the Council I am well aware with the problems and injustices that have been foisted on Southeast Queens' residents through the siting of waste transfer stations in their community--four in Community Board 12 and two in Board 13 as well as numerous private stations.

I along with colleagues such as the late Walter McCaffrey and Sheldon Leffler developed strict guidelines for these stations with special responsibilities to be assumed by the City's Department of Environmental Protection and New York State's Department of Environmental Conservation. Yet the violations have continued and traffic increases much to the detriment of the residents of our communities.

The plans in these Intros to reduce permitted capacity at solid waste transfer stations in communities that handle 75% of the waste is most ambitious and laudatory. Like Council Member I. Daneek Miller who represents the 27th Council District I want to be assured that this legislation will impact on and resolve the major negative issues of transfer stations including: air pollution, fumes, truck traffic and noise—not to mention safety and labor issues.

I am also concerned that the displaced employee list as contained in the proposed law might not be sufficient to guarantee employment for those workers who would lose their jobs because of the hoped for reduced operations. I would also want to ensure that city funds are available for increased disposal costs because of the transportation of more waste to marine stations..

FOR THE RECORD



Int 157-b must not be the only weapon we have to bring about environmental justice to the carting industry. I am looking forward as one example to the initiation of Int. 359, and Int. 886 passed by the Council in April of last year that would and I quote "affirm that no group should bear a disproportionate share of the negative environmental consequences resulting from industrial municipal and commercial operations." These two bills have tremendous potential!

Thank you for allowing me to, present this testimony.

Archie Spigner  
112-10 175<sup>th</sup> Street  
Addisleigh Park, N.Y. 11433  
[Archiespigner8@aol.com](mailto:Archiespigner8@aol.com)  
347 612 1887



**Testimony Supporting Int 157-C: In relation to reducing permitted capacity at putrescible and non-putrescible solid waste transfer stations in overburdened districts.**

My name is Priya Mulgaonkar, and I am here on behalf of the New York City Environmental Justice Alliance (NYC-EJA). Founded in 1991, NYC-EJA is a non-profit citywide membership network linking grassroots organizations from low-income neighborhoods and communities of color in their struggle for environmental justice.

For decades, NYC-EJA has led efforts for comprehensive policy reforms to address the disproportionate burden of New York's solid waste system on a handful of environmental justice communities. New York City creates roughly 35,000 tons of garbage every day. Garbage trucks needlessly travel thousands of miles throughout New York City polluting our air with diesel fuel, clogging our streets, and diminishing our quality of life. These impacts are greatest in those few low-income and communities of color where truck-dependent transfer stations are clustered. Not surprisingly, these same communities deal with many sources of pollution and the negative health consequences thereof – such as asthma, heart disease, and cancer.

NYC-EJA has long advocated for the city to help reduce truck traffic in our communities by cutting the amount of waste sent to private, land-based waste transfer facilities. Currently, 64% of citywide waste throughput is handled in just four community districts in North Brooklyn, the South Bronx, and Southeast Queens. The DSNY has taken steps to shift residential waste export to the three operational city-owned export facilities North Shore MTS, Hamilton MTS, and the Staten Island Rail TS, an important step toward reducing vehicle traffic and pollution in EJ communities. Unfortunately, roughly 75% of commercial waste still ends up in truck-intensive facilities, many of which currently hold permits that would allow them to nearly double their waste throughput.

The toxic impacts of these facilities are well documented. In 2016, along with our partners in Transform Don't Trash, NYC-EJA released a report that assessed the overconcentration of truck traffic in communities in the South Bronx, North Brooklyn and South Brooklyn. Our volunteers counted waste trucks and collected data on particulate matter associated with diesel exhaust. To offer just one example, volunteers in the South Bronx at a particularly bad street corner counted 304 commercial trucks per hour, almost half of which were commercial waste trucks, which amounts to one commercial waste truck every 24 seconds.

Intro 157-B is a critical first step to addressing this long standing environmental racism. While the bill alone is not a panacea, it will help cut the permitted capacity at facilities located in overburdened communities, while also protecting these communities from handling any more waste in the future. NYC-EJA hopes that this protective bill will help spur the future policies that will truly address waste equity, such as requiring that commercial waste be diverted to the city-owned Marine and Rail-Transfer Stations, and that commercial waste zones require higher standards for land-based facilities to reduce impacts on communities and the environment.

