

New York City Economic Development Corporation

Testimony Before the Committees on Contracts, Transportation and Economic Development
Regarding Intro 1512

James Katz, Chief of Staff, NYC Economic Development Corporation
Wednesday, April 17, 2019

Good afternoon Chairs Cabrera, Rodriguez, and Vallone, and members of the Committees on Government Operations, Transportation, and Economic Development.

My name is James Katz, and I serve as chief of staff at the New York City Economic Development Corporation, also known as EDC. I am joined by my colleague James Wong, who directs NYC Ferry, and Montgomery Dean and Rebecca Zack of the City's Department of Transportation. I am here today to testify about NYC Ferry, and how it is improving connectivity for New Yorkers living in the city's waterfront neighborhoods.

EDC is a self-sustaining non-profit organization that works to drive and shape the city's economic growth. Our purview includes managing over 66 million square feet of real estate, building critical neighborhood infrastructure, and investing in industries and initiatives that have the potential to create good-paying jobs.

We are also behind the expansion of the East River Ferry into NYC Ferry, one of the largest commuter ferry networks in the country.

NYC Ferry is a direct outgrowth of EDC's legacy as chief steward of New York's maritime assets. That role was codified in 1991, when the City Charter delegated most duties of the former Department of Ports & Terminals to EDC.

Since that time, EDC has overseen ports and terminal investment, cruise terminal management, maritime operations support, and recreational and commercial boating on behalf of the City of New York. Our work has included investing over \$200 million to modernize the Manhattan Cruise Terminal, now one of the largest cruise ports in the country. This investment resulted in a significant increase in ship calls, and our ports now contribute an estimated \$228 million to the city's economy annually.

And together with the Port Authority, EDC led the effort to reactivate Staten Island's Global Container Terminal by modernizing its shipping and rail operations. Today, roughly 350,000 containers are shipped annually between terminals on the New York side of the Harbor. Moreover, over 500,000 tons of cargo are shipped annually through the City's maritime facilities.

A significant part of EDC's maritime legacy is our work on private ferry operations. Since 1995, EDC has been responsible maintaining and developing some City owned piers used by various private ferries. Starting in 2011, EDC was charged with launching and overseeing the East River

Ferry pilot. The pilot successfully connected a handful of growing East River waterfront neighborhoods like DUMBO, Greenpoint, Williamsburg, and Hunters Point South to job centers in East Midtown and Lower Manhattan.

Seeing the potential of our waterways to become vital neighborhood connectors, Mayor de Blasio committed to expanding East River Ferry to serve additional neighborhoods. In February 2015, he announced the creation of NYC Ferry, the first major increase of ferry service in our city in more than a century. Its goal was, and remains, to provide an equitable transportation option for New Yorkers living in areas that have been underserved by public transportation.

In less than 27 months from the Mayor's announcement, EDC brought the system to life. This process included planning six interconnected routes, constructing and upgrading 20 landings, procuring a strong operating partner, and securing a fleet of 16 brand new, purpose-built vessels.

While we believed then that NYC Ferry would be popular, customer demand has exceeded even our wildest expectations. We originally projected that the system would serve 4.6 million riders per year. But since its mid-2017 launch, it has carried over 8.5 million riders. And going forward, we project that the system will serve 11 million riders annually by 2023, after expanding to Throgs Neck, the West Side, Coney Island, and Staten Island's North Shore. It seems our customers, over 80% percent of whom are New Yorkers, have voted with their feet, and that response has been gratifying.

Now, much has been made recently over issues involving NYC Ferry costs. We welcome that conversation, and I am sure we will have the chance to address it further today. For the moment, I will make just two points on this topic:

First, operating NYC Ferry is costly because the administration prioritized equity and accessibility when designing the system. These policy choices were made with clear intention and resolve.

In a departure from his predecessor, Mayor de Blasio directed that we peg the ferry system's fare to the MTA's. By keeping cost of ridership to the now-familiar \$2.75, we ensured that New Yorkers from all walks of life could enjoy this new mode of transportation. Further, we chose to serve far-flung places that are not well served by transit like the Rockaways, Soundview, South Brooklyn and, coming soon, Coney Island. That all comes with a price tag, but it is in pursuit of a policy goal I believe we all share.

Second, the decision that the Administration and EDC made in 2016 to own ferry vessels rather than lease them was unequivocally the most responsible fiscal choice for the City and its taxpayers. At the time we were planning the system's launch, there simply were not enough vessels available, either in New York harbor or anywhere else in the country. Trust me – we looked.

The cost to construct an entirely new fleet of vessels was, and remains, significant. But our choice at the time was simple.

We could pay others for the right to *rent* those new boats for the term of the operator contract. But at the end, the City would be left with nothing.

Alternatively, we could *buy* the boats ourselves – and do so for nearly the *exact* same amount we would have paid to rent. At the end of the current contract, the City would have a tangible asset in the form of an entirely new fleet of boats. And it would be able leverage that asset to secure even better terms in the procurement for a new ferry operator. The choice was clear, and we stand by it.

We need not wait to the end of the operating agreement to see the fruits of these decisions; our commitments of public funds are already proving to be worthwhile. In just under three years, NYC Ferry has boosted transit capacity in traditionally neglected communities like Red Hook by 54 percent, Soundview by nearly 30 percent, and western Astoria by nearly 54 percent. And we know more mobility for residents translated to greater to opportunity.

We also know that NYC Ferry has helped New Yorkers reduce their commutes by an average of 30 minutes or more from neighborhoods where subways are few and travel to work is onerous.

Astoria Houses resident and Tenant Association leader Claudia Coger has lived this experience. In a recent *Daily News* op-ed, she wrote: “It would be impossible to quantify how NYC Ferry has changed my life, and the lives of my neighbors....with the system in our backyard, we can rest assured that there is a reliable mode of transportation to use and are no longer beholden to buses and subways.”

We could not agree more, and we hope you also agree that the ferry system has been one of the unsung success stories of these last few years. Decades from now, when history reflects on our collective legacy as policymakers, I believe this investment in our waterfront neighborhoods will be seen as a great catalyst for inclusive growth and an important step towards transit equity.

Thank you for your attention. My colleagues and I are now happy to take any questions you have.

**NEW YORK CITY DEPARTMENT OF TRANSPORTATION
TESTIMONY FOR HEARING BEFORE THE CITY COUNCIL COMMITTEES ON ECONOMIC DEVELOPMENT,
TRANSPORTATION AND GOVERNMENTAL OPERATIONS, REGARDING INTRO. 1512**

April 17, 2019

Good Morning Chairs Cabrera, Rodriguez, and Vallone, and members of the Committees on Governmental Operations, Transportation, and Economic Development. My name is Rebecca Zack, Assistant Commissioner for Intergovernmental and Community Affairs at New York City DOT and I am joined by Monty Dean, Chief of Staff to our Chief Operations Officer. We are glad to be here today on behalf of Commissioner Trottenberg to testify on Intro 1512. In my written testimony I will briefly discuss the Staten Island Ferry, as well as the steps we have taken to support the development of EDC's successful NYC Ferry program.

As you may be aware we the City of New York have continuously operated the Staten Island Ferry since 1905 and with nearly 25 million passengers a year, our Ferry division operates the largest passenger-only municipal ferry in the western hemisphere. We currently sail eight vessels in the fleet, which includes Kennedy, Barberi, Austen and Molinari class boats, with carrying capacities ranging 1,100 to 5,200 passengers. And we have plans to add three new 4,500-passenger capacity Ollis Class vessels and retire some of our older boats. We make over 40,000 trips a year with on-time performance in excess of 90 percent.

Our vessels are U.S. Coast Guard certified and classed with the American Bureau of Shipping. To sail these large vessels our captains have U.S. Coast Guard licenses for unlimited tonnage with pilotage required for the route. We operate pursuant to a certified safety management system modeled on the International Safety Management Code and certified by the American Bureau of Shipping on behalf of the U.S. Coast Guard. We have been recognized by the National Transportation Safety Board, the U.S. Coast Guard, and the Passenger Vessel Association, as an industry leader in maritime safety.

When it comes to the City's ambitious and groundbreaking goal of quickly planning and rolling out an interconnected city-wide municipal ferry network, DOT has assisted our EDC partners in several ways. First, we are providing our maritime expertise. Second, ferry personnel assisted with the RFP design and sat on the selection committee to review bids. Third, we worked together to create an interagency MOU to address operating permits and use of City-owned landing sites. Fourth, as the City's street management agency, we developed upland pedestrian and bike network connections for each ferry landing where appropriate and installed wayfinding and signage. Finally, we account for the landings in DOT's capital project work, and we get data and community input that EDC has received through their outreach process for our bike and other transportation planners to use.

In conclusion, we at DOT are glad to see New York City meet a key goal of expanding equitable mobility through the implementation of NYC Ferry, whether adding new transit options in underserved, often low-income parts of the outer-boroughs or creating more transit on the hard-to-access east side of Manhattan or the Brooklyn-Queens waterfront. This historic achievement has probably only been possible, in the short- and medium-term, through the unique capabilities of EDC, and we are glad to have been and continue to be assisting our partners in this exciting endeavor.

Thank you for the opportunity to testify and I would be happy to answer any questions.

Comments of Edward J. Kelly, Executive Director of Maritime Association of the Port of NY/NJ

NYC CITY COUNCIL JOINT HEARING

17 April, 2019

Re: Int. No. 982 and Int. No. 1512

My name is Edward J. Kelly, and I am the Executive Director of the Maritime Association of the Port of NY/NJ

Please accept this correspondence as comments submitted on behalf of the over 550 paid, Corporate and Individual Members of the Maritime Association of the Port of NY/NJ.

Since 1873, Maritime Association of the Port of NY/NJ (MAPONY/NJ) has been the primary advocate of the interests of the commercial maritime industry in the Port area. Our mission is to promote the safety of navigation, the security of marine assets, and the sustainability of the marine environment.

MAPONY/NJ's paid membership of over 550 corporate and individual members covers a wide gamut of the industrial marine industry and includes international shipping concerns, marine terminals, tug and barge owners/operators, ship repair facilities, pilots, agents, marine underwriters, admiralty attorneys, organized longshore labor, draymen, charterers, marine architects, and a host of others.

Since its' founding, the waterways and waterfront of NYC have driven the economic success of the City, making it a preeminent center for trade, finance, jobs, and real estate development for our City, Region and Nation.

We believe that when compared to other world-class Port cities, the NYC waterways and waterfront is grossly underutilized and neglected.

While MAPONY/NJ recognizes and encourages the need to develop a diverse, safe and secure NYC waterfront we insist that any such development MUST be done in a manner that allows the continued safe, secure and environmentally friendly operations of commercial maritime interests.

We believe that a safe, secure, and shared waterfront is possible, and look forward to continued discussions aimed at making the NYC waterfront the best it can be.

