

New York City Economic Development Corporation

New York City Council Oversight Hearing

The Economic Impacts of NYC Ferry

Seth Myers, Director of Project Implementation

Thursday, October 19, 2017

Good afternoon Chairs Garodnick, Rose, and Rodriguez, and members of the Committees on Economic Development, Waterfronts, and Transportation.

My name is Seth Myers, and I serve as the Director of Project Implementation at the New York City Economic Development Corporation (“NYCEDC”). I am joined by my colleagues James Wong, Vice President, Ports and Transportation, and Justine Johnson, Vice President, Government and Community Relations. I am pleased to testify today about the positive economic impacts of NYC Ferry and how it is helping to better connect New Yorkers and the City’s waterfront neighborhoods.

In February 2015, Mayor de Blasio announced the creation of NYC Ferry, the first major expansion of ferry service in more than a century. Its goal was, and remains, to provide an equitable transportation option for New Yorkers living in areas that have long been underserved by existing public transportation. The system will also support housing development, job creation, and neighborhood growth by connecting job opportunities and new innovation clusters with existing and emerging residential communities.

Since Mayor de Blasio’s announcement in his 2015 State of the City Address, NYCEDC has worked to bring the system to life – under a very rapid timeline. We are proud of our role in launching such an ambitious project. We officially inaugurated ferry service on Monday, May 1st, 2017, the culmination of over two years of hard work, including environmental review, selection of the operator, extensive community engagement and construction of the new landings. Today, we have four routes—East River, South Brooklyn, Rockaway, and Astoria. The Soundview and Lower East Side routes are expected to launch next summer, which will bring the total number of routes to six. When fully operational, NYC Ferry’s fleet will include 20 vessels and will carry an estimated 4.6 million passengers annually.

We knew that NYC Ferry would be well-used, but customer demand has exceeded even our expectations. Only six months after NYC Ferry launched, the system has seen over two million riders – that’s about two months ahead of when we expected to reach that number. Preliminary data shows that, every weekday, approximately 7,200 people ride the East River route 2,700 people ride the Astoria route, and there are about 2,400 daily trips on the Rockaway and South Brooklyn routes respectively. In a recent customer satisfaction survey scaled from one to ten, 93 percent of riders gave the system a satisfactory rating of seven or higher.

But neither the high ridership, nor the high satisfaction rate, just “happened.” In order to obtain these results, NYCEDC conducted a number of studies and pilot projects over several years that helped us determine where best to place landings, routes and service. In 2011, we completed the Comprehensive Citywide Ferry Study, which provided an overview of development potential for ferry transportation across New York City. The study analyzed potential routes drawn from over 40 waterfront sites throughout the five boroughs. To build on that we launched several ferry initiatives including the implementation of the pilot of for East River Ferry service in 2011.

Following the success of the East River Ferry pilot, EDC set out to complete an expanded Citywide Ferry Study. The goals of the study were to identify new ferry service opportunities and to increase understanding of the economic impacts and potential of this “old but new” transportation resource. The study analyzed the viability of 58 locations throughout the five boroughs for commuter ferry service. We then estimated the potential ridership for the 35 most promising locations and began grouping them into potential route configurations. The study also looked at the benefits to users, economic development, and how it could compliment or fill-in (in part) for the existing transit system. I’ll summarize the detailed conclusion of the study by saying; in short, it confirmed that user benefits would justify the investment required for the system. Moreover, the expansion of ferry service would fill a critical need for redundancy in the transportation network, have a positive impact on real estate values, and would overall, generate wider economic benefits for New York City.

Of course, bringing NYC Ferry to life required public investment – and like every form of mass transit - would require a public subsidy. Equity and accessibility is a fundamental objective of the system – highlighted by our fare’s being in line with those charged for a ride on the subway. To date, NYCEDC has allocated \$59 million to the capital costs of ferry infrastructure: this allocation includes funding for 10 new barges, gangways, and other necessary capital infrastructure needs; \$96 million for vessels, including the purchase and upgrade of the existing East River Ferry fleet; and \$41 million for the build out of the homeport facility at the Brooklyn Navy Yard for the fleet.

To bring this system to life, we have coordinated with several sister city agencies, such as the Department of Transportation, Department of Parks and Recreation, Small Business Services, and the Mayor’s Office of People with Disabilities among many others. We have built relationships with federal regulatory partners such as the Army Corps of Engineers and United States Coast Guard and State partners like the Department of Environmental Conservation – who we worked with for permits to build ferry landings in a safe and responsible manner. We completed over 350 briefings with stakeholders to ensure a successful implementation of NYC Ferry, including federal and local elected officials, regulatory partners, community boards and civic organizations; recreational boaters, and both public and private waterfront property owners.

These efforts paid off; in addition to meeting a critical transportation need and moving over two million travelers, the launch of NYC Ferry has created 262 living wage jobs, many of which were sourced through HireNYC, for building, operating, and maintaining the system. That’s also the result of working to build a “homeport” here in NYC, at the Brooklyn Navy Yard, instead of relying on service that would – without that investment – in all likelihood remain based outside of the city.

While NYC Ferry has enjoyed tremendous success to date, it has not been without challenges. On Tuesday, May 2, the second day of operations, an oil spill, unrelated to NYC Ferry, shut down much of the East River, causing delays for commuters. This summer, two presidential visits and the UN General Assembly, also shut down the East River intermittently, delaying ferry service. Through the NYC Ferry app, social media, and digital displays at landings, we were able to communicate unexpected service changes to customers in the most efficient manner possible. And despite those high satisfaction scores I mentioned earlier, we know there’s a need for more improvement – and will work relentlessly - to achieve it.

We know things did not go perfectly this summer. On peak summer days, particularly weekends, the demand of riders exceeded the supply of seats on ferry boats – resulting at times, in long lines, and waits to get on board. Though we see this as a testament to NYC Ferry’s success and the latent demand for this transit system, we acknowledge that this problem must be solved. And we set to work immediately to respond to that high demand, deploying additional and spare vessels as supplemental service and charter additional vessels throughout the system to better meet this high demand and increase capacity. We continue to collect data and monitor the system to inform decisions and have committed to investing in larger capacity boats which we expect to have operating in the harbor next summer.

To conclude, we are encouraged by NYC Ferry’s initial success, and are fully committed to making investments that support the system’s growth and safe operation. We are actively addressing issues that have arisen since the launch, and will continue to survey riders to optimize customer experience, as well as work with the adjacent communities and their leadership. NYCEDC looks forward to continuing to work with the city and City Council on this transformative project that has helped New York reclaim its waterways and empower citizens with another mode of transportation.

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



Testimony of Michael Simas, Executive Vice President

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

Oversight - The Economic Impact of NYC Ferry and the New Ferry Transport Routes.

October 19, 2017

Thank you Chairs Garodnick, Rodriguez and Rose and members of the committees for the opportunity to testify on the new city ferry system. The Partnership for New York City represents the city's business leaders and largest private sector employers. We work together with government, labor and the nonprofit sector to enhance the economy of the five boroughs of New York City.