Thank you, Chair Reynoso, for your commitment to advancing waste equity, and for the opportunity to testify.

**Testimony Supporting Int 157-A: In relation to reducing permitted capacity at putrescible and non-putrescible solid waste transfer stations in overburdened districts.**

Thank you for the opportunity to testify. My name is Dior Doward, and I am the founder of GreenFeen, a Bronx based environmental consulting firm using Hip-Hop to teach sustainability through compost education and green technology. At GreenFeen we adopt the principles of Environmental Justice and have recently started a worker-owned cooperative designed to process organic waste locally. GreenFeen OrganiX is a graduate of Green Workers Cooperative located in the South Bronx. Our goal is to collect and process organics locally to ignite community based solutions that secure waste equity for Bronx residents.

GreenFeen envisions a society where resources and benefits are equally shared, and where people play a role in community decision-making in proportion to the degree they are affected. We are fighting for a South Bronx where future generations have clean air, well-resourced & community-controlled schools, safe streets, green space, good jobs and more control over the wealth that their labor creates, which is why we started a worker-owned cooperative.

Sometimes inspiring change comes without reward or recognition. The South Bronx has long dealt with an unfair share of the City's garbage. From the truck traffic, to the smells, to the noise of the transfer stations, our community is forced to live with the toxic burden caused by all five boroughs. That is why as a Bronx resident I took the class with Green Worker Cooperatives because I shared similar goals of green development.

It's time for the city to step up, and take measures that would protect the Bronx from any more garbage. We support Intro 157, and see it is part of a larger vision for an equitable waste system that does not put all the burden on just a few low-income communities and communities of color. The disproportionate number of waste transfer stations in the South Bronx is an EJ issue that community members and stakeholders are trying to overturn. Grassroots organizing presents its own sets of challenges like finding commonality among national groups with different frameworks. This however allows us to practice engaging in an alternative system where our collective interests are represented in different ways. I will leave you with a rhyme for the time

“We send jobs to other states  
When we export our waste  
So it's time to raise the stakes  
And pass Intro 157A  
Let's keep the food out the trash  
And make them rats mad  
If we don't feed em' we won't need em'  
Compost my liberation to some freedom”

Thank You

## **Testimony to the New York City Council Committee on Sanitation and Solid Waste Management**

June 19, 2018

Good afternoon. My name is James Curbeam and I am testifying on behalf of Teamsters Local 813, New York City's private sanitation union.

Teamster locals represent thousands of New York City workers in this industry, including Department of Sanitation workers, private carting workers, construction and demolition waste workers, transfer station workers, and recycling workers.

We want every job in this industry to be a good job. That means safe jobs, dignified jobs, family sustaining jobs, and jobs that you can retire from with security.

Most private transfer station workers, those working at facilities subject to this bill, toil in unacceptable conditions, with low pay and few prospects. Recent media coverage has exposed how many sanitation companies treat their workers who operate garbage trucks on public streets. Just imagine how those companies are treating their employees who work behind closed doors.

You may hear some of the carters today say that regulating this industry will cost union jobs. For workers in this industry, that is a cruel joke. Private carters, including Sanitation Salvage, Mr. T Carting, Five Star, Borowide, Liberty Ashes, and many others, have relied on what the media has called "sham unions." These so-called unions, including LIFE 890, RAISE Local 124, United Service Workers Local 339, help employers deny workers the protections of having a legitimate union that would ensure they are paid fairly and have safe jobs.

The gold-standard transfer stations are the Department of Sanitation's Marine Transfer Stations. Safety is the priority. Workers have a Teamster contract and they are paid a fair wage, with good healthcare and pension benefits. Most of all, they are treated with respect. They are treated like human beings.

When those facilities were announced, as part of the Solid Waste Management Plan, the whole point was to stop sending all our trash to these privately owned facilities that often mistreat their workers and the communities around them.

This waste equity legislation will add protections for the South Bronx, North Brooklyn, and Southeast Queens, which have been dumped on for too long. It will go further, and protect the rest of New York City from ever being in the same position.

The Teamsters care about environmental justice, because our members don't just work in these communities, we live in these communities too. Our kids deserve a better future. They deserve to be able to cross the street without fear of dangerous trucks. They deserve to be able to run and play without asthma.

