

CAPA Hearing NYC - Business Integrity Commission  
May 4, 2021

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THE CITY OF NEW YORK  
BUSINESS INTEGRITY COMMISSION

HEARING ON PROPOSED RULES GOVERNING MICROHAULERS

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Via Webex Telephone Conference

DATE: May 4, 2021  
TIME: 11:02 a.m.

Reported By:  
Sabrina Brown Stewart

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1 A P P E A R A N C E S:

2 BUSINESS INTEGRITY COMMISSION:

3 CAROLINE AHN, Executive Agency Counsel, BIC

4 SALVADOR ARRONA, Director of Policy, BIC

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7

8 S P E A K E R S:

9 MEREDITH DANBERG-FICARELLI, NYC MPTA

10 VANDRA THORBURN, Vokashi

11 CECI PINEDA, BK ROT

12 DIOR ST. HILLAIRE, GreenFeen Organix

13 GREG TODD, BKGreencart

14 JONAS SCHALLER, Common Ground Compost,  
15 Reclaimed Organics

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1 MS. AHN: Good morning, and welcome to  
2 today's public hearing. Today's date is  
3 Tuesday, May 4, 2021, and the time is  
4 11:02 a.m. My name is Caroline Ahn,  
5 Executive Agency Counsel at the New York City  
6 Business Integrity Commission. Thank you for  
7 attending today's hearing.

8 A court reporter is present today and  
9 will transcribe the hearing. To avoid  
10 background noise, we ask everyone to please  
11 mute yourself until we start calling on  
12 speakers. The Commission is conducting  
13 today's remote hearing in accordance with the  
14 City Administrative Procedure Act. The  
15 purpose of today's hearing is to receive  
16 comments from the public on the Commission's  
17 Proposed Rules Governing Microhaulers.

18 The Commission published the proposed  
19 rules in the City Record on March 30, 2021.  
20 The Commission also e-mailed copies of the  
21 rule to all New York City local elected  
22 officials, the City's 59 community boards,  
23 media and interested parties and posted the  
24 proposed rules on both the Commission's and  
25 the New York City Rules' website.

1 Under Section 16505 of the  
2 Administrative Code, any business engaged in  
3 the collection, removal or disposal of trade  
4 waste from a commercial establishment must  
5 first obtain a trade waste removal license  
6 from the Commission. Trade waste includes  
7 organic waste. These rule amendments create  
8 a subclass of the Commission's trade waste  
9 removal license and various requirements for  
10 organic waste microhaulers.

11 A microhauler is defined as any person  
12 that does not dispose of waste at a solid  
13 waste transfer station, and either collects  
14 less than 2,600 tons of source-separated  
15 organic waste from commercial establishments  
16 per year and collects such waste exclusively  
17 using bicycles, or collects less than  
18 500 tons of source-separated organic waste  
19 from commercial establishments per year and  
20 collects such waste using exclusively a  
21 zero-emissions vehicle that has a gross  
22 vehicle weight rating of not more than  
23 14,000 pounds or any other mode of transport  
24 specified in the rules of the Department of  
25 Sanitation.

1                   The purposed rules establish  
2                   requirements for maintaining a microhauler  
3                   license and liability limits for various  
4                   types of insurance required for microhauler  
5                   licensees and investigation fees that will  
6                   apply to microhauler license applicants. The  
7                   proposed rules also modify and add  
8                   record-keeping and reporting requirements for  
9                   both licensees and microhauler licensees.

10                  The proposed rules are being  
11                  promulgated under the Commission's authority  
12                  to establish and enforce standards for  
13                  service and regulate the conduct of  
14                  businesses license to registered and  
15                  authority to establish fees and promulgate  
16                  the rules the Commission deems necessary and  
17                  appropriate to effectively regulate the trade  
18                  waste industry.

19                  That concludes the summary of the  
20                  proposed rule changes at issue at this  
21                  hearing. You may present an oral statement  
22                  for the record or submit written comments  
23                  concerning the proposed rule changes.  
24                  Additionally, the Commission has been  
25                  accepting written comments on the proposed

1 rules since publication in the City Record  
2 and will continue to do so through the close  
3 of business today.

4 The Commission will make available, a  
5 copy of any written comments that are  
6 received in connection with today's hearing  
7 on its website. The Commission will  
8 carefully review and consider all comments  
9 and submissions and make changes, if the  
10 Commission deems them necessary. The  
11 proposed rules will go into effect 30 days  
12 after the notice of adoption is published in  
13 the City Record.

14 We will now begin calling those of you  
15 who wish to speak this morning in the order  
16 in which you're signed up to testify. While  
17 the notice requested that individuals wishing  
18 to testify sign up in advance of appearing,  
19 anyone wishing to testify at this time may do  
20 so by using the "raise hand" function or  
21 indicating in the "chat" area that you wish  
22 to testify. When you speak, please state  
23 your full name and affiliation and speak  
24 slowly and clearly, so that the court  
25 reporter could understand and accurately

1 transcribe your statement. We ask that you  
2 limit your statement to three minutes.

3 The Commission's Director of Policy  
4 Salvador Arrona will now begin calling on  
5 members of the public to testify.

6 MR. ARRONA: Good morning, all. I'm  
7 Salvador Arrona, Director of Policy at the  
8 Business Integrity Commission. Our first  
9 speaker is Meredith and then followed by  
10 Vandra. I will go ahead and unmute Meredith.

11 MS. DANBERG-FICARELLI: Thank you, Sal.  
12 Do you mind if I ask -- was that me being  
13 called on to testify on behalf of Common  
14 Ground Compost or on behalf of the  
15 Microhaulers and Processors Trade  
16 Association?

17 MR. ARRONA: Which one do you prefer to  
18 go first? I think I have you down as Common  
19 Ground Compost.

20 MS. DANBERG-FICARELLI: I'm sorry for  
21 the confusion. So Jonas from my team --

22 MR. ARRONA: Yeah, it's all good.

23 MS. DANBERG-FICARELLI: I'll read on  
24 behalf of the Microhaulers and Processors  
25 Trade Association, and then Jonas from my

1 team is here to speak on behalf of Common  
2 Ground Compost.

3 MR. ARRONA: All right. Sounds good.

4 MS. DANBERG-FICARELLI: Thank you.

5 Good afternoon. My name is Meredith  
6 Danberg-Ficarelli, and I am testifying on  
7 behalf of the New York City Microhaulers and  
8 Processors Trade Association regarding BIC's  
9 Proposed Rules Governing Microhaulers.

10 We are a trade association of New York  
11 City social enterprises recovering and  
12 processing food scraps and organic material  
13 locally to reduce waste destined for  
14 landfills. We support members' operations  
15 and their growth in order to protect and  
16 expand organic waste microhauling and  
17 processing sector in New York City. Our goal  
18 is to create a more just and environmentally  
19 responsible way of handling waste that  
20 supports New York City communities and waste  
21 workers.

22 The inclusion of microhaulers in NYC's  
23 Commercial Waste Zones legislation has been  
24 monumental. We recognize that integrating  
25 our emerging sector's workers and methods

1 into existing commercial waste regulations is  
2 not a simple task. We would like to thank  
3 BIC for the work that it's done. They have  
4 gone through this effort so far to make  
5 licensing more accessible to microhaulers and  
6 appreciate the lowering of licensing fees.  
7 However, the proposed rules continue to pose  
8 social and economic obstacles to our small  
9 businesses. We encourage BIC to work with us  
10 in finding fitting solutions towards fairer  
11 disclosure terms, rethinking background  
12 checks, addressing costly insurance burdens  
13 and creating a new business pilot program.

14 Microhaulers are small businesses,  
15 M/WBEs, worker-owned cooperatives,  
16 nonprofits, and unincorporated grassroots  
17 efforts working directly in the communities  
18 we reside in. Not all microhaulers haul  
19 commercial waste, but many do, and others  
20 hope to. All MPTA members abide by a shared  
21 set of standards centered in equity,  
22 transparency, and responsibility that touch  
23 every element of operation, including  
24 organizational structure, collection,  
25 processing, labor, safety, environment and

1 community relations. These shared standards,  
2 codified in the MPTA's organizing documents,  
3 ensure our work as microhaulers and  
4 processors represent a fair, just, and  
5 responsible way of handling waste and  
6 supporting waste workers. BIC's goal of  
7 ensuring good business character, honesty,  
8 integrity, fairness, and safety, while  
9 progressing New York City's Vision Zero align  
10 with the MPTA's high standards.

11 BIC's stated purpose is to eliminate  
12 organized crime, corruption and criminality  
13 from New York City's commercial waste hauling  
14 industry. While we understand that this has  
15 been a necessary mission due to the history  
16 of New York City's private carting industry,  
17 the MPTA sees this as irrelevant to  
18 microhauling practices and is deeply  
19 concerned about the scope of the disclosures  
20 and criminal background checks that would  
21 apply to our members. Many MPTA member  
22 organizations prioritize hiring people with  
23 barriers in the traditional workforce,  
24 including people who have been formerly  
25 incarcerated often due to poverty and

1 systemic racism.

2 We are committed to actively rethinking  
3 BIC's role and request a meeting between BIC,  
4 MPTA and justice-minded legal support with  
5 the purpose of finding fitting alternatives  
6 to satisfy BIC's concerns and reasonably  
7 narrow the scope of the required principal  
8 and employee disclosure forms and background  
9 checks.

10 The original directive that BIC had to  
11 root out organized crime from waste hauling  
12 is important but no longer paramount, at a  
13 time when the waste industry must shift focus  
14 towards justice and climate. Commercial  
15 haulers might still need to be checked for  
16 ties to organized crime, but microhaulers and  
17 zero waste businesses at the present scale do  
18 not.

19 Lastly, a huge barrier to emerging  
20 microhaulers continues to be insurance. It  
21 is costly and does not correctly categorize  
22 what we do. Existing microhaulers built  
23 their businesses independently pre-licensing  
24 and regulation, which allowed us to expand  
25 our coverage as we expanded services. In

1 order to make entryway into microhauling more  
2 accessible, we recommend that BIC continue to  
3 offer a one year pilot to support starting  
4 microhaulers as an entryway toward licensing  
5 and regulation. This transitional space  
6 would allow microhaulers to meet some of the  
7 regulation terms while being exempted from  
8 others that might not yet apply or be too  
9 burdensome. BIC and MPTA would create the  
10 pilot program terms in partnership.

11 We want to reiterate our gratitude to  
12 BIC in offering this amendment and for BIC's  
13 willingness to work with microhaulers in  
14 creating a more just environmental and social  
15 conditions in commercial organic waste  
16 management. Thanks to the Commercial Waste  
17 Zone system passed in Local Law 199 of 2019,  
18 microhaulers have been defined and included  
19 in the City's waste infrastructure. We hope  
20 to continue working with BIC to reimagine how  
21 microhauling waste in New York City can be  
22 licensed and regulated to support our shared  
23 goals of transparency, reducing truck miles,  
24 improving working conditions, reducing  
25 community burdens, and advancing

1 environmentally sound practices. We look  
2 forward to continue collaborating and working  
3 together toward a more just, equitable and  
4 transparent commercial waste system.

5 Thank you for your time.

6 MR. ARRONA: Thank you, Meredith.

7 Our next speaker is going to be Vandra,  
8 followed Ceci. So I will unmute Vandra.

9 MS. AHN: Vandra, you're not unmuted.

10 MS. THORBURN: Okay. There we go.  
11 Thank you for the call-out. Okey dokey.  
12 Going back to my reading. Here we go.