The Partnership supports the expanded use of ferries as a supplemental component of our mass transit system. Their utility has become more important as new residential and employment centers have been developed along our long neglected waterfront. Our Partnership Fund financed the first boat purchased by New York Water Taxi because we understood the contribution ferries could make to mobility, access and quality of life in the city.

At the same time, we would argue that the city and private companies should not be operating ferries and shuttle buses independent of the MTA. Intermodal connections, fare and transfer systems of ferries need to be integrated with the MTA. We realize the MTA has resisted responsibility for ferries, but that should not mean we give up. The city cannot afford redundant and disjointed transportation activities and riders deserve better.

Public transportation systems all over the world allow users to switch between modes of transportation using the same fare system. The city should accelerate the timetable for integrating ferry payments with the MetroCard system.

In addition, it is important that ferry schedules be timed so that a rider can connect between ferries. For example, a person seeking to commute from Bay Ridge to 34th street during morning rush hour can only take the 6:30 a.m. or 9 a.m. South Brooklyn ferries and reliably make a connection to the Astoria route to midtown without significant wait time.

Along with commuters, tourists have also discovered the new ferries. For example, cruise ship companies at the Brooklyn Terminal are providing passengers with the ferry schedule when they disembark. This is good news. However, the city should focus on following the models of localities around the world, and our own subway and bus system, which have differential fares targeted to residents and tourists. For example, in Seattle, commuters can buy a multi-ride card for 20 trips that expires after 90 days and by doing so, receive a 20 percent discount off the full fare. The NYC ferry should create a similar system by raising the single-ride fare to five dollars, at a minimum, and offering the rate of \$2.75 only if purchasing a set of 10, 20 or more trips that

ECONOMIC IMPACT OF NYC FERRY

expire within a year. This will not prevent tourists from using the ferry system, but will bring much-needed revenue to offset the city's subsidy of the ferries for residents.

Public Testimony
New York City Council, Committees on Waterfronts;
Transportation; Economic Development;
Re: The Economic Impact of NYC Ferry and the New Ferry Transport Routes

October 19, 2017

Roland Lewis, President and CEO
Waterfront Alliance

The 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 committed to restoring and revitalizing New York Harbor and the surrounding waterways. New York City is a city of water, with our waterways serving as a vital resource for commerce, transportation, education, and recreation. As the region's premier advocates for expanded ferry service, Waterfront Alliance is thrilled with the progress made by the de Blasio administration to grow what already was the nation's largest fleet of urban ferries.

NYC Ferry is making New York a waterfront town again, utilizing our "blue highways" to connect people in transit-starved waterfront neighborhoods with economic opportunity, and expanding New Yorkers' mental maps of our coastal city. NYC Ferry has demonstrated a widespread demand for waterborne transportation from Red Hook, to Astoria, to the Rockaway peninsula. Two new routes are set to launch next year in Soundview, Bronx and on the Lower East Side. For thousands of New Yorkers who are seeing reductions in commute times of approximately 20 minutes per ride, NYC Ferry is greatly expanding access to jobs and educational opportunities. That 40 minutes a day represents a substantial quality of life improvement to overstretched commuters. With more than 200 local jobs once service is fully implemented, and a new homeport in the Brooklyn Navy Yard, NYC Ferry's economic impact on New York will be profound.

Demand for the new service has far outpaced ridership projections, carrying more than 2 million passengers since operations began in May. With more riders paying at the fare box, the per-passenger subsidy will be less than the \$6.50 initially projected, and even further below subsidies for commuter rail and express buses. Heavy demand this summer meant that this passengers experienced crowding or longer wait times. We applaud NYC Ferry operators for responding quickly with a plan to build new, larger 350-passenger vessels for peak service times increase system capacity going forward, and cooperating with other operators throughout the New York Harbor to meet immediate capacity needs.

NYC Ferry's \$2.75 fare, equivalent to a subway or bus ride, is also a step toward transit equity in an increasingly unequal city. Of the 35 neighborhoods identified in the City's One New York plan as both low-income and transit-poor, with inadequate access to jobs and economic opportunity, 2 out of 3 could be served by expanded ferry service, beyond what NYC will provide. Commuter ferries should continue to be subsidized to serve everyone, like any other form of mass transit, so that all New Yorkers have reliable, affordable transportation choices. Yet critics charge that the new service is a "luxury" transportation option, serving new residents and contributing to rising rents and gentrification. It is imperative that the administration and NYC Ferry operators continue outreach to disenfranchised communities through targeted community engagement and marketing efforts, to ensure not only high ridership but a sense of community ownership.



For ferries to succeed, they must connect with the wider transportation network, both physically and economically. Although a ferry ride will cost the same as a bus or subway fare, there are no plans yet for free or discounted transfers, or even Metrocard payment. The absence of free or discounted transfers limits NYC Ferry's ability to serve low-income riders. We urge continued discussion between the City and the MTA to incorporate ferries as a one of many transportation services participating in a unified fare-payment system, including not only NYCT buses and subways but also PATH rail and AirTrain JFK. We also encourage continued discussion with MTA, NYCDOT, and other City agencies regarding improvements to bus, bicycle, and pedestrian connectivity, including extending Bx27 and Bx39 bus service to Clason Point in Soundview. NYC Ferry's new landings at Stuyvesant Cove and near Grand Street must also be part of a wider solution to the L train closure and repairs scheduled for 2019. One proposal to run 8 vessels per hour from North 6th Street to East 20th Street would integrate fares with SBS bus service.

Ferries are not a substitute for subway service, but should be seen instead as a cost-effective complement to the wider mass transit system, serving targeted markets where other options are unavailable or insufficient. In the next 25 years, New York is projected to grow by almost a million people, and much of that growth will occur on the waterfront. The subway system is aching under weight of expanding city, and people living in waterfront neighborhoods commonly have even fewer transportation choices than those further inland. NYC Ferry's relatively low barrier to entry is perhaps its single greatest advantage. With no expensive tracks to lay, NYC Ferry's new routes have been implemented with remarkable speed, and at a dramatically lower cost per mile of service relative to other transportation projects, a rounding error in transit dollars. The most important word in waterborne transit is "pilot": if service to new districts proves unsustainable, infrastructure and service can be moved at a relatively modest cost. This makes NYC Ferry a flexible, smart investment.

The success of NYC Ferry has amplified calls for service expansion in other transit-starved districts across the city. We recommend setting clear timetables and metrics to define the path forward for future ferry service expansion, including the proposed, but not yet planned, next phase of service to Coney Island and Stapleton, Staten Island. We are pleased that NYCEDC recently committed in writing to study Coney Island and Canarsie as candidates for future service. It will be critical that this study utilize the current fare of \$2.75 in its ridership projections, rather than the higher fare used in the previous study. We look forward to working with the Administration and the Council on the process for further expansion, this includes calls by members of the Council to expand service to northern Manhattan, northeast Queens, elsewhere in the Bronx, and the south shore of Staten Island, which all have long commute times and high rates of private auto use, as well as La Guardia Airport, where ongoing renovation will include a new ferry landing connected to the main passenger terminal.

