

**Testimony from NYCHA's Chief Operating Officer Eva Trimble
NYCHA's Electric Micromobility Policy
Committee on Public Housing
Monday, June 24, 2024 – 1 p.m.
New York City Hall Council Chambers**

Chair Chris Banks, members of the Committee on Public Housing, other distinguished members of the City Council, NYCHA residents, community advocates, and members of the public: good afternoon. I am Eva Trimble, NYCHA's Chief Operating Officer. I am pleased to be joined by Brian Honan, Executive Vice President of Intergovernmental Affairs, and Joe Terranova, Director of Fire Safety.

I'd like to note that Mr. Terranova is NYCHA's first-ever Director of Fire Safety – he was brought on to oversee our fire safety team, which, as part of recent organizational and operational enhancements, is now a standalone unit dedicated to improving fire safety standards at the Authority's developments. NYCHA's transformation is guided by our mandate to strengthen the Authority and improve residents' quality of life. At the heart of these efforts are resident engagement and economic opportunities, as well as resident health and safety. Thank you for this opportunity to discuss today an important demonstration of this work in action – NYCHA's implementation of an electric micromobility policy that was shaped extensively by input from our stakeholders, including residents, advocates, other members of the public, and the City Council.

Engaging Stakeholders to Support Community Safety

Residents' quality of life is central to everything we do. To that end, we endeavored to craft an electric micromobility policy that balances the safety of the NYCHA community with the economic needs of residents who rely on these devices for work and for transportation, especially in transit deserts around many of our city's public housing developments. NYCHA's mission is to foster opportunities for residents, and we realize that e-micromobility is a vital tool for economic advancement.

Due to fire safety concerns, in 2022 NYCHA sought public comment and engagement on a potential ban on e-micromobility devices, including e-bikes, at our developments. We listened closely to the feedback we received and, based on this input, revised the proposed policy,

evolving it from a total ban to a restriction – the amended version was presented for public comment in November 2023.

In response to the feedback received from our stakeholders during this second comment period, NYCHA adopted guidelines addressing the use of electric micromobility devices in NYCHA buildings and apartments, which are intended to reduce fire risks and better educate the community on good practices, while ensuring that residents can safely store and charge these devices.

NYCHA's Electric Micromobility Policy

This policy went into effect on March 1, 2024. It allows residents to keep or charge e-bikes and e-scooters that are legal to operate in NYC bike lanes in their apartments. Those devices that cannot be operated legally in NYC, or that require DMV registration or a driver's license to operate, are prohibited in NYCHA buildings. The policy also includes the following safety guidelines:

- Only one e-bike, e-scooter, or battery may be charged at a time in a NYCHA apartment;
- An adult must be present and awake in the apartment during charging;
- Extension cords cannot be used for charging, and charging can't take place near radiators and other heat sources or apartment doors and other exits;
- Lithium-ion batteries that have been banned by NYC law are prohibited; and
- Charging and storage are not allowed in building common areas.

In addition to posting this new policy on our website, NYCHA also notified residents through an email blast, development postings, The NYCHA Journal, and rent inserts, among other outreach.

A Safe and Sustainable Future

Promoting sustainability is also a critical element of NYCHA's transformation, and we recognize that electric micromobility helps advance NYCHA's, and the City's, sustainability agenda.

Since 2022, NYCHA has participated in the Adams administration's Interagency Electric Micromobility Task Force, which brings together a variety of City agencies to develop and apply the City's Micromobility Action Plan; the task force promotes safe electric micromobility while

addressing the City's fire and street safety priorities by collaboratively developing and deploying a range of comprehensive resources. NYCHA also continues to work closely with partners such as the NYC Fire Department and NYC Department of Transportation on best practices and the best way forward in terms of fire safety and electric micromobility.

In March 2023, Mayor Adams announced the "Charge Safe, Ride Safe Electric Mobility Action Plan," which employs a multifaceted approach to reduce fires and promote safe usage of micromobility devices. Included in the plan was a pilot program between NYCHA and Con Edison to install outdoor charging and storage areas for micromobility devices at four developments: Queensbridge North and Queensbridge South in Queens, De Hostos in Manhattan, and Van Dyke 1 in Brooklyn. We expect that the contract will be executed this summer, and installation is anticipated to begin in early 2025.