The Teamsters fully support Intro 157. We encourage the City Council to stand with low-income New Yorkers, communities of color, and sanitation workers in voting yes.

**Testimony** Miguel Martinez, Laborers Local 108  
**Topic** Committee on Sanitation and Solid Waste Management Hearing  
Intro. 157  
**Date** Tuesday, June 19, 2018

Good afternoon Mr. Chairman and members of the committee.

Thank you for holding this hearing and for allowing me the opportunity to testify before you today.

My name is Miguel Martinez and I am a proud New Yorker and member of Laborers Local 108.

Over 21 years ago, before I joined Laborers Local 108, I resided in the Mitchell Projects in the Mott Haven area in the Bronx. I was unemployed and was collecting welfare.

Then I got the break that led me to off of welfare and into the middle-class.

I got a job at Waste Management and became a member of Laborers Local 108.

When I started with the Union 21 years ago I was making \$5.00 an hour.

Today I am making \$23.00 an hour with benefits. Benefits that provide my family and I health-care and retirement security.

Thanks to my Union job, I was able to buy my first home in the Throggs Neck section of the Bronx. I used my Union Annuity Fund to put down the deposit on this new home.

Mr. Chairman. Members of the Committee. I know what income inequality is. We must protect middle-class jobs, especially now when the City continues to create low-wage sector jobs.

I am confident this City Council can achieve both waste equity and protect good-quality jobs like the one I have.

Thank you for your time.



# CLEANUP NORTH BROOKLYN

To: New York City Committee on Sanitation and Solid Waste Management

From: Jen Chantrtanapichate  
Cleanup North Brooklyn  
[cleanupnbk.org](http://cleanupnbk.org)

June 19, 2018

Re: **Pro Int 157-B: In relation to reducing permitted capacity at putrescible and non-putrescible solid waste transfer stations in overburdened districts.**

Good afternoon, I want to thank you for allowing me to be here today, and I want to thank my district's council member Antonio Reynoso for continuing to be an advocate for environmental justice and waste equity for our community.

My name is Jen Chantrtanapichate. I'm a native New Yorker (originally from LIC). I moved to north brooklyn when I was 19 and have been living and working in north Brooklyn for the past ten years. I am here to represent my community which handles nearly 40% of New York City's waste -- **It is no doubt that capping the amount of waste for overburdened neighborhoods such as mine will significantly improve the severe environmental harms that we have been experiencing for so long.**

North Brooklyn is so diverse-- home to many families- kids, young adults, professionals and elderly people. We have a thriving cultural scene, many schools, playgrounds **and 19 waste transfer stations.**

**With the high number of waste transfer stations as neighbors, comes the high number of trucks coming through our community and an increased number of risks and dangers my neighbors and I experience on a daily basis.** Living next to a waste transfer station, I have to be on high alert for big trucks constantly speeding down our small streets. It often feels like they will stop for no one- recklessly blowing through stop signs and driving the wrong way down a one way street. When walking my dog, I've dodged trucks riding up on the sidewalk because they can't make the turns. I as well as a number of families in our community organization Cleanup North Brooklyn have had our cars dinged, dented and even destroyed from trucks. Often times we don't know which truck has done this, leaving us to pay for the damages out of pocket.

We have one particular privately owned station that is less than a few hundred feet away from hundreds of residential apartments. The site before the waste transfer station used to be Levy's Bakery— blessing the community with the smell of freshly baked bread. Some of the members of Cleanup North Brooklyn who have been living on Thames Street for over 40-50 years fondly remember those days. Now we are cursed with the smell of rotting food and garbage wafting into our homes. We know we handle more trash than most NYC neighborhoods because we can smell the stench for stretches of blocks. The smell is so bad, especially on beautiful summer days — that me and many of my neighbors are unable to keep our windows open. We had some really beautiful spring days, and we had to keep our windows closed regardless. Keeping our windows closed year round just feels awful.

As someone who's community is so negatively impacted by waste, we want to voice how imperative it is, that the city implement this policy to cap the amount of waste that is sent to our north brooklyn community as well as the south bronx and south east queens. **We urge the city to thoughtfully consider low-income communities of color— like ours that are severely burdened by the city's waste.**

FOR THE RECORD

Good Morning

My name is Alison Cordero, and I am testifying on behalf of OUTRAGE.