13 So I'm the founder of Vokashi, the  
14 compost collection service established in  
15 New York City in 2009. We began as a service  
16 for households, and then grew to satisfy the  
17 demands of small businesses and office spaces  
18 that needed kitchenette collections. So I am  
19 pleased to comment on the proposed changes  
20 today and to say that at this time, we are an  
21 MWBE, sole operated business collecting  
22 2.5 tons of food scraps a month, primarily  
23 from households, and we process at a  
24 registered compost site.

25 So I appreciate all the work that's

1           gone into defining microhaulers and helping  
2           to establish reasonable legal framework for  
3           this valuable community-based, grassroots  
4           industry to grow. However, as you know, this  
5           is a fledgling grassroots industry that is  
6           just some three to five years in service, and  
7           we're all just beginning to understand and  
8           describe the scope of our operations and to  
9           foresee our potential as community-based  
10          solution to workforce development,  
11          environmental justice, the green and circular  
12          economies and sustainable education.

13                 It is in light of this relatively young  
14          service that I wonder why all of these rules  
15          are being promulgated, rules that were  
16          written to manage large scale hauling  
17          companies and corporate enterprises with a  
18          history of nefarious activities. So I'm  
19          concerned that these rules are designed to  
20          limit the growth of this community-based,  
21          grassroots sector.

22                 Now, it is understandable that BIC  
23          should decide and control the rules of the  
24          road for this micro industry; but that's what  
25          we are. We are still a micro industry, and

1 we're being shoed into rules that are  
2 designed for a macro hauling industry. So,  
3 for example, the Commercial General Liability  
4 Insurance, which you're allowing for lower  
5 liability fees, but it's still an enormous  
6 burden on a macro -- or a micro, rather,  
7 business. For example, I had to pay  
8 thousands of dollars to get an insurance when  
9 I was collecting 20 five gallon buckets from  
10 a loading dock once a month.

11 Similarly, a business automobile  
12 liability insurance and the Employers'  
13 Liability Insurance, the amounts may be  
14 lower, but the rates are really designed for  
15 major companies and corporations, so they are  
16 still way in excess of any damages that some  
17 small businesses might incur and debilitating  
18 in the amount of expenses that a small  
19 business has to um -- upfront.

20 The requirement that such policies must  
21 be obtained from a company, or companies,  
22 duly authorized to do business in  
23 New York City with any number of superior  
24 rating agencies, or approval for a lower  
25 rating agency, is yet another limit on this

1 micro industry. So another example of  
2 microhaulers having to fit the breeches of  
3 the corporations. It is, however, with  
4 regard to the registration and investigation  
5 of licensees that these rules seem to be set  
6 up to be potentially insurmountable problems.  
7 With the fees able to stay lowered, the rules  
8 regarding background checks, I believe, are  
9 explicitly designed to be discriminatory  
10 against particular community of employers and  
11 employees in this young and emerging  
12 industry.

13 As community-based solutions are being  
14 forged to counter the systemic issues of  
15 underemployment, social and environmental  
16 injustice, this industry means to attract and  
17 develop a workforce from excluded and  
18 marginalized people. The notion of these  
19 investigations into the people in the  
20 microhauling industry seems excessive and  
21 exclusionary.

22 So I really appreciate the need for BIC  
23 to set rules and regulations for us. I do  
24 hope that you will consider and add the  
25 amendments shared with you today from the

1 Microhaulers and Processors Trade Association  
2 to really improve these rules to fit the size  
3 of our industry. Thank you.

4 MR. ARRONA: Thank you so much, Vandra.

5 Our next speaker is Ceci, followed by  
6 Dior. Ceci, I'm going to go ahead and  
7 request that you --

8 MR. PINEDA: Can you all hear me?

9 MR. ARRONA: We can hear you, Ceci.

10 MR. PINEDA: Thank you. Good morning.  
11 my name is a Ceci Pineda, and I am testifying  
12 on behalf of BK Rot. We are New York City's  
13 first organic waste hauling and composting  
14 service powered by bikes. And our work is  
15 fossil fuel free and it employs local youth  
16 and young people who face barriers to  
17 entering the workforce.

18 We are also a founding member of the  
19 New York City Microhaulers and Processors  
20 Trade Association. So as Meredith noted  
21 earlier, together we aim to shape a more just  
22 and environmentally responsible way of  
23 handling waste that supports New York City  
24 communities, waste workers, and our  
25 environment. So at our core, our work seems

1 to recognize and address both the ecological  
2 and social crises we find ourselves in. We  
3 are grateful for the Business Integrity  
4 Commission's continuous integration of  
5 microhaulers, both through the Commercial  
6 Waste Zone, as well as earlier through their  
7 pilot program. We share the Commission's  
8 goals in creating a commercial waste  
9 management system that is transparent,  
10 efficient, and is just for all workers and  
11 the environment.

12 We also appreciate the opportunity to  
13 come today on the proposed changes to  
14 Title 17 of the Rules of the City of New York  
15 private microhauler. We commend BIC's work  
16 to facility making commercial waste licensing  
17 more accessible to microhaulers. And yet, as  
18 have been shared by speakers before me, we  
19 also encourage BIC to continue to work with  
20 us in finding solutions towards fairer  
21 disclosure terms, rethinking some of the  
22 rules that are set for commercial hauling,  
23 recognizing the history of malpractice there  
24 and addressing costly insurance burdens, as  
25 well as other licensing fees for startup

1 microhaulers and creating a new business  
2 pilot program.

3 And so to speak first about the --  
4 around BIC's addressing malpractice, we  
5 recognize that that is such an important role  
6 that BIC plays. However, we're concerned  
7 about how some of those regulations apply to  
8 microhaulers, specifically, the requirements  
9 for criminal background checks for employers  
10 and leaderships and employees. BK Rot  
11 prioritizes hiring people with barriers on  
12 the entry to work and recognizing that  
13 community of color, black communities,  
14 particularly, are ones that have been most  
15 targeted by our criminal justice system. And  
16 so we are concerned about the way in which  
17 this ruling is passed on and can impact, as  
18 well, microhaulers and specifically thinking  
19 of those who have been formerly incarcerated,  
20 and we seek to offer job transition jobs.

21 Also revisiting BK Rot in its founding  
22 days, we wouldn't have been able to operate  
23 if the rulings were as they read now, given a  
24 lot of the fees that are associated with  
25 them. It would not have made our operation

1           feasible. And we would love to work with  
2           BIC, along with the Microhaulers and  
3           Processors Trade Association, in thinking  
4           through a new pilot program that can  
5           potentially create a transition that makes  
6           securing microhauling licensing more  
7           accessible, especially, for microhauling  
8           organizations that are just starting up or  
9           less than one-year old.

10                   We would also be interested in working  
11           with BIC as well as other allies in the City  
12           in supporting and thinking through how to  
13           make insurance requirements more accessible  
14           to microhaulers. This has always been  
15           something that has been very challenging for  
16           us as an organization, as well as many other  
17           microhaulers, in finding accessible insurance  
18           rates that also meet the required standards.

19                   I thank you for your time today. And  
20           more than anything, we look forward to  
21           continuing to be in conversation and  
22           collaborating as we do see ourselves sharing  
23           the same goals in working to create a more  
24           just model and efficient and transparent  
25           system in managing commercial waste.

1 MR. ARRONA: Thank you so much, Ceci.  
2 Our next speaker is Dior, followed by  
3 Greg.

4 ST. HILLAIRE: Thank you so much. You  
5 all can hear me, yeah?

6 MR. ARRONA: We can hear you, Dior.

7 ST. HILLAIRE: Okay. Great.

8 Good morning, and thank you for the  
9 opportunity to testify today. My name is  
10 Dior St. Hillaire, and I am the founder of  
11 GreenFeen OrganiX, a Bronx-based worker-owned  
12 cooperative designed to collect and process  
13 organic waste locally. We exist to ignite  
14 community-based solutions that secure waste  
15 equity for Bronx residents. Through  
16 GreenFeen OrganiX, we adopt the principles of  
17 environmental justice, waste equity and a  
18 circular economy.

19 Our model is particularly designed to  
20 encourage local systems because we see the  
21 value in limiting the export of waste out of  
22 our city, not only for our environmental and  
23 economic benefit but for the recipients of  
24 our waste, which are also other Environmental  
25 Justice communities globally.

1 I want to address my thanks for this  
2 consideration as a microhauler to be written  
3 into the City's rules and regulations. While  
4 this is a great step in the right direction,  
5 there are elements that I want to highlight  
6 as significant barriers to responsible and  
7 equitable waste management practices. As  
8 many of you are aware, the mayor has  
9 announced the reinstatement of curbside  
10 composting collection. While this is a  
11 residential waste stream, as microhaulers we  
12 have a unique opportunity to also use the  
13 businesses we serve as another point of  
14 educating the local community about how to  
15 divert organic waste with the least amount of  
16 contamination and best practices.

17 As microhaulers, we live in the same  
18 communities we serve. Therefore, it is  
19 crucial that our transparency and standard of  
20 conduct be considered as sufficient enough to  
21 forego the investigation and disclosure  
22 requirements. At GreenFeen OrganiX, we are a  
23 worker-owned cooperative because we desire a  
24 more horizontal style of leadership, and also  
25 because we want to give opportunities to the

1           formerly incarcerated, who are our neighbors,  
2           a way to support their re-entry -- as you can  
3           see this matters, these young people, right?  
4           But they are our neighborhoods and it's a way  
5           to support their re-entry back into the  
6           community.

7                        The background check and disclosure  
8           requirements that are currently outlined will  
9           discourage this population from participating  
10          and limit our ability to train active members  
11          of society to assist in the management of  
12          organic material locally. It is for this  
13          reason that we believe these requirements  
14          should not apply to us as microhaulers who  
15          are a part of the Microhaulers and Processors  
16          Trade Association.

17                      The City should work to support  
18          worker-owned cooperatives and invest in the  
19          development of workers who are committed to  
20          the growth in the neighborhoods they live,  
21          work, shop and raise families in. This  
22          investment looks like waiving the same  
23          investigation fees we are suggesting to be  
24          exempt from. As a New York City resident,  
25          microhauler and member of the New York City

1 MPTA, I find it immensely important that the  
2 City prioritize support of community  
3 development.

4 Our work as microhaulers go far beyond  
5 simply collecting commercial organic trade  
6 waste. We are the community development  
7 program that we speak of. We are the  
8 residents that are part of this local  
9 economic system. We encapsulate the future  
10 of local waste practices that center workers,  
11 equity, and the environment in all that we  
12 do. I urge you to consider all of this when  
13 assessing the requirements for us to hold a  
14 license with BIC.

15 I thank you for the opportunity to  
16 testify and I will leave you with a rhyme for  
17 the time.

18 I am here today, to represent  
19 community, and the importance of amplifying  
20 voices for you and me, you are designed,  
21 keeping in mind, to limit organized crime,  
22 and investigating MPTA members, turns a blind  
23 eye, to the systemic design, keeping poor  
24 communities out of work, out of touch, out of  
25 mainstream society, so we ask that you

1 consider, testimony we delivered, to amend  
2 the conditions, that erase us from being  
3 considered. Thank you.

