

CB7 Brooklyn Special Subcommittee on Last Mile Trucking Facilities

Monday, Oct 25th 2021

WATCH IN FULL ON CB7 YOUTUBE CHANNEL: <https://www.youtube.com/watch?v=VHxqDbzN94E>

MINUTES COMPILED BY KATIE WALSH

Roll call (for only committee members):

Katherine (Katie) Walsh, Chair (present)

Nick Azadian (present)

Gladys Bruno (present)

John Fontillas (present)

Cynthia Gonzalez (present)

Christina Lem (present)

Sam Sierra (present)

Brian Slater (present)

Cesar Zuniga (present)

Zachary Jasie (did not attend)

AGENDA

1. Welcome and Summary (what we have heard so far/next steps)
2. Presentation and Q&A with Assemblymember Mitaynes' Office
3. UPROSE / Earth Justice
4. Public Comment
5. Committee Discussion on next steps

1. Welcome and Summary (what we have heard so far/next steps)

Katie Walsh, Chair of the Special Subcommittee:

- Asked CB7 members to contribute to agenda #1 if possible
- Acute issue in our district; we are not alone in facing this issue
 - 1st meeting - May meeting – fact-finding agenda “impacts of last-mile”
 - 2nd meeting - July meeting – was a joint meeting w/cb6 (Red Hook); was also very well-attended; showed that it was shared concerns/challenges, in that meeting we started to hear / steer towards next steps could look like; we had a presentation from NYC Dept of Transportation and NYC Dept of City Planning; started to have a discussion on what next steps could like – state and city options
 - By the end of this meeting; what'd I'd like to pose for the committee is where do we go from here? We have a new city administration, these trucking facilities are growing and we have shared challenges, let's get more specific on next steps that CB7 is suggesting

Cesar Zuniga, Chairperson of CB7

- If seeing anything in this process, NYC Dept of Transportation (DOT) behavior towards this community is complete disregard, they are moving forward with problematic proposals
- In Sept DOT presented plans to convert one-way streets – on 7th and 8th Ave – was evident how passionate and outraged the community was. Not so much on the proposal (the proposal idea is still out there) but the total disregard for community input and perspectives, what kind of planning we want to see in our streets in the development
- Here we see this with the 20th street traffic re-routing which is now 39th street; another egregious display of what they think they need to do not reflecting the community. Tell CB7 13 hours before they do it. This is a real signal that DOT is sending to this community that they are not interested in community feedback.
- So when we think about implications from last mile trucking facilities, we need to keep this in mind.
- I am the eternal optimist about the new organization of local governance with elections, and it is my hope/our expectation and desire is more community input and feedback with new administration and representation. Yes, it's messy, time-consuming, but needs to be done
- Our district has had an utter failure of leadership (from DOT) and the new administration must embrace the messiness to come to the table, and co-plan and co-develop the future of our neighborhoods
- What I'd like to see from this committee - real concerted effort to pull together the new local govt, state and federal govt to address this issue. Given the district, we need all the levels of govt to tolerate the input and how we want our district to develop. This has massive implications for the quality of the neighborhood.

Nick Azadian, C7 Special Subcommittee Committee Member

- This is just again a horrible showing by DOT of their responsibilities; their general approach they attempt to fit whatever is going on in the neighborhood into a "citywide" model. Not taking into fact that each neighborhood is different. Their response is reactive not proactive. They're making these models and not all the new inputs (ex: last mile) and how changing one street affects another.
- Failure of leadership; There's no real cognitive thinking going in DOT at the Brooklyn-city-wide level
- Our district has a history of traffic facilities along 3rd avenue – and a problem with DOT – this leadership doesn't want to listen, and they lack the actual technical backing in making decisions.
- None of the agencies want to deal with this (DOT says "we can't deny curb cuts" Dept of Buildings says "we can't deny permits")
- Someone needs to take LEADERSHIP; I'd like to see current and future elected DO something
- The only real answer is LEGISLATIVE; the city seems to have no interest in dealing with this.

Katie Walsh, Chair, CB7 Subcommittee Member

- What Nick is mentioning is in the May meeting, DOT / DCP both presented and said "we can do nothing" re: last mile facilities

John Fontillas, C7 Special Subcommittee Committee Member

- What I was struck by is how DOT just sent us a letter “we don’t think the school should be here bc of all the truck traffic” on 39th street but the reason there’s truck traffic is because you (DOT) put it there. Does the right hand at DOT know what the left hand DOT doing? Like the only reason they can’t put a school there is bc they moved trucks from 20th to 39th and didn’t give us any input
- It’s one thing to see this abstract in the map but go to actually seeing the facilities
 - Red Hook – east of IKEA almost done, they are sprouting up like mushrooms
 - Nick and I build buildings – I can’t believe how fast these are moving fast; and going up, and this brings me to the impacts
- Impacts – we need to understand the data to push back (air, traffic) what is going to reduce the impacts? Can’t seem to stop them from being built
- We’re sticking our fingers in the dams; no one is stopping ordering online.
- What is the process? What can we do to affect change? We’re one little community board
- Can we put up barriers? What is the process to make change (but for, people know about it, the dangers and the impacts)
- Could the electrification of the trucks help somewhat? People delivering in the city – smaller trucks. The city has done it before - Taxi – TLCS – electric vehicles.
- We need to force the market to heal, can we require electrification ? (so it’s doesn’t pollute)
- We need “magic pixie dust” to put on DOT to make them act (and care)