I am here in support of Intro 157-B. North Brooklyn processes 40% of New York City waste and as a result we are overburdened with truck traffic and then health impacts that come with it. Our community members suffer from asthma, noise, pollution, and even cancer as a result of the waste transfer stations.

While there is so much processing going on, the permitted capacity is even higher. For this reason, we are asking City Council to pass Intro 157-B and reduce the capacity of waste transfer stations. It's time to finally bring environmental justice to North Brooklyn.

Thank you.



**Testimony Supporting Int 157-A: In relation to reducing permitted capacity at putrescible and non-putrescible solid waste transfer stations in overburdened districts.**

To Council Member Antonio Reynoso,

On behalf of the group Southeast Queens Faith & Environmental Justice Federation, which includes residents and members of the faith community, we would like to thank you for the opportunity to testify in support of Waste Equity Legislation Intro 157.

Southeast Queens is among the most overburdened districts by waste facilities and the related diesel truck pollution in the city, along with North Brooklyn and the South Bronx. In a 2017 community air quality & truck monitoring study, volunteers recorded up to 80 private waste trucks per hour at the intersection of Merrick Blvd. and Liberty Ave. Volunteers also measured ground-level, asthma-inducing PM2.5 concentrations up to 3x higher than the average for the area at Detective Keith Williams Park, right across from Royal Waste Services.

The problem is getting worse. In 2017 the Queens 12 average tonnage increased, bringing hundreds of truck trips in and out of the community from private haulers every day. This increase in tonnage also brings more long-haul, diesel export trucks, increasing emissions from idling and export, wearing down local streets, and posing a safety hazard. And in March 2018, a five-alarm fire broke out at Royal Waste Services, spewing even more pollution than usual into the neighborhood. Royal also has one of the worst truck safety records in NYC, with 10 crashes in the past 2 years; and 100% of the trucks that were inspected by DOT being ordered out of service for safety violations.

We urge the entire City Council to support Intro 157, long-overdue legislation would reduced the amount of garbage permitted in the most overburdened communities in the city – including SE Queens – while capping the amount of garbage that can be processed in all the other community districts in the city. It's time for our community to see relief from the burdens of the entire city's waste system.

Thank you for the opportunity to testify.

Sincerely,

THE UNDERSIGNED

Michael Scotland, Addisleigh Park Civic Organization  
Andrea Scarborough, Addisleigh Park Civic Organization  
Walter Dugan, Brinkerhoff Civic  
Lauretta Humphrey, Triangular Civic  
Archie Spigner, District Leader  
Shirley Phipps, Southeast Queens Faith & EJ Federation  
Brenda Williams, Southeast Queens Faith & EJ Federation  
Bill Baker, Southeast Queens Faith & EJ Federation  
Helen Dobbins Bryan, Southeast Queens Faith & EJ Federation

**Testimony Supporting Int 157-A: In relation to reducing permitted capacity at putrescible and non-putrescible solid waste transfer stations in overburdened districts.**

Thank you for the opportunity to testify. My name is Wanda Salaman, and I am with Mothers on the Move / Madres en Movimiento. MOM is a member-led community organization which was founded in 1992 as a vehicle for low-income people of color to take strategic leadership in campaigns to transform ourselves and our communities. MOM envisions a society where resources and benefits are equally shared, and where people play a role in community decision-making in proportion to the degree they are affected. We are fighting for a South Bronx where future generations have clean air, well-resourced & community-controlled schools, safe streets, green space, good jobs and more control over the wealth that their labor creates.

The South Bronx has long dealt with an unfair share of the City's garbage. From the truck traffic, to the smells, to the noise of the transfer stations, our community is forced to live almost have of the the toxic burden caused by all five boroughs. MOM has been apart of the fight for a fairer waste system for decades, because the people we represent have dealt with the poor health outcomes and safety risks caused by this industry.

It's time for the city to step up, and take measures that would protect the Bronx from any more garbage. We support Intro 157, and see it is part of a larger vision for an equitable waste system that does not put all the burden on just a few low-income communities and communities of color.

Sincerely,

Wanda Salaman  
Mothers on the Move

**FOR THE RECORD**

**Rene Hill**  
200-23 Linden Blvd.  
St. Albans, NY 11412

**FOR THE RECORD**

June 18, 2018

**New York City Council – Sanitation Committee**

**Re: Hearing: Int. No. 157 - A Local Law to amend the administrative code of the city of New York, in relation to reducing permitted capacity at putrescible and non-putrescible solid waste transfer stations in overburdened districts.**

Dear Chairman Reynoso and committee Council members,

I am Rene Hill, Chairperson of Queens Community Board 12, Vice President of the Queens Civic Congress and member of NYC CERT; however I am testifying as a resident of Southeast Queens, one of the communities affected by this legislation.

