

CITY COUNCIL  
CITY OF NEW YORK

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TRANSCRIPT OF THE MINUTES

of the

COMMITTEE ON TRANSPORTATION, ECONOMIC DEVELOPMENT,  
WATERFRONTS

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May 28, 2013  
Start: 1:29 p.m.  
Recess: 3:45 p.m.

HELD AT: Council Chambers  
City Hall

B E F O R E:

JAMES VACCA  
KAREN KOSLOWITZ  
PETER A. KOO  
Chairpersons

COUNCIL MEMBERS:

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Council Member Mathieu Eugene  
Council Member Julissa Ferreras  
Council Member Daniel R. Garodnick  
Council Member Vincent J. Gentile  
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Council Member Letitia James  
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Council Member Jessica S. Lappin  
Council Member Stephen T. Levin

## A P P E A R A N C E S

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Council Member Mark S. Weprin

## A P P E A R A N C E S (CONTINUED)

Tim Sullivan  
Chief of Staff  
Deputy Mayor Robert K. Steel

Adam Zaranko  
Assistant Vice President, Asset Management Department  
Economic Development Corporation

Andrew Genn  
Senior Vice President, Ports and Transportation  
Department  
Economic Development Corporation

James DeSimone  
Chief Operating Officer  
Department of Transportation

Catherine McVay-Hughes  
Chairperson  
Community Board One, Manhattan

Dolores Orr  
Chairperson  
Community Board 14, Queens

Kenneth Kearns  
District Manager  
Community Board Ten, The Bronx

Joseph Hartigan  
Resident  
Ferry Advocate

Michael O'Toole  
Resident  
Ferry Advocate

Philip McManus  
Resident  
Ferry Advocate

## A P P E A R A N C E S (CONTINUED)

Stuart Pertz  
Founder  
Friends of Coney Island Creek Ferry Landing and Park

Quintana O'Neill  
Project Manager, Economic Development Department  
Brooklyn Chamber of Commerce

Robin Nebroy  
Resident  
Ferry Advocate

Lew Simon  
Assembly District Leader  
23rd Assembly District

Arthur Imperatore  
Founder, President  
NY Waterway

Helena Durst  
President  
New York Water Taxi

Carolina Salguero  
Founder and Director  
Portside New York

Paul Gallay  
President  
Hudson Riverkeeper

Jonathan Calkin  
Co-Chair  
Roosevelt Island Community Coalition

Nicholas Zvegintzov  
Chair  
Staten Island Ferry Riders Committee

## A P P E A R A N C E S (CONTINUED)

Sam Gladstone  
Program Director, New York City Sustainability  
New York League of Conservation Voters

CHAIRPERSON VACCA: Okay, thank you, thank you all. I'd like to welcome everyone here today. This is a joint hearing of the Committee on Transportation, with the Committee on Waterfronts and the Committee on Economic Development. To my left is the Chair of the Economic Development Committee of the Council, Karen Koslowitz; and to Karen's left, I think, right here, is Peter Koo, who is Chair of the Waterfronts Committee. I'm James Vacca, I'm Chair of the Committee on Transportation, and our Committees are meeting jointly today to discuss ferry service in the five boroughs of New York City. A little over a year ago, the Transportation and Waterfront Committee held a joint hearing on the same topic. And just last month, Chairman Koo and I hosted a members briefing about potential ferry service. Today we hope to continue a meaningful discussion, and we're going to hear testimony from EDC, DOT, as well as other leaders and advocates for the industry. Our great City has one of the most sophisticated transportation networks in the entire world. Yet, we underutilize one of our

1 most valuable resources: our waterfront. New  
2 York is a network of islands, and many of us  
3 travel over a waterway to our daily commute every  
4 day. Even those of us who do not cross a river as  
5 part of our daily routine must deal with the  
6 congestion of the roads and the subways. If  
7 ferries provide a viable alternative to driving,  
8 some traffic congestion on the busiest roads could  
9 be alleviated. The Staten Island Ferry and  
10 several other private ferry companies already  
11 provide thousands of commute rides daily; however,  
12 there's still so much to be done. We have so much  
13 untapped potential. We want to build upon our  
14 current ferry system, to offer more efficient and  
15 affordable options for New Yorkers to travel  
16 within our City. We realize that this type of  
17 transportation, like any other infrastructure,  
18 comes at a cost, especially if we are to consider  
19 regularly scheduled ferry service for commuting  
20 residents. The cost and benefits must be  
21 balanced. While considerably less expensive than  
22 building a subway line, ferry service still  
23 requires capital and fare subsidies. Potential  
24 ferry sites must also be accessible to commuters  
25