The Port of NY/NJ is a critical gateway that serves the local area, the region, and the nation. As the 3rd largest port in the USA, and the largest port on the Atlantic coast, a 2016 economic study found that within the 26 counties that border the Port, the industry handled:

- Over \$250 Billion of general cargo
- 577,649 vehicles
- 6.3 Million TEUs of containerized cargo
- 730,617 cruise ship passengers
- 8,596 deep-sea vessel transits
- Over 4000,000 smaller vessel harbor transits

It must also be noted that the Port of NY/NJ is the LARGEST volume petroleum product port in the USA.

During the same time period, our Port Industry also generated:

- 229,000 Direct JOBS
- 400,000 indirect Full Time JOB equivalents
- \$25.7 Billion in Personal Income
- \$64.8 Billion in Business Income
- \$8.5 Billion in Federal/State/Local Tax Revenues

Due to continued growth, and massive infrastructure expenditures (50 ft Channel Project/ Raising the Bayonne Bridge/ Port Authority investment in expanded rail and access projects/ deployment of Ultra Large Container vessels, etc), virtually ALL of the foregoing statistics are experiencing rapid and significant growth.

Clearly, the need to protect the safe and secure operation of the commercial maritime industry must be carefully considered whenever and wherever waterfront planning and projects are considered.

In order to ensure that the Nation's Marine Transportation System (MTS) can continue to operate in a minimally impacted, safe, and secure manner, we strongly suggest that the safety of marine navigation be considered the overriding factor when considering waterfront development.

As NYC makes plans for a future that projects an increased population, there must be planning for the movement of goods, people, freight, and services throughout the City.

Waterborne transportation must be the cornerstone upon which future planning is based for the following reasons:

- Waterborne transport has a currently underused capacity
- It is the most environmentally friendly transport mode
- It eases roadway congestion and takes trucks off the road
- It minimizes wear and tear on bridges, tunnels and roadways
- It has low costs to expand water transport infrastructure

- It minimizes impacts on environmentally sensitive communities
- It is the most fuel-efficient transport mode

Over the years MAPONY/NJ and its Members have worked closely with NYC EDC and DCP to optimize the use and operation of the NYC waterways and waterfront. Any opportunity to continue and expand these efforts will be welcomed.

Our specific comments are as follows:

Int.No 982 A Local Law to amend the New York city charter, in relation to establishing an office of the waterfront

- If established, the office of the waterfront should NOT replicate the work or jurisdictions of either NYC EDC or DCP, but rather serve as an overriding or coordinating function to develop, implement and monitor broad policies, and effect cross-jurisdictional planning and objectives.
- The office of the waterfront should use the existing resources of EDC and DCP to create and implement plans for a NYC waterway and waterfront that is diverse, safe, secure, environmentally sustainable, resilient, and economically viable.
- Since oversight of the Comprehensive Waterfront Plan, and the Waterfront Management Advisory Board is already under the auspices of DCP, it would seem natural that the office of the waterfront would be housed within that group, and that EDC would continue its efforts to incept and initiate creative enterprises to make optimal usage of waterway and waterfront assets to further the economic activities of the City.
- The office of the waterfront should be focused on overall cohesive planning, and only be involved with such mundane issues as permitting insofar as to ensure that there are no obstacles to optimizing waterway and waterfront capacity, and to ensure cooperation among all involved regulatory bodies, be they City, State, or Federal.
- The office of the waterfront should have responsibility to ensure that all planning is fair and balanced, so as to allow maximization of residential, recreational, industrial, environmental and societal needs and opportunities.
- The office of the waterfront should be limited to an oversight, coordinating, informational, and implementing function. “Advocacy”

may pose a problem should the office be located within a regulatory department.

Int. No. 1512 A Local Law to amend the New York city charter and the administrative code of the city of New York, in relation to the establishment of a director of ferry operations.

- We believe the passage of Int. No. 1512 is unnecessary, would institute an overly broad undertaking, and would stifle innovative private ferry undertakings.
- The expansion of existing ferry services, both public and private are essential to the broadening of waterborne transit capacity necessary to accommodate the needs of a growing population.
- The initiation and economic sustaining of ferry services is best handled by EDC.
- In order to ensure optimal operating capabilities, there may be an opportunity to cross-consult with NYC DOT upon occasion, but the dissimilarity of current ferry shuttle services and the Staten Island Ferry system would create an “apples and oranges” scenario.
- Ferry operations, whether municipal or private should be considered as a vital part of mass transit, and essential to reduce congestion on existing transit networks, make use of “new” comparatively cheaper infrastructure development, reduce transit emissions , and expand service to underserved areas and populations.
- Municipal services should NOT compete with private undertakings, but should create services intended to expand mass transit requirements.
- It must be understood that due to municipal ferry services being intended to support societal needs, subsidies will usually be required for efficient operation.
- EDC has a demonstrated capacity to incept, implement, and oversee creative and innovative economic solutions that serve the city.
- EDC has a demonstrated history of working closely with various maritime related organizations to ensure safety, security, and environmental conditions when selecting ferry locations and operational procedures
- Management of public marinas and boat launching ramps is best left to the good management of the Dept of Parks.

We trust that these comments may prove useful as these proposals continue to be evaluated.

I am sure that you will find Maritime interests very willing to cooperatively engage in discussions relating to any NYC waterfront issue.

We look forward to continue working together to ensure the safety of navigation, the security of the marine domain, the protection of the marine environment, and the protection of the enormous economic benefits provide by the commercial maritime industry in our Port.

Please feel free to contact me at any time to further discuss any item herein presented.

Thank you for your consideration.

Edward J. Kelly
Executive Director
Maritime Association of the Port of NY/NJ
e-mail: themaritimeassoc@erols.com
Tel: 212-425-5704



COMMUNITY DEVELOPMENT PROJECT

**Testimony of Paula Z. Segal
to the New York City Council Committees on
Governmental Operations, Economic Development & Transportation
April 17, 2019**

Thank you for the opportunity to submit testimony on the bill to create an office of the waterfront (Intro 982-2018) . My name is Paula Segal; I am a senior staff attorney at the Community Development Project (CDP), a non-profit legal services organization that works with grassroots and community-based groups in New York City to dismantle racial, economic and social oppression. My practice, Equitable Neighborhoods, works with directly impacted communities to respond to City planning processes and private developers, helping to make sure that people of color, immigrants, and other low-income residents who have built our city are not pushed out in the name of “progress.”

I am submitting these comments on behalf of CDP. They are informed by our work with residents and grassroots organizations that are based on NYC’s waterfronts and have done decades of work directed at making sure that waterfront access and activities are responsive to the needs of current residents and those who lived through decades of neglect and toxic uses of waterfront neighborhoods. These include CAAAV: Organizing Asian Communities, Good Old Lower East Side (GOLES), Tenants United Fighting for the Lower East Side (TUFF-LES), the Staten Island Coalition for Wetlands and Forests and many others.

While we agree that an office of the waterfront is long overdue given the unique history of NYC’s waterfronts and the overlapping permitting regimes that apply to waterfront development and access. Yet the bill as drafted does nothing to embed resident representation and interests in

waterfront permitting. We would like to see an amendment that requires that the newly created office to be in direct contact with local community-based organizations and community boards. It should also require that any permits or other approvals that the office facilitates be consistent with community-generated plans like *A People's Plan for the East River Waterfront*, available at <https://caaav.org/publications/PeoplePlanExeSummary.pdf>.

We are really pleased to see that the definition of the geographic area that the new office will have jurisdiction over is expansive and includes ocean, estuary, harbor, river, tidal strait, bay, basin, cove, stream, pond and lake. We suggest “wetland” be added to this list to encompass the freshwater and tidal wetlands that fall under the jurisdiction of the Department of Environmental Conservation and the Army Corps of Engineers.

As you know, NYC’s waterfronts are recently sites where many new residential and commercial developments are being built and planned. We would like to see the definition of “waterfront use” that triggers the authority of the new office to be extended to all developments that impact the waterfront, not just those that “require direct access or proximity to the water in order to function” or have “a primarily recreational, cultural or retail function whose location on the waterfront would add to public use and enjoyment of the water’s edge.” This limited purview misses an opportunity to create an effective system for managing the waterfront as a public asset.

Thank you so much for all you do everyday. We look forward to working together towards equitable waterfront development.

For further information, contact:

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<https://cdp.urbanjustice.org/cdp-equitable-neighborhoods@eqneighborhoods>

April 16, 2019

Economic Development, Gov't Operations, and Transportation City Council Committees

My Name is Captain John Nappo Jr and I am the director of the Maritime Technology Program at Kingsborough Community College.

The Maritime Department at Kingsborough Community College has been positively impacted by maritime projects and programs designed and administered by NYCEDC.

The NY Ferry program has had a tremendous impact on Kingsborough students and the program in general. For students, many have had their first real job experience working on the ferry's. Working as deckhands, they can pursue their education while earning a wage for daily living and education expenses. The responsibilities and lessons learned on NYC Ferry's give students an advantage for possible future employment opportunities in the maritime industry.

We also have many alumni who have made NYC Ferry their place of permanent employment. Most working as captains and technicians in the engine rooms of the ferries. These are jobs that pay a real wage with benefits. For many of our students it's a life changing experience. A chance for financial independence, becoming part of the fraternity of maritime professionals and from Kingsborough Community Colleges perspective, great ambassadors of our unique Maritime program.

The NY Ferry program has become the foundation for a strong relationship with EDC. The relationship has raised Kingsborough's Maritime Program's profile in NY Harbor to levels not previously experienced by the Maritime Department.

The EDC also sponsors a unique Job Fair for the last several years. The Maritime Career Awareness Fair.

This event places NYC high school students and EDC maritime partners together to provide career and educational pathways for students. Having 2- and 4-year colleges attending the event, students have easy access to invaluable information for making an informed decision about their education and future.

Having maritime business partners there, allow a student to possibly gain employment in industry while exploring the chance to go to college simultaneously.

The maritime program at KBCC has come to rely on this event as a marketing tool our program never had before. Being able to reach potential students from all communities in NYC at one time, is beneficial for KBCC in every possible way.

Raising the maritime programs visibility in a crowded educational market.

Meeting employers who could employ our students.

Connecting with shareholders about unique maritime programs previously unknown to staff at the college.

The City University of New York has a Hybrid education vessel the "CUNY1". The vessel is operated by the KBCC maritime program.

The Science and Resilience Institute at Jamaica Bay hosted the NYCEDC, City Council Members, State Senators, State Assembly members and shareholders in the Jamaica bay community on the CUNY 1. The trips mission was to find suitable new stops for increased ferry service to underserved communities in Brooklyn and Queens.

The collaborative effort would have not occurred without the EDC spearheading the need for increasing routes and ridership on the NYC Ferry system. As a result of this trip on CUNY1, City Council members sponsored future educational trips for high school students on the vessel. State Assembly members have sponsored grants to the KBCC maritime department to improve our RADAR ship simulator.

None of these positive impacts on students at the high school and college level would not have been possible without EDC's leadership on the ferry program and maritime programs through out the harbor.

KBCC has come to value our partnership with the NYCEDC. Their ability to put key players in NY harbors diverse maritime industry together only comes with strong leadership and programs that make sense. Our students benefit the most. Being able to develop a career in the maritime industry or choose to further their maritime education is positively impacted by EDC's programs and leadership.