NYCHA was also awarded a \$25 million grant from the U.S. Department of Transportation to expand micromobility charging and storage facilities to 53 more campuses. We are currently working with our City partners to implement this RAISE grant, and look forward to providing an update on this initiative in the coming months.

Forging a Path of Safety and Sustainability

Residents' health, safety, and well-being guide every aspect of our work. We believe we have struck the right balance for promoting safety while fostering economic empowerment, transportation alternatives, and quality of life through our guidelines on the use of e-micromobility devices. We are also creating a safe charging environment for the community by investing in charging stations at our developments.

As always, we appreciate your input, and we look forward to our continued collaboration in service to NYCHA residents.

Thank you. We are happy to answer any questions you may have.



**Testimony of Alia Soomro, Deputy Director for New York City Policy
New York League of Conservation Voters
City Council Committee on Public Housing
Oversight Hearing on NYCHA’s Electric Micromobility Policy
June 24, 2024**

My name is Alia Soomro and I am the Deputy Director for New York City Policy at the New York League of Conservation Voters (NYLCV). NYLCV is a statewide environmental advocacy organization representing over 30,000 members in New York City. Thank you, Chair Banks, as well as members of the Committee on Public Housing for the opportunity to comment.

NYLCV stands firm in that all New Yorkers should have access to clean, sustainable, and safe modes of transportation to improve our City’s air quality and combat climate change. Fossil fuel-powered vehicles are a major source of air pollution, causing respiratory and public health issues, most often concentrated in low-income and communities of color due to environmental racism in the siting of toxic waste facilities and our country’s historic highway construction. These communities are also often located in transit deserts and lack infrastructure designed to protect pedestrians and families from cars.

As micromobility devices have increased in usage, and given the seriousness of lithium-ion battery fires deaths and injuries around the city, NYLCV stresses the importance of e-bike safety outreach, education, and increased charging stations throughout the city, especially in areas where delivery workers congregate. As advocates of micromobility and other sustainable forms of transit, NYLCV underscores that banning e-bikes is not the solution, especially for residents who use e-bikes for their work.

We appreciate the City Council’s and Mayoral Administration’s role in finding comprehensive solutions to this safety issue instead of blanket bans. This includes passing local laws addressing faulty lithium-ion batteries for e-bikes, the Adams’ Administration’s recommendations in [Charge Safe, Ride Safe: NYC’s Electric Micromobility Action Plan](#), increasing the amount of outdoor and affordable e-bike battery charging stations and e-bike storage around the city so riders, especially delivery workers, don’t have to risk carrying multiple batteries with them and don’t have to bring e-bikes inside businesses and residences, and the announcement of a new City Department of Sustainable Delivery to coordinate issues related to e-bike deliveries.

NYLCV welcomes [NYCHA’s electric mobility policy](#), which moves away from blanket bans and instead recognizes that electric micromobility devices are not only integral to the city’s transportation network but a vital mode of transportation for many NYCHA residents. This policy outlines rules for allowed and prohibited devices, and safe charging and storage of e-mobility

devices, and we encourage NYCHA to continue conducting outreach, education, and enforcement of this policy. We also welcomed the Adams Administration and Con Edison's announcement of a [pilot program](#) in March 2023 to install fire-safe chargers and storage areas for e-bikes and e-scooters at four NYCHA housing developments, and we look forward to the rollout of this program. Additionally, NYLCV looks forward to the rollout of a \$25 million federally funded project to install charging stations for e-bikes at public housing developments throughout the city.

NYLCV is also encouraged by the Street Deliveristas Hubs that use existing infrastructure, such as vacant newsstands, to provide delivery workers charging stations, shelter, rest areas, and bike repair servicing. The City needs more hubs like this that not only help workers but revitalize public spaces. We also urge the City to increase the number of safe battery disposal locations and explore longer-term solutions to ensure batteries are responsibly disposed of or recycled.