The City and NYC Ferry's operator, Hornblower NY, have incorporated stakeholder feedback well on many issues. Regarding site planning, this included: revising the initial plan for Red Hook, moving the landing to Atlantic Basin, which had strong community support; rerouting a landing on the Soundview Route from E.62nd Street to E.34th Street to address navigational safety concerns and improve system-wide connectivity; and providing service to Governors Island, opening access to its many recreational uses to south Brooklyn and Red Hook residents. Regarding operations, this included: responding to community concerns about the pitch of the safety horns, producing a solution within weeks.

We urge continued engagement with other harbor users, both recreational and commercial, as well as riders and affected communities. Last year, Waterfront Alliance was proud to work with a task force organized through the Coast Guard's

Harbor Safety, Navigation and Operations Committee, or Harbor Ops, to organize the Captains and Paddlers Shared Harbor Tour, where more than 100 mariners shared diverse perspectives and insights about ways to obey safe and fair "rules of the road." NYC Ferry should continue efforts to be a good neighbor on the water, including its work with local boathouses – getting captains in a kayak and paddlers onto the bridge – to share perspectives and ideas about maintaining safe shared waters. We support and encourage the use of lookouts on all ferry vessels, as well as developing operating procedures that account for shared waters near widely-used recreational launches. We also recommend deeper engagement with communities toward the creation of riders' committees to resolve potential long-term challenges and provide accountability.

We encourage a wider understanding of the environmental and social benefits of increased ferry use. The use of dormant NYC Ferry vessels to carry freight overnight should be explored. Roberta Weisbrod, Executive Director of the Worldwide Ferry Safety Association, as well as a consultant to maritime transportation planning, has encouraged "the carriage of freight within the city – by water – instead of by trucks on road" and urges "support for two proposals to move freight within the city by respected maritime professionals, Work Cat and Blue Logistics." Ferries have also proved their reliability in times of emergency, providing critical redundancy during system-wide outages. Improving vessel capacity must be a component of emergency plans in the event of an outage of one of the two North River Tunnels that carry rail passengers across the Hudson River, widely known to be in a poor state of repair.

We acknowledge that the waterways do not adhere to political boundaries, and urge a regional approach to plan and finance waterborne transit: The planned re-launch of the City's Waterfront Management Advisory Board will be an important forum to convene the necessary partners to explore such an idea. We also urge policymakers to identify and implement a dedicated, sustainable source of operating funding, such as value capture or congestion charge revenue, in order to preserve NYC Ferry's benefits beyond the current six-year window.

Ferries are a part of a wider phenomenon: the blue highways are busier than they have been in generations. Our waterfronts have experienced a remarkable transformation, and much progress has been made in recent years toward expanding both use and access. New York City must continue to be a world leader in building equitable access for use and enjoyment of our waterways across all communities. Ultimately, ferries will never be a substitute for subway service, but should be seen as an important tool for transportation planners in our island metropolis to serve transit-starved waterfront districts, where other options are unavailable, insufficient, or prohibitively costly.

We thank you for the opportunity to present this testimony, and welcome any questions you may have.



**New York City Council
Committee on Economic Development
Committee on Transportation
Committee on Waterfronts**

Oversight - The Economic Impact of NYC Ferry and the New Ferry Transport Routes

October 19, 2017

Good afternoon Chairpersons Garodnick, Rodriguez, Rose, and Councilmembers, my name is Lauren Cosgrove and I am here to provide testimony on behalf of the National Parks Conservation Association (NPCA). The NPCA is the national advocate for all national parks across the country. Since 1919, NPCA has worked to protect and preserve our nation's natural, historic and cultural resources for future generations. In the Northeast, NPCA is the advocate for the 10 national parks that are located within NYC. With over a million members and supporters nationwide, and with 40,000 here in New York, NPCA is well aware of the challenges New Yorkers face when trying to get to NYC's national parks.

I am here today to encourage the NYC Council to provide bigger boats for the NYC Rockaway Ferry to better meet demand. Additionally, we want to open up isolated national park locations within the Jamaica Bay unit of Gateway National Recreation Area (GNRA) via boat access from Canarsie Pier. NPCA also highly encourages NYC to continue the expansion of NYC Ferry service so that New Yorkers can better access the national parks in NYC, especially servicing communities in the outer boroughs.



Improving connections and access to NYC's national parks from the outer-boroughs is one of the primary goals of NPCA. Most of NYC's national parks are located in Manhattan and they are often accessible by public transit. The national parks in NYC include: the African Burial Ground National Monument in Lower Manhattan, Castle Clinton National Monument in Battery Park, Federal Hall National Memorial on Wall Street, Gateway National Recreation Area in Brooklyn, Queens, Staten Island and New Jersey, General Grant National Memorial on the upper west side, Governors Island National Monument in the NY/NJ Harbor, Hamilton Grange National Memorial in upper Manhattan, Statue of Liberty National Monument in the NY/NJ Harbor, Theodore Roosevelt Birthplace National Historic Site near Union Square and our newest national park Stonewall National Monument in Greenwich Village designated by President Obama in June 2016.

For decades New Yorkers have had very few options for traveling to enjoy NYC's largest national park unit, GNRA. GNRA consists of three units, one in New Jersey at Sandy Hook, one in Staten Island at Fort Wadsworth and last but not least the Jamaica Bay unit in Brooklyn and Queens. Connections to all of these national park units, especially Jamaica Bay, from nearby neighborhoods are time-consuming and insufficient. Jamaica Bay is serviced by few bus routes with minimal infrastructure to support commuting cyclists. It is recognized in Gateway's General Management Plan that visitors primarily enter the park by personal automobile. Once at Jamaica Bay, visitors face difficulties traveling within the park as many of the unit's attractions are physically disconnected by waterways, highways, bridges, tolls or privately owned land.



Jamaica Bay, though consisting mostly of water, wetlands, salt marshes and upland islands, lacks water transit services to popular areas of the park. Some of the most visited sites of Jamaica Bay are separated by bridges, tolls, highways and other prohibitive measures. Water borne transportation continues to present the greatest opportunity for a quick and fluid ride from park site to park site, and from the park to nearby transportation hubs, local restaurants and beach and bike shops that prove to be a principle economic engine for one of the most transit starved areas of NYC.

The truth is most New Yorkers cannot access Jamaica Bay without a car. While many NYC residents have recently discovered or rediscovered some of the city's last unspoiled public open spaces, those who live in closest proximity to Jamaica Bay have a difficult time reaching the park and the waterfront. Some of these communities are also among the city's poorest, with the lowest car ownership rates in NYC (source: US Census, 2000 SF-4). Additionally, many of these communities are in areas that experience the poorest air quality conditions in NYC. In 2016, the NPCA released the report, *Transportation and Access Improvements for the Jamaica Bay Unit of Gateway National Recreation Area*, outlining many of these transportation inequities and providing 23 recommendations to improve public transportation and human powered access to Jamaica Bay, which includes the only National Wildlife Refuge managed by the National Park Service.

NPCA is thrilled that the newly launched NYC Rockaway Ferry operated by Hornblower has been successful in bringing thousands of park visitors to the Jamaica Bay unit.