Jeremy, District Manager, CB7

- I want to correct what John said, DOT never sent us a letter about the school on 39th street, they sent a letter to Board of Standards and Appeals to note that. They never actually do outreach to CB7. Again, this is a failure of the DOT not communicating with the cb7
- In fact, DOT referenced watching our community board 7 meeting to say that a school shouldn’t be built on 39th street put it into a letter to Board of Standards and Appeals

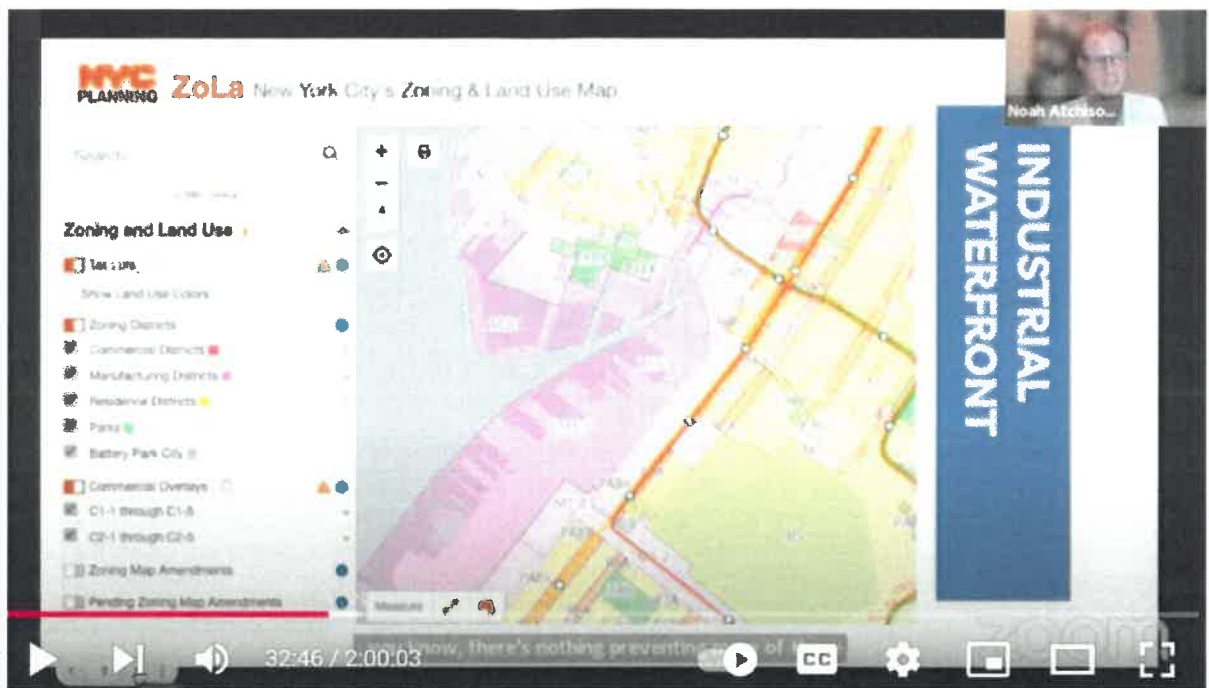
Cesar Zuniga, Chairperson

- I want to say one more thing based on what John said, where we are now is: What are the solutions out there that are not part of the current set of tools that we have? That could change things, tools that could be added through legislation or policy shifts that don’t require legislation
- Reality is that other cities are dealing with these kind of challenges and solutions are being implemented; so we know we have other options (Amazon is being ordered, let’s keep talking about the problems are) we don’t have to re-invent the wheel

2. Presentation and Q&A with Assemblymember Mitaynes’ Office

Assembly Member Marcela Mitaynes

- Here tonight to share what my office has been working on to explore legislative options
- We’ve assembled a volunteer research team; my vision for the office is to take the community lead. If anyone wants to be part of the legislative process, can participate



SLIDE 1 Noah Atchison (Volunteer on Assembly Member's team)