1 and offer more efficient and/or less expensive  
2 alternative to driving or taking current  
3 transportation options. Those who have testimony  
4 for our hearing today, I'm sure will shed more  
5 light on what ferry service in our five boroughs  
6 could mean for our City. It's important for us to  
7 consider what has developed since our last  
8 hearing. Last year, EDC provided an update on  
9 their East River Ferry Project, which began in  
10 June 2011. This pilot provides ferry service  
11 between five points on the East River and Lower  
12 and Midtown Manhattan. The ridership numbers have  
13 indeed exceeded expectations. And I hope we'll  
14 hear an update on those figures. Since then, EDC  
15 announced a request for proposals for ferry  
16 operators to extend the service to 2019 and even  
17 possibly beyond. This is very encouraging and our  
18 communities would like to have further information  
19 on that status, as well. More ferry service would  
20 provide substantial benefits to New York City,  
21 especially since we are now seeing how vulnerable  
22 our infrastructure can be during devastating and  
23 uncontrollable weather events. Now is the time  
24 for us to put our heads together and see how we  
25

1  
2 can sustain a ferry network in the five boroughs.  
3 With that, I want to turn things over to my co-  
4 chairs, and I look forward to hearing testimony at  
5 today's hearing. Let me first call on the Chair  
6 of our Economic Development Committee, Karen  
7 Koslowitz.

8 CHAIRPERSON KOSLOWITZ: Thank you,  
9 Chair Vacca. Good afternoon, I'm Karen Koslowitz,  
10 Chair of the Committee on Economic Development.  
11 Today's hearing, joint with both the  
12 Transportation and Waterfronts Committees, seeks  
13 to gain a better understanding as to the current  
14 state of the ferry system here in New York City,  
15 as well as examining the feasibility of a citywide  
16 ferry service as outlined in a previous study, New  
17 York City Economic Development Corporation, known  
18 as EDC. Given Manhattan's geography and the daily  
19 pressures put on the City's existing  
20 transportation system, the development of new  
21 ferry services would be a great way to spur  
22 waterfront development and provide more transit  
23 options. Several areas along the Brooklyn and  
24 Queens waterfront, in close proximity to  
25 employment centers in Manhattan, are critical

1 areas of development since cost and time and modes  
2 of transportation are of great concern to real  
3 estate developers. In the past, EDC and the  
4 Metropolitan Transportation Authority have  
5 explored the option of integrating ferry service  
6 with the City subway system. Today, I would like  
7 to hear more from EDC as to whether or not they  
8 have reengaged the MTA on this proposal as well as  
9 the other policy recommendations to further  
10 strengthen and develop New York's ferry system.  
11 The development of subsidized ferry service in the  
12 City continues to face significant challenges.  
13 Although the East River Ferry has experienced  
14 growth in ridership overall, it does not seem  
15 apparent that the pilot ferry service will be able  
16 to sustain itself beyond its three year contract.  
17 At the end of last year, the City released a  
18 request for proposals seeking an operator who can  
19 continue and maintain the current level of service  
20 for at least five years after the pilot and  
21 maintain the current level of service for at least  
22 five years after the pilot period ends in June  
23 2014. I look forward to hearing EDC testify on  
24 this RFP, as well as the free expanded summer  
25

1  
2 ferry service for Red Hook, that will assist  
3 businesses that were impacted by Hurricane Sandy.  
4 Thank you and I will now pass the mic onto my  
5 fellow co-chair, Council Member Peter Koo.