Much of this success can be attributed to the connecting ferry shuttle bus that riders can take for free from the Rockaway landing at Beach 108th Street to Jamaica Bay park entrances at Fort Tilden and Riis Park Beach. This free shuttle bus has opened up NYC's only landscape national park to resident who otherwise wouldn't be visiting. We want to thank the NYC Council, EDC and Hornblower for extending the ferry shuttle bus west-bound to Jamaica Bay parks.

Despite the success, there is much unlocked potential of the NYC Rockaway Ferry. The launch of the Rockaway Ferry has proved to be extremely popular – so much so that people are attuned to wait upwards of two hours to board a ferry that will take them to Jamaica Bay's beaches. This is why it is important for the City and EDC to recognize Rockaway's high demand and respond with larger boats that can carry more passengers running on a more frequent schedule during the warmer months. NPCA, therefore, highly encourages NYC to offer more reliable summer service to potential park visitors by providing larger boats during peak times and run more frequent trips during these hours.

One of the biggest challenges that visitors face at Jamaica Bay is traveling to isolated points of interest that are geographically close but separated by tolls, disjointed public transit systems and inconspicuous park entrances. A feasible and effective solution would be to issue an RFP and hire a private operator to manage an internal Jamaica Bay ferry. This can be a seasonal service to accommodate park visitors and special events. The ferry can stop at the existing NYC Rockaway Ferry landing at Beach 108th Street and the National Park Service owned Riis Landing, across the street from Fort Tilden and Canarsie Pier adjacent to the Belt Parkway.



Ferry landings should be constructed and installed near existing docks at Gateway Marina on Flatbush Avenue and other potential sites along the Jamaica Bay waterfront like Coney Island, Floyd Bennett Field and Sunset Cove.

The Jamaica Bay water shuttle should emulate the Boston Harbor Cruises (BHC), the company serving Boston Harbor Islands National Recreation Area. BHC offers regular trips to the Harbor Islands from a convenient location in downtown Boston. The company highlights the unique features of each island and also offers themed-cruises like “Cultural Connector” and “Historic Sightseeing Cruise”. The company cites its diverse portfolio of offerings as the key to its monetary success.

As the City and EDC plan for future NYC Ferry expansion, NPCA urges NYC to provide water shuttle service in and around the Jamaica Bay unit of Gateway National Recreation Area. Federal funding of up to 80% with a 20% local match is available to build and maintain capital projects that can include “structures and amenities that directly serve the ferry boat operation, including passenger parking, ticketing, waiting area, boarding, and disembarking facilities, docks, and slips.” (source: National Parks Service). This funding is available through the Construction of Ferry Boats and Ferry Terminal Facilities Program offered by the National Park Service under the Department of the Interior. NPCA encourages the City to look at this program and other creative funding options to increase service and ferry infrastructure in Jamaica Bay and surrounding communities.



Though the expansion of NYC ferry is important for NYC's commuters, we know that increased ferry service also improves access to recreational sites at NYC's national parks. Therefore, NPCA highly supports the overall expansion of the NYC Ferry system. NYC Ferry expansion provides equitable access to national parks for the communities in the outer boroughs that rely on public transportation to get around.

Thank you for this opportunity to testify and we look forward to working with our federal, state, municipal and local partners to improve ferry service in NYC.

Testimony for: Oversight - The Economic Impact of NYC Ferry and the
New Ferry Transport Routes

October 19, 2017



Good Morning Ladies and Gentlemen,

I would like to thank you for the opportunity to speak about Ferry Service. My name is Alexandra Silversmith and I am Executive Director of the Alliance for Coney Island. Our nonprofit, the Alliance for Coney Island, seeks to continue the revitalization of Coney Island and improve quality of life. I am here today to express our support for citywide ferry service in Coney Island. We believe that Coney Island, as a neighborhood and destination on the waterfront, is particularly in need of this service.

Five years, five years is what separates us from the historic natural disaster known as Sandy. In those same five years, we have witnessed the City of New York expand, grow and modernize to meet the needs of all of its communities. During this same time, we have seen the introduction of the Citywide Ferry System.

Confronted by transportation starved neighborhoods, the City used ferries to increase economic viability of these neighborhoods, as well as improve the quality of life of its residents who had long been underserved by transit options.

And while we applaud the City for their swift implementation of the Ferry system in isolated communities, many of the businesses, residents and visitors of Coney Island are frustrated by the fact that their neighborhood was overlooked.

This past summer, a very striking view from the boardwalk was not the amazing sand sculptures, but rather the countless ferries that would float by the beach, onto their destination in the Rockaways. Watching ferry after ferry go by, one thinks: why doesn't the City believe this is a necessity for us? We are a neighborhood in need of transit equity.

As you know, Coney Island has seen growth in recent years because of both City and private investment, but has yet to reach its fullest potential because of unequal access to services, such as transportation. With over 5 million visitors annually and a growing neighborhood, the lack of transit options is putting a toll on the peninsula's businesses and residents. In order to ensure both current and future residents on the peninsula have equal access to job opportunities beyond South Brooklyn and city services, investment in transportation is essential. The growth and economic success of the businesses also require increased transit options.

We urge the City to follow through on studying Coney Island and adding the neighborhood to the Ferry Plan to ensure that current and future residents, visitors and businesses are part of a prospering neighborhood for decades to come.

TESTIMONY OF NEW YORK WATER TAXI

10/19/17 City Council Hearing: The Economic Impact of NYC Ferry and the New Ferry Transport Routes

Good afternoon and thank you to Chairs Rose, Garodnick, Rodriguez and committee members. I am Peter Ebright, Executive Vice President of New York Water Taxi.

New York Water Taxi has been in operation for 15 years and was sold earlier this year to New York Cruise Lines, operators of many waterborne products such as the iconic Circle Line.

Under our prior ownership we expressed distress over the selection of the current operator of NYC Ferry and warned that it would be a danger to the existing waterborne transportation and sightseeing businesses. As it turned out, the creation of a city-subsidized ferry service did bring about a consolidation of the waterborne sightseeing and transportation businesses. Some businesses fell by the wayside and others consolidated, as happened with New York Water Taxi and New York Cruise Lines. I can happily report that New York Water Taxi did find a fitting and welcoming home with New York Cruise Lines and we do see a bright future ahead in a very different industry.

That said, as with every business there are opportunities and threats.

Let's start with the threats. The dynamic still hasn't changed with NYC Ferry. It does present a heavily subsidized competitor into our industry. New York City has a vibrant tourism economy and many of those tourists enjoy viewing the city and the Statue of Liberty from the water. After all, it is a beautiful view and there is something magical about being out on the water, right?

But we cannot overlook the fact that a significant number of the passengers on the \$2.75 NYC Ferry are out-of-towners and tourists who would otherwise be riding one of the non-subsidized offerings such as New York Water Taxi. This greatly affects our bottom line. In essence, the city's taxpayers are footing the bill for the city to take business away from hometown companies with a long history in the harbor. Why buy something at retail price that reflects the product's true cost when you can get it at a deep discount courtesy of New York City's taxpayers? I would urge the city to consider a differential fare structure that would allow regular riders to enjoy the subsidized fare while tourists pay an unsubsidized fare.