We look forward to our continued relationship with EDC and its many collaborative partners for many years to come.

Thank you,

Captain John Nappo Jr

Director Office of Maritime Technology

Kingsborough Community College

2001 Oriental Boulevard

Brooklyn NY, 11235



April 17, 2019
New York City Council
City of New York
City Hall
New York, NY

RE: **Letter of Support for Int. No. 982-2018 and Int. No. 1512-2019**

Dear Council Members Vallone and Rodriguez;

On behalf of Cornell University's College of Architecture, Art, and Planning, located at 26 Broadway, 20th Floor, New York, NY 10004, I'm writing in support of two (2) current bills that are under consideration by the Economic Development, Government Operations, and Transportation City Council Committees, they are as follows:

1. **Int. 0982-2018** A Local Law to amend the New York City Charter, in relation to establishing an Office of the Waterfront; and
2. **Int. 1512-2019** A Local Law to amend the New York City Charter and the administrative code of the City of New York, in relation to the establishment of a director of ferry operations.

It is my understanding that these two initiatives will continue to support and enhance the on-going administration, operations, and expansion of the NYC Ferry System. Cornell University has directly benefited from the establishment of ferry service (beginning in August 2017) to and from Roosevelt Island for our Cornell Tech campus. The NYC Ferry has also provided a critical link via the *Astoria Route* to Pier 11/Wall Street where the College of Architecture, Art, and Planning (AAP) is located nearby at 26 Broadway. In addition to academic collaborations between these two campuses, a portion of our AAP students live at university sponsored housing at Cornell Tech ("The House"). The ability to commute quickly from lower Manhattan to Roosevelt Island has been of great value to our students and faculty. The expanding ferry network has also allowed our graduate and undergraduate students to explore and study New York City more fully, including urban planning workshops and architectural design studios, most recently in the Red Hook neighborhood in Brooklyn. Other areas of importance to our courses of study in resilience include: Queens West / Hunters Point South, Gowanus Canal, the Bronx River Corridor, and the Rockaways. And finally, cultural destinations like the Socrates Sculpture Park and the Noguchi Garden and Museum, not well served by subway, are accessible to our fine arts students.



Letter of Support for Int. No. 982 and Int. No. 1512

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In addition to enhancements to the NYC Ferry system and the associated benefits of an alternative mode of transportation using our waterways, the *Office of the Waterfront* will play a leading role in advancing the planning and implementation of the city's resilience strategy as outlined in multiple NYC reports and policy statements (e.g. SIRR Report, ONE NYC, Lower Manhattan Climate Resilience Study, Vision 2020: NYC Comprehensive Waterfront Plan, NYC Panel on Climate Change, etc.). Given the importance of these two initiatives, it is vital that the Mayor's Office have a dedicated group of professionals leading this effort in a sustained and targeted manner.

And finally, the Cornell-in-NYC program has consistently collaborated with the New York City Economic Development Corporation (EDC) for almost a decade on a variety of urban planning studies, including significant portions of the city's waterfront, including the maritime sector. EDC has also been a strong partner in our academic internship program, and also hired graduates from our college.

Should you have any questions, please contact me at 212-497-7597 or at rwb43@cornell.edu.

Respectfully,

A handwritten signature in blue ink that reads "Robert W. Balder". The signature is fluid and cursive, with the first name being the most prominent.

Robert W. Balder
Executive Director
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THE TOWBOAT AND HARBOR CARRIERS ASSOCIATION OF N.Y./N.J.



Testimony of The Towboat and Harbor Carriers Association
CAPT Eric Johansson, Executive Director

RE: Office of the Waterfront

April 17, 2019

I'm Captain Eric Johansson, Executive Director of the Towboat and Harbor Carriers Association Port of NY/NJ and Professor at New York Maritime College (America's Oldest Maritime College). A third generation mariner, I have been actively working in the Tug and Barge industry in the Port of New York for over 40 years. The Towboat and Harbor Carriers Association consist of thirty tug and barge operators and four New York Harbor-based shipyards employing thousands of mariners and shore side support workers.

The economic viability of New York Harbor as a commerce port cannot be overstated. The prosperity and quality of life for New Yorkers and the metropolitan area in general are directly linked to the economic success of the working waterfront. As the highest volume commercial port on the east coast and third soon to be largest in the United States the Port of New York delivers trillions of dollars in commerce, contributes over a trillion dollars in value contributes millions in tax revenues to the local economy, and supports hundreds of thousands of both blue & white collar jobs.

Each and every day, the harbor is plied by barges carry heating oil, cement, sand and gravel, and other products vital to our City. We estimate that all the barges in New York harbor eliminate three and one half million truck trips per year on NYC roads but we are losing terminals nearly every year. Can you imagine the road congestion and impact on air quality if a significant portion of those trucks were added to the roads to deliver goods instead of utilizing the maritime harbor for this purpose? As an example, one marine dry bulk company moved 1.9 million tons of sand and gravel into New York City this is down from 7 million tons just a few years ago. This means at a minimum, the 5.1 million balance of material previously moved by water is being moved via trucks.

"It is the mission of the TOWBOAT AND HARBOR CARRIERS ASSOCIATION OF NY NJ to promote and represent the interests of tug boat operators and harbor carriers in local issues relevant to the tug and barge industry in the New York/New Jersey Port area and approaches"

PO Box 1254, Smithtown NY 11787

THE TOWBOAT AND HARBOR CARRIERS ASSOCIATION OF N.Y./N.J.



This is equivalent to an additional 231,182 sand and gravel trucks a year rumbling through the streets of New York City. Why? Terminals are closing! **Once a terminal is lost the opportunity to revive it is very difficult.** Terminal closures are directly linked to gentrification, permitting, waterway dangers, and lack of dredging.

Our waterways have active waterborne transportation and for centuries a vital conduit for commerce the economic engine of New York. The Empire State was built on the backbone of our harbor. Yet administrative burdens too often prevent safe, necessary water-dependent projects from going forward expeditiously.

New York must support the Port that provides so much to our states economy, transportation needs, and quality of life. The Towboat and Harbor Carriers Association supports a full-time Office of Waterfront supporting Commercial maritime industry and a level Waterfront Management Advisory Board to actively promote balanced use of New York's most incredible natural resource – its Harbor.

A long time champion for balanced and appropriate uses of New York Harbor, The New York City Economic Development Corporation (NYCEDC) is the beacon for transportation needs of the citizens of New York. The NYCEDC has commissioned actionable reports on the Maritime Support Service Industry, Dry Docking needs, marine permitting, dredging needs, Cargo reporting, siltation studies and most recently delivered its comprehensive waterfront plan with Freight NYC. Freight NYC will prove to be the cornerstone of our states economy and continued economic growth.

With so much at stake, keeping our harbor open for business is not an easy task. A growing population combined with larger ships, and limited road capacity means the tried and true waterways of New York will be tasked with carrying the bulk of New York City communities day to day products.

Respectfully,

A handwritten signature in black ink, appearing to read 'Eric J. Johansson', written in a cursive style.

Eric J. Johansson
Executive Director

"It is the mission of the TOWBOAT AND HARBOR CARRIERS ASSOCIATION OF NY NJ to promote and represent the interests of tug boat operators and harbor carriers in local issues relevant to the tug and barge industry in the New York/New Jersey Port area and approaches"

PO Box 1254, Smithtown NY 11787

To The New York City Council Committees on Economic Development, Transportation, and
Governmental Operations

Statement by Roberta Weisbrod, Ph.D.¹

April 17, 2019

This is an important hearing for a number of reasons. I regret not being able to participate in it. The hearing is important because the waterfront is important for transport of people and freight, economic development, and helping the city's resilience in the face of climate change.

The question before the Committees as I understand it is what agency should manage NYC Ferry going forward. The City of New York is extremely fortunate in having two highly professional agencies that could run it. NYC DOT Ferry Operations are headed by highly experienced professional mariners. Over the past decade and a half they have vastly improved safety training and operations, maintenance, and have constantly sought out and evaluated innovations that could improve the capital and operations yet more.

NYC EDC now has a ferry office staffed by maritime professionals. NYC Ferry is a complex operation - multiple routes, vessels, landings and schedules. NYC EDC manages the complexity with the mining of the data that the ferry system generates. EDC also has additional capabilities of asset management and the real estate division that can support and help the City take advantage of the ferry operation.

Since the thrust of this hearing is about NYC Ferry I would like to commend the Council and the City for supporting the service. It has been instrumental in helping develop underdeveloped parts of the waterfront – the ease of ferry transport facilitating residential and commercial development. NYC Ferry has also opened up more areas to tourism. Like the subways, ferries are a place where the diverse people of NYC can mix, and like Central Park on ferries they can mix with a sense of pleasure.

As more and more traffic calming measures are put in place (speed limits, speed bumps, removal of parking spaces, and congestion pricing) there will be enhanced reliance on ride

¹ Roberta Weisbrod is the Principal, Sustainable Ports, a consulting firm specializing in the maritime transport of people and goods. She is also the Executive Director of the Worldwide Ferry Safety Association (www.ferrysafety.org/ideas). Previously she was the head of Sustainable Transportation for the environmental organization, Inform, was Special Assistant for the Commissioner NYS Department of Environmental Conservation, and Director of Port and Intermodal Planning, NYC EDC. She was chair of the Ferry Committee for the Transportation Research Board, chair of the Ferry Panel for the Society of Naval Architects and Marine Engineers, and is currently a member of the Steering Committee, and the Ferry Committee of the NY/NJ Harbor Operations Committee.

share and transit. For those seeking comfort in their travels the form of transit that fills the bill are ferries.

For the handicapped like no other form of transit in NYC not the subway nor even kneeling buses ferries serve admirably.

And in the future when the City will face the challenge of one million more people ferries can be ramped up to serve the expanding population.

April 17, 2019

Statement of Local 1814, ILA Vice-President Agosta
before the
New York City Council Committees on
Economic Development, Government Operations and Transportation

My name is Frank Agosta and I am a Vice-President of Local 1814 of the International Longshoremen's Association, AFL-CIO, which represents longshoreman working in the Brooklyn sector of the Port of New York, as well as container maintenance and repair workers at both Brooklyn and Staten Island waterfront facilities.

I appreciate the opportunity to testify before this joint hearing of the New York City Council Committees on Economic Development, Government Operations and Transportation.

The maritime industry in New York represents approximately \$3.6 billion in personal income for New Yorkers, while its inland waterways contribute about \$300 million annually to the City's economic output. The Port of New York supports tens of thousands of jobs in New York City, some of which are performed by the longshore and waterfront workers represented by Local 1814.

It is important to understand the pivotal role that New York City Economic Development Corporation (EDC) has played - and continues to play - in the resurgence of waterfront commerce in the New York City sector of the Port. The impetus of that resurgence has been the ability of EDC to garner and coordinate the support of the many stakeholders in maritime commerce, including local community organizations, industry groups, employers, labor organizations and other governmental agencies - not an easy task. It is EDC's sensitivity to the

interests of all of those stakeholders that allows for the advancement of common sense proposals to increase the City's share of Port commerce.