6 CHAIRPERSON KOO: Thank you very  
7 much. Good afternoon and welcome to this joint  
8 oversight hearing concerning the ferries in New  
9 York City. Ferries have been an important part of  
10 New York City's mass transit system for many  
11 years. Today, the New York region has the  
12 strongest ferry network in the country. The  
13 Staten Island Ferry is the most popular service,  
14 with over 21 million riders per year. Another ten  
15 million riders utilize a network for private ferry  
16 services annually, most of which are between  
17 Manhattan and New Jersey. Ferries have also  
18 served as vital means of transportation during  
19 public emergencies. On September 11, ferries were  
20 used extensively to evacuate people from Lower  
21 Manhattan and ferries were also widely used while  
22 Path service was being restored to Lower  
23 Manhattan. In 2008, City Council Speaker  
24 Christine Quinn and Mayor Michael Bloomberg  
25 announced a three tier plan for comprehensive

1  
2 citywide ferry service, which included the  
3 expansion of ferry service along the East River  
4 and between Far Rockaway and Lower Manhattan. The  
5 study resulted in the launch of the East River  
6 Ferry pilot in 2011. The pilot has been a big  
7 success and EDC has announced plans extending the  
8 service beyond its initial three years, and to  
9 possibly expanding it. The Committees look  
10 forward to learning more about the East River  
11 pilot, EDC's plans for citywide ferry service, and  
12 how such expansion will invigorate the City's  
13 waterfronts. Thank you.

14 CHAIRPERSON VACCA: Thank you,  
15 Chair Koslowitz and Chair Koo. Just let me  
16 introduce members of the respective committees  
17 that are here today. Let's start down below, to  
18 my immediate left is Julissa Ferreras, Debbie  
19 Rose, Mathieu Eugene, Darlene Mealy, Mark Weprin  
20 and Vincent Ignizio. On the top aisle to my  
21 right, Council Member Brad Lander, Council Member  
22 Ydanis Rodriguez, Council Member Sara Gonzalez,  
23 Council Member Donovan from Queens [laughter]--  
24 [off mic] Just give me a moment--[on mic] He's  
25 visiting, right. [laughter] You're upon the

1 Committee, right? Sara's visiting. Okay.

2 [background comments, laughter] You're visiting,

3 Sara. Council Member Jimmy Van Bramer, Council

4 Member Peter Koo, and Council Member Karen

5 Koslowitz. Oh, and Council Member Jessica Lappin

6 in the back. Oh, and Council Member Peter

7 Vallone, standing. Council Member Vincent Gentile

8 in the back. Okay. We're all here, we can

9 rename, we can rename some streets right now, I

10 think. [laughter] Okay. So, why don't we start

11 with our first panel. And would everyone please

12 introduce them self and then you could lead off,

13 Mr. Deputy Mayor.

14  
15 TIM SULLIVAN: Sure, my name is Tim

16 Sullivan, I'm Chief of Staff to Deputy Mayor

17 Robert K. Steel.

18 ADAM ZARANKO: I'm Adam Zaranko,

19 I'm Assistant Vice President, EDC's Asset

20 Management Division.

21 ANDREW GENN: Andrew Genn, I am the

22 Senior Vice President for the Ports and

23 Transportation Department at EDC.

24 JAMES DESIMONE: Jim DeSimone, New

25 York City Department of Transportation, Staten

1  
2 Island Ferry Division.

3                   TIM SULLIVAN: Good afternoon,  
4 Chairman Koo, Chairman Koslowitz, Chairman Vacca  
5 and Members of the Economic Development,  
6 Transportation and Waterfronts Committee. As I  
7 mentioned, my name is Tim Sullivan, and I'm the  
8 Chief of Staff to Deputy Mayor for Economic  
9 Development, Robert K. Steel. Joining me as you  
10 heard are, this afternoon, are Staten Island Ferry  
11 Chief Operating Officer James DeSimone for the  
12 DOT; Andrew Genn, SVP of the Ports and  
13 Transportation Department at the Economic  
14 Development Corporation; and Adam Zaranko,  
15 Assistant Vice President in EDC's Asset Management  
16 Department. On behalf of the Bloomberg  
17 Administration and Deputy Mayor Steel, thank you  
18 for the opportunity to testify this afternoon  
19 about the vital role that ferries have played and  
20 will continue to play in the transportation  
21 network and economic future of New York City. New  
22 York is a waterfront city, a city of islands. And  
23 as a result, ferries have always played a critical  
24 role in moving people and goods around the five  
25 boroughs. Today, the Staten Island Ferry is the