4 MR. ARRONA: Thank you so much, Dior.  
5 Our next speaker is Greg, followed by  
6 René.

7 Greg, can you -- you're on mute. Greg,  
8 you're still on mute.

9 MR. TODD: Can you hear me now?

10 MR. ARRONA: We can hear you now. You  
11 can go ahead and begin, Greg.

12 MR. TODD: All right. Thank you.

13 My name is Gregory Todd. I have been  
14 doing business as a microhauler using the  
15 name Bkgreencart for about two years prior to  
16 March 2020, when I ceased working due to the  
17 COVID crisis. I am a small unincorporated  
18 owner and operator of a bike-based food scrap  
19 collector. I thank you for the opportunity  
20 to provide input into these regulations.

21 While I find the proposed regulations  
22 reasonable for an established marketplace,  
23 it's unclear to me how feasible they are now,  
24 given the many unknowns related to the  
25 microhauling industry. Chief among these is

1 the implementation of the Commercial Waste  
2 Zone regulations; I'm going to refer to it as  
3 CWZ. Specifically, it's unclear to me to  
4 what extent existing carters already  
5 operating fleets of large non-microhauling  
6 vehicles will attempt to enter the  
7 microhauling marketplace.

8 As a student of business history with  
9 an MBA from the University of Michigan, I'm  
10 acutely aware of how large players often  
11 conspire to exclude newcomers from the  
12 marketplace. If the CWZ does not restrain  
13 existing haulers from using their market  
14 advantages to eliminate small startups, such  
15 as BKgreencart, it's entirely possible many  
16 startups will be unable to gain sufficient  
17 market shares and handle the financial  
18 burdens imposed by these regulations.

19 Accordingly, I find it imperative that BIC  
20 work with Sanitation to carve out a segment  
21 of the organic waste stream to be serviced  
22 solely by independently owned and operated  
23 microhaulers.

24 It is only in this protected  
25 environment I feel comfortable I can generate

1 enough business to support these proposed  
2 regulations. It is my belief that  
3 establishments generating only a small amount  
4 of organics are the natural clientele of  
5 microhaulers. It makes no environmental or  
6 business sense for large carters operating  
7 large packing trucks to service small  
8 generators. For the purposes of the CWZ, I  
9 would define as small, any generator with a  
10 weekly volume of less than 500 pounds of  
11 organics from a single location.

12 I would recommend that CWZ create  
13 regulations requiring that small generators  
14 of organics be serviced solely by  
15 independently owned and operated  
16 microhaulers. Further, because many of the  
17 potential workers and owners of microhauling  
18 businesses may be victims of historic racism,  
19 I feel that BIC needs to make appropriate  
20 adjustments to its background checks, so as  
21 not to exclude these historically oppressed  
22 individuals.

23 If such an amendment is made to the CWZ  
24 regulations, I feel comfortable supporting  
25 the proposed BIC regulations. Thank you for

1           your time and attention.

2                   MR. ARRONA: Thank you so much, Greg.

3                   Our next speaker is Jonas.

4                   MR. SCHALLER: Good morning, everybody.

5           My name is Jonas Schaller, and I am  
6           testifying on behalf of Common Ground  
7           Compost, and Reclaimed Organics.

8                   Reclaimed Organics is a bike-powered  
9           organics collection service that is a  
10          division of Common Ground Compost, a founding  
11          member of the MPTA, and a social enterprise  
12          committed to education and advocacy that  
13          centers sustainability, waste materials  
14          literacy, equity, and community empowerment  
15          in an effort to help our neighbors and our  
16          city meet climate justice goals.

17                  In addition to our team's own diversion  
18          efforts, totaling over 600,000 pounds of  
19          organic diverted from landfills, we've also  
20          consulted with over 40 local NYC businesses  
21          and organizations in their own efforts to  
22          divert food scraps from landfills and reduce  
23          toxic emissions. Our educational programming  
24          centers how structural violence and systemic  
25          inequity result in harms and hazards that

1 disproportionately impact chronically  
2 disenfranchised communities with respect to  
3 waste. From respiratory health concerns of  
4 impacted residents to the destruction of  
5 ecosystems to the erosion of soil, the  
6 negative impacts of waste equity are  
7 abundant. Supporting microhaulers and  
8 developing equitable, hyperlocal  
9 infrastructure networks to address our waste  
10 management needs is one important way to  
11 continue to mitigate those negative impacts.

12 That is why I am here to urge you to  
13 adjust the proposed BIC rules pertaining to  
14 microhaulers. To increase accessibility,  
15 improve work conditions, and ensure that  
16 recruitment and hiring processes are  
17 equitable, Class 1 Registrant Fees should be  
18 waived for not-for-profit corporations and  
19 Worker-Owned Cooperatives under Number 6,  
20 subdivision (a) of Section 3-01 of Title 17,  
21 auto-insured microhaulers should be granted a  
22 one-year grace period before they are  
23 required to have Business Automobile  
24 Liability Insurance, and requirements for  
25 criminal background checks for employees

1           should be eliminated. Requiring microhaulers  
2           to disclose their past involvement with the  
3           criminal justice system, unjustly  
4           discriminates against formerly incarcerated  
5           people. In an era of necessary reform, these  
6           limits perpetuate inequitable practices in  
7           hiring.

8                     Thank you for the opportunity to raise  
9                     these concerns.

10                    MR. ARRONA: Thank you, Jonas.

11                    If you have not previously signed up to  
12                    testify, but would like to testify today,  
13                    please let us know in the "chat" box or by  
14                    using the "raise hand" function by hovering  
15                    over your name in the list of participants.

16                    (No response.)

17                    MR. ARRONA: We will give it another  
18                    30 seconds to see if anyone else would like  
19                    to testify.

20                    (No response.)

21                    MS. AHN: Okay. Seeing no one else has  
22                    indicated a request to testify, we will now  
23                    close the record for this hearing. As a  
24                    reminder, we will continue to accept written  
25                    comments through the close of business today.

1                   This hearing is now closed. The time  
2                   is 11:35 a.m. Thank you very much, everyone.

3                   MR. ARRONA: Bye, everyone. Have a  
4                   great day.

5                   (TIME NOTED: 11:35 a.m.)

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C E R T I F I C A T E

STATE OF NEW YORK)

:SS

COUNTY OF QUEENS)

I, Sabrina Brown Stewart, a shorthand reporter within and for the State of New York, do hereby certify that the within is a true and accurate transcript of the statement taken on May 4, 2021.

I further certify that I am not related to any of the parties to this action by blood or by marriage, and that I am in no way interested in the outcome of this matter.

IN WITNESS WHEREOF, I have hereunto set my hand this 18th day of May 2021.

*Sabrina Brown Stewart*  
Sabrina Brown Stewart

<b>18th</b> 32:17	22:1 29:9	<b>allowed</b> 11:24	<b>applicants</b> 5:6	<b>attending</b> 3:7
<b>abide</b> 9:20	<b>addressing</b> 9:12 18:24 19:4	<b>allowing</b> 15:4	<b>apply</b> 5:6 10:21 12:8 19:7 23:14 (5)	<b>attention</b> 28:1
<b>ability</b> 23:10	<b>adjust</b> 29:13	<b>along</b> 20:2	<b>appreciate</b> 9:6 13:25 16:22 18:12 (4)	<b>attract</b> 16:16
<b>able</b> 16:7 19:22	<b>adjustments</b> 27:20	<b>already</b> 26:4	<b>appropriate</b> 5:17 27:19	<b>authority</b> 5:11,15
<b>about</b> 10:19 19:3,7,16 22:14 25:15 (6)	<b>administrative</b> 3:14 4:2	<b>also</b> 3:20 5:7 17:18 18:12,19 19:21 20:10,18 21:24 22:12,24 28:19 (12)	<b>approval</b> 15:24	<b>authorized</b> 15:22
<b>abundant</b> 29:7	<b>adopt</b> 21:16	<b>alternatives</b> 11:5	<b>are</b> 5:10 6:5 8:10 9:14 11:2 13:20 14:15,19,25,25 15:1,14,15 16:8,13 17:12,18 18:3,22 19:14,16,24 20:8 21:24 22:5,8,22 23:1,4,8,15,19,23 24:6,7,8,20 25:23 27:4 29:6,16,22 (42)	<b>autoinsured</b> 29:21
<b>accept</b> 30:24	<b>adoption</b> 6:12	<b>always</b> 20:14	<b>area</b> 6:21	<b>automobile</b> 15:11 29:23
<b>accepting</b> 5:25	<b>advance</b> 6:18	<b>am</b> 1:9 3:4 8:6 13:18 17:11 21:10 24:18 25:17 28:5 29:12 31:2,5 32:12,14 (14)	<b>around</b> 19:4	<b>available</b> 6:4
<b>accessibility</b> 29:14	<b>advancing</b> 12:25	<b>amend</b> 25:1	<b>arrona</b> 2:4 7:4,6,7,17,22 8:3 13:6 17:4,9 21:1,6 25:4,10 28:2 30:10,17 31:3 (18)	<b>avoid</b> 3:9
<b>accessible</b> 9:5 12:2 18:17 20:7,13,17 (6)	<b>advantages</b> 26:14	<b>amendment</b> 12:12 27:23	<b>ask</b> 3:10 7:1,12 24:25 (4)	<b>aware</b> 22:8 26:10
<b>accordance</b> 3:13	<b>advocacy</b> 28:12	<b>amendments</b> 4:7 16:25	<b>assessing</b> 24:13	<b>back</b> 13:12 23:5
<b>accordingly</b> 26:19	<b>affiliation</b> 6:23	<b>amount</b> 15:18 22:15 27:3	<b>assist</b> 23:11	<b>background</b> 3:10 9:11 10:20 11:8 16:8 19:9 23:7 27:20 29:25 (9)
<b>accurate</b> 32:10	<b>after</b> 6:12	<b>among</b> 25:25	<b>associated</b> 19:24	<b>barrier</b> 11:19
<b>accurately</b> 6:25	<b>afternoon</b> 8:5	<b>amounts</b> 15:13	<b>association</b> 7:16,25 8:8,10 17:1,20 20:3 23:16 (8)	<b>barriers</b> 10:23 17:16 19:11 22:6 (4)
<b>act</b> 3:14	<b>against</b> 16:10 30:4	<b>amplifying</b> 24:19	<b>attempt</b> 26:6	<b>because</b> 21:20 22:23,25 27:16 (4)
<b>action</b> 32:13	<b>agencies</b> 15:24	<b>announced</b> 22:9		<b>before</b> 18:18 29:22
<b>active</b> 23:10	<b>agency</b> 2:3 3:5 15:25	<b>another</b> 15:25 16:1 22:13 30:17 (4)		<b>began</b> 13:15
<b>actively</b> 11:2	<b>ahead</b> 7:10 17:6 25:11	<b>anything</b> 20:20		<b>begin</b> 6:14 7:4 25:11
<b>activities</b> 14:18	<b>ahn</b> 2:3 3:1,4 13:9 30:21 (5)	<b>appearing</b> 6:18		<b>beginning</b> 14:7
<b>acutely</b> 26:10	<b>aim</b> 17:21			<b>behalf</b> 7:13,14,24 8:1,7 17:12 28:6 (7)
<b>add</b> 5:7 16:24	<b>align</b> 10:9			<b>being</b> 5:10 7:12
<b>addition</b> 28:17	<b>allies</b> 20:11			
<b>additionally</b> 5:24	<b>allow</b> 12:6			
<b>address</b> 18:1				