- I live in Red Hook, see one of the facilities from my window, that just went up
- There's no definition of last mile trucking is at the city or state level
- We will define here "last leg of the journey" doesn't mean it's last mile
- This map shows you the 6 planned or likely (5 in Red Hook, 1 in Sunset) only 1 (537 Columbia street) Amazon Fresh – started operating last few weeks (Oct)
- These are very large facilities, vast majority warehousing goods and vehicles, in the renderings, if you squint you'll see 53 foot trailers which are NOT legal in NYC so they really shouldn't have them in here!
- There a plethora of Impacts from these facilities. One of the issues that came up when researching e-commerce, is that bc it is happening so fast, we won't know long term impacts because we don't have long-term impacts research. For example: increased truck traffic we have a history of examples but not from these last mile trucking facilities
- And to address the problem, we need to understand the problem! So, how did this happen? These facilities were built with no community involvement because there's nothing from preventing more of these from cropping up with little to no involvement
- E-commerce intensified with the pandemic and there's no Urban Land Use Process (ULURP) zoning process because as these areas are currently zoned as "M1 and M3" which is industrial and these last mile shipping/trucking doesn't distinguish the differences in the zoning for industrial and get to slip right in – no additional process or ULURP or impact assessment
- We are trying to figure out if they have and we can't find – there are no government grants that they applied for – so we can't find/ there no mechanism we can use to force them to do more disclosures on emissions, pollutants (this would provide the lever)

- So as far as we know there was no mechanism that exist where they would need to do community engagement because it would be required
- Similarly, there is a lack of regulation around Health and the environment specifically with zoning codes around manufacturing, especially as it pertains to trucking so no mechanisms there
- Map most of the waterfront M1 and M3 – Sunset Park community also have these facilities are as of right



Jenny Zhang
UR RESEARCH PROCESS

- 1. Community forums and conversations (ongoing)**
 - Learning from forums and research already conducted by RHI, Columbia Students, Resilient Red Hook and other groups
- 2. Identifying 5 key avenues for exploration in state-level policy**
 - a Emissions
 - b Air quality
 - c Transparency
 - d Disproportionate burden
 - e Moratorium
- 3. Assembling research team**
 - Assembled research team from the Red Hook and Sunset Park community to focus on state-level avenues
 - Convened meetings to brainstorm and discuss research results

SLIDE 2: Jenny Zhang, Chief of Staff Assembly Member Marcela Mitaynes

- We started this work with the forums that were convened by community board and other community forums
- Following those, coming out of the last joint cb6 and cb7 meeting, we started exploring 5 legislative options.
- There are additional options that we can explore from the State. After the last meeting in July, we started assembling the research and legislative team to be part of drafting and lobbying process, to flesh out these opportunities which are on-going



Jenny Zhang

AIR QUALITY PERMITTING

Under existing DEC permitting processes facilities are required to obtain the following permits if they are heavily not stationary:

- Title V
- State Air Quality

Permits only apply to **Stationary sources** on **contiguous properties**

Does **not** take into account pollutants emitted from trucks, buses, etc. & trucks

SLIDE 3, Jenny; Here is what we have found promising legislative options at the state-level to present today

1. Air Quality Permitting – DEC – only care about the emissions from the facility itself “stationary” sources. So because most of these are TRUCKS! They are coming in/out but warehouses only evaluated by the buildings themselves not what’s coming in/out (which are the real culprits)

Anna Lukacic...

INDIRECT SOURCE RULE

We could implement **restrictions and requirements** for indirect source responsibility


Could also consider the concept of **DEP** that other **States** do that require emissions from indirect sources

Could also implement **restrictions** on **truck operators** who are responsible for emissions from **indirect sources** such as trucks

Could also consider **restrictions** on **trucks**

SLIDE 4: Anna – Assembly Member Research Team

- We looked at air pollution emissions – at direct sources – tailpipes – but as Jenny said the warehouses are only emissions themselves from the buildings (which is a fraction of total impact)
- So, how we can start to change this? “indirect source rule” to look at the trucking aspect of this
- States can introduce/ regulate trucking facilities – and then regulate through “indirect source”
- This then can have impact to make the NYS Dept Environmental Protection to regulate and we can ask for more specific actions



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EMERGENCY MORATORIUM

Jenny Zhang

Halt new facilities while we study their impacts!

Problem: Moratoria are often designed around existing government permitting and siting processes.