Now to the opportunities.

New York Water Taxi is in favor of New Yorkers enjoying the waterfront, which has always been the city's great underappreciated resource. To the extent that NYC Ferry does this, bravo. It has gotten New Yorkers attuned to the reality that if you are near the water, you should be able to use it for transportation. So we are excited about the opportunities to serve those areas that are not served by NYC Ferry, either via a public service or via a private contract with a waterfront stakeholder.

We also see opportunities to provide service during shutdowns of other systems. Over the summer we very successfully worked with the Long Island Rail Road to serve their customers when repairs were done in Penn Station. Similarly, we are ready to work with the City and the MTA to provide service during the pending L train shutdown.

Any waterfront community that is not served by NYC Ferry is understandably clamoring for ferry service (and so are their councilmembers). New York Water Taxi stands ready, enthusiastically willing, and able to provide such service. There is already sufficient vessel inventory in New York Harbor to serve any expansion needs.

I thank the committees for examining these issues and welcome any questions.

To:

Bill DeBlasio, mayor NYC

As a life long resident of Queens, NYC and a thirty four year resident of Rockaways. I am writing this letter to emphasize the great potential ferry service will have for Rockaway and the rest of the city. Since those living in Rockaway have the the longest commute of any NYC residents, it is evident that the ferry service, which was established after Super Storm Sandy has dramatically improved commuter travel time but is also the only nice thing that has happen to Rockaway since the storm.

Please review the following points related to the Rockaway, NYC and ways in which to improve economic development throughout the city:

1. The ferry has cut the commute time from the middle of Rockaway to lower Manhattan by over a 1/2 hour. The ferry service has had a on time performance of better than 95% with not one police incident since it started. (That translates into not one police incident in almost two year of service.)
2. The number one tourist destination in the country (according to the Clean Ocean Coalition) is going to the beach. In the U.S. visiting the beach is worth 640 billion dollars to the US economy annually.
3. N.J. annual tourist revenue totals 40 billion in economic activity and the Jersey Shore represent 85 % of that total at \$34 billion. The Jersey shore is approximately 130 miles long which breaks down to \$260,000 million per mile.
4. In 2012, NYC tourist spending totaled \$36.9 billion. In contrast, the Jersey Shore produces \$34 billion alone. NYC & Company projects that in 2014 tourist spending will rise about 7% to \$41.3 billion. Every day a visitor or resident enjoys the beach in Rockaway is another day their money stays in NYC.
5. Rockaway is 11 miles long and if you apply \$260 million per mile that the Jersey shore produces, Rockaway has the potential to produce \$2.86 billion of economic activity. The beach in Rockaway could potentially produce an increase of 7.75% in NYC tourist revenue. I would like to learn of any project NYCEDC is working that would produce 7.75% increase in tourist spending within the next year. (Isn't it ironic that there are those who would argue that NJ beaches are in a different

setting/ location when a person can sit on the beach in Rockaway and see the Jersey shore!)

6. N.J. Tourism produces 320,000 jobs in the state. If you take 85% of the jobs for the shore area that would total 272,000 or

2,100 jobs per mile. Rockaway is 11 miles long and could produce 23,000 jobs for its residents. Far Rockaway has the highest unemployment rate in Queens and probably in the City. Rockaway is desperate for economic and political Leadership.

7. According to the NYC Parks, in 2012 Rockaway Beach saw almost 8 million visitors before Super Storm Sandy. The 8 million

visitor figure does not include Riis Park, the two beach clubs on the west end of the peninsula, and the Breezy Point Coop even though that

section is approximately 4 miles long (or 1/3 of the Rockaway Peninsula). Adding these four areas, it is safe to say that Rockaway had 11 million

visitors in 2012. Additionally, in Far Rockaway there are approximately 50 blocks where you are not allowed to swim, which equates to a

loss of 2 1/2 miles of economic activity. I call that decision of prohibiting people from visiting those beaches "beach profiling". (I will address

the closed Rockaway beaches in another letter.) Rockaway could become the number one or two tourist destinations in NYC by improving beach

access through better transportation. Rockaway has more visitors than the Metropolitan Museum of Art, American Museum of Natural History,

and the Statue of Liberty, to name a few. Even if the economic impact numbers quoted in items 3-7 were cut in half, the numbers are still very impressive.

8. Atlantic City N.J. claims to have the longest boardwalk in the country at 4 1/2 miles, but Rockaway's boardwalk (when repaired and restored to

its original length) is the longest nationwide at 5 1/2 miles. The Boardwalk with ferry service could become a greater tourist destination than the NYC High Line.

9. Rockaway has a bay front that has three restaurants on the water with a spectacular view of Jamaica Bay and the skyline of

NYC. City Island in the Bronx has 18 restaurants, so Rockaway has great restaurant potential with an increase in jobs these restaurants would bring.

10. On Rockaway's bay front there is NYC park property with a bulkhead approximately 5 blocks long (108

street to 113 street) which has great potential for a ferry dock along with a tourist destination. This area is a great location for Historic ships,

dinner boats, fishing and whale watching boat excursions. The Captree boat basin in Suffolk county LI (which is part of the NY State Park system) will do

approximately 1 million visitors this year. The 108 street site on the bay front in Rockaway is 1 1/2 times the length the Captree Boat Basin.

If this site was developed as a destination point and attracted over 1 million visitors, it would become a better destination than the Intrepid or the New York Botanical Garden.

11. The Jamaica Bay Bird Sanctuary in Queens is in the top most visited bird sanctuaries in the country. Bird watching is worth

\$40 billion to the US economy with 40 million watchers. Yet, I never seen any ad to visit the NYC bird sanctuary. Just another reason Rockaway and Queens get no respect.

12. The Edgemere Park in Rockaway which is not developed but is a capped closed landfill could be converted into the most

spectacular golf course in the country. The property is large enough to build more than just an 18 hole golf course. The golf course could be built as the first bird sanctuary/golf course in the country. The rough areas and water traps could be built to attract birds.

From the top of the park you can see the Atlantic Ocean, Jamaica bay, Kennedy Airport, NYC skyline and to the east Long Beach.

The two groups sometimes in conflict are bird watchers and golfers, so the course could be designed as a "chemical free" course.

Additionally, on a slope of the landfill a Soap Box Derby course could be built. The derby track could host three events per year with children and their parent participants from all over the Tri-state.

In the winter, the course could be used for snow sledding which could serve as the best sledding in NYC.

13. The Science and Resilience Institute slated to be built at Gateway National Park, Jamaica Bay unit will need ferry service for employees and visitors. The Parking lot at Riis Park has a capacity to hold 9,000 cars and is a perfect location for numerous spring and fall events.

14. In 2010 the city invested more than \$6.6 million to support the opening of Luna Park , part of the City's Coney Island Revitalization Plan

which will grow and preserve the historic amusement area. As part of the plan, the city is also investing a total of \$130 million towards Phase

1 infrastructure improvement at Coney Island, including upgrading the underground infrastructure and rebuilding large sections of the

boardwalk. What will Phase 2 and 3 cost? The vacant property in Arverne East is eight times the size of Luna Park. (Another example of a

"job well done" by the Brooklyn politicians.)