<p>12:7 14:15 15:1                  16:13 25:2 (7)</p> <p><b>belief</b> 27:2</p> <p><b>believe</b> 16:8                  23:13</p> <p><b>benefit</b> 21:23</p> <p><b>best</b> 22:16</p> <p><b>between</b> 11:3</p> <p><b>beyond</b> 24:4</p> <p><b>bic</b> 2:3,4 9:3,9                  11:3,10                  12:2,9,12,20 14:22                  16:22 18:19 19:6                  20:2,11 24:14                  26:19 27:19,25                  29:13 (21)</p> <p><b>bic's</b> 8:8 10:6,11                  11:3,6 12:12                  18:15 19:4 (8)</p> <p><b>bicycles</b> 4:17</p> <p><b>bikebased</b> 25:18</p> <p><b>bikepowered</b>                  28:8</p> <p><b>bikes</b> 17:14</p> <p><b>bk</b> 2:11 17:12                  19:10,21 (4)</p> <p><b>bkgreencart</b> 2:13                  25:15 26:15</p> <p><b>black</b> 19:13</p> <p><b>blind</b> 24:22</p> <p><b>blood</b> 32:13</p> <p><b>boards</b> 3:22</p> <p><b>both</b> 3:24 5:9                  18:1,5 (4)</p>	<p><b>box</b> 30:13</p> <p><b>breeches</b> 16:2</p> <p><b>bronx</b> 21:15</p> <p><b>bronxbased</b>                  21:11</p> <p><b>brown</b> 1:17 32:7</p> <p><b>buckets</b> 15:9</p> <p><b>built</b> 11:22</p> <p><b>burden</b> 15:6</p> <p><b>burdens</b> 9:12                  12:25 18:24 26:18                  (4)</p> <p><b>burdensome</b> 12:9</p> <p><b>business</b> 1:3 2:2                  3:6 4:2 6:3 7:8                  9:13 10:7 13:21                  15:7,11,19,22 18:3                  19:1 25:14 26:8                  27:1,6 29:23                  30:25 (21)</p> <p><b>businesses</b> 5:14                  9:9,14 11:17,23                  13:17 15:17 22:13                  27:18 28:20 (10)</p> <p><b>bye</b> 31:3</p> <p><b>c</b> 2:1 32:1,1</p> <p><b>called</b> 7:13</p> <p><b>calling</b> 3:11 6:14                  7:4</p> <p><b>callout</b> 13:11</p> <p><b>can</b> 12:21 17:8,9                  19:17 20:4 21:5,6                  23:2 25:7,9,10,11                  26:25 (13)</p> <p><b>carefully</b> 6:8</p>	<p><b>caroline</b> 2:3 3:4</p> <p><b>carters</b> 26:4 27:6</p> <p><b>carting</b> 10:16</p> <p><b>carve</b> 26:20</p> <p><b>categorize</b> 11:21</p> <p><b>ceased</b> 25:16</p> <p><b>ceci</b> 2:11 13:8                  17:5,6,9,11 21:1                  (7)</p> <p><b>center</b> 24:10</p> <p><b>centered</b> 9:21</p> <p><b>centers</b> 28:13,24</p> <p><b>certify</b> 32:9,12</p> <p><b>challenging</b>                  20:15</p> <p><b>changes</b> 5:20,23                  6:9 13:19 18:13                  (5)</p> <p><b>character</b> 10:7</p> <p><b>chat</b> 6:21 30:13</p> <p><b>check</b> 23:7</p> <p><b>checked</b> 11:15</p> <p><b>checks</b> 9:12                  10:20 11:9 16:8                  19:9 27:20 29:25                  (7)</p> <p><b>chief</b> 25:25</p> <p><b>chronically</b> 29:1</p> <p><b>circular</b> 14:11                  21:18</p> <p><b>city</b> 1:2                  3:5,14,19,21,25</p>	<p>6:1,13                  8:7,11,17,20 12:21                  13:15 15:23                  17:19,23 18:14                  20:11 21:22                  23:17,24,25 24:2                  28:16 (25)</p> <p><b>city's</b> 3:22                  10:9,13,16 12:19                  17:12 22:3 (7)</p> <p><b>class</b> 29:17</p> <p><b>clearly</b> 6:24</p> <p><b>clientele</b> 27:4</p> <p><b>climate</b> 11:14                  28:16</p> <p><b>close</b> 6:2                  30:23,25</p> <p><b>closed</b> 31:1</p> <p><b>code</b> 4:2</p> <p><b>codified</b> 10:2</p> <p><b>collaborating</b>                  13:2 20:22</p> <p><b>collect</b> 21:12</p> <p><b>collecting</b> 13:21                  15:9 24:5</p> <p><b>collection</b> 4:3                  9:24 13:14 22:10                  28:9 (5)</p> <p><b>collections</b> 13:18</p> <p><b>collector</b> 25:19</p> <p><b>collects</b>                  4:13,16,17,20 (4)</p> <p><b>color</b> 19:13</p> <p><b>come</b> 18:13</p>	<p><b>comfortable</b>                  26:25 27:24</p> <p><b>commend</b> 18:15</p> <p><b>comment</b> 13:19</p> <p><b>comments</b> 3:16                  5:22,25 6:5,8                  30:25 (6)</p> <p><b>commercial</b>                  4:4,15,19 8:23                  9:1,19 10:13                  11:14 12:15,16                  13:4 15:3                  18:5,8,16,22 20:25                  24:5 26:1 (19)</p> <p><b>commission</b> 1:3                  2:2 3:6,12,18,20                  4:6 5:16,24                  6:4,7,10 7:8 (13)</p> <p><b>commission's</b>                  3:16,24 4:8 5:11                  7:3 18:4,7 (7)</p> <p><b>committed</b> 11:2                  23:19 28:12</p> <p><b>common</b> 2:14                  7:13,18 8:1                  28:6,10 (6)</p> <p><b>communities</b>                  8:20 9:17 17:24                  19:13 21:25 22:18                  24:24 29:2 (8)</p> <p><b>community</b> 3:22                  10:1 12:25 16:10                  19:13 22:14 23:6                  24:2,6,19 28:14                  (11)</p> <p><b>communitybased</b>                  14:3,9,20 16:13                  21:14 (5)</p> <p><b>companies</b> 14:17                  15:15,21</p>
--	---	--	---	---

<b>company</b> 15:21	22:16	<b>covid</b> 25:17	<b>define</b> 27:9	<b>discourage</b> 23:9
<b>compost</b> 2:14 7:14,19 8:2 13:14,24 28:7,10 (8)	<b>continue</b> 6:2 9:7 12:2,20 13:2 18:19 29:11 30:24 (8)	<b>create</b> 4:7 8:18 12:9 20:5,23 27:12 (6)	<b>defined</b> 4:11 12:18	<b>discriminates</b> 30:4
<b>composting</b> 17:13 22:10	<b>continues</b> 11:20	<b>creating</b> 9:13 12:14 18:8 19:1 (4)	<b>defining</b> 14:1	<b>discriminatory</b> 16:9
<b>computeraided</b> 1:25	<b>continuing</b> 20:21	<b>crime</b> 10:12 11:11,16 24:21 (4)	<b>delivered</b> 25:1	<b>disenfranchised</b> 29:2
<b>concerned</b> 10:19 14:19 19:6,16 (4)	<b>continuous</b> 18:4	<b>criminal</b> 10:20 19:9,15 29:25 30:3 (5)	<b>demands</b> 13:17	<b>disposal</b> 4:3
<b>concerning</b> 5:23	<b>control</b> 14:23	<b>criminally</b> 10:12	<b>department</b> 4:24	<b>disproportionately</b> 29:1
<b>concerns</b> 11:6 29:3 30:9	<b>conversation</b> 20:21	<b>crises</b> 18:2	<b>describe</b> 14:8	<b>dispose</b> 4:12
<b>concludes</b> 5:19	<b>cooperative</b> 21:12 22:23	<b>crisis</b> 25:17	<b>design</b> 24:23	<b>disproportionately</b> 29:1
<b>conditions</b> 12:15,24 25:2 29:15 (4)	<b>cooperatives</b> 9:15 23:18 29:19	<b>crucial</b> 22:19	<b>designed</b> 14:19 15:2,14 16:9 21:12,19 24:20 (7)	<b>diversion</b> 28:17
<b>conduct</b> 5:13 22:20	<b>copies</b> 3:20	<b>curbside</b> 22:9	<b>desire</b> 22:23	<b>divert</b> 22:15 28:22
<b>conducting</b> 3:12	<b>copy</b> 6:5	<b>currently</b> 23:8	<b>destined</b> 8:13	<b>diverted</b> 28:19
<b>conference</b> 1:7	<b>core</b> 17:25	<b>cwz</b> 26:3,12 27:8,12,23 (5)	<b>destruction</b> 29:4	<b>division</b> 28:10
<b>confusion</b> 7:21	<b>corporate</b> 14:17	<b>damages</b> 15:16	<b>develop</b> 16:17	<b>dock</b> 15:10
<b>connection</b> 6:6	<b>corporations</b> 15:15 16:3 29:18	<b>danbergficarelli</b> 2:9 7:11,20,23 8:4,6 (6)	<b>developing</b> 29:8	<b>documents</b> 10:2
<b>consider</b> 6:8 16:24 24:12 25:1 (4)	<b>correctly</b> 11:21	<b>date</b> 3:2	<b>development</b> 14:10 23:19 24:3,6 (4)	<b>does</b> 4:12 11:21 26:12
<b>consideration</b> 22:2	<b>corruption</b> 10:12	<b>day</b> 31:4 32:17	<b>dior</b> 2:12 17:6 21:2,6,10 25:4 (6)	<b>doing</b> 25:14
<b>considered</b> 22:20 25:3	<b>costly</b> 9:12 11:21 18:24	<b>days</b> 6:11 19:22	<b>direction</b> 22:4	<b>dokey</b> 13:11
<b>conspire</b> 26:11	<b>could</b> 6:25	<b>debilitating</b> 15:17	<b>directive</b> 11:10	<b>dollars</b> 15:8
<b>consulted</b> 28:20	<b>counsel</b> 2:3 3:5	<b>decide</b> 14:23	<b>directly</b> 9:17	<b>done</b> 9:3
<b>contamination</b>	<b>counter</b> 16:14	<b>deems</b> 5:16 6:10	<b>director</b> 2:4 7:3,7	<b>down</b> 7:18
	<b>county</b> 32:5	<b>deeply</b> 10:18	<b>disclose</b> 30:2	<b>due</b> 10:15,25 25:16
	<b>court</b> 3:8 6:24		<b>disclosure</b> 9:11 11:8 18:21 22:21 23:7 (5)	<b>duly</b> 15:22
	<b>coverage</b> 11:25		<b>disclosures</b> 10:19	<b>e</b> 2:1,1,8,8 32:1,1 (6)
				<b>earlier</b> 17:21