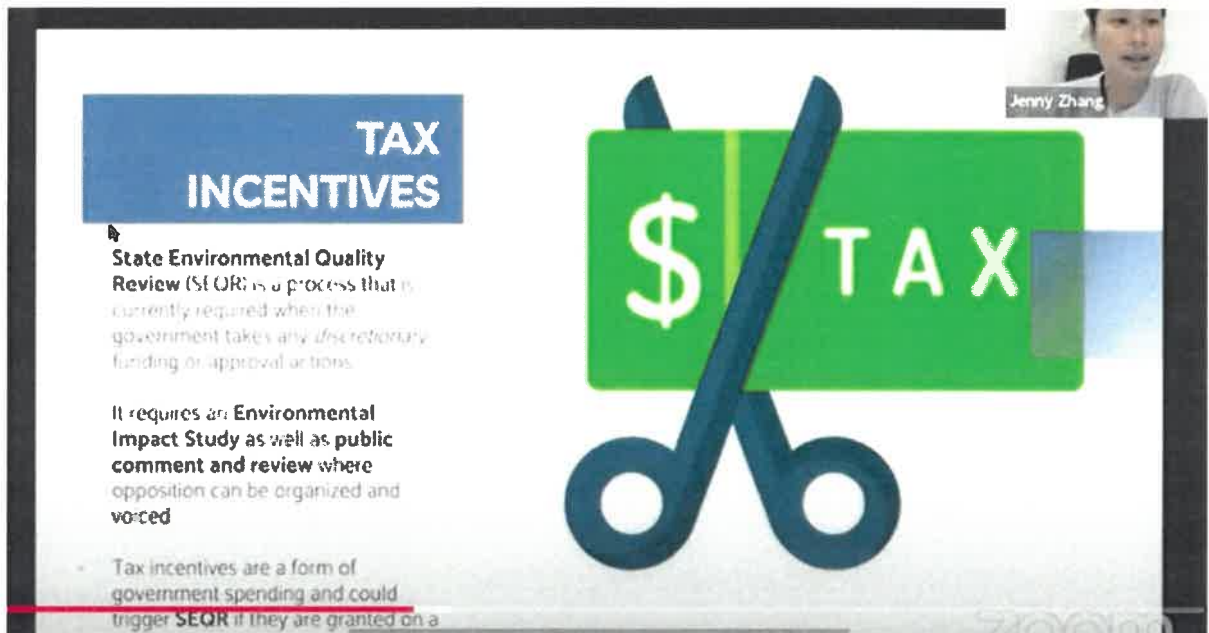
E.g. *AltaBac* is a *taberna* proposes a 1-year moratorium on the government's siting of sewer sludge facilities

The government must have at least one point of intervention in the process

We currently lack a permitting process that includes last-mile facilities

SLIDE 5 Jenny: Emergency moratorium – would halt new facilities while study impacts.

- However, when exploring this option, moratoriums are usually around existing siting processes. And the government needs to have its teeth in a certain process already, meaning you can no longer grant permits to this kind of facilities. Ex: sewer sludge facilities with a heavy environmental impact. They have to have approval, so that's the 'teeth' and then you can pause them. There was recently a moratorium on these kind of facilities, so can study disproportionate impacts on environmental justice communities. In this case, the govt already is regulating them, DCP has a say; makes it easier to then have a moratorium to say no to something
- The govt needs to have one way of “teeth” one intervention, so maybe we could do this, but first needs to do this through an INDIRECT SOURCE RULE, we would need to have the INDIRECT SOURCE RULE by the regulating body, then that exists and then we can
- Not to say impossible, but will take time to move through



TAX INCENTIVES

State Environmental Quality Review (SEQR) is a process that is currently required when the government takes any *discretionary* funding or approval actions.

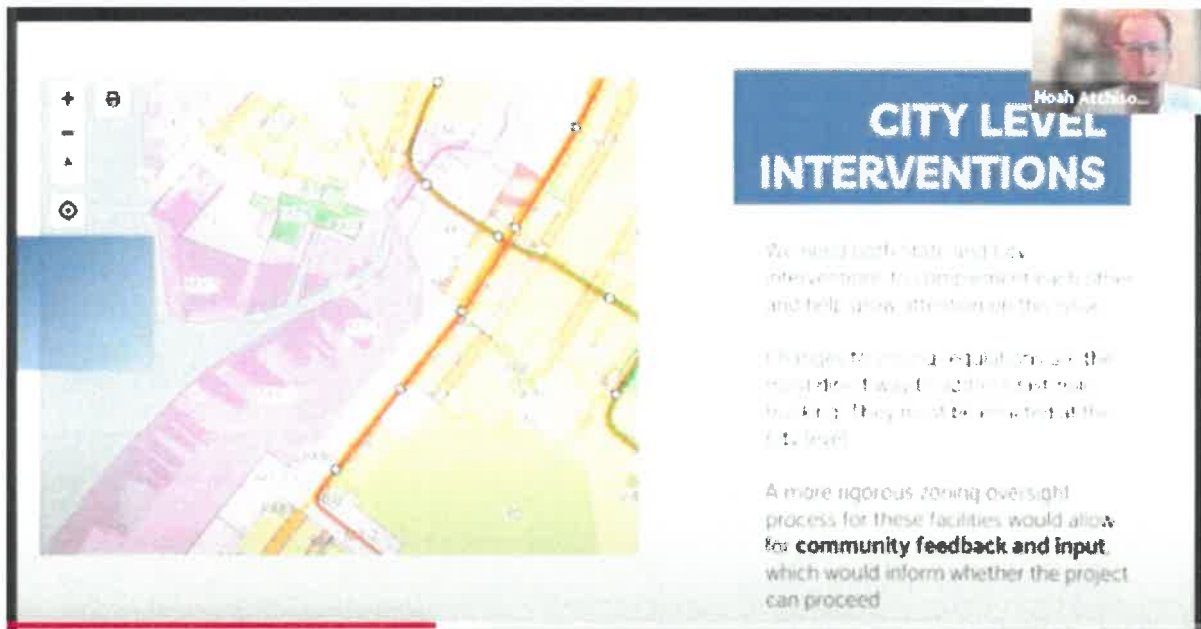
It requires an **Environmental Impact Study** as well as **public comment and review** where opposition can be organized and voiced