EDC's formulation in 2018 of the "Freight NYC" plan demonstrated its ability to serve as an incubator for innovative approaches to modernizing the city's aging freight distribution systems and increasing development of its maritime and rail assets. The objective of the plan is to increase maritime capacity, expand rail freight services, develop freight hubs and utilize clean trucks – all while creating nearly 5,000 good paying jobs and generating incalculable environmental dividends in the process.

The use of container-on-barge (COB) services is essential to the efforts to increase waterfront commerce on the New York City side of the Port. It is a means for offsetting the use of trucks and supplementing rail cargo movement, while substantially increasing the number of jobs involved in the movement of waterborne cargo. A recent example of EDC's facility for coordinating maritime commerce efforts with other governmental agencies was the September 2018 announcement by EDC and the Port Authority of the creation of the North Atlantic Marine Highway Alliance which seeks to capitalize on the use of container-on-barge services. In that context, EDC was also able to garner the support of the USDOT's Maritime Administration and coordinate with its marine highway grant program.

EDC's support of COB services was further enhanced by its designation of Red Hook Container Terminal LLC to operate the 65 acre South Brooklyn Marine Terminal (SBMT) which it envisages as a "hub" for barge services. Those barge services are the mainstay for well paying skilled and unskilled jobs in Brooklyn and fit nicely into the Port Authority and Federal marine highway programs I referred to earlier.

Another recent example of EDC's fostering of innovative uses of the SMT are its efforts to attract the burgeoning offshore wind power industry. Red Hook Terminal and Local 1814 members already have extensive experience in handling major steel construction components having previously handled such components for the now-stalled Staten Island Wheel project.

Speaking as a representative of Brooklyn longshore and allied waterfront workers, EDC has always demonstrated its willingness to coordinate its efforts and plans with those interests most likely to be impacted by its activities. In the same fashion, it has facilitated a dialogue among Port interests, as well as federal, state and local community representatives, to insure that it's efforts serve to improve and enhance the lives of the people of the City of New York.

MOLLY HOLLISTER
CHAIR

CLAUDE L. WINFIELD, FIRST VICE CHAIR
AHSIA BADI, SECOND VICE CHAIR



JESÚS PÉREZ
DISTRICT MANAGER

BRIAN VAN NIEUWENHOVEN, TREASURER
BEATRICE DISMAN, ASST. TREASURER
AMELIA ACOSTA, SECRETARY
SEEMA SHAH, ASST. SECRETARY

THE CITY OF NEW YORK
MANHATTAN COMMUNITY BOARD SIX
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Testimony before a Joint Meeting of the City Council Committee on Governmental Operations, Committee on Economic Development, and the Committee on Transportation Regarding Int. No. 982, In Relation to Establishing an Office of the Waterfront

April 17, 2019

Good afternoon Chairs Cabrera, Vallone, and Rodriguez. Good afternoon Council Members. Thank you for the opportunity to testify before you today. My name is Molly Hollister, and I am the Chair of Manhattan Community Board Six. I am here to speak in support of Int. No. 982

According to the Department of City Planning, New York City boasts 520 miles of waterfront, which is longer than the waterfronts of Miami, Boston, Los Angeles, and San Francisco combined.¹ Our waterfront is a significant resource for our city. As such, it should be protected, promoted, and properly administered. The Office of the Waterfront, which Int. No. 982 seeks to establish, could serve those aims.

Manhattan Community District 6, which stretches from 14th Street to 59th Street, has the East River as its eastern border. Our waterfront has for many years been a particular

¹ <https://www1.nyc.gov/site/planning/data-maps/nyc-city-of-water.page>

priority for Manhattan Community Board Six because it is plagued by numerous problems. Just to mention a few, it is impossible to walk the length of our waterfront because our waterfront esplanade has significant gaps. Since it's adjacent to the FDR Drive, a stroll or bike ride along our waterfront is not salubrious but rather noisy and unpleasant. Further still, multiple segments of the precious little waterfront that we have access to are occupied by uses that are deleterious to our quality of life, like parking lots or a heliport.

If established, the Office of the Waterfront will serve a useful administrative purpose, but it will also "serve as an advocate for the waterfront within city government."² Through its work, that is what Manhattan Community Board Six does, and we would welcome the Office of the Waterfront as an ally.

In a city where we all live in such close quarters, our outdoor spaces, especially our waterfronts, are all the more valuable. And for districts like ours, which the Department of City Planning has confirmed has "the lowest amount of open space per capita of Manhattan community districts," we feel this need most acutely.³

CB6 believes that establishing a dedicated Office of the Waterfront would be a good step towards creating a waterfront worthy of our district and our city.

Thank you.

² Quoted from Int. No. 982

³ From Manhattan Community Board Six's March 2008 197-a plan

SUNY Maritime College applauds the NYC EDC

For close to 150 years, SUNY Maritime College has been at the forefront of educating and training mariners and providing a large percentage of the maritime workforce in the New York City region.

Over the past several years, the college, its students and alumni, and New York's maritime industry at large, have benefitted greatly from the ambitious maritime workforce initiatives set forth by the New York City Economic Development Corporation (NYCEDC). In the past two years the New York Economic Development Corporation has co-sponsored two important symposiums at SUNY Maritime College. The first was the LNG Conference to study the growing need in the liquid natural gas industry and how it will impact New York's maritime industry. The second focused on marine highways to address the need to reduce increasingly congested roadways and the pollution they produce. Marine highways are developing to enable short-sea shipping, where freight is carried over water for shorter distances than traditional shipping operations. With strong support and collaboration with partners such as the NYC EDC, the college is able to address and respond to significant changes in the maritime industry.

The City of New York Economic Development Corporation is investing \$100 million in infrastructure to promote and establish waterborne transportation alternatives in and around the region.

Andrew Genn, Sr. Vice President, Ports & Transportation, NYC EDC and his team have demonstrated a keen understanding of the importance of preserving New York's waterfront for recreation as well as ensuring that New York's waterways continue to support transportation and economic development. The NYC EDC has championed that initiative and has successfully proved that one does not negate the other.

The benefit to all New Yorkers of waterborne transit is substantial. The NYC EDC has been instrumental in expanding ferry service throughout New York City. Since the Staten Island Ferry connects only Staten Island and Manhattan, there existed an obvious and growing need to expand ferry service on New York's waterways. Fortunately, that need has been met by NYC Ferry which connects residential and business communities along the East River, Brooklyn, the Rockaways, Astoria and Soundview to communities in Midtown and the Financial District. There are additional locations scheduled in 2020 and 2021.

In an era of increasingly congested roadways, maximizing New York's waterways – “the blue highway” – makes sense. In addition to streamlining commuter traffic, ferry service is essential in times of emergency when other forms of transportation may not be available.

The recent establishment of the ferry landing in Sound View/Bronx, and the proposed landing at Ferry Point in Throggs Neck/Bronx, provides SUNY Maritime College students, faculty and staff and neighborhood residents with a quick and inexpensive transit alternative between the Bronx and New York City's other boroughs.

SUNY Maritime is proud to have trained roughly 25 percent of the NYC Ferry crews who now guide those blue-and-white boats throughout New York Harbor. Through the ambitious efforts of

the NYC EDC, SUNY Maritime College's undergraduate and graduate students as well as entry-level mariners who participate in professional certification courses, can enjoy meaningful employment with good wages in New York's vibrant maritime industry.

SUNY Maritime College looks forward to a long affiliation with the NYCEDC which has made significant contributions to college and New York at large.



Two Penn Plaza ■ Fifth Floor ■ New York, New York 10121

Testimony on Intro. No. 1512 on the Establishment of a Director of Ferry Operations

*Submitted to the New York City Council Committees on Economic Development,
Governmental Operations, and Transportation*

April 17, 2019

Thank you for holding this hearing on NYC Ferry and for the opportunity to testify. My name is Sean Campion, and I am a Senior Research Associate at the Citizens Budget Commission (CBC). CBC is a nonprofit, nonpartisan think tank whose mission is to achieve constructive change in the finances and services of New York State and New York City governments.

Since its launch in May 2017, NYC Ferry has connected many of New York City's waterfront neighborhoods and business districts. While popular, the citywide ferry service has come at a high price. In fiscal year 2018, its first full year of operations, NYC Ferry required a subsidy of \$10.73 per ride—twice the subsidy required to operate the Staten Island Ferry, 5 times higher than the now-defunct East River Ferry, and 10 times higher than the Metropolitan Transportation Authority (MTA) subway and bus services. The subsidy may decline in the future if costs stabilize and ridership grows, though it would still be much greater than competing modes of transit.

CBC's report, *Swimming in Subsidies*, identifies several reasons why the subsidy has been so high. The City made choices to design long routes that are costly to operate; to charter additional vessels to meet seasonal and weekend ridership demand; and to charge a fare equal to the subway fare rather than premium transit options like express bus routes and comparable ferry systems, which charge higher fares commensurate with higher operating costs. As a result the NYC Ferry system recoups just 22 percent of its operating costs through fare revenue.

Intro. No. 1512 calls for transferring control of the NYC Ferry system from the New York City Economic Development Corporation (EDC) to a newly created Director of Ferry Operations within the New York City Department of Transportation (DOT). CBC's report notes two drawbacks of the decision to operate NYC Ferry through EDC rather than through DOT. First, funding the ferry service through EDC provides little transparency into NYC Ferry's operations and budget, as EDC is not funded through the City's budget process. DOT's expense budget for the Staten Island Ferry

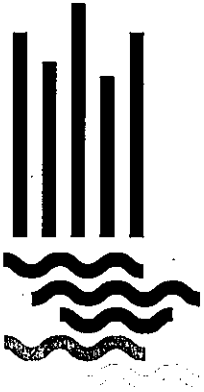
reports spending on personnel, contractual services, supplies, fuel, and other expenses, and the Mayor's Management Report tracks indicators that tie back to this spending. EDC does not report on NYC Ferry's financials at a similar level of detail. Second, it creates redundancies within City government, particularly as EDC's role expands beyond overseeing on-shore infrastructure and managing the contractual relationship with NYC Ferry's private operating partner.

Rebalancing responsibilities between EDC and DOT could address these concerns. However, the Council could require transparency into NYC Ferry's finances and operations without any shift of responsibility. Furthermore, consolidating responsibilities for municipal ferry operations would reduce redundancy but does not guarantee improved operational efficiency or cost savings. An evaluation of the relative efficiency and costs of EDC's and DOT's operations would help identify the cost impact of consolidation. Finally, and most importantly, consolidation will not address the policy choices that have contributed to NYC Ferry's high subsidies. As mentioned in CBC's report, the high cost of NYC Ferry is the product of a series of decisions about fares, routes, and service levels. Transparency would help New Yorkers understand the costs and benefits of these choices, but on its own, it will not make the system more efficient or cost-effective. The Council should continue to use its oversight powers to consider whether the City should maintain the same operating strategy and fare structure, particularly as NYC Ferry is set to expand by adding routes and procuring additional vessels.

Thank you for the opportunity to testify, and I look forward to answering any questions you may have.