Thank you for giving me the opportunity to testify on legislation that would reduce waste disposal distribution in three areas in New York City. My testimony is limited to the Southeast Queens area where I reside. I support the New York City Council's legislation Int. No. 157 Law to amend the administrative code of the City of New York, in relation to reducing permitted capacity at putrescible and non-putrescible solid waste transfer stations in overburdened districts. For far too long, Southeast Queens (SEQ) has been the recipient of garbage trucked in and out of our neighborhood from all over New York City. My community along with the South Bronx and North Brooklyn are the recipients of over 70% of NYC waste on a daily basis, which results in an overexposure of emissions and diesel fumes to the residents of SEQ. Compounding this situation are waste transfer stations that by law should reside in an M3 zoned area but due to being grandfathered in, actually reside in an M1 zoned area, thus allowing a Waste Transfer Station to conduct business near schools, parks and homes.

Ultimately, this all has to do with our residents' health. Allowing garbage to be hauled throughout the community produces pollution and ultimately particulate matter, which when inhaled, can affect the heart and lungs and cause serious health effects. Diesel particle pollution is right up there with second-hand smoke, in terms of causing asthma, bronchitis, lung cancer, and is linked to heart disease, and to high mortality rates.

I applaud the City Council for taking this step and introducing Intro 157 legislation to reduce the amount of garbage permitted in the most overburdened communities. Councilmembers I urge you to pass this bill which would offer some relief to the residents of Southeast Queens and begin the path to equitable waste distribution and cleaner air. Thank you again for the opportunity to testify.

**Rene Hill**  
Rene Hil

**FOR THE**

Laura Hofmann Testimony on behalf of OUTRAGE in favor of Intro 157-B

New York City Council, Sanitation Committee Hearing June 19, 2018

Good afternoon

My name is Laura Hofmann, I am a lifelong resident of Greenpoint, Brooklyn and I am here testifying on behalf of (OUTRAGE) Organizations United for Trash Reduction and Garbage Equity. We are a North Brooklyn coalition consisting of organizations that came together to fight against the unjust number of waste transfer stations and related truck traffic that ravage our community.

We are here in support of Intro 157-B. If passed, we believe this local law would reduce the environmental health impacts that garbage processing has on our community. Our disproportionate concentration of waste transfer stations leads to high volumes of truck traffic, poor air quality, and associated health problems such as the city's highest asthma rates. We believe that reducing the capacity at putrescible and non-putrescible solid waste transfer stations will bring relief to our community from bearing more than its fair share of waste in the future. This is a long overdue step in the right direction to a more equitable City.

The amount of garbage our community handles is unjust. Garbage truck after garbage truck rumble through our community streets spewing unhealthy emissions and dripping contaminated fluids. The constant rumbling and vibration of trucks not only cause damage to homes and community streets, but harms the soul of the community. Just imagine how dehumanizing it can be to be amongst the constant sound, smell and effects of garbage day after day, month after month, year after year. Imagine, living on a block impacted daily by garbage, then developing an environmental illness and then not being able to escape it. Not to mention all of our community's other environmental and health issues. Our community simply needs relief and it needs relief now.

So we implore you to vote in favor of 157-B an important step towards giving us a measure of relief and human dignity.

**FOR THE**



**FOOD INDUSTRY ALLIANCE OF NEW YORK STATE, INC.**

130 Washington Avenue • Albany, NY 12210 • Tel (518) 434-1900 • Fax (518) 434-9962  
Government Relations (518) 434-8144

**Testimony by  
the Food Industry Alliance of New York State, Inc.  
in Opposition to  
Proposed Int. No. 157-B-2018**

Thank you for the opportunity to submit testimony into the public hearing record regarding Proposed Int. No. 157-B-2018. My name is Jay Peltz and I am the General Counsel and Senior Vice President of Government Relations for the Food Industry Alliance of New York State (FIA). FIA is a nonprofit trade association that advocates on behalf of grocery, drug and convenience stores throughout New York. Our members include chain and independent food retailers that account for a significant share of New York City's retail food market and the grocery wholesalers that supply them.