- Tax incentives are a form of government spending and could trigger **SEQR** if they are granted on a



SLIDE 6 Andrea Sansom

- TAX INCENTIVES, SEQR – when govt takes discretionary
- Environmental impact study has to be conducted, so that the community can participate
- Trying to figure out how tax incentives if/how might be involved





CITY LEVEL INTERVENTIONS

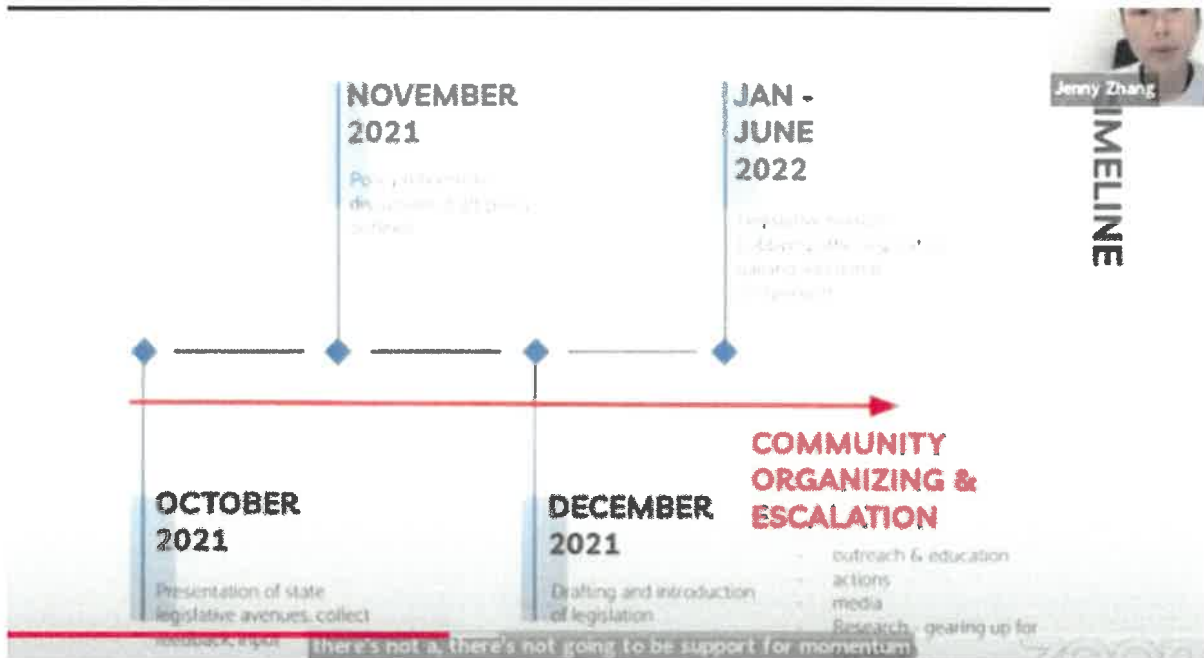
We need both state and city interventions to complement each other and help draw attention to the issue.

Changes to zoning regulations are the most direct way to address fast-track housing. They must be enacted at the city level.

A more rigorous zoning oversight process for these facilities would allow for **community feedback and input** which would inform whether the project can proceed.

SLIDE 7, Noah

- No matter what we do – we need city level interventions. They need to reinforce each other.
- We need to look at this being a city and state options.
- At the city level we can pursue Special permitting through zoning process or “Low emissions zones” can be created
- The city needs to take this seriously for next steps – shorter term solutions have to happen at the city-level.



SLIDE 8 Jenny

- From October – December, we need to get to consensus on approaches that vary on feasibility;
- From October – November we need to be clear on the policy outlines – what way to go? Moratorium? Not politically likely?
- In December – preparing for legislative session that starts in January
- In January – the legislation session is happening and do this, it will need support for the bill. The issue becomes bigger than just Sunset Park, not just directly impacted communities, need to make the case it's a state-wide issue.
- During this time, important to keep doing actions, attract media attention, policy research, not just do research but also expect massive opposition. Want your feedback!



Jenny Zhang

GET INVOLVED!

- Join our **Policy Research team** to be a part of the legislative process!
 - jenny.nyassembly@gmail.com
- **Take action!**
 - Join the South Brooklyn Community Coalition!
 - <https://bit.ly/lastmilesignup>
 - **What can you do as a constituent?**
 - Reach out to friends in **your neighborhood** and **other neighborhoods** who would care about this issue
 - Reaching out to **state and city environmental agencies** to highlight this issue
 - Send a comment: **CLCPA Open comment period**
ClimateAct@dec.ny.gov

FINAL SLIDE:

We are expanding the Policy Research Team and invite all on the cb7 board and community to be involved in the legislative process and be involved in the bill and negotiations, we want input of community throughout the process

- If you don't want to be involved in Policy, you can join the community organizing effort
- As a community member and you care, you want to see legislative efforts succeed:
 - Educate beyond our district bc state-level fight
 - Reach out to energy and environmental agencies
 - CLCPA Open comment period (back in 2019 to help NYS to help emissions targets)
Open comment period

QUESTIONS TO THE ASSEMBLY MEMBER OFFICE:

John Fontillas, C7 Special Subcommittee Committee Member

- Couldn't we regulate them based on idling laws? If we can make it more onerous for diesel trucks to operate (dec law) wouldn't that help to push zero emissions and electrification of the fleet?