15. The best Real Estate opportunity on the East Coast and in NYC is the vacant Arverne East property. The site is 80 acres of ocean front

property with a boardwalk. I propose to the city to build an indoor/outdoor dome enclosed water park with stores, restaurants and a

hotel on the 15-20 acres. The remaining 60 acres could be used for housing similar to Dayton Towers in Rockaway. The water park would make

Rockaway a year round destination with permanent jobs. The water park would compliment Luna Park in Coney Island and could be

connected by ferry service. In 2013 the Wet & Wild water park in Orlando, Florida attracted 1,260,000 guests. If the water park in Rockaway

attracted a similar number of visitors in fees alone, the park would generate over \$4.5 million in sales tax. The

contract for this property was awarded over 7 years ago yet, at present, no work has been done. Myself and other Rockaway residents believe a

new RFP needs to be issued. It does not make economic sense to put more housing in an area which has one of the highest unemployment

rates in the city and the longest commute time without creating creates jobs for the currently unemployed residents.

16. I would like to quote Kyle Kimball of NYCEDC from a July '14 Newsletter where he speaks of the beaches on Staten Island-- "By activating the

underutilized beachfront, we are creating economic momentum for Staten Island's East Shore communities, while also providing recreational

opportunities and key amenities on Staten Island's underutilized beaches, especially as we continue to recover from Hurricane Sandy.

Providing New Yorkers with access to the waterfront is a continued priority, and through this programing we hope to introduce even more

people from all over to this stretch of Staten Island Beaches." The program's purpose is to get more New Yorkers to use the beaches on S.I.

In response here's my response "I guess Kyle Kimball has never been to Rockaway, so I would like to take this opportunity to invite

him for a tour of Rockaway." Kyle, please give me a call. During the storm 2/3 to 3/4 of Rockaway was under water, Residents are still not back in their houses, business are still closed and some are on the verge of closing. How about the same consideration for Rockaway as Staten Island? Rockaway has 1/4 the population of Staten Island and the entire borough of Queens has five times Staten Island's population.

The Rockaway/Brooklyn/Manhattan Ferry could be subsidized in the following manner:

1. NYCEDC Game Changer RFP-- I attended the first meeting at EDC on this grant money that totals \$18 million. I made the following suggestion then and I will repeat it now. The money could be used to subsidize the ferry service for the next three years, including weekend ferry service. The fare which will continue to be collected could be used on the back end so the ferry subsidy could last three years.
A three year contract with weekend service would be a huge "game changer" for Rockaway, Brooklyn and Manhattan.
2. The \$15 million federal capital money [Weiner Money] could be used to build two new 250 passenger ferry boats and one refurbished ferry.
Seastreak would contribute to the city's part of the money or a 20% contribution. The vessels would be leased back for \$1.00. The ferries would have a good buy out price after a certain period of time. The buy out price would ensure that proper maintenance would be done on the vessels.
When the new ferries would come on line, most likely in the second year of the contract, the Rockaway ferry could be extended to Kennedy Airport.
3. The Port Authority of New York and New Jersey paid \$780 million to the city as part of an agreement to lease Kennedy and LaGuardia Airports until 2050. The payment includes \$500 million in rent and interest dating back to January 2002. Under the agreement, the authority's annual lease payments to the city increased to \$93.5 million from \$3.5 million. As part of the lease agreement there is \$100 million to be spent in the neighborhoods surrounding the Queens Airports. What has EDC done with this money? Why can't part of the annual rent check pay for the Rockaway ferry? Rockaway is most definitely impacted by Kennedy Airport.
4. The ferries would be built in New York State thus creating jobs. Seastreak would base part of its operation in NYS therefore creating 50-80 permanent jobs in NYC. A training program could be set up at Kingsborough Community College. I have contacted and am awaiting a response from STARTUP NYS to find out what other grant money or tax incentives apply.
5. The Kennedy Airport connection will allow 1/2 hour ferry service 12-15 hours per day. Seastreak will be responsible for all expenses related to this ferry stop. The cost of the fare from Kennedy Airport will be determined by what the market will bear and not be subsidized by the city.
6. The route that I am proposing is Kennedy Airport-Rockaway-BAT Pier Brooklyn-Wall Street-Roosevelt Island-Astoria-Flushing, LaGuardia Airport and Willets Point Project. A passenger would not want to travel Airport to Airport but instead the ferry runs would overlap. This ferry route would encourage hotel development and better access to the new outlet mall/ferris wheel on Staten Island at all these ferry stops. A shuttle ferry could be established at the BAT pier to Staten Island. At the present time, 10 million passengers travel annually from Kennedy Airport to lower Manhattan. If a ferry could capture just 5% of that figure that would be 500,000 passengers rides to lower Manhattan or midtown. And note, in the first six months of 2014 passenger

travel out of Kennedy Airport is up 7.4%.

7. In 2013 the cruise ship industry (out of NYC) totaled 620,000 passengers. If just 5% of these passengers flew into the city the night before the cruise, that would calculate to 31,000 hotel guests. How about staying in a hotel near the airports, Rockaway, Brooklyn or Staten Island and the next day take a ferry to the cruise ship without having the hassle of transporting your luggage on a subway or bus?

8. The Ferry service to the BAT Pier in Brooklyn is very important to Brooklyn and Rockaway for the jobs that will be created close to the pier..

Mayor Bill de Blasio's administration plans to pour \$100 million into renovating 500,000 square feet of the Brooklyn Army Terminal for warehouse and manufacturing space. Within less than a mile of the BAT pier there will be the development of Industry City and Liberty View Industrial Plaza.

Industry City is a 6 million square foot complex trying to emulate the success of the Chelsea Market. The developers want to create a destination for neighborhood shoppers and tourists alike. Clearly, ferry service will be needed. I believe it would be easier to lease space if the present ferry service stays.

At Industry City, Li-lac Chocolates leased 10,000 square ft for manufacturing and retail space. If Madeline Chocolates in Rockaway closes, then the former employees could work at Li-lac by commuting via the ferry. (Of course, I would prefer if Madeline Chocolates could do work for Li-lac and stay in Rockaway.) The food companies that move to the Brooklyn Waterfront could ship items by ferry to Kennedy Airport for overnight delivery by air thus having world wide distribution for their products. Ferry freight service could also connect Hunts Point Terminal Market in the Bronx and New Jersey by water.

Located within one block of the BAT pier within building A at the Brooklyn Army Terminal, BIOBAT is slated to open and will occupy 500,000 square thus creating another 1,500 jobs. I have contacted the principals at BIOBAT about living in Rockaway and working at BIOBAT. Ferry service could connect BIOBAT, Roosevelt Island University and Research Center and the Science and Resilience Center at Gateway (Rockaway).

9. In the last week of August the Rockaway/Brooklyn/Manhattan ferry did 1300 rides per day while at the same time, the East river ferry did 3,000 riders.