18:6	<b>emissions</b> 28:23	24:11 26:25 (5)	<b>excluded</b> 16:17	<b>feel</b> 26:25 27:19,24
<b>ecological</b> 18:1	<b>employee</b> 11:8	<b>environmental</b> 12:14 14:11 16:15 21:17,22,24 27:5 (7)	<b>exclusionary</b> 16:21	<b>fees</b> 5:5,15 9:6 15:5 16:7 18:25 19:24 23:23 29:17 (9)
<b>economic</b> 9:8 21:23 24:9	<b>employees</b> 16:11 19:10 29:25	<b>environmentally</b> 8:18 13:1 17:22	<b>exclusively</b> 4:16,20	<b>financial</b> 26:17
<b>economies</b> 14:12	<b>employers</b> 16:10 19:9	<b>equitable</b> 13:3 22:7 29:8,17 (4)	<b>executive</b> 2:3 3:5	<b>find</b> 18:2 24:1 25:21 26:19 (4)
<b>economy</b> 21:18	<b>employers'</b> 15:12	<b>equity</b> 9:21 21:15,17 24:11 28:14 29:6 (6)	<b>exempt</b> 23:24	<b>finding</b> 9:10 11:5 18:20 20:17 (4)
<b>ecosystems</b> 29:5	<b>employs</b> 17:15	<b>era</b> 30:5	<b>exempted</b> 12:7	<b>first</b> 4:5 7:8,18 17:13 19:3 (5)
<b>educating</b> 22:14	<b>empowerment</b> 28:14	<b>erase</b> 25:2	<b>existing</b> 9:1 11:22 26:4,13 (4)	<b>fit</b> 16:2 17:2
<b>education</b> 14:12 28:12	<b>encapsulate</b> 24:9	<b>erosion</b> 29:5	<b>expand</b> 8:16 11:24	<b>fitting</b> 9:10 11:5
<b>educational</b> 28:23	<b>encourage</b> 9:9 18:19 21:20	<b>especially</b> 20:7	<b>expanded</b> 11:25	<b>five</b> 14:6 15:9
<b>effect</b> 6:11	<b>enforce</b> 5:12	<b>establish</b> 5:1,12,15 14:2 (4)	<b>expenses</b> 15:18	<b>fledgling</b> 14:5
<b>effectively</b> 5:17	<b>engaged</b> 4:2	<b>established</b> 13:14 25:22	<b>explicitly</b> 16:9	<b>fleets</b> 26:5
<b>efficient</b> 18:10 20:24	<b>enormous</b> 15:5	<b>establishment</b> 4:4	<b>export</b> 21:21	<b>focus</b> 11:13
<b>effort</b> 9:4 28:15	<b>enough</b> 22:20 27:1	<b>establishments</b> 4:15,19 27:3	<b>extent</b> 26:4	<b>followed</b> 7:9 13:8 17:5 21:2 25:5 (5)
<b>efforts</b> 9:17 28:18,21	<b>ensure</b> 10:3 29:15	<b>every</b> 9:23	<b>eye</b> 24:23	<b>food</b> 8:12 13:22 25:18 28:22 (4)
<b>either</b> 4:13	<b>ensuring</b> 10:7	<b>everybody</b> 28:4	<b>f</b> 32:1	<b>forego</b> 22:21
<b>elected</b> 3:21	<b>enter</b> 26:6	<b>everyone</b> 3:10 31:2,3	<b>face</b> 17:16	<b>foresee</b> 14:9
<b>element</b> 9:23	<b>entering</b> 17:17	<b>example</b> 15:3,7 16:1	<b>facility</b> 18:16	<b>forged</b> 16:14
<b>elements</b> 22:5	<b>enterprise</b> 28:11	<b>excess</b> 15:16	<b>fair</b> 10:4	<b>formerly</b> 10:24 19:19 23:1 30:4 (4)
<b>eliminate</b> 10:11 26:14	<b>enterprises</b> 8:11 14:17	<b>excessive</b> 16:20	<b>fairer</b> 9:10 18:20	<b>forms</b> 11:8
<b>eliminated</b> 30:1	<b>entirely</b> 26:15	<b>exclude</b> 26:11 27:21	<b>fairness</b> 10:8	<b>forward</b> 13:2 20:20
<b>else</b> 30:18,21	<b>entry</b> 19:12		<b>families</b> 23:21	<b>fossil</b> 17:15
<b>emailed</b> 3:20	<b>entryway</b> 12:1,4		<b>far</b> 9:4 24:4	
<b>emerging</b> 8:25 11:19 16:11	<b>environment</b> 9:25 17:25 18:11		<b>feasible</b> 20:1 25:23	

<b>founder</b> 13:13 21:10	20:23 28:16 (4)	32:17	21:4,7,10 (4)	<b>impacts</b> 29:6,11
<b>founding</b> 17:18 19:21 28:10	<b>going</b> 13:7,12 17:6 26:2 (4)	<b>handle</b> 26:17	<b>hiring</b> 10:22 19:11 29:16 30:7 (4)	<b>imperative</b> 26:19
<b>framework</b> 14:2	<b>gone</b> 9:4 14:1	<b>handling</b> 8:19 10:5 17:23	<b>historic</b> 27:18	<b>implementation</b> 26:1
<b>free</b> 17:15	<b>good</b> 3:1 7:6,22 8:3,5 10:7 17:10 21:8 28:4 (9)	<b>harms</b> 28:25	<b>historically</b> 27:21	<b>importance</b> 24:19
<b>fuel</b> 17:15	<b>governing</b> 1:5 3:17 8:9	<b>has</b> 4:21 5:24 8:23 10:14 15:19 20:14,15 22:8 30:21 (9)	<b>history</b> 10:15 14:18 18:23 26:8 (4)	<b>important</b> 11:12 19:5 24:1 29:10 (4)
<b>full</b> 6:23	<b>grace</b> 29:22	<b>haul</b> 9:18	<b>hold</b> 24:13	<b>imposed</b> 26:18
<b>function</b> 6:20 30:14	<b>graduate</b> 12:11	<b>haulers</b> 11:15 26:13	<b>honesty</b> 10:7	<b>improve</b> 17:2 29:15
<b>further</b> 27:16 32:12	<b>granted</b> 29:21	<b>hauling</b> 10:13 11:11 14:16 15:2 17:13 18:22 (6)	<b>hope</b> 9:20 12:19 16:24	<b>improving</b> 12:24
<b>future</b> 24:9	<b>grassroots</b> 9:16 14:3,5,21 (4)	<b>having</b> 16:2	<b>horizontal</b> 22:24	<b>inc</b> 1:25
<b>gain</b> 26:16	<b>grateful</b> 18:3	<b>hazards</b> 28:25	<b>households</b> 13:16,23	<b>incarcerated</b> 10:25 19:19 23:1 30:4 (4)
<b>gallon</b> 15:9	<b>great</b> 21:7 22:4 31:4	<b>health</b> 29:3	<b>hovering</b> 30:14	<b>included</b> 12:18
<b>general</b> 15:3	<b>green</b> 14:11	<b>hear</b> 17:8,9 21:5,6 25:9,10 (6)	<b>how</b> 12:20 19:7 20:12 22:14 25:23 26:10 28:24 (7)	<b>includes</b> 4:6
<b>generate</b> 26:25	<b>greenfeen</b> 2:12 21:11,16 22:22 (4)	<b>hearing</b> 1:5 3:2,7,9,13,15 5:21 6:6 30:23 31:1 (10)	<b>however</b> 9:7 14:4 16:3 19:6 (4)	<b>including</b> 9:23 10:24
<b>generating</b> 27:3	<b>greg</b> 2:13 21:3 25:5,7,7,11 28:2 (7)	<b>help</b> 28:15	<b>huge</b> 11:19	<b>inclusion</b> 8:22
<b>generator</b> 27:9	<b>gregory</b> 25:13	<b>helping</b> 14:1	<b>hyperlocal</b> 29:8	<b>increase</b> 29:14
<b>generators</b> 27:8,13	<b>grew</b> 13:16	<b>here</b> 8:1 13:12 24:18 29:12 (4)	<b>i'll</b> 7:23	<b>incur</b> 15:17
<b>get</b> 15:8	<b>gross</b> 4:21	<b>hereby</b> 32:9	<b>i'm</b> 7:6,20 13:13 14:18 17:6 26:2,9 (7)	<b>independently</b> 11:23 26:22 27:15
<b>give</b> 22:25 30:17	<b>ground</b> 2:14 7:14,19 8:2 28:6,10 (6)	<b>hereunto</b> 32:16	<b>ignite</b> 21:13	<b>indicated</b> 30:22
<b>given</b> 19:23 25:24	<b>grow</b> 14:4	<b>high</b> 10:10	<b>immensely</b> 24:1	<b>indicating</b> 6:21
<b>globally</b> 21:25	<b>growth</b> 8:15 14:20 23:20	<b>highlight</b> 22:5	<b>impact</b> 19:17 29:1	<b>individuals</b> 6:17 27:22
<b>go</b> 6:11 7:10,18 13:10,12 17:6 24:4 25:11 (8)	<b>hand</b> 6:20 30:14	<b>hillaire</b> 2:12	<b>impacted</b> 29:4	<b>industry</b> 5:18 10:14,16 11:13 14:4,5,24,25 15:2
<b>goal</b> 8:17 10:6				
<b>goals</b> 12:23 18:8				

<p>16:1,12,16,20 17:3 25:25 (15)</p> <p><b>inequitable</b> 30:6</p> <p><b>inequity</b> 28:25</p> <p><b>infrastructure</b> 12:19 29:9</p> <p><b>injustice</b> 16:16</p> <p><b>input</b> 25:20</p> <p><b>insurance</b> 5:4 9:12 11:20 15:4,8,12,13 18:24 20:13,17 29:24 (11)</p> <p><b>insurmountable</b> 16:6</p> <p><b>integrating</b> 8:24</p> <p><b>integration</b> 18:4</p> <p><b>integrity</b> 1:3 2:2 3:6 7:8 10:8 18:3 (6)</p> <p><b>interested</b> 3:23 20:10 32:14</p> <p><b>into</b> 6:11 9:1 12:1 14:1 15:1 16:19 22:3 23:5 25:20 (9)</p> <p><b>invest</b> 23:18</p> <p><b>investigating</b> 24:22</p> <p><b>investigation</b> 5:5 16:4 22:21 23:23 (4)</p> <p><b>investigations</b> 16:19</p> <p><b>investment</b> 23:22</p>	<p><b>involvement</b> 30:2</p> <p><b>irrelevant</b> 10:17</p> <p><b>is</b> 3:2,3,4,8,12,15 4:11 6:12 7:9 8:1,5,18 9:1 10:11,18 11:12,21 13:7 14:5,5,13,22 15:25 16:3 17:5,11,14 18:9,10 19:5,17 21:2,9,19 22:4,10,18 23:12 25:5,13,25 26:24 27:2,23 28:3,5,8,9 29:10,12 31:1,2 32:9 (53)</p> <p><b>issue</b> 5:20</p> <p><b>issues</b> 16:14</p> <p><b>its</b> 6:7 19:21 27:20</p> <p><b>job</b> 19:20</p> <p><b>jobs</b> 19:20</p> <p><b>jonas</b> 2:14 7:21,25 28:3,5 30:10 (6)</p> <p><b>just</b> 8:18 10:4 12:14 13:3 14:6,7 17:21 18:10 20:8,24 (10)</p> <p><b>justice</b> 11:14 14:11 19:15 21:17,25 28:16 30:3 (7)</p> <p><b>justiceminded</b> 11:4</p> <p><b>k</b> 2:8</p> <p><b>keeping</b> 24:21,23</p> <p><b>kitchenette</b> 13:18</p> <p><b>know</b> 14:4 30:13</p>	<p><b>labor</b> 9:25</p> <p><b>landfills</b> 8:14 28:19,22</p> <p><b>large</b> 14:16 26:5,10 27:6,7 (5)</p> <p><b>lastly</b> 11:19</p> <p><b>law</b> 12:17</p> <p><b>leadership</b> 22:24</p> <p><b>leaderships</b> 19:10</p> <p><b>least</b> 22:15</p> <p><b>leave</b> 24:16</p> <p><b>legal</b> 11:4 14:2</p> <p><b>legislation</b> 8:23</p> <p><b>less</b> 4:14,17 20:9 27:10 (4)</p> <p><b>let</b> 30:13</p> <p><b>lh</b> 1:25</p> <p><b>liability</b> 5:3 15:3,5,12,13 29:24 (6)</p> <p><b>license</b> 4:5,9 5:3,6,14 24:14 (6)</p> <p><b>licensed</b> 12:22</p> <p><b>licensees</b> 5:5,9,9 16:5 (4)</p> <p><b>licensing</b> 9:5,6 12:4 18:16,25 20:6 (6)</p> <p><b>light</b> 14:13</p> <p><b>like</b> 9:2 23:22 30:12,18 (4)</p>	<p><b>limit</b> 7:2 14:20 15:25 23:10 24:21 (5)</p> <p><b>limiting</b> 21:21</p> <p><b>limits</b> 5:3 30:6</p> <p><b>list</b> 30:15</p> <p><b>literacy</b> 28:14</p> <p><b>live</b> 22:17 23:20</p> <p><b>loading</b> 15:10</p> <p><b>local</b> 3:21 12:17 17:15 21:20 22:14 24:8,10 28:20 (8)</p> <p><b>locally</b> 8:13 21:13 23:12</p> <p><b>location</b> 27:11</p> <p><b>longer</b> 11:12</p> <p><b>look</b> 13:1 20:20</p> <p><b>looks</b> 23:22</p> <p><b>lot</b> 19:24</p> <p><b>love</b> 20:1</p> <p><b>lower</b> 15:4,14,24</p> <p><b>lowered</b> 16:7</p> <p><b>lowering</b> 9:6</p> <p><b>macro</b> 15:2,6</p> <p><b>made</b> 19:25 27:23</p> <p><b>mainstream</b> 24:25</p> <p><b>maintaining</b> 5:2</p> <p><b>major</b> 15:15</p>	<p><b>make</b> 6:4,9 9:4 12:1 20:13 27:19 (6)</p> <p><b>makes</b> 20:5 27:5</p> <p><b>making</b> 18:16</p> <p><b>malpractice</b> 18:23 19:4</p> <p><b>manage</b> 14:16</p> <p><b>management</b> 12:16 18:9 22:7 23:11 29:10 (5)</p> <p><b>managing</b> 20:25</p> <p><b>many</b> 9:19 10:21 20:16 22:8 25:24 26:15 27:16 (7)</p> <p><b>march</b> 3:19 25:16</p> <p><b>marginalized</b> 16:18</p> <p><b>market</b> 26:13,17</p> <p><b>marketplace</b> 25:22 26:7,12</p> <p><b>marriage</b> 32:14</p> <p><b>material</b> 8:12 23:12</p> <p><b>materials</b> 28:13</p> <p><b>matter</b> 32:15</p> <p><b>matters</b> 23:3</p> <p><b>may</b> 1:4 3:3 5:21 6:19 15:13 27:18 32:10,17 (8)</p> <p><b>mayor</b> 22:8</p> <p><b>mba</b> 26:9</p>
---	---	---	---	---