As the City continues its expansion of bike, e-bike and e-scooter shares, we must also build out safe corridors to use them on, especially in transportation deserts where many low income and communities of color are located. These underserved communities need safe and reliable transportation options, and should not be forced to endure the constant pollution and traffic accidents that occur in their neighborhoods.

The City has made a lot of progress addressing e-micromobility in NYCHA developments and we hope these programs will be implemented in a timely manner. Thank you for the opportunity to comment.

TESTIMONY
of
WORKER'S JUSTICE PROJECT (WJP)
Los Deliveristas Unidos

Presented to:
New York City Council Committee on Public Housing
Hon. Chris Banks, Chair of the Committee on Public Housing
June 24, 2024

Prepared By Alejandro Grajales
Members of Worker's Justice Project

Worker's Justice Project (WJP)
Williamsburg: 365 Broadway Brooklyn NY 11211
Sunset Park: 4112 4th Ave Brooklyn NY 11232

Good morning. Thank you to Council Member Banks, Chair of the Committee on Public Housing, and all the members of this committee for the opportunity to testify on behalf of the Worker's Justice Project and Los Deliveristas Unidos. My name is Aljandro Grajales, I am a member of the Worker's Justice Project and leader of Los Deliveristas Unidos to fight for better workplace conditions for app-based delivery workers in the gig economy.

We are grateful to testify today to discuss ways delivery workers, the Council, NYCHA, and other partners in City government can work together to develop a comprehensive roadmap for micro mobility.

As Deliveristas and leader of Los Deliveristas Unidos I am deeply concerned about the hazards and fires caused by lithium batteries. As reported by [The City](#) newspaper, the market has not yet adapted to the law requiring stores to sell UL certified bikes and batteries, resulting in a significant supply gap. That is why we were proud to stand with the Council to pass a groundbreaking trade-in program for lithium batteries and e-bikes last year, to help low-income delivery workers unable to afford new equipment to effectively transition to the new regulation. We hope to see this program set up immediately.

We appreciate NYCHA's partnership and proactive efforts to educate residents about property battery charging, as well as their commitment to build e-bike battery charging stations across multiple NYCHA developments.

We hope that NYCHA's charging battery station will be available for use to Deliveristas who are delivering food to NYCHA residents and build an environment that is welcoming to Deliveristas. And as Los Deliveristas Unidos, we look forward to keeping working with NYCHA, City Council and other partners in expanding e-bike battery charging stations and Deliveristas hubs throughout the city.

Thank you for the opportunity to testify, and we look forward to our continued collaboration.

Cooper Park Residents Council Inc.,

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June 20, 2024

To Councilmember Adrienne E. Adams:

My name is Karen Leader and I am a long-time resident of Cooper Park Houses and the secretary on Cooper Park Resident Council's executive board. I submit this correspondence to you and your colleagues on behalf of Cooper Park Resident Council executive board members and our residents. I am responding to the topic "Oversight – NYCHA's Electric Micro Mobility Policy.

While we recognize that NYCHA's implements new rules and policies, ex: the "Pet Policy" and its "Smoke-Free NYCHA Policy", we agree that e-mobility devices have become another mode of transportation. However, the problem remains, where should these devices be stored and charged. Considering, that the already new rules and policies (Pet Policy, Smoke-Free NYCHA Policy), which NYCHA has written on paper, there is no **obvious evidence** of them being enforced. The development of these new rules for these devices will never protect residents' health nor our safety. In reading over NYCHA's "new rules" (which have gone into effect as of March 1, 2024) regarding these electric micro mobility vehicles and devices, there obviously needs to be an amendment to them, beginning with signed guidelines by the resident, maintenance worker and the property manager. It is our request that each e-bike, e-scooter, and lithium-ion battery be registered with management.