1 largest commuter ferry route in the country, and  
2 ridership continues to grow. Last year, the  
3 Staten Island Ferry carried 22 million passengers,  
4 a three percent increase over 2011, and a new all-  
5 time high. During the Bloomberg Administration,  
6 and under the leadership of Transportation  
7 Commissioner Sadik-Khan, the ferry fleet has  
8 converted to ultra-low sulfur fuel, and DOT is in  
9 the final stages of a fleet wide emission upgrade  
10 that will make the City's fleet one of the  
11 greenest in the country. And in the last several  
12 decades, a robust network of privately operated  
13 ferry services have been established which carry  
14 Yankee fans to The Bronx, commuters to New Jersey,  
15 tourists to the Statue of Liberty and Ellis  
16 Island, and beachgoers to the Rockaways. It was  
17 against this backdrop that Mayor Bloomberg and  
18 Speaker Quinn committed in 2008 to expanding the  
19 commuter ferry network within the five boroughs,  
20 as part of a broader strategy to reconnect New  
21 Yorkers to the more than 520 miles of coastline  
22 that comprise our waterfront. In March 2011,  
23 Mayor Bloomberg and Speaker Quinn released Vision  
24 2020, the New York City Comprehensive Waterfront  
25

1  
2 Plan, or CWP. The CWP was the result of a multi-  
3 year, long term planning process that brought  
4 together City agencies, including the Department  
5 of City Planning, EDC, Department of Environmental  
6 Protection, the Department of Parks and  
7 Recreation, the Department of Transportation, the  
8 Department of Housing Preservation and  
9 Development, the Office of Emergency Management  
10 and the Office of Long Term Planning and  
11 Sustainability, as well as public sector partners  
12 in the City Council and at the state and federal  
13 levels, and in the private and nonprofit sectors.  
14 The CWP outlined a long term vision for the City's  
15 waterfront that included eight key goals:  
16 expanding public access to the waterfront,  
17 enlivening the waterfront, supporting the working  
18 waterfront, improving water quality, restoring the  
19 natural waterfront, improving government  
20 oversight, increasing climate resilience, and  
21 finally the focus of today's hearing, enhancing  
22 waterfront transportation, or what is sometimes  
23 referred to as the blue network. In addition to  
24 this long term vision, the Mayor and Speaker also  
25 released the Waterfront Action Agenda, a series of

125 initiatives across all of the, all eight of the previously mentioned goals, that the Administration committed to completing by the end of 2013. One of the most important of those initiatives was a pilot East River Ferry commuter service, which began operations in June 2011. This service, which connects Long Island City, Green Point, North and South Williamsburg and Dumbo, with downtown and midtown Manhattan, has significantly outperformed the City's original expectations. In mid-May 2013, the service recorded its two millionth rider, more than twice the ridership that was projected for the full three year pilot period that will end in the summer of 2014. Ridership has continued to grow throughout the pilot program, with summer ridership increasing 43 percent from the summer of 2011 to the summer of 2012. Year to date ridership in 2013 is 16 percent higher than the same period in 2012. This significant ridership has driven down the public subsidy per rider below the City's initial projections, as well. Subsidy per rider in 2012 fell to \$2.22 a ride from \$3.17 a ride in 2011. By comparison, the average per

ride subsidy for a trip on the Long Island Railroad is estimated to be \$6 a ride, and the average per ride subsidy for express bus service is more than \$10 per ride. The East River Ferry has proven so popular that in May 2012, the City announced that larger boats, carrying as many as 399 passengers per trip, would be added to the East River Ferry fleet. And with yesterday's launch of DOT's historic city bike system, which includes stations at five of the seven ferry landings, the East River Ferry will be even more closely connected to the City's transit network, allowing for further ridership gains. In the summer of 2012, the City conducted a survey of riders to better understand who is using the service and why they're riding. The survey revealed that the East River Ferry enjoys high customer satisfaction and is being used primarily by New Yorkers for commuting and recreation. Specifically, 86 percent of East River Ferry riders live in the five boroughs, with 65 percent of all riders living in Brooklyn. 69 percent of riders self-identify as commuters and 60 percent of these commuters reported riding the ferry four

1 or more days per week. The East River Ferry is  
2 also helping relieve congestion on already crowded  
3 busses and subways, with 80 percent of riders  
4 walking to the ferry and 73 percent walking from  
5 the ferry to their final destination. 99 percent  
6 of ferry riders describe themselves as either very  
7 satisfied or satisfied. And 87 percent of riders  
8 have recommended the ferry to others. When asked  
9 why they choose to ride the ferry, the top reasons  
10 cited by riders are that it is a less stressful  
11 way to commute, less crowded than the subway  
12 and/or faster than other transportation modes.  
13 The survey also revealed several areas that riders  
14 believe can be improved on the system, including  
15 fare integration with the MTA; expanded hours of  
16 operation, particularly at night, and particularly  
17 later at night, excuse me; improved structure and  
18 price of monthly passes; and improved weather  
19 protection and proximity to landings for waiting  
20 areas. The City has continued to make these kinds  
21 of improvements to the service throughout the  
22 first years of operation, including the  
23 construction of a new inclement weather shelter at  
24 34th Street, and the feedback from this survey  
25