The difference-- the East river ferry has 32 departures at 7 locations and runs 7 days a week. If the Rockaway/ Brooklyn/Manhattan ferry had the same number of ferry runs with the beach traffic and Kennedy airport passengers, the ridership numbers of the R/B/M Ferry would triple that of the East River Ferry. If the R/B/M were free, it would give the SI ferry a run for the top ridership spot.

Think about it for a moment-- The Staten Island Ferry is free, but Rockaway and Brooklyn residents can't receive a subsidy. In all fairness to the residents of Staten Island no one should pay a double fair or have more than a 1 hour commute to midtown Manhattan. The subsidy for the SI Ferry is quoted at \$108 million but in the 2015 budget another \$10 million was added to the total for better weekend and night service. However, not included in that total are the following additional costs associated with running the SI ferry:

\$140 million for the cost of three new ferry boats, \$15 million for repairs because the new ferries did not work properly, \$185 million for a new Whitehall Ferry Terminal [Manhattan], \$106 million for the rehabilitation of the St. George ferry terminal in Staten Island, Installation of new mooring piles (\$12.5-\$19M), reconstruction of damaged slip-4 at St George, \$4million to repair the roof of the Whitehall Station, \$4million to replace equipment lost or damaged by Hurricane Sandy, \$1.5million for emergency generators, cost of repair from the Staten Island ferry accident and the lawsuits

to name a few. The Subsidy for the Rockaway Ferry per passenger may be the cheaper than the Staten Island ferry if you add in all the costs. The payment to Seastreak is a one time payment. There are no pension or health care costs. I feel the ferry subsidy is a "tale of two boroughs" or in the next election for mayor "Vote for me and commute for free" will be the new slogan for Staten Island residents. (By the way, I really do not understand how we let tourists ride for free on the SI Ferry.) If the tourism industry in NYC was a hockey game we are taking 1.5 million tourists and putting them in the ferry penalty box for an almost 1 1/2 hour where they can't spend any money in NYC [loading time-1/2 ferry ride to SI-unload/load-1/2 ferry to Manhattan-unload]. What a great business decision! Staten Island Officials and NYCEDC are patting themselves on the back for the for the ferris wheel and 100 store outlet mall but the

competition in NJ is planning something better. Here is the list of attractions for American Dream Meadowlands:

1. First indoor ski hill in North America at 800 feet long, 16 stories high and 165,000 square feet, including a professional ski school, extreme snowboarding park and fresh snow 365 days per year.
2. Glass-domed indoor amusement park
3. Glass enclosed massive water park with surfing.
4. 200 -foot diameter, enclosed-capsule, outdoor observation wheel overlooking NYC.
5. 26-screen luxury movie theater with more than 5,000 seats and an outdoor lounge with expansive views of Manhattan.
6. Live music and performing arts theater which which will seat 2,400 to 3,000 people
7. An indoor skating rink, bowling alley, and aquarium
8. Miniature golf course
9. Children's Museum
10. International gourmet cuisine
11. Nearly 1.7 million square ft of retail space [400 stores], 1.1 million square ft of attractions
12. 150,000 square ft of fine dining and restaurants.

Even if only 1/3 of these attractions are built, why would anyone go to Staten Island to ride the ferris wheel or shop at the outlet mall? I know-- it must be for the free 1/2 hour ferry ride!

At the present time there is a push for Casino gambling at the Meadowlands, NJ location. If a casino were built at the Meadowlands, why would you travel to upstate NY to a resort/casino. The Genting Casino at Aqueduct in Queens does more business per slot machine than anywhere else in the country. The American Dream Meadowlands complex is next to the Northeast Train Corridor and a 10 minute train ride from Manhattan. The Genting Casino will be greatly effected by this new development as will be the tax revenue for the city and the state. Every weekday 6,000 buses come through the Lincoln Tunnel to Manhattan and can easily be converted into shuttle buses to the American Dream Complex. Most of the morning NJT commuter buses return empty to NJ for storage until the evening commuter run, so they can serve as perfect shuttle buses to the Meadowlands mall. The East River ferry service will connect to NJ for a shuttle Bus Ride to the Mall. It will likely be the same time (or maybe 5 minutes more) to the American Dream Complex then to take the SI ferry 1/2 hour ride to Outlet Mall/Ferris Wheel on SI. Where would a tourist and NYC resident rather go? I hope NYCEDC realizes that 70% of the travelers coming into NYC come from the west. Here is what is at stake: A study that was was commissioned by the developer, Triple Five Worldwide indicated that the project will create up to 8,900 construction jobs over the next 36 months, as well as 35,000 permanent jobs once the project is fully operational. In addition the developer anticipates more than 55 million annual visitors- resulting in an annual economic impact to the region of \$3.8 billion per year. For instance, The Mall of America (in Minnesota) has an annual economic impact of \$2 billion to the state. Triple Five (the same

developer as Mall of America) has 35 years experience developing and successfully managing world class retail and entertainment destinations including Mall of America and West Edmonton, Canada Mall. What a great job by NJEDC and the state's elected officials! I realize that the "American Dream" project had its problems over the past decade, but it is now on track to be the number one tourist destination in country -- at expense of NYC.

Why ferry service to the outer boroughs:

1. The most important use of ferries will be if there is another 9/11 attack. Today's current threat of a repeat terror attack is higher than it has ever been. To the best of my knowledge, there is no ferry/water evacuation plan for Manhattan. It has been 13 years after 9/11 and the plan is still not yet completed. Where are NYCEDC and the MTA priorities, when the total cost of Fulton Street station will exceed \$4 billion for one train station. The cost of the South ferry train station was \$500 Million before Sandy and an additional \$600 million after the storm for a grand total of \$1.1 billion.

During Hurricane Irene, the station was almost flooded. The MTA, OEM and EDC should have put in protective measures then. If the MTA cannot keep flood waters (and in the past) rain water out of the subway system, then they obviously can't keep a flammable liquid out of the subway system. We must have a back up plan with

the inclusion of an extensive ferry system and Bus Rapid Transit. [BRT] in case of disaster. Immediately after 9/11, the only mode of transportation that was working was the ferry boats.

If the recent Metro North train accident was more extensive and repairs took more months to complete, we would have needed additional ferry capacity to fill the void. Ferry service from Manhattan locations to the ferry dock in Yonkers could have been part of that solution.

2. A fire in a highrise office building represents \$1-2 million per minute in lost wages, damages, lawsuits and taxes. What would the economic loss be if the 15,000 workers at Goldman Sachs could not get to work for a month because of a terrorist attack in the New York City Subway. I tell you what would happen, NJEDC and other major cities would be trying to lure those jobs out of NYC. The cost of a tax brake alone for Goldman Sachs and other companies to convince them to stay in lower Manhattan would far exceed the cost of borough wide ferry service. The ferry service that was put in place after Super Storm Sandy for Rockaway was done in 3 days. Rockaway was very fortunate that Seastreak had the proper vessels available to establish the ferry run after Sandy. With the looming threat of a LIRR Transit strike this past summer there were no large capacity ferries available to establish extra ferry service for Long Islanders.