Similar to NYCHA's Pet Registration form, there should also be a form for residents to complete who store these devices in their apartment. After the completed form has been submitted to management, a NYCHA maintenance worker should be responsible for visiting the apartment and documenting where the e-micro mobility device or battery will be charged in that apartment. The idea behind this is to insure NYCHA that there is actually proper space in the apartment to store said bike and that the owners/legal tenant meets all of NYCHA's requirements which will be outlined on the form. This will also demonstrate to NYCHA and the resident that there are no known dangerous conditions or hazards that will cause injuries to that family, NYCHA's property or their neighbors. This form should include but not limited to the following:

1. Identify the device being registered.
2. The name of the legal resident and an alternate legal resident that will be present and awake the entire time an e-bike, e-scooter, or the battery is charging in the apartment.
3. Proof of the electrical wall outlet that is available for the lithium-ion battery to be charged in and proof that the electrical wall outlet is in compliance with the designated charging area.
4. The maintenance worker will take of picture showing exactly where the lithium-ion battery is to be charged. The picture must show that it will not be charged within 5 feet of any direct heat source including a radiator nor is it preventing an escape from an apartment entrance door or any other place that could prevent an escape in the event of a fire.
5. Proof that the lithium-ion battery is not refurbished, has not been assembled, or reconditioned in a way that is prohibited by NYC law.
6. Finally, this form should be signed by 3 parties: The responsible resident(s), the maintenance worker who performed the inspection and the property manager.

Thank you for your time and listening ear. We are requesting your support of the above suggestions.

City Council Testimony, June 24, 2024 1pm

Dana Elden, President, St. Mary's Park Houses Resident Council

Thank you, Chairman Banks. I come to the Council today not only about the usage and maintenance of lithium-ion battery usage and E-bikes in NYCHA developments; But to also bring notice to the council and to NYCHA, that there is a growing population of those like me, who are disabled and use electric wheelchairs that use lithium batteries. My chair uses 2 lithium batteries that must be recharged almost daily in my apartment.

Although there is a concentration of charging batteries safely within apartments with the adequate charging policy measures are in place, there is a concern from the residents regarding the possibility of inadequate electricity needs that are not being met. Electrical boxes in the apartment are also important when charging these devices as well as mobility devices such as electric wheelchairs and scooters that are needed by residents like me that depend on these devices to go about their daily needs. Currently, I'm in need of an electrical power box in my bedroom, so that I can transfer from my wheelchair to my bed, etc. I only have one box in my living room that was installed in the 90's for an air conditioner. In the past NYCHA would send electricians to the residents' apartments and then charge the resident a fee of \$75.00 for the installation. Although there is no monthly fee for those who already have these boxes, the need for these boxes is widespread. Also, it has come to my attention that in the NSPIRE inspection program from HUD many apartments with air conditioners are also entitled to have these boxes in their apartments to appropriate the electrical needs for those devices as well.

I'm sure that this endeavor is colossal and the needs of many can overwhelm NYCHA. But the grant awarded to NYCHA must be used to

appropriate the disabled population with electrical charging stations in apartments as well. It is my concern that this population of seniors and disabled residents have been overlooked. Of course, the safety of all regarding these mobility bikes is a top priority, however, there is a population of residents that must be acknowledged. And their usage of the electrical infrastructure currently in place is paramount as well. These mobility devices that are being used are widespread in their movements throughout NYCHA properties. The safety of residents and their electrical needs daily is a real concern to us. Of course, the e-bikes, motorbikes and scooters are needed by some who must depend on them for making a living. But do not let us forget that our properties were not built for their usage of our walkways and their electrical needs should not oversee the needs of residents like me who must depend on our electrical wheelchairs, scooters and medical equipment to live and sustain our lives. And considering the \$25 million grant from ConEd, it should be used on registered and legal tenants who have special electrical needs for their Lithium powered medical devices and medical equipment! Let those who make a living using these bikes register them just like we do on our leases! Or is it a plan to mess around with the money as usual and then claim there is nothing for the residents? I don't think so! Use a portion of this grant to help registered residents who have special medical needs to get the electrical boxes needed to safely recharge or use their medical equipment!!

Thank you for your consideration and the opportunity to address this ignored factor when speaking about lithium-ion batteries, the grant that NYCHA has received and the current needs of residents who are disabled and are in need of NYCHA's attention for our electrical and charging needs. Don't let NYCHA squander this money on people's needs outside of the residents who are leases and pay their rent to NYCHA.

Emailed to: testimony@council.nyc.gov

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