1 will drive additional potential service  
2 improvements as we enter the final year of the  
3 pilot service. By any metric, the East River  
4 Ferry has been a resounding success. And so in  
5 December 2012, EDC released a request for  
6 proposals to extend the service with a five year  
7 operating contract. EDC is currently evaluating  
8 responses to that RFP and we hope to finalize a  
9 new contract with the ferry operators by the end  
10 of 2013, which will ensure continuous operations  
11 of the East River Ferry until at least 2019. The  
12 City's ferry network also proved to be an  
13 invaluable component of the City's recovery from  
14 the devastation caused by Hurricane Sandy in 2012.  
15 The heroic service of DOT's ferry division  
16 prevented damage to six ferryboats during the  
17 storm by manning them with 90 shipboard crew and  
18 another 60 on the docks, to prevent the boats from  
19 striking slips and each other. Thanks to this  
20 hard work during the storm, Staten Island Ferry  
21 was up and running within 72 hours, despite  
22 significant damage to both the White Hall and St.  
23 George Terminals. Similarly, the East River Ferry  
24 resumed service on November 1st, providing vital  
25

1 transit links between Queens, Brooklyn and  
2 Manhattan, during the outages of the subway  
3 tunnels and the midtown and Hugh L. Carey  
4 Brooklyn-Battery Tunnels. Ridership in the days  
5 immediately following the hurricane spiked 86  
6 percent, and the East River Ferry's free mobile  
7 ticketing app allowed customers to purchase  
8 tickets even while landside ticket machines were  
9 without power. The flexibility of ferry transit  
10 was also displayed in the aftermath of the storm  
11 as the City rapidly established new emergency  
12 ferry service to the south shore of Staten Island  
13 at Great Kills, and the Rockaways at Beach 108th  
14 Street. Thanks to temporary FTA funding, the  
15 Great Kills Ferry provided a transportation option  
16 for eight weeks following the storm, though  
17 average daily ridership of 114 passengers was  
18 below expectations. The Rockaway service,  
19 however, has attracted an average of more than 600  
20 riders per day, while the A train has been out of  
21 service. Federal funding for the Rockaways  
22 weekday service will run out on Thursday, when the  
23 A train resumes service. Today, Mayor Bloomberg  
24 and Speaker Quinn announced that the City would  
25

1  
2 continue the existing weekday service from Pier 11  
3 in Manhattan to Beach 108th Street until Labor Day  
4 Weekend, unless average daily ridership declines  
5 by more than 50 percent from the period during  
6 which the A train was out of service. The Mayor  
7 also announced that the City is supporting the  
8 expansion of recreational weekend service to allow  
9 more New Yorkers and visitors from around the  
10 world to enjoy the Rockaways in the summer.

11 Starting with the 4th of July holiday weekend  
12 through Labor Day weekend, the American Princess  
13 Ferry, which operates two daily runs from Pier 11  
14 to Riis Landing, will add at least one additional  
15 run every day, and all three runs will now stop at  
16 the landing at Beach 108th Street, in addition to  
17 Riis Landing. We believe this will provide a  
18 helpful boost to small businesses in the Rockaways  
19 that cater to beachgoers and builds on the Parks  
20 Department's remarkable reopening of the City's  
21 beaches on time, despite the damage incurred in  
22 the Hurricane. The Bloomberg Administration  
23 believes that the ferry network is a smart  
24 investment, and will continue to pursue both short  
25 term and long term opportunities to expand