**Public Testimony
April 17, 2019
New York City Council Hearing
Re: Office of the Waterfront legislation (Intro-0982) & Ferry
Operations legislation (Intro-1512)**

**Submitted by Roland Lewis, President and CEO
Waterfront Alliance**



Waterfront Alliance is a non-profit civic organization and coalition of more than 1,000 community and recreational groups, educational institutions, businesses, and other stakeholders. Our mission is to inspire and enable resilient, revitalized and accessible coastlines for all communities:

Intro-0982, the bill to establish an Office of the Waterfront has long been championed by the Waterfront Alliance. The establishment of a coordinating body in the Mayor's Office to create and manage an overall vision for our 520 miles of waterfront is more important today than ever.

A 21st century waterfront with increased mixed use and climate change challenges demands a 21st century coordinating body: one centralized project team with leadership from the Mayor's Office that can take a holistic approach by integrating capital projects, resiliency plans and waterfront management under one roof, instead of through a siloed approach. The policy, equity and economic issues linked to our waterfronts and waterways are countless and demand greater harmonization and long-term planning.

A coordinating Office is important on a number of levels:

- **A centralized place for policy-making among City agencies,** many of which are making decisions about our waterfronts without a collective voice or master plan.
- **Establishing a City voice on regional issues.** With New Jersey, Connecticut, Long Island and Westchester County all sharing our local waterways, we have interrelated interests in water quality, transportation and resiliency initiatives. This Office can serve a liaison to different levels of government including Albany and Washington; DC.

- New York is home to a great deal of **institutional knowledge** on climate and resiliency issues through the work of universities, think tanks and advocacy organizations. This Office will tap into these resources to inform decision-making.

The challenges of climate and coastal resiliency underpin every aspect of our waterfront from parks to transportation to buildings. Consider the Administration's recent resiliency proposal to extend the South Street Seaport/Financial District into East River through an infill project. The level of coordination needed to build consensus around maritime uses, transportation, resiliency infrastructure, waterfront access and open space for New Yorkers – just in this one project alone – will be enormous. Not to mention how this project would affect surrounding communities.

The Waterfront Management Advisory Board was an important step in coordination for creating the Comprehensive Waterfront Plan, a process which is currently underway for the next 10-year plan. Many recommendations across different sectors will be put forth. **The implementation of these recommendations and how they are handled among many different agencies is an important question. There is no one coordinating body ensuring that competing considerations are discussed under one tent and that can ensure recommendations can move forward efficiently.**

Consider the increased mixed use of our harbor ranging from recreation to transportation. With the growth of NYC Ferry serving millions of New Yorkers, we are also seeing the number of individual human powered boat trips increasingly annually, as is the number of operating boathouses. In 2017, more than 100,000 individuals participated in human powered boating in the NYC area – more than double the number five years ago.

The activity happening on our waterways – not just our waterfronts – is important to local communities. Monitoring water quality, wave attenuation, and safety among the many actors using the harbor is an important area of coordination for this Office.

While we are reclaiming our waterways for ferries and kayakers, not to mention tugs and barges moving freight, we are faced with:

- New regulatory and permitting challenges,
- A need for additional docks spaces to tie up to,
- Call for more waterfront access for recreation
- And a renewed focus on crumbling piers and terminals that should be brought to a state of good repair.

Regarding Intro-1512, Waterfront Alliance has been a vocal supporter of NYC Ferry since its start. We are not only a supporter, Waterfront Alliance was the prime civic organization that organized and advocated for years to help create the system we have in place today. Let's take a moment to underscore the remarkable, rapid growth and popularity of NYC Ferry. We have collaborated closely EDC to support the system which currently boasts:

- **Six routes, currently in four boroughs - with Staten Island coming online next year,**
- **Routes servicing transit deserts from Soundview to the Rockaways, and a new Coney Island/Bay Ridge route coming in 2021,**
- **Growing ridership - NYC Ferry beat ridership projections in 2018 by over 200,000 riders,**
- **An astounding 94.6% on time performance rate – unparalleled in local mass transit.**

As the system grows, let's address the issues that need to be fixed and continue to encourage transparency in the decision-making process, but let's not lose sight of the extraordinary transportation access and resiliency that NYC Ferry is bringing to New Yorkers in all five boroughs.

Thank you.

PortSide NewYork testimony to
City Council Committee on Governmental Operations jointly with the
Committee on Economic Development and the Committee on
Transportation

April 17, 2018

Regarding:

Int 0982 - In relation to establishing an office of the waterfront.

Int 1512 - In relation to the establishment of a director of ferry operations.

PortSide NewYork thanks you for this hearing on an important topic that is very central to our mission and program plans. We do suggest more notice for proposals of this import and background should be sent with the hearing notice.

PortSide NewYork is an award-winning, maritime non-profit located in Red Hook, Brooklyn founded in 2005.

Re Int 0982 Office of the Waterfront

There is much to improve with how NYC's waterfront run. NYC is notorious on the eastern seaboard for being unfriendly to boats – of all types. At PortSide, we describe this by saying that NYC has lost fluency in the maritime language. Thus, the thrust of bill 982, to focus on water dependant uses, is something we support. PortSide our own real estate saga – we still seek a proper home after 14 years – reflects the way NYC's waterfront is run.

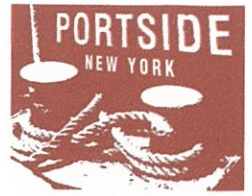
We see the advantage of an office of the waterfront if it answers what people who specialize in NYC's waterfront have long wanted: a waterfront planned, built, managed and permitted by people dedicated to the waterfront, by informed specialists. We all seek a higher level of competence, fewer silos, less bureaucracies to chase down, less red tape and a waterfront managed in a way that favors water-dependent uses and is more accommodating to maritime users.

As ever, the devil is in the details:

Should this be a Mayoral office? Depending on who is the Mayor that is not always a recipe for responsiveness and transparency.

Will this office add another layer (more red tape) or will it have the power to shift how things are done on the waterfront by other departments and authorities?

PortSide NewYork, aboard the tanker MARY A. WHALEN
**P.O. Box 195, Brooklyn, NY 11231, 917-414-0565, chiclet@portsidenewyork.org,
www.portsidenewyork.org. www.redhookwaterstories.org**



portsidenewyork.org
redhookwaterstories.org

For example, having an office to tell people where and how to get a permit is not much of a fix, getting the management entities to change the way they handle permits is what needs to be done. Or, if park piers are poorly designed for boats, having the Office tell an applicant how to apply for a permit does not fit the underlying problem.

Specifically, how is this new Office to interact with the authorities that govern large waterfront parks such as the Hudson River Park, Brooklyn Bridge Park and Governors Island? They are large, have long histories of being unfriendly to water-dependent uses (the focus of 982) and, in some cases, of being unresponsive and lacking transparency — AND they are not part of NYC's government.

Similarly, the Economic Development Corporation (EDC) manages a lot of waterfront and is responsible for much waterfront planning, and resiliency planning has been added to their work. They are an authority outside the structure of NYC government with little accountability to the public and little transparency, and they are legally constructed in such a way as to be exempt from FOIL requests and typical NYC government conflict of interest policies. Will the EDC be subject to this new Office of the Waterfront, or will they continue as more of an independent actor?

Will this Office of the Waterfront make the Waterfront Advisory Board more communicative, more transparent? The WAB has never responded to any PortSide our requests to become a member or get information. We are not alone in that experience. The WAB emits no statements, press releases or policies that we can find, so what is its purpose?

Re Int 1512 proposed director of ferry operations.

We find this item perplexing. We wrote a blogpost alerting people to this hearing where we presumed that the trigger for this was Comptroller Scott Stringer's recent call for DOT to take over the NYC Ferry. Midday yesterday, Councilman Vallone's office sent his press release saying the intent was "to establish a Director of Ferry Operations within the Department of Transportation." It is our understanding that such a position exists. "The bill would not change this overall operational structure and control of the system could lie under any city entity – namely either EDC or DOT" meaning that it would leave NYC Ferry under EDC control. We suggest sending more info about a proposed bill in future hearing announcements. We will use this as a time to talk about some of our observations about the NYC Ferry and the EDC running it.

PortSide NewYork has long advocated for greater NYC use of ferries, and we see much to be praised about the current NYC Ferry system. We have a close working relationship with NYC Ferry staff which works for Hornblower. We are located just yards from their Red Hook/Atlantic Basin dock. The NYC Ferry is an asset to PortSide programming, we use it in multiple educational ways for field trips. The EDC helped us with one such

program, when their president James Patchett received a small transportation study by students from the Red Hook Neighborhood School. NYC Ferry supports our programs by bringing us visitors. It is an asset in many ways to our community of Red Hook

Hornblower works for the EDC since the NYC Ferry system is planned and built by the EDC, and the docks are managed by the EDC as well.

Concerns

Very low ridership by Red Hook NYCHA residents and the very low awareness that this ferry exists that we find amongst those residents/

The ferry management at the EDC is be resistant to suggestions of the most basic yet impactful sort, a major concern. Some examples:

- The Red Hook stop is called Red Hook Atlantic Basin. There are no signs outside Atlantic Basin identifying it as such. That place name is not well known even in Red Hook. It is a mariners' term.
- The map on the dock is basically blank (it is a DOT WalkNYC product). The map does not include PortSide though we are yards from the dock. The EDC has refused 2 years of our requests to install a sign on the dock saying that PortSide is on site, our ship is open to the public and here's the link to our digital museum about Red Hook. The EDC is refusing a sign that would list a tenant, support their giving us a free public berth and increase ferry ridership since our ship and our guide are attractions.

The way the EDC runs that Cruise Terminal in Atlantic Basin should be considered when assessing the idea of the EDC running NYC Ferry long term:

- The long promised shorepower is not working and the EDC maintains steady silence about the delays.
- The EDC management style is deaf to customer service, neighborhood input and partnering overtures.
- There is no calendar of public events at the cruise terminal, no notification system, no social media posts, to let the community know when thousands, sometimes tens of thousands of people will be there for an event.
- The EDC said the cruise terminal would be a boost to Red Hook businesses, but there is NO INFO about Red Hook in BCT, on the NYC Ferry dock, on any sign on the fences, and no notification of special events.

What kind of economic development is the EDC doing if they are not notifying businesses of the opportunity for more business or notifying terminal visitors about the existence of Red Hook businesses, art, attractions, history?

Also, due to no notification about events via such a calendar, locals cannot prepare for the negative impacts of traffic or the ferries being full.

There are other dock design and operational issues with how the EDC runs the ferry.

As stated above, the EDC is an authority outside the structure of City government, a structure that allows it to be unresponsive to community demands, media requests and able to walk away from community promises.

Full disclosure, a home in the form of building space for PortSide is one of those unfulfilled promises, along with working shorepower at the Brooklyn Cruise Terminal.

These observations and others make us say that something as important to the City as a major ferry network should be run by an accountable, transparent and ideally responsive City agency. At this time, the EDC has not demonstrated that as their MO.