<p><b>me</b> 7:12 17:8                  18:18 21:5 24:20                  25:9,23 26:3 (8)</p> <p><b>means</b> 16:16</p> <p><b>media</b> 3:23</p> <p><b>meet</b> 12:6 20:18                  28:16</p> <p><b>meeting</b> 11:3</p> <p><b>member</b> 10:21                  17:18 23:25 28:11                  (4)</p> <p><b>members</b> 7:5                  9:20 10:21 23:10                  24:22 (5)</p> <p><b>members'</b> 8:14</p> <p><b>meredith</b> 2:9                  7:9,10 8:5 13:6                  17:20 (6)</p> <p><b>methods</b> 8:25</p> <p><b>michigan</b> 26:9</p> <p><b>micro</b> 14:24,25                  15:6 16:1 (4)</p> <p><b>microhauler</b> 4:11                  5:2,4,6,9 18:15                  22:2 23:25 25:14                  (9)</p> <p><b>microhaulers</b> 1:5                  3:17 4:10 7:15,24                  8:7,9,22 9:5,14,18                  10:3 11:16,20,22                  12:4,6,13,18 14:1                  16:2 17:1,19                  18:5,17 19:1,8,18                  20:2,14,17                  22:11,17 23:14,15                  24:4 26:23                  27:5,16 29:7,14,21                  30:1 (43)</p> <p><b>microhauling</b></p>	<p>8:16 10:18                  12:1,21 16:20                  20:6,7 25:25 26:7                  27:17 (10)</p> <p><b>might</b> 11:15 12:8                  15:17</p> <p><b>miles</b> 12:23</p> <p><b>mind</b> 7:12 24:21</p> <p><b>minutes</b> 7:2</p> <p><b>mission</b> 10:15</p> <p><b>mitigate</b> 29:11</p> <p><b>mode</b> 4:23</p> <p><b>model</b> 20:24                  21:19</p> <p><b>modify</b> 5:7</p> <p><b>month</b> 13:22                  15:10</p> <p><b>monumental</b>                  8:24</p> <p><b>more</b> 4:22 8:18                  9:5 12:1,14 13:3                  17:21 18:17                  20:6,13,20,23                  22:24 (13)</p> <p><b>morning</b> 3:1 6:15                  7:6 17:10 21:8                  28:4 (6)</p> <p><b>most</b> 19:14</p> <p><b>mpta</b> 2:9 9:20                  10:17,21 11:4                  12:9 24:1,22                  28:11 (9)</p> <p><b>mpta's</b> 10:2,10</p> <p><b>ms</b> 3:1 7:11,20,23                  8:4 13:9,10 30:21                  (8)</p>	<p><b>much</b> 17:4 21:1,4                  25:4 28:2 31:2 (6)</p> <p><b>must</b> 4:4 11:13                  15:20</p> <p><b>mute</b> 3:11 25:7,8</p> <p><b>mwbe</b> 13:21</p> <p><b>mwbes</b> 9:15</p> <p><b>my</b> 3:4 7:21,25                  8:5 13:12 17:11                  21:9 22:1 25:13                  27:2 28:5 32:16                  (12)</p> <p><b>n</b> 2:1</p> <p><b>name</b> 3:4 6:23                  8:5 17:11 21:9                  25:13,15 28:5                  30:15 (9)</p> <p><b>narrow</b> 11:7</p> <p><b>natural</b> 27:4</p> <p><b>necessary</b> 5:16                  6:10 10:15 30:5                  (4)</p> <p><b>need</b> 11:15 16:22</p> <p><b>needed</b> 13:18</p> <p><b>needs</b> 27:19                  29:10</p> <p><b>nefarious</b> 14:18</p> <p><b>negative</b> 29:6,11</p> <p><b>neighborhoods</b>                  23:4,20</p> <p><b>neighbors</b> 23:1                  28:15</p> <p><b>networks</b> 29:9</p> <p><b>new</b> 1:2 3:5,21,25</p>	<p>8:7,10,17,20 9:13                  10:9,13,16 12:21                  13:15 15:23                  17:12,19,23 18:14                  19:1 20:4                  23:24,25 32:3,8                  (25)</p> <p><b>newcomers</b> 26:11</p> <p><b>next</b> 13:7 17:5                  21:2 25:5 28:3 (5)</p> <p><b>no</b> 11:12 27:5                  30:16,20,21 32:14                  (6)</p> <p><b>noise</b> 3:10</p> <p>26:5</p> <p><b>nonprofits</b> 9:16</p> <p><b>noted</b> 17:20 31:5</p> <p><b>notforprofit</b>                  29:18</p> <p><b>notice</b> 6:12,17</p> <p><b>notion</b> 16:18</p> <p><b>now</b> 6:14 7:4                  14:22 19:23                  25:9,10,23 30:22                  31:1 (9)</p> <p><b>number</b> 15:23                  29:19</p> <p><b>nyc</b> 2:9 28:20</p> <p><b>nyc's</b> 8:22</p> <p><b>obstacles</b> 9:8</p> <p><b>obtain</b> 4:5</p> <p><b>obtained</b> 15:21</p>	<p><b>offer</b> 12:3 19:20</p> <p><b>offering</b> 12:12</p> <p><b>office</b> 13:17</p> <p><b>officials</b> 3:22</p> <p><b>often</b> 10:25 26:10</p> <p><b>okey</b> 13:11</p> <p><b>old</b> 20:9</p> <p><b>once</b> 15:10</p> <p><b>one</b> 7:17 12:3                  29:10 30:21 (4)</p> <p><b>ones</b> 19:14</p> <p><b>oneyear</b> 20:9                  29:22</p> <p><b>only</b> 21:22 26:24                  27:3</p> <p><b>operate</b> 19:22</p> <p><b>operated</b> 13:21                  26:22 27:15</p> <p><b>operating</b> 26:5                  27:6</p> <p><b>operation</b> 9:23                  19:25</p> <p><b>operations</b> 8:14                  14:8</p> <p><b>operator</b> 25:18</p> <p><b>opportunities</b>                  22:25</p> <p><b>opportunity</b>                  18:12 21:9 22:12                  24:15 25:19 30:8                  (6)</p> <p><b>oppressed</b> 27:21</p>
---	--	--	--	---