1 citywide ferry service. Two weeks ago, Mayor  
2 Bloomberg and Speaker Quinn announced the launch  
3 of an expanded free Red Hook summer ferry that  
4 will operate on weekends throughout the summer.  
5 The expanded service began last Saturday and runs  
6 from Pier 11 in Manhattan to a new stop at Van  
7 Brunt Street and then to IKEA. The Van Brunt  
8 Street stop adjacent to Fairway will activate an  
9 existing currently unused ferry landing, providing  
10 convenient access to the neighborhood's dynamic  
11 commercial corridor and connecting New Yorkers and  
12 visitors to small businesses impacted by Hurricane  
13 Sandy. The second ferryboat will double the  
14 frequency of trips on weekends, and free transfers  
15 will be available between the Red Hook Ferry and  
16 the East River Ferry, creating direct links to Red  
17 Hook from North Brooklyn, Queens and Manhattan.  
18 Despite the subpar weather for the long weekend,  
19 the first days of the Red Hook service were  
20 successful, with ridership of more than 8,300  
21 across the three days. Importantly, ridership at  
22 the new Van Brunt Street landing grew throughout  
23 the weekend as the weather improved, with 872  
24 riders using the service on Monday at Van Brunt.  
25

1  
2 And the proportion of ridership at Van Brunt rose  
3 to nearly 30 percent on Monday, from just ten  
4 percent on Friday. In April of this year, the  
5 Administration worked closely with Council Member  
6 Lappin as part of the approval of the historic  
7 Cornell Technion Applied Sciences project, to  
8 participate in the funding of a pilot  
9 recreational, seasonal ferry service to Roosevelt  
10 Island, when a ferry landing is built there. And  
11 to set the stage for further potential expansion  
12 of ferry service, EDC is currently working with a  
13 third party consultant to update the 2010 citywide  
14 ferry study, which formed the basis for the  
15 successful East River Ferry pilot. The study,  
16 expected to be completed this fall, will provide  
17 detailed data and analysis of the projected  
18 ridership and estimated required subsidy for  
19 service in all five boroughs. Any expansion of  
20 ferry service will require further operating and  
21 capital support. And so the Administration is  
22 pursuing a range of funding sources that would  
23 enable broader service. The City has sought  
24 federal and State capital funds through both the  
25 Tiger and Step programs, which would build, expand

1 and rehabilitate ferry landings at Hunter's Point  
2 South in Long Island City, Roosevelt Island and  
3 Atlantic Avenue in Brooklyn. We are working with  
4 the congressional delegation to pursue changes to  
5 the federal transportation funding formulas, to  
6 include commuter ferries, and we are working with  
7 the State to explore amendments to the statewide  
8 mass transportation operating assistance program  
9 formula, to include support for intra-city  
10 commuter ferries. In conclusion, the Bloomberg  
11 Administration is proud of the investments we have  
12 made in partnership with the Council to  
13 dramatically increase ferry service within the  
14 five boroughs. We believe ferries will be a  
15 critical driver of New York City's economy in the  
16 future. The East River Ferry has been a  
17 resounding success and we are optimistic that the  
18 service will be made permanent by the end of this  
19 year. Beyond the East River Ferry, we look  
20 forward to continuing our partnership with Speaker  
21 Quinn and the Council, to expand and improve ferry  
22 service throughout the City, as we have done in  
23 Red Hook, the Rockaways and Staten Island. Thank  
24 you for the opportunity to testify today. We  
25

2 would be glad to answer any questions from the  
3 Committee.

4 CHAIRPERSON VACCA: Thank you. I'd  
5 like to mention we've been joined by Council  
6 Member Levin. I think that's it, right? Okay.  
7 Let me proceed with some questions. You did  
8 mention at the very end that you were looking to  
9 extend the pilot program, and I'd like to know  
10 what areas are you looking at, as part of that  
11 possibility?

12 TIM SULLIVAN: So the RFP that was  
13 issued in December asked for responses--required,  
14 asked for responses on the existing service, as a  
15 requirement of any response. So we basically  
16 said, "Tell us how you would propose to perform  
17 and provide the current - - ferry service, and  
18 then tell us what you think would be a viable  
19 subsidy structure and schedule and other features  
20 of any expansion." And so that, that could take,  
21 that could include any, really any of the landings  
22 throughout the City that would be logical to  
23 extend to the East River Ferry. So, Roosevelt  
24 Island, or further south into Brooklyn, or further  
25 north in Queens, are all potential areas that

1 respondents could potentially propose.

2  
3 CHAIRPERSON VACCA: You know I'm  
4 from The Bronx, so I was listening and I didn't  
5 hear The Bronx mentioned at all, which is not  
6 unusual, sometimes, when I come to these things.  
7 But I'd like to know what you have in store for  
8 The Bronx, if anything.