Jenny Zhang, Chief of Staff, Assembly Member

- Idling is regulated at state level. Overall mindset to explore the problem, we want to stop the proliferation of future facilities, mitigating current impacts (diesel to standard) stop future facilities altogether. Idling a piece of this, come in our discussions on ideas to pursue.

John Fontillas, C7 Special Subcommittee Committee Member

- Since we don't have ability to hit a MOBILE emitter, if DEC sees a idling vehicle, this is a law on the books. Every construction project in the city – why not under the same? Garages under the trucks.

Jenny Zhang, Chief of Staff, Assembly Member Mitaynes:

- Agreed, but what if they are enforced? No matter what interventions

Anna

- We could regulate behavior, but doesn't change where they go. Emissions related to the warehouse that's not attached the warehouse itself.

Cynthia Gonzalez, CB7 Special Committee member

- You said that Health and Safety doesn't protect the warehouses.

Jenny Zhang,

- Existing air permitting don't apply to last mile trucking. We're trying to expand state authority to cover this activity which is how indirect rule would apply.

Cynthia Gonzalez, CB7 Special Committee member

- Is it because it is a 'mobile' entity? What kind of oversight ? They could be violating the law right where they are?

Anna; Research Team:

Each truck is it's own source of emissions. Each truck separately, this is the "fuel efficiency standards" But it doesn't address the warehouses and that all the trucks will be gathered together and all the trucking facilities in the same area. When permitting zoning, only does it account for the emissions of the warehouses itself for the building. Not for the TRUCKS themselves coming in/out, not covering the trucks going in/out.

Cynthia Gonzalez, CB7 Special Committee member

- So, any legislative change would need to reflect that particular issue

Karen Rolnick, CB 7 community board member

- I am a pessimist. I have no hopes to stop. But can we mitigate pollution and traffic? Assuming that for the most part, the biggest trucks with cargo, smaller trucks leaving, wouldn't it make sense to incentivize, to arrive by rail or port, can we use truck barge ferry system? To get trucks in/out? are we already looking at that?

Jenny Zhang, Chief of Staff:

- Yes, we are interested in the exploration of the port, people are interested in. ex: South Bronx, rail is already happening, transition to rail is happening. I don't know what that looks like for sunset park and red hook.

Karen Rolnick, CB 7 community board member

- Rail is active in Sunset Park, we could do it.

Jenny Zhang, Chief of Staff:

- I don't know if this is legislative options, this would need a city agency to take more leadership. And as Nick said earlier, I wish more agencies would take active role. Like Nick said, this is a hot potato, no one is taking leadership to invest in this kind of infrastructure and alternatives

Karen Rolnick, CB 7 community board member

- Can we incentive these corporations somehow to do this? through taxes to use mobilize other forms?

Nick Azadian, CB7 Special subcommittee board member

- My question to the Assembly Member, is if we can concoct something – how will you get people to join you on this? what's your strategy to get the rest of the assembly to get passage?

Assembly Member Mitaynes:

- First, we need to decide what it is we're going to pursue – what path to take to move forward? Potential support in other communities, discussion about environmental justice. To get back to what Cesar said, this is being pushed by capital, we have to pursue what we're going to pursue and how viable it is.
- Looks like we'll have a mayor that is pushing a recovery that wants this development, they are going to court business, we need to figure out what we're going to do and how to make it happen.
- we have some legislative options, where we mitigate some of the options. Or are we going to pursue to push to stop all these businesses and to have that conversation, what can we do at city level and state level and how it comes together?
- We need to understand what the roadblocks are to get a detour around it

Cesar Zuniga, Chairperson:

- Just to respond to Jenny's thoughts on the tools. I appreciate that the tools at state level are medium and long-term. We are at such a deficient because historic disregard that this district has had in the past.
- My initial reaction, let's put all on table, let's figure out a way to build consensus. Other communities dealing with this. We needed these tools two decades ago, for whatever reason, here we are today.
- What I want to explore as we think about current tools, and other tools we haven't thought of, is what I want to see us in this district, with this universe of people, to double-down how to

bring more people to the table to have this conversation. What I have been striving to do, to open up these spaces, the thing I worry about, vast majority about people historically participated structural reasons that kept people in margins, bc ppl have different priorities

- In addition to tools, what are we going to do to bring more people to this conversation (yes, it's messy, complicate). But for us to really figure out to bring more people to the table, people left out of these conversations.