<p><b>oral</b> 5:21</p> <p><b>order</b> 6:15 8:15 12:1</p> <p><b>organic</b> 4:7,10,15,18 8:12,16 12:15 17:13 21:13 22:15 23:12 24:5 26:21 28:19 (14)</p> <p><b>organics</b> 2:14 27:4,11,14 28:7,8,9 (7)</p> <p><b>organix</b> 2:12 21:11,16 22:22 (4)</p> <p><b>organization</b> 20:16</p> <p><b>organizational</b> 9:24</p> <p><b>organizations</b> 10:22 20:8 28:21</p> <p><b>organized</b> 10:12 11:11,16 24:21 (4)</p> <p><b>organizing</b> 10:2</p> <p><b>original</b> 11:10</p> <p><b>other</b> 4:23 18:25 20:11,16 21:24 (5)</p> <p><b>others</b> 9:19 12:8</p> <p><b>our</b> 7:8 8:17,25 9:8 10:3,21 11:25 12:11,22 13:7 14:8,9 17:3,5,14,24,25,25 19:15,25 21:2,19,22,22,24 22:19 23:1,4,10 24:4 25:5 28:3,15,15,17,23 29:9 (37)</p> <p><b>ourselves</b> 18:2</p>	<p>20:22</p> <p><b>out</b> 11:11 21:21 24:24,24,24 26:20 (6)</p> <p><b>outcome</b> 32:15</p> <p><b>outlined</b> 23:8</p> <p><b>over</b> 28:18,20 30:15</p> <p><b>own</b> 28:17,21</p> <p><b>owned</b> 26:22 27:15</p> <p><b>owner</b> 25:18</p> <p><b>owners</b> 27:17</p> <p><b>p</b> 2:1,1,8</p> <p><b>packing</b> 27:7</p> <p><b>paramount</b> 11:12</p> <p><b>part</b> 23:15 24:8</p> <p><b>participants</b> 30:15</p> <p><b>participating</b> 23:9</p> <p><b>particular</b> 16:10</p> <p><b>particularly</b> 19:14 21:19</p> <p><b>parties</b> 3:23 32:13</p> <p><b>partnership</b> 12:10</p> <p><b>passed</b> 12:17 19:17</p> <p><b>past</b> 30:2</p> <p><b>pay</b> 15:7</p>	<p><b>people</b> 10:22,24 16:18,19 17:16 19:11 23:3 30:5 (8)</p> <p><b>per</b> 4:16,19</p> <p><b>period</b> 29:22</p> <p><b>perpetuate</b> 30:6</p> <p><b>person</b> 4:11</p> <p><b>pertaining</b> 29:13</p> <p><b>pilot</b> 9:13 12:3,10 18:7 19:2 20:4 (6)</p> <p><b>pineda</b> 2:11 17:8,10,11 (4)</p> <p><b>players</b> 26:10</p> <p><b>plays</b> 19:6</p> <p><b>please</b> 3:10 6:22 30:13</p> <p><b>pleased</b> 13:19</p> <p><b>point</b> 22:13</p> <p><b>policies</b> 15:20</p> <p><b>policy</b> 2:4 7:3,7</p> <p><b>poor</b> 24:23</p> <p><b>population</b> 23:9</p> <p><b>pose</b> 9:7</p> <p><b>possible</b> 26:15</p> <p><b>posted</b> 3:23</p> <p><b>potential</b> 14:9 27:17</p> <p><b>potentially</b> 16:6 20:5</p> <p><b>pounds</b> 4:23</p>	<p>27:10 28:18</p> <p><b>poverty</b> 10:25</p> <p><b>powered</b> 17:14</p> <p><b>practices</b> 10:18 13:1 22:7,16 24:10 30:6 (6)</p> <p><b>prefer</b> 7:17</p> <p><b>prelicensing</b> 11:23</p> <p><b>present</b> 3:8 5:21 11:17</p> <p><b>previously</b> 30:11</p> <p><b>primarily</b> 13:22</p> <p><b>principal</b> 11:7</p> <p><b>principles</b> 21:16</p> <p><b>prior</b> 25:15</p> <p><b>prioritize</b> 10:22 24:2</p> <p><b>prioritizes</b> 19:11</p> <p><b>private</b> 10:16 18:15</p> <p><b>problems</b> 16:6</p> <p><b>procedure</b> 3:14</p> <p><b>process</b> 13:23 21:12</p> <p><b>processes</b> 29:16</p> <p><b>processing</b> 8:12,17 9:25</p> <p><b>processors</b> 7:15,24 8:8 10:4 17:1,19 20:3 23:15 (8)</p>	<p><b>program</b> 9:13 12:10 18:7 19:2 20:4 24:7 (6)</p> <p><b>programming</b> 28:23</p> <p><b>progressing</b> 10:9</p> <p><b>promulgate</b> 5:15</p> <p><b>promulgated</b> 5:11 14:15</p> <p><b>proposed</b> 1:5 3:17,18,24 5:7,10,20,23,25 6:11 8:9 9:7 13:19 18:13 25:21 27:1,25 29:13 (18)</p> <p><b>protect</b> 8:15</p> <p><b>protected</b> 26:24</p> <p><b>provide</b> 25:20</p> <p><b>public</b> 3:2,16 7:5</p> <p><b>publication</b> 6:1</p> <p><b>published</b> 3:18 6:12</p> <p><b>purpose</b> 3:15 10:11 11:5</p> <p><b>purposed</b> 5:1</p> <p><b>purposes</b> 27:8</p> <p><b>queens</b> 32:5</p> <p><b>r</b> 2:1,8 32:1</p> <p><b>racism</b> 11:1 27:18</p> <p><b>raise</b> 6:20 23:21 30:8,14 (4)</p> <p><b>rates</b> 15:14 20:18</p>
--	--	---	---	--

<b>rather</b> 15:6	<b>reentry</b> 23:2,5	<b>reporter</b> 3:8 6:25 32:8	<b>result</b> 28:25	23:22
<b>rating</b> 4:22 15:24,25	<b>refer</b> 26:2	<b>reporting</b> 1:25 5:8	<b>rethinking</b> 9:11 11:2 18:21	<b>sanitation</b> 4:25 26:20
<b>read</b> 7:23 19:23	<b>reform</b> 30:5	<b>represent</b> 10:4 24:18	<b>review</b> 6:8	<b>satisfy</b> 11:6 13:16
<b>reading</b> 13:12	<b>regard</b> 16:4	<b>request</b> 11:3 17:7 30:22	<b>revisiting</b> 19:21	<b>say</b> 13:20
<b>really</b> 15:14 16:22 17:2	<b>regarding</b> 8:8 16:8	<b>requested</b> 6:17	<b>rhyme</b> 24:16	<b>scale</b> 11:17 14:16
<b>reason</b> 23:13	<b>registered</b> 5:14 13:24	<b>required</b> 5:4 11:7 20:18 29:23 (4)	<b>right</b> 8:3 22:4 23:3 25:12 (4)	<b>schaller</b> 2:14 28:4,5
<b>reasonable</b> 14:2 25:22	<b>registrant</b> 29:17	<b>requirement</b> 15:20	<b>road</b> 14:24	<b>scope</b> 10:19 11:7 14:8
<b>reasonably</b> 11:6	<b>registration</b> 16:4	<b>requirements</b> 4:9 5:2,8 19:8 20:13 22:22 23:8,13 24:13 29:24 (10)	<b>role</b> 11:3 19:5	<b>scrap</b> 25:18
<b>receive</b> 3:15	<b>regulate</b> 5:13,17	<b>requiring</b> 27:13 30:1	<b>root</b> 11:11	<b>scraps</b> 8:12 13:22 28:22
<b>received</b> 6:6	<b>regulated</b> 12:22	<b>reside</b> 9:18	<b>rot</b> 2:11 17:12 19:10,21 (4)	<b>seconds</b> 30:18
<b>recipients</b> 21:23	<b>regulation</b> 11:24 12:5,7	<b>resident</b> 23:24	<b>rule</b> 3:21 4:7 5:20,23 (4)	<b>section</b> 4:1 29:20
<b>reclaimed</b> 2:14 28:7,8	<b>regulations</b> 9:1 16:23 19:7 22:3 25:20,21 26:2,18 27:2,13,24,25 (12)	<b>residential</b> 22:11	<b>rules</b> 1:5 3:17,19,24 4:24 5:1,7,10,16 6:1,11 8:9 9:7 14:14,15,19,23 15:1 16:5,7,23 17:2 18:14,22 22:3 29:13 (26)	<b>sector</b> 8:17 14:21
<b>recognize</b> 8:24 18:1 19:5	<b>reimagine</b> 12:20	<b>residents</b> 21:15 24:8 29:4	<b>rules'</b> 3:25	<b>sector's</b> 8:25
<b>recognizing</b> 18:23 19:12	<b>reinstatement</b> 22:9	<b>respect</b> 29:2	<b>ruling</b> 19:17	<b>secure</b> 21:14
<b>recommend</b> 12:2 27:12	<b>reiterate</b> 12:11	<b>respiratory</b> 29:3	<b>rulings</b> 19:23	<b>securing</b> 20:6
<b>record</b> 3:19 5:22 6:1,13 30:23 (5)	<b>related</b> 25:24 32:12	<b>response</b> 30:16,20	<b>s</b> 2:1,8,8	<b>see</b> 20:22 21:20 23:3 30:18 (4)
<b>recordkeeping</b> 5:8	<b>relations</b> 10:1	<b>responsibility</b> 9:22	<b>sabrina</b> 1:17 32:7	<b>seeing</b> 30:21
<b>recovering</b> 8:11	<b>relatively</b> 14:13	<b>responsible</b> 8:19 10:5 17:22 22:6 (4)	<b>safety</b> 9:25 10:8	<b>seek</b> 19:20
<b>recruitment</b> 29:16	<b>reminder</b> 30:24	<b>restrain</b> 26:12	<b>sal</b> 7:11	<b>seem</b> 16:5
<b>reduce</b> 8:13 28:22	<b>remote</b> 3:13		<b>salvador</b> 2:4 7:4,7	<b>seems</b> 16:20 17:25
<b>reducing</b> 12:23,24	<b>removal</b> 4:3,5,9		<b>same</b> 20:23 22:17	<b>sees</b> 10:17
	<b>rené</b> 25:6			<b>segment</b> 26:20
	<b>reported</b> 1:16			<b>sense</b> 27:6
				<b>serve</b> 22:13,18