Neighborhood grocers have never faced a more difficult operating environment. Operating expenses are increasing as rents soar, health insurance premiums rapidly rise and the minimum wage reaches \$15.00 an hour in the city on December 31, 2018. Nontraditional retailers (that are largely nonunion operators) such as internet sellers, warehouse clubs, natural/organics retailers and dollar stores are taking market share from traditional neighborhood grocers.

These circumstances are making it increasingly difficult for neighborhood grocers to net even a penny on the dollar. Manhattan grocers have shut their doors. Food deserts are present throughout the city. Any additional economic shocks – including an increase in the cost of removing trade waste and recyclables from grocery stores - will cause more neighborhood grocers to close their doors, with the attendant community impacts, including job losses and less access to wide assortments of fresh and healthy foods.

In addition, the city is transitioning from a market system to collect solid and organic waste as well as recyclables to a franchise system. If completed, the resulting reduction in competition will surely increase neighborhood grocers' cost of removing such materials. These increases would be on top of anticipated cost increases attributable to this legislation.

Most of the city's waste transfer stations are in the 4 designated community districts specified in the legislation. The bill's mandates would result in these transfer stations having their permitted capacity significantly reduced. The resulting distortions and inefficiencies will raise hauling costs and tipping fees as trade waste and recyclables are sent to transfer stations that are located further away from generators and/or take a longer time to arrive at due to the route changes that will occur in response to the bill's requirements.

This inflation will be accommodated by significant increases in the rate caps for the collection, removal, disposal or recycling of trade waste: Since 2013, the Business Integrity Commission (BIC) has increased

the rate caps by 28.3%. In addition, BIC rules require that a rate-setting hearing be held every odd year. Accordingly, inefficiencies expected under the proposed local law could result in further rate cap increases.

In light of the foregoing, FIA, on behalf of its members, opposes adoption of this bill. Thank you for your consideration of our concerns. Please feel free to contact me with any questions or concerns.

Respectfully submitted,

**Food Industry Alliance of New York State, Inc.**

**Jay M. Peltz**

**General Counsel and Senior Vice President of Government Relations**

**Metro Office: 914-833-1002**

**[jay@fiany.com](mailto:jay@fiany.com)**

**June 19, 2018**

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_  
 in favor  in opposition

Date: 6/19/18

(PLEASE PRINT)

Name: REV DAN RODRIGUEZ

Address: 132-20 LINDEN BLVD. S. OROCK PK NY

I represent: GREATER ALLEN CATHEDRAL 11420

Address: 110-21 MERRICK BLVD. JORHICK NY

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 157B Res. No. \_\_\_\_\_  
 in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: ERIC GOLDSTEIN

Address: \_\_\_\_\_

I represent: Natural Resources Defense Council

Address: 40 West 20 St NY NY

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_  
 in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Omar Freilla

Address: 409 Morris Park Ave Bronx  
1231 Lafayette Avenue Bx, NY 10474

I represent: Green Worker Cooperatives

Address: 1231 Lafayette Avenue Bx, NY 10474

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. ~~157~~ 157B Res. No. \_\_\_\_\_

in favor     in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Dick Dowdell

Address: P.O. Box 480 BX, NY 10460

I represent: Green Feen

Address: Brook, NY

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 157 Res. No. \_\_\_\_\_

in favor     in opposition

Date: 6/19/18

(PLEASE PRINT)

Name: James Curdean

Address: 45-18 Van Dam St Suite 201 Long Island City

I represent: Teamsters LU 813

Address: 45-18 Van Dam St Suite 201 Long Island City

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 157-A Res. No. \_\_\_\_\_

in favor     in opposition

Date: 6/19/18

(PLEASE PRINT)

Name: Imel Quarless

Address: One Metrotech North 11th FL 11201

I represent: NY Working Families

Address: (see above)

Please complete this card and return to the Sergeant-at-Arms



**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

Name: Alison Cordero (PLEASE PRINT)

Address: \_\_\_\_\_

I represent: outrage

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 157 Res. No. \_\_\_\_\_

in favor  in opposition

Date: ~~6/18/18~~ 6/19/18

Name: JACK DAVIES (PLEASE PRINT)

Address: TRANSPORTATION ALTERNATIVES

I represent: \_\_\_\_\_

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 157 Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