Shifting NYC Ferry to DOT control would consolidate all ferry functions in one place at the DOT could avoid duplication and competition, share expertise, maximize purchasing power, and maximize opportunities to link all City ferries into one network. If NYC Ferry does not move to the DOT, much about how the EDC runs NYC Ferry could be improved.

Thanks for your consideration.

Don't hesitate to call or write with follow up questions or comments.

Sincerely,



Carolina Salguero
Founder & President
PortSide NewYork



Testimony of the Partnership for New York City

**New York City Council
Committees on Economic Development, Governmental Operations and Transportation**

Int. 1512 – Establishment of a director of ferry operations

April 17, 2019

Thank you Chairs Vallone, Cabrera and Rodriguez and members of the committee for the opportunity to testify on the transfer of responsibility for the NYC Ferry to the Department of Transportation (DOT). The Partnership for New York City represents the city's business leaders and largest private sector employers and we work to enhance the economy of the five boroughs of New York City.

We support the transfer of responsibility for the NYC Ferry to DOT. The Partnership has been a consistent supporter of ferry service throughout the five boroughs. Ferries can efficiently increase public transit options, expand transit services to areas that are underserved and reduce congestion on roads and bridges. To be most effective, ferries must be woven into the region's transit system. Intermodal connections and integrated fare systems are essential. The Metropolitan Transportation Authority (MTA) is best positioned to accomplish this goal. In the absence of the MTA, however, DOT, which already manages the Staten Island Ferry, is the best option.

We also suggest that the Council revisit the decision to deeply subsidize ferry operations to the level of subway fares. Fares on commuter rail and express bus services are significantly higher and no case has been made for tying ferries to the lowest fare in the transit system. New Jersey ferry commuters typically pay more than \$16 a day, which approximates the cost of the trip. Ferries also carry a substantial number of leisure passengers and tourists, where there is no justification for deep subsidies by the New York City taxpayer.

Thank you.

TESTIMONY ON INTRO 982

MICHAEL MARRELLA

Thank you to the Chairs of the Committees. I appreciate the opportunity to speak with you regarding the proposed Bill, Intro 982, to create the Office of the Waterfront.

I'm Michael Marrella, the Director of Waterfront Planning Division at the Department of City Planning. I have worked at the Department for over 14 years and have been Director of Waterfront Planning for roughly eight of those years.

I appreciate the City Council commitment to addressing the very real and pressing issues facing our City's waterfront. In our five boroughs, we have roughly 520 miles of waterfront, a length greater than the waterfronts of Portland, LA, and Miami combined. Our waterfront is one of our greatest assets. It's why we grew as a city and one of the important contributors to the quality of life the City offers today.

Intro. 982, sponsored by Council Member Rose, would establish an office of the waterfront, responsible for coordinating among the various city agencies that handle matters related to waterfront use. I want to take a moment to thank Council Member Rose for her continued advocacy on behalf of waterfront issues.

We support the intent of this legislation to ensure that the City is doing all it can to protect and enhance our waterfront and look forward to working with the Council toward that end.

Allow me to briefly describe the ways in which this work is currently done in my office and with other agencies within the City.

The Waterfront Division of the Department of City Planning plays a vital role in the permitting process for many large, projects along our waterfront and waterways. Pursuant to the Rules of the City of New York, the Department of City Planning serves as the administrators of the Waterfront Revitalization Program, the City's principal coastal zone management tool. The guiding principle of the Program is to maximize the benefits derived from the variety of uses along the waterfront and "coordinate the review of activities and decisions affecting the Coastal Zone, particularly when there are overlapping jurisdictions or multiple agencies responsible" for elements of a project. (*WRP, page 2, Introduction*). The program requires that "When a proposed local, state, or federal project or discretionary action is located within the Coastal Zone... a determination of the activity's consistency with the [City's] coastal policies must be made before the action or project can move forward. (*WRP, page 2, Introduction*).

As part of our work in administering the Waterfront Revitalization Program, my office is in frequent dialogue with our colleagues at the State and Federal permitting agencies, namely the NY State Department of Environmental Conservation and the US Army

Corps of Engineers. These two agencies are responsible for reviewing and issuing permits for structures built at the waterfront. As the administrator of the Waterfront Revitalization Program, it is my responsibility to “liaise with state and federal agencies involved in the waterfront permitting process.”

Within the past few years, the City has established a website that “provide(s) applicants with information on federal and state permitting requirements”. My colleagues at the Economic Development Corporation, working with my office, numerous other city agencies as well as the NYS Departments of State and Environmental Conservation, and the US Army Corps of Engineers, established the Waterfront Permit Navigator, a website that provides “applicants with information on federal and state permitting requirements.” As stated on the front page of the website, the Navigator is “the official permitting guide for projects on or near New York City’s waterfront and wetlands. Here you’ll find resources to understand the government agencies involved in waterfront permitting - including their permits, programs, and requirements - and get help in navigating the process of obtaining your permits from start to finish.” This website has been a tremendous resource to anyone seeking to file waterfront permits, from the community boathouse looking to repair their piers, and the tug boat operators seeking to replace their bulkhead.

Also included in the powers and duties of the proposed office is that the Office of the Waterfront would “manage and implement the New York City comprehensive waterfront plan published pursuant to section 205.” I would note that section 205 states that “the

department of city planning shall [prepare the] comprehensive waterfront plan.” My office has already started the planning and public engagement process for the next Comprehensive Waterfront Plan, due by the end of 2020, roughly 20 months from now.

The legislation also provides that the Office of the Waterfront would “assist the waterfront management advisory board established pursuant to section 1303 in the implementation of the duties and responsibilities of such advisory board.” I currently chair those meetings and have engaged the Board in identifying and discussing the issues of the next Comprehensive Waterfront Plan.

Coordinating permitting is another critical function, as waterfront, as so much of our collective vision for the waterfront includes projects that require permits to build. The permitting process, has improved in recent years, thanks in part to the Waterfront Permit Navigator, and the collective efforts of many of my colleagues at City, State, and Federal agencies. While permitting remains a challenge, we want to work with the Council to ensure that the legislation is aligned to help applicants navigate bureaucracy, rather than an additional layer.

Thank you again for the opportunity to testify today. Intro. 982 provides for an important means of amplifying the work that my office, and many of my colleagues in other city agencies do. We look forward to continued dialogue with the Council, and I am happy to answer any questions.

Testimony to NYC City Council [Inbox](#)

joehartigan@aol.com<joehartigan@aol.com>
To: efhartigan@gmail.com

Tue, Apr 16, 2019 at 6:33 PM

[Reply](#) | [Reply to all](#) | [Forward](#) | [Print](#) | [Delete](#) | [Show original](#)

I am here to testify before the city council on whether there should be an office of Citywide waterfront and Citywide Ferry Service to be managed by DOT.

I live in Rockaway, Queens and have been a ferry advocate for over 24 years. In those 24 years there are very few ferry meetings I have not attended.

After several delays, NYCEDC took over the Rockaway boardwalk reconstruction from The Parks Department. The boardwalk was completed ahead of schedule and there was a \$120 million surplus. The surplus was used to fix other parks in Rockaway. At the same time Parks was responsible for replacing a skate board park, paddle board courts, playground and a dog run in addition to several others. Of their six projects, only one has been started (and still not finished) even though Super Storm Sandy occurred nearly seven years ago.

I have attended most, if not all of the community outreach meetings conducted by NYCEDC on ferry service and all of the ferry contract prebid meetings.

New York City does not need another city agency. Furthermore, isn't it the job of the of the City Controller's office to check all city wide contracts before they are signed? I filed a complaint with the Inspector General on this city wide contract back in 2016 and sent a registered letter to other city officials. As of today- April 17,2019- no person responded to my inquiries. Please review the attached letters:

I look forward to your response to my concerns.

Sincerely,

Joe Hartigan
718 634 1268

[Sent Mail](#)

[Drafts](#)

[All Mail](#)

[Spam](#)

[Trash](#)

**Fwd: The complaint on the City wide ferry contract To
the Inspector General the City of NY JOE Hartigan** [Inbox](#)

joehartigan@aol.com<joehartigan@aol.com>
To: efhartigan@gmail.com

Tue, Apr 16, 2019 at 11:59 AM

Subject: City Wide Ferry Contract

I recently learned that New York City City awarded the contract for the operation of city wide ferry service, including the Rockaways and Manhattan routes.

While the Rockaway community certainly welcomes ferry service as a viable means of transportation from the peninsula, there are critical issues, including safety and the manner in which the bidding took place, which I feel must be addressed by NYCEDC. The information related to financing and dockage should have been disseminated to the public and all ferry bidders before any contract was awarded.

I seek answers and an investigation on the following issues:

Bidding Process:

First, I now realize that NYCEDC and the Mayor's Staff did not make all contract bidders aware that there would be financing for the vessels. The only company who had knowledge of the financing was the company who won the bid. Moreover, the CITY ? never invited any other potential ferry operators in for an interview (that I am aware of). Is this an open and equitable bidding process or was it already a fait accompli?

I attended two pre bid meetings on City Wide Ferry at NYCEDC offices and, in fact, I asked the question, " Will there be financing for the ferry vessels"? The answer was "NO". This information can be verified by using the sign in sheets from the two ferry meetings and interviewing other attendees who were in attendance.

I also asked the question "Will there be a docking location in NYC where the winning bidder can keep the ferry boats" and again the answer was "NO". The items of financing and docking are a huge cost savings for any potential ferry service bidder and if these options were not offered to all bidders, then the bid process was "fixed". Furthermore, if all ferry companies were made aware that there will be financing and dockage, then there would have been more bidders on the entire city wide ferry contract-- not just parts. For example, New York Water Taxi, Seastreak and New York Waterway would have bid on the entire contract themselves, thus the city would have had an actual bid process. For anyone to suggest that the other bidders knew they could have put in for financing and dockage is totally inaccurate. The question on financing was asked at

the answer was "NO". I read the RFP and there was no mention of financing and dockage. Why is financing so important? No ferry operator is going to build seventeen new ferry boats for a six year contract. At the end of the contract, if you lose the bid for next six years you would be left paying and owning the ferry vessels.

After watching the News Conference on the NYC/gov TV about the the contract being awarded to Hornblower, I could not believe what I was hearing about the terms of the contract! There will be financing on the vessels or city owned and there be space allowed for dockage at the Brooklyn Navy Yard. My impression is that the city is looking for a management company-- not a ferry boat company.

If the city is going to finance the ferry boats or own them, then there should be a competitive bid process to build the vessels. How could it be possible for a winning bidder of the ferry contract also has the right to pick the builder of the ferry boats, when NYC will in fact own the vessels? There should be an RFP for building of the ferry boats or at least a demo test ferry run. I would estimate the cost of building 17 ferry vessels will be be with worth \$80 million dollars contract for the builder. There should be a competitive bid process with incentives for a builder that would build in NYC or NYS.

After attending all pre bid meetings and reading the ferry RFP I was under the impression that all costs and risks would be on the potential ferry bidder, and never was city financing mentioned or that the city would take all the financial risk. Furthermore, the number of ferry companies bidding would have been greatly increased if NYCEDC had advertised the RFP in trade papers and magazines such as Marine Log or Boats and Harbor.