3. The commercial/ private drone business was not in place before 9/11. Today, it is very unsettling to think what could be done to NYC by the use of drones.

Amazon is thinking about having a delivery system with drones. With drones, the possibilities are now endless for terrorism and the "lone wolf" scenario.

Since 9/11 there have been 14 terrorist plots aimed at NYC which were stopped by The NYPD. Four of the plots targeted the subway and one involved a bridge so the need for ferries in the New York area is crucial. In a 2005 Businessweek article "The Next Big One" it discussed where America is most vulnerable. The quote from the article says it all and is still true today, "The unfortunate truth is our ability to imagine and plan for catastrophic disasters is woefully inadequate". The events that should keep the Mayor's office awake are

a Biological attack, Chemical attack, Dirty bomb, Coordinated attacks, Category 4-5 Hurricane, pandemic and/or radiation leak. What is the plan to move first responders around the city if all the roads are full of

NYC residents trying to leave the city? The waterways around NYC should be the first item on the list to get control of and the easiest way for first

responders to travel around the city. Seastreak's design of its 250 passenger ferry is perfect for an emergency response. The front load design with the 8ft opening that is capable of loading skids of supplies for first responders, transport the walking wounded or medical stretchers.

4. NYC does not have an evacuation plan but San Francisco, California does:

The Evacuation plan for the San Francisco during response and recovery phase of an emergency, ferries will be an essential resources for the following functions: A. Assist with the transportation of first responders and disaster service workers.

B. Evacuation assistance

C. Provisions of basic mobility for the public, especially in corridors where bridges or passenger rail system are affected.

The task force on ferry operation for San Francisco ferry plan calls for creation of 30 portable and permanent terminals and 88 vessels. Does NYC even have a plan?

5. If the Indian Point nuclear power plant (on the Hudson River) were to have the same incident as the Fukushima nuclear fallout crisis and with a 50 mile radius potential contamination Zone the following would have to be evacuated: 17,639,000 people, including 3,902 Public school children and 470 hospital patients. In 2011 there were five nuclear power plant emergency shutdowns. Two due to tornados, 1 hurricane, 1 flooding, and 1 earthquake all possible in Westchester county. How would the office of OEM, Police and Fire Dept. get personnel up to the Bronx?

6. The "Miracle on the Hudson", the airplane crash landing of flight 1549 with 155 passengers and its positive results was due to the quick response of the nearby ferries. The new large jet planes that are now being used from Kennedy Airport are the Airbus A380 and a larger 747 with a passenger capacity of 550-800. I would not want to be a public official or the the head of NYCEDC, the agency determining the cancellation of R/B/M ferry service, if a plane went down near Rockaway without any ferries nearby to assist with the rescue, especially after spending \$225 million for a golf course in the Bronx that the average

NYC resident could not afford to play on. The plane that crashed in Rockaway back in 2001 less the one block from my house had a fuel capacity of 15,000 gallons and the A380 flying out of Kennedy Airport has a fuel capacity of 80,000 gallons. I do not want to imagine what would happen if a plane of that size crashed anywhere in NYC or Rockaway.

7. The city of New York has more miles of waterfront than Seattle, San Francisco, and Chicago combined. In addition, not one of those cities could boast of 11 miles of oceanfront property. The economic potential of 80 acres of vacant oceanfront property in Rockaway breathtaking.

8. Each weekday approximately 1,100 express buses enter Manhattan from the outer boroughs. The problem with these buses are:

A. A large percentage of the express buses make one or possibly two runs in the morning and the same in the evening commute. The buses return to the garages they started from, sit for approximately 4 hours then return for the evening commute. By doing this you double the trip, the MTA doubles their fuel cost (and pollution) and cuts the useful life expectancy of the bus in half.

B. The express or coach bus is an over the road vehicle and cannot be used on local bus routes. Each coach bus costs \$1/2 million.

C. At least 600 express buses enter midtown Manhattan each weekday morning clogging up the local bus lanes. The problem with this situation is no resident of midtown or Midtown worker can not use these buses. The express buses just do drop offs during the morning commute and pickups during

the evening commute. Express buses travel times vary, for example it is not uncommon for a Rockaway resident traveling on an evening express bus to take between 1.20-2 hour to arrive home.

D. I propose that NYC connect large parking lots near the water in the outer boroughs to Roosevelt Island [Midtown] and Wall Street [lower Manhattan].

The parking lots such as Citi-field [World'sFair Marina] in Queens, Yankee Stadium in the Bronx, and Orchard Beach in the Bronx to name a few.

A ferry could travel from Citifield to Roosevelt island in 25 minutes then on to Wall street in an additional 15 minutes. On Roosevelt Island there is the

F train and in one stop you are in Midtown. If the express buses do not have have to travel into Midtown for the morning commute they will be able to

make 2-3 pickup runs in north Queens thus freeing up more than half the buses for other runs. I realize that passengers on the express buses like a

one seat ride, but I believe they would give up the "one seat" ride for a faster commute and more frequent service. I do not propose cutting bus routes or bus

driver jobs, but, in fact, NYC will have to hire more drivers as more residents are forced out of their cars.

9. Reverse Tourism: If NYC were to establish ferry service to the outer boroughs (not just the East River/ Staten Island service) we can increase tourism, especially day

trips throughout the city. Lower Manhattan with 1 World Trade Center and the 9/11 Museum will be top tourist destination. The same

ferries that take visitors to Lower Manhattan could also take visitors to Orchard Beach/City Island in the Bronx, Queens Science Center,

Citifield, Yankee Stadium, Queens Tennis Stadium, Kennedy and La Guardia Airports, the beach in Rockaway, the bird Sanctuary at Gateway, Coney

Island Aquarium, and Luna Park on the reverse trip, just to name a few. I would like NYC to imitate the top twenty tourist attractions around the country and place some of

them near the waterfront in NYC. For example, a retail food market on the water in the South Bronx (near Hunts Point Market) similar to Fisherman's Wharf

in San Francisco or the Peterman Auto Museum in California which attracts 6 million visitors per year on Staten Island's waterfront.

10. Researchers at Columbia University identified several zones throughout the city for housing redevelopment to account for the additional one million New York

City residents expected by 2040. There are 12 locations with 8 are on the water. Clearly, the need for ferry service will

continue to grow. The expanded/ improved ferry service combined with Bus Rapid Transit in these proposed up zoned areas would help to eliminate the present residents fears of excessive vehicular traffic in their neighborhood.

In conclusion, upon reading the above, it is evident that I am just trying to improve my neighborhood of Rockaway, Queens by advocating for an overall NYC ferry service

which, in turn, will assist in developing all areas of our city.

Note: I am not a paid lobbyist , member/ employee of any ferry company, nor am I affiliated for any non-profit agency working for the highest donor. Just, Joe Hartigan, a NYC born and raised individual seeking improved quality of life for myself and my fellow neighbors through improved transportation.

And by the way, is anyone interested in becoming Rockaway's "guardian angel"?

Thank you for your time and attention to my concerns. Joe Hartigan 78-634-1268

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***** (NJ)

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 corrosive.
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...

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 expensive 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

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