Name: Melissa Tachau (PLEASE PRINT)

Address: \_\_\_\_\_

I represent: NYLPI

Address: 151 W 30 St 11

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 157 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 6/19/18

(PLEASE PRINT)

Name: ANDY MUSS

Address: ~~99~~ 2630 Park Ave, Bronx NY

I represent: Waste Connections

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 157-B Res. No. \_\_\_\_\_

in favor  in opposition

Date: 6/19/2018

(PLEASE PRINT)

Name: ERIC BRUZAITIS

Address: 37 KINGSLAND AVE 3R BK 11211

I represent: OUTRAGE

Address: 2 KINGSLAND AVE 11211

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 157C Res. No. \_\_\_\_\_

in favor  in opposition

Date: 6/19/18

(PLEASE PRINT)

Name: Miguel Martinez

Address: Brook, NY

I represent: Laborers Local 108

Address: 266 W 37th Street

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 157 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 06/19/18

(PLEASE PRINT)

Name: Karla Cruz

Address: Queens, NY

I represent: LABORERS UNION

Address: 266 W 37th Street

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 157 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 6.19.18

(PLEASE PRINT)

Name: Kendall Christensen

Address: 151 Maple St. Brooklyn

I represent: New Yorkers for Repairable Waste mgmt.

Address: Same

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 157 B Res. No. \_\_\_\_\_

in favor  in opposition

Date: 6-19-18

(PLEASE PRINT)

Name: STEVE CHANARIS

Address: 482 Southbridge St. Auburn MA

I represent: NYC Chapter NWRA

Address: (SAME AS ABOVE)

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: ROLAND GERMAN

Address: 306 UNION AVE

I represent: OUTRAGE

Address: 306 UNION AVE

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 157 Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: JUSTIN WOOD

Address: 151 W 30th St. NY NY 10001

I represent: NYCPI

Address: 151 W. 30th NY NY 10001

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: 06/19/2018

(PLEASE PRINT)

Name: Chen Bao Qin 11211

Address: 609 Metropolitan Ave. #1J Brooklyn, NY

I represent: Myself and OUTRAGE

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: DEPUTY COMMISSIONER BOB ORLIN

Address: NYC DEPT. OF SANITATION

I represent: \_\_\_\_\_

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: COMMISSIONER KATHRYN GARCIA

Address: NYC DEPT. OF SANITATION

I represent: \_\_\_\_\_

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 157 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 6/17/18

(PLEASE PRINT)

Name: Dr. Cappy Collins

Address: Mt. Sinai School of Medicine

I represent: Mt. Sinai Pediatric Emergency Health

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

[ ]

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)  
Name: Stephanie Wenzel

Address: \_\_\_\_\_

I represent: \_\_\_\_\_

Address: outrage

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

[ ]

I intend to appear and speak on Int. No. 157 B Res. No. \_\_\_\_\_

in favor  in opposition

Date: 6/19/18

(PLEASE PRINT)  
Name: Jen Chantratanapichate

Address: 120 Thames St #301 Brooklyn, NY 11237

I represent: Cleanup North Brooklyn

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

[ ]

I intend to appear and speak on Int. No. 157 B Res. No. \_\_\_\_\_

in favor  in opposition

Date: 6/19/18

(PLEASE PRINT)  
Name: Jeghuir Jethi

Address: 120 Thames Street #201 Brooklyn NY

I represent: Cleanup North Brooklyn

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 157 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 6/19/18

Name: Michael Heimbindey (PLEASE PRINT)

Address: 34 A St Marks Ave

I represent: Newtown Creek Alliance

Address: \_\_\_\_\_

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 157 Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

Name: Danny R Vera Her (PLEASE PRINT)

Address: 940 Garrison Ave. BX, NY 10474

I represent: THE POINT CDC

Address: 940 Garrison Ave.

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 157 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 6/19/2018

(PLEASE PRINT)

Name: Leslie Velasquez

Address: 328 B Irving Ave, Brooklyn, NY 11237

I represent: El Puente

Address: 211 S 4<sup>th</sup> Street, Brooklyn NY

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 157 Res. No. 118

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Priya Mulgaonkar

Address: 166A 22nd St Brooklyn NY 11231

I represent: NYC Environmental Justice

Address: Alliance

Please complete this card and return to the Sergeant-at-Arms