Contract Provision for subsequent ferry service:

Is there a provision that any subsequent ferry service company must buy the old equipment and vessels used by the prior company? If this is the case, the first company, who will have had the benefit of financial aid, will continue to benefit financially and also, in effect, have a monopoly on all future ferry service. This is analogous to the Circle Line which has provided

service to the Statue of Liberty for years without significant improvement. Therefore, there will be no chance of changes or improvements in service to the Rockaway ferry line.

Safety Issues:

Apparently, there were no inspections or test runs of the vessels chosen to provide ferry service. Did any member of the NYEDC ferry team actually see and test ride the ferry boats to be used or are we awarding ferry contract solely based on a picture/drawing? The size and seaworthiness of the boats are crucial for the trip between Rockaway and Manhattan, particularly during the winter when seas and wind are high. A safe vessel will need a high free board, the height of the ferry side from water line to the first deck. I have attended all of the meetings concerning the ferry held by NYCEDC (except for one) and the matters of safety were never discussed. The original RFP had a requirement that any operator submitting a bid would have to have a Certified Safety Management System in place if you are the successful bidder. Then it was changed during the question period to state that the operator would have to have a SMS in place by the beginning of the contract. I am very concerned for the safety of NYC residents and I would like to see a copy of Horn blower's Safety Management System report certified by American Bureau of Shipping.

At most of the meetings I have attended concerning the ferry to Rockaway the issues of safety/vessels to be used was mentioned at least 10 times by myself and others. Again, part of the Rockaway ferry run is in the ocean where there will be rough water with high ocean swells. I expressed my concerns in many emails to members of the NYCEDC ferry team, the Mayor's Office and by a hand delivered letter to the head of EDC at the Queens Chamber meeting on Real Estate in late FEB. 2016. The City of New York and the NYCEDC ferry team members are now on notice about safety issues for any accidents which may occur.

I was fortunate to have a tour of Derecktor Ship yard when a Seastreak's ferry boat was under construction and was shown the safety features built into the design. The ferry boats that are designed for the East/ Hudson River will not be able to operate for a significant amount of days due to high wind and waves without creating an unsafe situation for the passengers. With a low bow ferry design waves will hit the bow doors and the force could be high enough to blow them into the cabin along with a large volumes of

water unless they are designed correctly. Seastreak's boat was designed with bullet proof glass on the windows and their bow height is almost twice the height of the East River ferries. At the present time there is 15 million in Federal Transportation Money [Weiner money] that could build three 330 passenger 34 knot vessels that will fit under the train bridge in Rockaway and be able to handle the Ocean waves off of Coney Island. The Ferries could be built in NYS.

If there is an accident, especially during winter months when there will be heavy seas/wind/waves (especially past Coney Island), who should be held liable? In my opinion the City of New York should not be held liable, but the members of the NYCEDC ferry team and the members of the present Mayor's office who worked on the contract should be held responsible. When safety is involved, we should hold public officials accountable to the same standard as that of Police Officers or Firefighters. I cannot believe that an \$18 million contract per year for six years for ferry service in NYC was awarded based upon an artist's rendering (along with a bell ringing ceremony at a news conference) without a test ferry run or at least letting the public see a vessel. I guess the Mayor's staff and NYCEDC are hoping to star in a new TV series "Ferries at First Sight" instead of "Married at First Sight" a current cable TV hit series!

The ferry to Rockaway along with the investment of \$93 million in Far Rockaway is probably the biggest investment by any Mayor in the last fifty years. So, I am baffled as to why the members of the Mayor's inner circle would go out of their way to make him look bad. I would greatly appreciate your investigation as to why the 17 ferry boats are not being built in New York State, why financing and docking was not part of the RFP and why a test run did not occur before a final contract was awarded.

I am not lobbyist for any ferry boat company nor have I been promised a payment if a particular ferry company wins the bid. Instead, I want the citizens of NYC to have a safe ferry commute, especially to and from Rockaway.

I am extremely dismayed by the manner in which this process has been handled and am concerned about the safety of riders from Rockaway, if the wrong vessels are used.

I look forward to hearing the results of your investigation.

Thank you,
Joe Hartigan
718 634 1268

On Mon, May 2, 2016 at 2:18 PM, <joehartigan@aol.com> wrote
To: NYCEDC President Maria Torres-Springer

Subject: Foil Request-Rockaway Ferry
To: FOIL@nycedc.com

I am submitting a FOIL request for documents and material regarding the NYCEDC City Wide Ferry Contract.
In particular, I request the following documents.

1. A copy of the contract for citywide ferry service with Hornblower.
2. A copy of the Certified Safety Management Plan that Hornblower submitted, which was required by the RFP.
3. A copy of the RFP for the purchase/building of ferry boats. If NYC owns the vessels then there should have been a bid process.
4. Details on the financing of the vessels, when it was offered and if it was offered to all bidders or just Hornblower.
5. Details/contract on the food/drink concessions on the ferries. Is there a profit sharing plan with the city or does Hornblower keep all the profit?
6. All meeting minutes from community outreach events such as meetings in Rockaway, Astoria and Peter Copper Village in Manhattan.
7. Any correspondence with elected officials and the Mayor's Staff (i.e. Alicia Glenn) on the ferry vessels/contract.
8. All questions submitted to NYCEDC by potential ferry bidders on the ferry contract and NYCEDC answers.
9. A copy of audio tapes of the two pre bid meetings on the ferry RFP that were held at NYCEDC headquarters.
10. Any reports on site visits and test/demo runs on the vessels to be used on the Rockaway ferry run that were done by the inspection team from either the Mayor's office or NYCEDC ferry Team.
11. Any reports on shuttle bus service in the Rockaways, for example when the test bus runs were done (with the actual buses) in the Rockaways and who was in attendance.
12. The report on the test run to Far Rockaway for ferry service, site visit to the train bridge in Rockaway and who was in attendance.
13. The purchase agreement for the vessels owned by the present ferry operator of the East River Ferry Service and the City of New York or any other vessel that the NYC will purchase or finance. The purchase agreement for vessels that is in next year's City budget.
14. The Survey reports of all ferries to be purchased/financed by the City of New York.
15. A copy of the contract with the Brooklyn Navy Yard for Docking, repairs, office space and Storage facilities.
16. A copy of the contract for the purchase of low sulfur fuel or Bio diesel. The name of the NYC supplier.

Please let me know when I can expect to receive these documents and if there are any items I requested that EDC will

not, for any reason, be delivering. You may call me at 718-634-1268 if you have any questions. My main concern in asking for the documents is safety, use of the proper equipment and making sure the Rockaway ferry is not designed to fail which had happened in the past by NYCEDC.

Thanks
Joseph T. Hartigan
joehartigan@aol.com
718-634-1268

To President Maria Torres Springer

NOTICE OF CLAIM

Be advised that I am putting the members of the NYCEDC ferry team and the Mayor's staff on notice for the dangerous conditions that you plan to implement at the ferry landings throughout NYC. I have been attended many ferry meetings on the new City Wide ferry Service and myself and others have serious concerns about the design of the ferry landings. The ferry landing will be composed of a spud barge with pilings to hold them in place along with a ramp from the shore to the spud barge. This docking system is inadequate, very dangerous and is an accident waiting to happen for the following reasons:

1. The ferry landings are being designed for both docking of the ferry vessels and a waiting area. If there is a hard docking [ferry hitting the ferry dock] there could be as many as 150 persons hurt or worse knocked into the water. For 9 months a year the NYC waters are too cold to swim in, so a person falling into the water (especially fully clothed) won't survive long.
2. Most, if not all of the NYC ferry landings are located near strong current areas (especially in the East River), so the ferry landing barge should not be a waiting and ticket area for the public. Safety should be NYEDC's number one concern-- especially since the city is self insured.
3. A ferry vessel that is designed to carry 149 passengers could weigh between 50 and 75 tons. Just a slight mishap could have disastrous consequences.
4. The ferry landing design with open sides and no heat will be disastrous for the slips and fall as well as in the wintertime with snow or freezing rain. On windy days with waves splashing near and onto the barge deck will cause deck area to become a 'slip and fall' zone.
5. The ticket machines on the ferry landing will be exposed to the weather with the open side design thus needing constant repairs. The ferry landings are exposed to salt water, so having ticket machines on the floating ferry landings will also cause electrical problems with the open side design.
6. Additionally, all ferry landings will be exposed to salt air and saltwater, which is very

7. The water current in and around NYC is moving 22 hours per day because of the changing tides, with varying speeds of the water current, changing times of high tide by one hour each day. The strength of the water current also changes by the phases of the moon. A ferry boat docking at the same ferry dock just one hour later could have different water condition at the same dock. Also the boat's weight load could change by the number of passengers and fuel usage.

8. Ferry boats [front/bow loaders] even after docking and being tied off will continue to be in forward power position so the ferry stays snug to the barge while loading and unloading. The practice of powering into the barge by docked ferry boats will cause a water current for arriving and departing ferries. I have been on the East River Ferry and as the vessel approached the ferry landing there is an announcement that "all passengers are to remain seated while the ferry is docking". The reason for this announcement is to prevent injuries if people are standing and there is a hard landing, so why would NYCEDC have people stand on a floating dock that the ferry is docking with. Are there going to be seats for everyone on the dock? Will there be an announcement that all ferry riders must remain seated while the ferry is docking?

9. In my review of the Coast Guard Regulations of the Waterway 33CFR105 it is my understanding that for a ferry vessel under 150 passengers, the ferry landing does not need a security guard. I feel all ferry landings will need a security guard simply for the fact a ferry dock could easily turn into a fishing pier or a hang out space. All ferry landings should have two barges: one for an enclosed waiting area and the second for docking of the ferry vessels, especially if there is no on shore waiting area or pier. All passengers should be in the waiting area until the ferry has docked and passengers from the ferry have disembarked. Then--and only then-- can passenger loading begin. The two barges should be designed in a T or L shape. NYCEDC just has to look at the ferry accidents that have happened in the New York area with a hard docking such as the Staten Island ferry, Seastreak and most recently New York Waterway crashes to realize no one should be on a floating ferry landing while a ferry boat is docking. If there had been people waiting on a floating barge dock then the number of persons injured would have been double or worse there would have been more deaths. Horn blower Tour Company had a ferry boat accident that you can view on Youtube. If the enclosed waiting area had a food concession and a rental area for bikes, beach umbrellas and beach chairs the rental income would more than pay for the second barge. The concessionaire could also act as a security guard for the ferry landing area and the parking lot across the street. The area near the ferry dock will need garbage and snow removal that could also be the responsibility of the concession.

Several passengers hurt when Hornblower ... - FOX5 San Diego
[fox5sandiego.com/2016/03/31/hornblower-crashes-into-dock-along...](https://www.fox5sandiego.com/2016/03/31/hornblower-crashes-into-dock-along...)