Richard Bearak, Director of Land Use · Brooklyn Borough President's Office

- Trucks do pollute and we need legislation to convert industry to clean fuel that will be beneficial,
- we've had major complexes, this is just increasing with the pandemic
- we also need to look at the routes that they take, obviously in sunset park, to promote safety, not just in Red Hook, it's happening and need to work across Sunset Park and w/ state legislative partners in East New York, South Bronx, networking all those neighborhoods, it's the same way as environmental justice organizations, community boards need a universal message
- we need to look at the Zoning text – should we require special permits just like we did for self-storage facilities and hotels, but this will take time and studies

Dan Wiley, Brooklyn District Director, Congresswoman Nydia Velázquez

- we need to work on multiple tracks at the same time
- We need mitigations with what is happening
- On this point on Rail, we have a support letter, for a trailer to barge (marine highway) that is being decided right now to reduce trucking traffic

3. PRESENTATION UPROSE/EARTH JUSTICE

UPROSE, Sharon Zea Rincón, Climate Justice Organizer

- Share impacts and concerns, work together to hold private developers accountable
- Impacts – health, public infrastructure, largest industrial waterfront
- UPROSE is drafting a letter, site and operation requirements; letter be signed to send to developers
- It includes that we want community based planning and priorities
 - We want to have transparency on proposals – copies site plans, scoping documents
 - Environmental review (city planning as right)
 - Site requirements – we want truck electrification to slow down emissions, slow GHG emissions

EARTHJUSTICE, Alok Disa, Senior researcher

- In respect to air pollution, this is only one factor that these trucking facilities, make them problematic
- We will need an all of the above approach, air pollution angle intersects with climate law and public health crises to make compelling point (these are just bad)

- We need connected tissue to bring all impacted communities across the State together. Air pollution is a way to bring people together from across a region and area
- Air pollution is a major issue in NYS – Health impact in communities of color are especially impacted
- World Health Organization just lowered the quality of short-term pollutants, we are all breathing bad air quality
- NYS is out of standard with 2008 and 2015 – the ozone issue is not getting better in our region
- Truck electrification is the way to – 52% of NOX which forms ozone, 45% of PM 2.5 really hurt low-income communities.
- People are already adding this and you add hundreds of truck miles (diesel exhaust) hasn't been studied in the context of last mile facilities, we need to study what the actual impacts will be if in our communities?
- Want to highlight state level options are really important, these are long-term strategies, with different stakeholders. First issue is the indirect source rule – it's the only and best way to facilities to get them under the air permitting regime. Because they don't have smokestacks, you could get warehouses electrification you could get fees or incentives, there's southern California that could be a model for NYS.
- Last thing to mention is advanced clean truck rules that finalized in California. New York State could adopt these, and it would jumpstart zero emissions manufacturing would have to introduce this.
- There is a rulemaking process on this topic specifically open from Nov 9th through Nov 17th this will allow us to make a market, and then we need a mandate to make it a possibility.

4.PUBLIC COMMENT (3 MINUTES EACH)

Carolina Salguero

- I am the Founder & President of Portside New York; I am willing to help from Portside (in Red Hook) with talking more about the maritime options, and anyone who wants me to help to translate what I say to make sense of it; working with Bob Kunkel was suggesting we train everyone up on maritime, but realize we just need to get on the water. If anyone wants to make this a possibility just contact me and we can do a water-based tour

Maria Roca

- I am not sure if anyone else saw that at a public event, Eric Adams, assuming he will win as the Mayor; he was with Ydanis Rodriguez; so if names him as head of DOT, we should read his history, as this would have an impact on the community, not fact that this will happen, just political gossip
- Lest we forget DOT has responsibility for street safety, whether we think effective or not, for decades in cb7 we have talked of building bump out so trucks of a certain size, once they migrate from truck routes where they blocks traffic. Always reason why not/we settled for humps 41st

- We need to keep in mind that we also have this issue of Citibike all over from DOT (who didn't want it)

Jeremy, District Manager

- Just want to say that Citibike can be discussed in the transportation committee

Tom Murphy

- Sunset park is in the Gowanus Corridor, we have only street routes along 3rd avenue, 4th avenue and 5th avenue, and they can't be interfered with. We have 7 lanes on gowanus expressway, 10 lanes at ground level, 17 lanes on 3rd avenue.
- Our First priority, is that we must want to keep trucks west of 3rd avenue, can't stop them, demand is bringing trucks here, but keep them out of residential areas
- Texas did a study on traffic congestion, it found that the Gowanus is 10 busiest route in the morning, so can't interfere, just keep out of residential areas, that's a problem of enforcement

Matthew Grandin

- I live Red Hook, I am a transportation enthusiast, this is based on my daily experience observing illegal trucks in our area, they damage cars, trees, signs, cause traffic
- 53 foot trailers, they are independent truckers, never driven to Brooklyn, we need enforcement – because otherwise they cause damages, they are not allowed to be here to begin with.
- Why are they here? There is no enforcement DOT, NYPD is supposed to do this!
- These trucks are long and illegal / lack of enforcement have made our neighborhoods more profitable and they keep coming. We need increased enforcement on these illegal trucks (VTL 385)
- Specifically, are there any stats on enforcement could that help with some of the immediate health and safety problems in our neighborhoods?