<p><b>service</b> 5:13 13:14,15 14:6,14 17:14 27:7 28:9 (8)</p> <p><b>serviced</b> 26:21 27:14</p> <p><b>services</b> 1:25 11:25</p> <p><b>set</b> 9:21 16:5,23 18:22 32:16 (5)</p> <p><b>shape</b> 17:21</p> <p><b>share</b> 18:7</p> <p><b>shared</b> 9:20 10:1 12:22 16:25 18:18 (5)</p> <p><b>shares</b> 26:17</p> <p><b>sharing</b> 20:22</p> <p><b>shift</b> 11:13</p> <p><b>shoed</b> 15:1</p> <p><b>shop</b> 23:21</p> <p><b>shorthand</b> 32:7</p> <p><b>should</b> 14:23 23:14,17 29:17,21 30:1 (6)</p> <p><b>sign</b> 6:18</p> <p><b>signature</b> 32:20</p> <p><b>signed</b> 6:16 30:11</p> <p><b>significant</b> 22:6</p> <p><b>similarly</b> 15:11</p> <p><b>simple</b> 9:2</p> <p><b>simply</b> 24:5</p> <p><b>since</b> 6:1</p>	<p><b>single</b> 27:11</p> <p><b>site</b> 13:24</p> <p><b>size</b> 17:2</p> <p><b>slowly</b> 6:24</p> <p><b>small</b> 9:8,14 13:17 15:17,18 25:17 26:14 27:3,7,9,13 (11)</p> <p><b>so</b> 6:2,20,24 7:21 9:4 13:8,13,18,25 14:18 15:2,15 16:1,22 17:4,20,25 19:3,16 21:1,4 24:25 25:4 27:20 28:2 (25)</p> <p><b>social</b> 8:11 9:8 12:14 16:15 18:2 28:11 (6)</p> <p><b>society</b> 23:11 24:25</p> <p><b>soil</b> 29:5</p> <p><b>sole</b> 13:21</p> <p><b>solely</b> 26:22 27:14</p> <p><b>solid</b> 4:12</p> <p><b>solution</b> 14:10</p> <p><b>solutions</b> 9:10 16:13 18:20 21:14 (4)</p> <p><b>some</b> 12:6 14:6 15:16 18:21 19:7 (5)</p> <p><b>something</b> 20:15</p> <p><b>sorry</b> 7:20</p> <p><b>sound</b> 13:1</p>	<p><b>sounds</b> 8:3</p> <p><b>sourceparated</b> 4:14,18</p> <p><b>space</b> 12:5</p> <p><b>spaces</b> 13:17</p> <p><b>speak</b> 6:15,22,23 8:1 19:3 24:7 (6)</p> <p><b>speaker</b> 7:9 13:7 17:5 21:2 25:5 28:3 (6)</p> <p><b>speakers</b> 3:12 18:18</p> <p><b>specifically</b> 19:8,18 26:3</p> <p><b>specified</b> 4:24</p> <p><b>ss</b> 32:4</p> <p><b>st</b> 2:12 21:4,7,10 (4)</p> <p><b>standard</b> 22:19</p> <p><b>standards</b> 5:12 9:21 10:1,10 20:18 (5)</p> <p><b>start</b> 3:11</p> <p><b>starting</b> 12:3 20:8</p> <p><b>startup</b> 18:25</p> <p><b>startups</b> 26:14,16</p> <p><b>state</b> 6:22 32:3,8</p> <p><b>stated</b> 10:11</p> <p><b>statement</b> 5:21 7:1,2 32:10 (4)</p> <p><b>station</b> 4:13</p>	<p><b>stay</b> 16:7</p> <p><b>step</b> 22:4</p> <p><b>stewart</b> 1:17 32:7</p> <p><b>still</b> 11:15 14:25 15:5,16 25:8 (5)</p> <p><b>stream</b> 22:11 26:21</p> <p><b>structural</b> 28:24</p> <p><b>structure</b> 9:24</p> <p><b>student</b> 26:8</p> <p><b>style</b> 22:24</p> <p><b>subclass</b> 4:8</p> <p><b>subdivision</b> 29:20</p> <p><b>submissions</b> 6:9</p> <p><b>submit</b> 5:22</p> <p><b>such</b> 4:16,20 15:20 19:5 26:14 27:23 (6)</p> <p><b>sufficient</b> 22:20 26:16</p> <p><b>suggesting</b> 23:23</p> <p><b>summary</b> 5:19</p> <p><b>superior</b> 15:23</p> <p><b>support</b> 8:14 11:4 12:3,22 23:2,5,17 24:2 27:1 (9)</p> <p><b>supporting</b> 10:6 20:12 27:24 29:7 (4)</p> <p><b>supports</b> 8:20 17:23</p>	<p><b>sustainability</b> 28:13</p> <p><b>sustainable</b> 14:12</p> <p><b>system</b> 12:17 13:4 18:9 19:15 20:25 24:9 30:3 (7)</p> <p><b>systemic</b> 11:1 16:14 24:23 28:24 (4)</p> <p><b>systems</b> 21:20</p> <p><b>t</b> 32:1,1</p> <p><b>taken</b> 32:10</p> <p><b>targeted</b> 19:15</p> <p><b>task</b> 9:2</p> <p><b>team</b> 7:21 8:1</p> <p><b>team's</b> 28:17</p> <p><b>telephone</b> 1:7</p> <p><b>terms</b> 9:11 12:7,10 18:21 (4)</p> <p><b>testify</b> 6:16,18,19,22 7:5,13 21:9 24:16 30:12,12,19,22 (12)</p> <p><b>testifying</b> 8:6 17:11 28:6</p> <p><b>testimony</b> 25:1</p> <p><b>than</b> 4:14,17,22 20:9,20 27:10 (6)</p> <p><b>thank</b> 3:6 7:11 8:4 9:2 13:5,6,11 17:3,4,10 20:19 21:1,4,8 24:15 25:3,4,12,19 27:25 28:2 30:8,10 31:2</p>
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<p>(24)</p> <p><b>thanks</b> 12:16 22:1</p> <p><b>their</b> 8:15 11:23 18:6 23:2,5 26:13 28:21 30:2 (8)</p> <p><b>them</b> 6:10 19:25</p> <p><b>therefore</b> 22:18</p> <p><b>these</b> 4:7 10:1 14:14,19 16:5,18 17:2 23:3,13 25:20,25 26:18 27:1,21 30:5,9 (16)</p> <p><b>think</b> 7:18</p> <p><b>thinking</b> 19:18 20:3,12</p> <p><b>thorburn</b> 2:10 13:10</p> <p><b>those</b> 6:14 19:7,19 29:11 (4)</p> <p><b>thousands</b> 15:8</p> <p><b>three</b> 7:2 14:6</p> <p><b>through</b> 6:2 9:4 18:5,6 20:4,12 21:15 30:25 (8)</p> <p><b>ties</b> 11:16</p> <p><b>time</b> 1:9 3:3 6:19 11:13 13:5,20 20:19 24:17 28:1 31:1,5 (11)</p> <p><b>title</b> 18:14 29:20</p> <p><b>today</b> 3:8 6:3 13:20 16:25 18:13 20:19 21:9 24:18 30:12,25 (10)</p>	<p><b>today's</b> 3:2,2,7,13,15 6:6 (6)</p> <p><b>todd</b> 2:13 25:9,12,13 (4)</p> <p><b>together</b> 13:3 17:21</p> <p><b>tons</b> 4:14,18 13:22</p> <p><b>too</b> 12:8</p> <p><b>totaling</b> 28:18</p> <p><b>touch</b> 9:22 24:24</p> <p><b>toward</b> 12:4 13:3</p> <p><b>towards</b> 9:10 11:14 18:20</p> <p><b>toxic</b> 28:23</p> <p><b>trade</b> 4:3,5,6,8 5:17 7:15,25 8:8,10 17:1,20 20:3 23:16 24:5 (14)</p> <p><b>traditional</b> 10:23</p> <p><b>train</b> 23:10</p> <p><b>transcribe</b> 3:9 7:1</p> <p><b>transcript</b> 32:10</p> <p><b>transcription</b> 1:25</p> <p><b>transfer</b> 4:13</p> <p><b>transition</b> 19:20 20:5</p> <p><b>transitional</b> 12:5</p> <p><b>transparency</b> 9:22 12:23 22:19</p>	<p><b>transparent</b> 13:4 18:9 20:24</p> <p><b>transport</b> 4:23</p> <p><b>truck</b> 12:23</p> <p><b>trucks</b> 27:7</p> <p><b>true</b> 32:9</p> <p><b>tuesday</b> 3:3</p> <p><b>turns</b> 24:22</p> <p><b>two</b> 25:15</p> <p><b>types</b> 5:4</p> <p><b>um</b> 15:19</p> <p><b>unable</b> 26:16</p> <p><b>unclear</b> 25:23 26:3</p> <p><b>under</b> 4:1 5:11 29:19</p> <p><b>underemploymen t</b> 16:15</p> <p><b>understand</b> 6:25 10:14 14:7</p> <p><b>understandable</b> 14:22</p> <p><b>unincorporated</b> 9:16 25:17</p> <p><b>unique</b> 22:12</p> <p><b>university</b> 26:9</p> <p><b>unjustly</b> 30:3</p> <p><b>unknowns</b> 25:24</p> <p><b>unmute</b> 7:10 13:8</p> <p><b>unmuted</b> 13:9</p>	<p><b>until</b> 3:11</p> <p><b>up</b> 6:16,18 16:6 20:8 30:11 (5)</p> <p><b>upfront</b> 15:19</p> <p><b>urge</b> 24:12 29:12</p> <p><b>us</b> 9:9 11:24 16:23 18:20 20:16 23:14 24:13 25:2 30:13 (9)</p> <p><b>use</b> 22:12</p> <p><b>using</b> 4:17,20 6:20 25:14 26:13 30:14 (6)</p> <p><b>valuable</b> 14:3</p> <p><b>value</b> 21:21</p> <p><b>vandra</b> 2:10 7:10 13:7,8,9 17:4 (6)</p> <p><b>various</b> 4:9 5:3</p> <p><b>vehicle</b> 4:21,22</p> <p><b>vehicles</b> 26:6</p> <p><b>very</b> 20:15 31:2</p> <p><b>via</b> 1:7</p> <p><b>victims</b> 27:18</p> <p><b>violence</b> 28:24</p> <p><b>vision</b> 10:9</p> <p><b>voices</b> 24:20</p> <p><b>vokashi</b> 2:10 13:13</p> <p><b>volume</b> 27:10</p> <p><b>waived</b> 29:18</p> <p><b>waiving</b> 23:22</p>	<p><b>want</b> 12:11 22:1,5,25 (4)</p> <p><b>waste</b> 4:4,5,6,7,8, 10,12,13,15,16,18, 20 5:18 8:13,16,19,20,23 9:1,19 10:5,6,13 11:11,13,17 12:15,16,19,21 13:4 17:13,23,24 18:6,8,16 20:25 21:13,14,17,21,24 22:7,11,15 24:6,10 26:1,21 28:13 29:3,6,9 (54)</p> <p><b>way</b> 8:19 10:5 15:16 17:22 19:16 23:2,4 29:10 32:14 (9)</p> <p><b>we're</b> 14:7 15:1 19:6</p> <p><b>we've</b> 28:19</p> <p><b>webex</b> 1:7</p> <p><b>website</b> 3:25 6:7</p> <p><b>weekly</b> 27:10</p> <p><b>weight</b> 4:22</p> <p><b>welcome</b> 3:1</p> <p><b>well</b> 18:6,25 19:18 20:11,16 (5)</p> <p><b>what</b> 11:22 14:24 26:4</p> <p><b>when</b> 6:22 11:13 15:8 24:12 25:16 (5)</p> <p><b>whereof</b> 32:16</p> <p><b>which</b> 6:16 7:17 11:24 15:4 19:16 21:24 (6)</p>
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<p><b>while</b> 6:16 10:8,14 12:7 22:3,10 25:21 (7)</p> <p><b>who</b> 6:15 10:24 17:16 19:19 23:1,14,19 (7)</p> <p><b>why</b> 14:14 29:12</p> <p><b>will</b> 3:9 5:5 6:2,4,7,11,14 7:4,10 13:8 16:24 23:8 24:16 26:6,16 30:17,22,24 (18)</p> <p><b>willingness</b> 12:13</p> <p><b>wish</b> 6:15,21</p> <p><b>wishing</b> 6:17,19</p> <p><b>within</b> 32:8,9</p> <p><b>witness</b> 32:16</p> <p><b>wonder</b> 14:14</p> <p><b>work</b> 9:3,9 10:3 12:13 13:25 17:14,25 18:15,19 19:12 20:1 23:17,21 24:4,24 26:20 29:15 (17)</p> <p><b>workerowned</b> 9:15 21:11 22:23 23:18 29:19 (5)</p> <p><b>workers</b> 8:21,25 10:6 17:24 18:10 23:19 24:10 27:17 (8)</p> <p><b>workforce</b> 10:23 14:10 16:17 17:17 (4)</p> <p><b>working</b> 9:17 12:20,24 13:2 20:10,23 25:16 (7)</p>	<p><b>would</b> 9:2 10:20 12:6,9 19:25 20:1,10 27:9,12 30:12,18 (11)</p> <p><b>wouldn't</b> 19:22</p> <p><b>written</b> 5:22,25 6:5 14:16 22:2 30:24 (6)</p> <p><b>x</b> 1:1,6</p> <p><b>yeah</b> 7:22 21:5</p> <p><b>year</b> 4:16,19 12:3</p> <p><b>years</b> 14:6 25:15</p> <p><b>yet</b> 12:8 15:25 18:17</p> <p><b>york</b> 1:2 3:5,21,25 8:7,10,17,20 10:9,13,16 12:21 13:15 15:23 17:12,19,23 18:14 23:24,25 32:3,8 (22)</p> <p><b>you're</b> 6:16 13:9 15:4 25:7,8 (5)</p> <p><b>young</b> 14:13 16:11 17:16 23:3 (4)</p> <p><b>your</b> 6:23 7:1,2 13:5 20:19 28:1 30:15 (7)</p> <p><b>yourself</b> 3:11</p> <p><b>youth</b> 17:15</p> <p><b>zero</b> 10:9 11:17</p> <p><b>zeroemissions</b> 4:21</p> <p><b>zone</b> 12:17 18:6 26:2</p>	<p><b>zones</b> 8:23</p> <p><b>301</b> 29:20</p> <p><b>500</b> 4:18 27:10</p> <p><b>1102</b> 1:9 3:4</p> <p><b>1135</b> 31:2,5</p> <p><b>2009</b> 13:15</p> <p><b>2019</b> 12:17</p> <p><b>2020</b> 25:16</p> <p><b>2021</b> 1:4 3:3,19 32:11,17 (5)</p> <p><b>2600</b> 4:14</p> <p><b>14000</b> 4:23</p> <p><b>16505</b> 4:1</p> <p><b>600000</b> 28:18</p>		
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