10. I am very concerned about a lightning strike on or near the ferry dock throughout the city

because the waiting areas [spud barges] are made of metal with several metal pilings. I feel this problem is even greater in Rockaway during the summer by the beach because at the first sign of lightning the lifeguards close the beach. The result will be any person that had taken the ferry to the beach will be waiting on the metal barge. In reviewing several articles on lightning, I have come to the following conclusion: Lightning doesn't strike the ocean as much as land, but when it does, it spreads out over the water, which acts as a conductor. It can hit boats/barges that are nearby and can electrocute fish that are near the surface. If you are at the beach and hear thunder or see lightning, you are advised get out of the water, get off the beach and take shelter in a building or in your car. If you are on the water, head back to a shelter on land. If you can't, either stay low in a boat or retreat to a cabin. Do not use electronic equipment during a storm. The ticket vending machines that will be on the spud barges are powered by electricity and a person will be standing at least 10ft above the water surrounded by a metal structure. Clearly, a prescription for disaster.

Mine Safety and Health Administration (MSHA) - MSHA's ...

www.msha.gov/Accident_Prevention/Tips/lightning.pdf

MSHA's Accident Prevention Program ... Over a hundred people die each year from lightning strikes. Recently a coal-barge loader ... solitary tall trees, and metal ...

11. The Rockaway ferry AM schedule should be changed. The first three runs to Manhattan should have arrival times to Wall Street of 6:30, 7:30, and 8:30am. The change in the schedule will give Rockaway and Brooklyn commuters three commuter runs in the morning and allow construction workers to get to work on time. The present schedule of an arrival time of 7:00am, 8:00am and 9:am will give commuters only two commuter runs. To the best of my knowledge, few people show up to work after 9am. I realize there is an added cost of the 1/2 hour earlier starting time. Solution-- during the day, one ferry run may have to be on 1 1/2 hours between runs in order to get the PM ferry back on the hour schedule. A suggestion for the time could be at the change of work tours so there could be additional time to fuel the ferry boats. The fuel on a ferry boat is the most expensive to move, one gallon of fuel weights approximately seven pounds. If a ferry boat could fuel every day and not fill the tank there could be a cost saving for the operator. Furthermore, (and related to the safety issue) if the Rockaway ferry service has only two commuter ferry runs in the morning, there will be more people waiting on the dock and in the event of an accident, more injuries.

In conclusion, as a result of my attendance at the ferry meeting "CONNECTING THE DOTS NYC'S FERRY EXPANSION" on June 21,2016 at Cornell Architecture, Art and Planning Studio and the answers to my questions

on safety and the type of dock to be used has prompted to write this letter. The NYCEDC panelist, James Wong informed me and others in attendance that the ferry docks are similar to bus stops and that there are not that many ferry accidents. I take exception to both of his comments. First-- buses have brakes-- ferry boats do not. And-- ferry accidents do happen and injury to passengers ought to be at a minimum. At the present time, I am a 75% proponent of Select Bus Service [SBS] on Woodhaven BLVD and have been to at least twenty meetings on the service. One big problem with SBS (and why I am only 75% sold on the idea) is the design and location of the Bus stops. I find it outrageous that NYCEDC is trying to make the ferry landings like bus stops when NYC Dept. of Transportation is trying to come up with ideas to make the bus stops safer. In fact, there have been protests over the design and location of the bus stops on SBS routes because of safety concerns. I am trying to get information on " how many accidents happen throughout the city at bus stops" and will forward the data to NYCEDC ferry team.

The comment that there are not that many ferry accidents is wrong. As ferry service expands, the chances of having more accidents will increase. For NYCEDC to increase the chances of bodily injuries by constructing the waiting area on a floating spud barge that will also be used for docking defies common sense planning. To put the least expense dangerous dock in Rockaway when there is \$15 million in Game Changer Money, \$8 million in NY Rising Grant Money and \$15 million in Federal Transportation Money [Weiner Money] defies the logic of common sense and proper planning.

I have been a ferry advocate for over 23 years and have been to more meetings than I can count. The relaunch of the Rockaway Ferry Service in the Spring of 2017 and the \$92 million investment in Far Rockaway that Mayor Bill DeBlasio has put in place is the biggest investment in the Rockaways that any mayor has ever done. It is time for NYCEDC to get a professional planner on the ferry team. Finally-- I still can't get over that fact that that the ferry contract was awarded by NYCEDC simply from a picture of a ferry with no test run. Genius at its finest!

Thank you

Joe Hartigan 718-634-1268

Quick Reply



Testimony of:

Chrissy Remein, NYC Water Quality Project Coordinator, Riverkeeper, Inc.

before the

**New York City Council
Committee on Governmental Operations**

on

**Int. 0982-2018: A Local Law to amend the New York city charter, in relation to
establishing an office of the waterfront**

April 17, 2019

Thank you, Chairman Cabrera and the New York City Council Committee on Governmental Operations, for the opportunity to testify concerning the proposed Office of the Waterfront.

Riverkeeper is a member-supported watchdog organization dedicated to defending the Hudson River and its tributaries and protecting the drinking water supply of nine million New York City and Hudson Valley residents. As part of our mission, we sample water quality throughout New York City, monitor city shorelines for evidence of pollution, and fight to ensure shorefront development proceeds in a sustainable manner.

The terrain of New York's 520-mile coastline varies greatly from nature preserves, beaches, and boat launches to residential and heavy industrial use; from fertile wetlands to barren bulkheads. The greatest issue plaguing our shores today, no matter the use, stems directly from frequent sewage discharges during rainfall and the resulting poor water quality. In the near future, sea level rise will also impact nearly every single waterfront property. The complexities of these varied uses and the challenges they face warrant coordinated oversight from a new Office of the Waterfront. Therefore, Riverkeeper supports Introduction 0982, but we believe there are important changes necessary to make the legislation successful.

First, it must be noted that a tremendous portion of the city's land would be affected. Activities occurring up to 800 feet landward on each of roughly 520 miles of coastline would be governed by this legislation, amounting to more than 78 square miles. For an office to effectively

oversee activities at that scale, the Council must provide it with the resources and funding necessary to hire knowledgeable professionals.

The office must also coordinate closely with existing Department of City Planning efforts. The unique challenges of waterfront resource planning already drove the city to create the Office of Waterfront and Open Space Planning in the Department of City Planning, which is just now in the process of updating its Comprehensive Waterfront Plan. Previous iterations of this plan have sparked important policy changes, including the waterfront zoning that requires public access in front of new development, as well as sea level rise resiliency measures. It is our hope that the new Office of Waterfront will elevate the issues of waterfront planning and help build upon the Department of City Planning’s successes.

Crucially, our waterfronts are only attractive when water quality allows. The Office of Waterfront should include water quality protection as part of its mandate. All waterfront uses—from recreation and aesthetic enjoyment to the ability to develop and operate businesses on contaminated waterfronts—are directly affected by the quality of the waterway. Under the de Blasio Administration, there is a firewall between resiliency planning (in the Office of Recovery and Resiliency) and sewage and stormwater reduction (in the Department of Environmental Protection). Despite city forecasts for significantly increased precipitation and rising sea levels, planning for sewage reduction is not being done in conjunction with resiliency planning. Our sewage contamination problems, as bad as they are now—with more than 20 billion gallons of raw sewage discharged to our waters each year—likely will grow worse. The Office of Waterfront should include among its duties the reduction of water pollution, safeguarding of water quality, and coordination of the city’s water quality protection and resiliency efforts.

Finally, the definition of “body of water” should be expanded to specifically include canals, as well as tributaries to all of the explicitly identified waters. No waterfront, regardless of size, should go without the benefit of thoughtful city oversight.

* * * *

Riverkeeper thanks the Committee on Governmental Operations for the opportunity to participate in today’s hearing and for the important role that the City Council continues to play in stewarding our water and waterfront. We look forward to continuing to work with the Council to ensure clean, healthy, usable and enjoyable waters for all New York City residents.

Contact:

Chrissy Remein, Riverkeeper, Inc., 914.478.4501, cremein@riverkeeper.org

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Michael Morella

Address: _____

I represent: City Planning, Division of Waterfront Planning

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 4/17/19

(PLEASE PRINT)

Name: James Katz

Address: Chief of Staff

I represent: Economic Develop. Corp.

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 4/17/19

(PLEASE PRINT)

Name: James Wong

Address: NYC Ferry Director

I represent: Economic Development Corp.

Address: _____

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 4/17/19

(PLEASE PRINT)

Name: Monty Dean

Address: Chief of Staff to Chief Operations Off.

I represent: NYC DOT

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: CHARLOTTA SALGUERO

Address: 196 PIONEER ST 11231

I represent: PORTSIDE NEW YORK

Address: SAME

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Rebecca Zack

Address: Assistant Commissioner for Intergov & Comm. Affairs

I represent: NYC DOT

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: JOE HARTIGAN

Address: 174 BEACH BLVD.

I represent: ROCKAWAY CIVIC

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 982 Res. No. _____

in favor in opposition

Date: 4/17/19

(PLEASE PRINT)

Name: Katie Mosher

Address: 295 6th Ave #3 Brooklyn NY

I represent: Billion Oyster Project & NY Harbor School

Address: Governors Island, NY

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: ROLAND LEWIS

Address: _____

I represent: WATER FRONT ALLIANCE

Address: _____

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. 982 Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: EDWARD KELLY

Address: 1201 Corbin St Elizabeth NJ

I represent: Maritime Association Port of NY/NJ

Address: above

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 4/17/2019

(PLEASE PRINT)

Name: Chrissy Remein

Address: 20200 Road Ossining NY

I represent: Riverkeeper

Address: 20 5000 Road Ossining NY

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Roland Lewis

Address: 217 Water Street NY NY

I represent: Waterkeeper Alliance

Address: 217 Water Street NY NY

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. off. of water front Res. No. _____

in favor in opposition

Date: 4/17/19

(PLEASE PRINT)

Name: Kara Meyer

Address: 244 Canal

I represent: + POOL

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: CAPT SOHW NAPP, SR.

Address: _____

I represent: MARITIME TECHNOLOGY AT KINGS COLLEGE

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 982 Res. No. _____

in favor in opposition

Date: 4-17-19

(PLEASE PRINT)

Name: GABRIELLA MOLLIE PERK JOHANSSON

Address: 245 E. 35th St., 7C, NY, NY

I represent: THE WATERFRONT HARBOUR CARRIERS ASSOCIATION

Address: _____

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: SUNY MARITIME COLLEGE

Address: _____

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: ROBERT BALDER

Address: SUNY MARITIME COLLEGE

I represent: CORNELL UNIVERSITY

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: ROBERTA D. WEIR BROAD, PH.D.

Address: ROBERT BALDER

I represent: WORLDWIDE FERRY SAFETY ASSOCIATION

Address: _____

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

Date: _____

(PLEASE PRINT)

Name: FRANK AGOSTA

Address: _____

I represent: WOBORAF 1844

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 982 Res. No. _____
 in favor in opposition

Date: 4-17-19

(PLEASE PRINT)

Name: Molly Hollister

Address: 245 E. 35th St., 7C, NY, NY

I represent: Manhattan CBG

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

Date: _____

(PLEASE PRINT)

Name: Sean Campion

Address: _____

I represent: Citizens Budget Commission

Address: _____

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