Jeremy, District Manager

- Note: We don't represent red hook, cb6 represents red hook. I couldn't tell you about their precincts and traffic enforcement
- But I can say, we've been asking for increased enforcement for 72nd precinct for more than a decade

Maria Roca

- Is the chair of the transportation committee here? A lot of things presented the fact that this involves Citi bike, this involves street safety, we can't be absent of others, isolation, "we" the city, We're dividing up the issue just like the city does which is part of the problem
- Why is the 72nd precinct not on this call (someone should be assigned to come) by the captain, because they have enforcement responsibilities over these trucks

5. COMMITTEE DISCUSSION

Katie Walsh, Chair of Special Committee

- We hard next steps from the State level options
- We heard from UPROSE: Community letter further details, Earth Justice in support of state options (rule-making advanced clean trucks, indirect source rule)
- I'd like us now/would like to be specific on next steps before the end of the year (city level)
- Some initial reactions, we have been on the record as a community board on the kind of development we want to see in this district and things that we need
 - Like a transportations study
 - Implications along the 20th corridor
- However, this committee has not been on the record; and the first step is we must provide coherence on these issues-challenges.
- And have to bring attention to this issue from the city, state and federal. We can send to the community board and then go to the individual agencies.
- We've heard some ideas on solutions. Open to you all.

Cynthia Gonzalez, CB7 Special committee member

- One of the things that is resounding here and transportation is the issue of safety, one of the responsibilities DOT is safety. Now along with that, even though they are responsible no hand in enforcing it. how can we enforce traffic laws if no one is watching?
- This community letter must address the lack of enforcement from DOT; please add this to the letter

John Fontillas, CB7 Special committee member

- A follow-up to what Cynthia. Question for you Jeremy, why isn't local precinct doing anything?

Jeremy::

- It's not just the 72nd doing nothing about traffic and transportation enforcement. We just had a meeting where 8 out of 9 "Brooklyn south" were all were asking for truck and traffic enforcement from NYPD.

John Fontillas, C7 Special Subcommittee Committee Member

- But, why is it like this : is it bc 53' trailer is it because it requires an authorized police officer? At the Triborough bridge, I see it as the tunnel ticket ppl.

Jeremy, District Manager,

- Cb6 they could ask for that at the tunnel, For us it's surface level enforcement and needs to be NYPD.

John Fontillas, C7 Special Subcommittee Committee Member

- We have red light and speeding cameras.

Jeremy:

- That's the only data they can collect.

John Fontillas, C7 Special Subcommittee Committee Member

- Well, I've noted that the NYC sidewalks, largest class action suit was to build pedestrian ramps. How many street corners, every street corner being rebuilt, 8 ft out, bollards, so 18' wheelers can't turn, being done right now, 10 years to be put in, city had to comply
- Rebuilding all the intersections. Could we argue that it is a civil right for kids to get to school in the public way, to get trucks to stay in the lane.

Nick Azadian, C7 Special Subcommittee Committee Member

- Agree we can send letter to elected. Would also like to see if we can have some kind of consulting – feasibility of legislative options, or brainstorm additional ideas, mitigation – for a lot of these uses

Sam Sierra C7 Special Subcommittee Committee Member

- I agree we can definitely send a community letter; easy first start we can do. As we move forward in building this, we should consider keeping all last mile west of 3rd avenue, if we can't stop them, if we think forward, keep traffic west of 3rd avenue. Somewhat doable.

Dan Wiley

- Want to just mention that there is a bill that is waiting to be signed into law by the Governor, it will have an automated system for ticketing these trucks where they enter the BQE, this is to deal with the breaking of the BQE in Brooklyn Heights, so I want to point out that there is legislation in this automated way, to not allow oversize trucks, so once signed into law, Mitaynes extend south into other places (the streets) to fine these trucks. One problem I see with these overnight and late deliveries to last mile by van, are truck rules to the last mile, Jim Tampakis "sprinter" vans (implies sprinting!) so even once we take care of big trucks, still need to deal with sprinter vans

John Fontillas:

- There's also the existing Amazon Fresh site, think we need to take the map we saw at the start of the meeting and updating it to reflect existing facilities (with massive) with what's coming

Katie Walsh, Chair of Special Subcommittee

- To summarize, we heard a call to action to join the state – legislative
- A call to action from uprose/earth justice
- A call to action from Carolina – SBCALMS
- So, what can we do as Cb7? We can convene this committee, spell out identifying what's in the letter inclusive of the recommendations, and actions, Committee members. you can tell me, who else should be at this mtg – I heard enforcement w/DOT, borough president office, some elected representation, we very much cb7 to convene

- We also have a call to action to increase participation at this mtg, committee members can you help with this? I want to thank Marisa at pioneer works who made a flier, we need to do more to help with what outreach looks like re: these facilities
- Next up, I will circulate a letter for us to review and we can discuss on our next meeting in November

- **POST SCRIPT: NEXT MEETING IS TUESDAY NOV 30TH 6PM**