9 TIM SULLIVAN: The, with respect to  
10 the East River Ferry service and expanding it to  
11 The Bronx, again, The Bronx is certainly an area  
12 that ferry providers can propose it, to add a stop  
13 to. And we'll see, as we evaluate those  
14 responses, what those, what that includes. I  
15 think the important piece here is about expansion  
16 really for The Bronx, or for really any of the  
17 other locations, that could benefit from ferry  
18 service, is that in the last two plus years,  
19 almost two years to the day, we've learned an  
20 enormous amount about how to operate a successful,  
21 multi-stop commuter ferry service with the East  
22 River ferry. That's going to inform the East  
23 River--the, excuse me, the ferry study that we're  
24 updating right now, which we think will give us a  
25 much more robust picture of what it would, what it

2 would take, what it would cost, and how it would  
3 work to expand ferry service beyond the existing  
4 service. And we're eager to work with the Council  
5 and continue to work with the Council on elements  
6 of the study that you believe are important to  
7 look at and make sure we're asking the right  
8 questions and looking at the right locations.

9 CHAIRPERSON VACCA: So what does  
10 that mean for The Bronx? I wasn't clear.

11 [laughter]

12 TIM SULLIVAN: We're optimistic  
13 that ferry service can be expanded throughout the  
14 City, and that's what the ferry wide--the citywide  
15 ferry study's about.

16 CHAIRPERSON VACCA: But you have no  
17 idea where in The Bronx--or you have no, you have  
18 no notion as to where The Bronx would fit into  
19 that, at this point.

20 TIM SULLIVAN: Again, the study's  
21 being done as we speak. The ferry study last--the  
22 2010 version of the ferry study I think cited  
23 Soundview as sort of the most likely extension.  
24 Andrew, you want to comment on that?

25 ANDREW GENN: Mm-hmm. Yes, the

1  
2 2010 study looked at Soundview, Riverdale, a bunch  
3 of other sites, Co-op City, and we'll be looking  
4 at that again in this study. But now we know a  
5 whole lot more because the pilot has done exactly  
6 what we intended it to do, which is to understand,  
7 excuse me, the economics of running a ferry  
8 service on the East River. So we're in a much  
9 better position to evaluate the expansion of  
10 service.

11 CHAIRPERSON VACCA: You previously  
12 looked at Ferry Point Park in The Bronx.

13 ANDREW GENN: Yes.

14 CHAIRPERSON VACCA: And Ferry Point  
15 Park, there's a 31 to 42 minute trip to Lower  
16 Manhattan, and a 22 to 34 minute trip to Midtown  
17 Manhattan. Large population is there, that's  
18 within a short distance, and it's a community  
19 without subway access. So I didn't hear Ferry  
20 Point Park mentioned at all. Why? What happened,  
21 when you have favorable like this, why is it not  
22 mentioned in what you just talked about?

23 ANDREW GENN: Again, what we're  
24 focusing on is the core service that we have been  
25 operating for the past two-and-a-half years. And

1  
2 other sites will be on the table, and we'll be  
3 looking at those sites through the update to the  
4 ferry study. One thing that we've learned is that  
5 this type of service needs to be--it needs to  
6 provide a certain travel time, with a certain  
7 number of boats. And the expansion of this  
8 service has to be done thoughtfully and has to be  
9 done incrementally, so that those positive  
10 economics for the ferry service as it currently  
11 exists, continue. That doesn't mean, though, that  
12 there are no other opportunities for ferries, like  
13 we're seeing today, with the opening of the  
14 additional stop in Red Hook, as well as the  
15 continuation of the Rockaway ferry. So there are  
16 different kinds of service, they don't all have to  
17 be part of the--

18 CHAIRPERSON VACCA: Well--

19 ANDREW GENN: --East River Service,  
20 but they are part of a network.

21 CHAIRPERSON VACCA: I think one  
22 thing you have to look at is when I heard the  
23 number you gave in so much as how much it costs  
24 the City to subsidize an express bus trip, how  
25 many people are you getting out of express busses?

1  
2 I think the--you are paying about, you're paying  
3 half the fare of every express bus trip a  
4 passenger takes. So, if you're going to get  
5 people out of express busses into ferries, I think  
6 that that is a criteria. I also have to tell you,  
7 something that is in my mind is when? We've been  
8 talking about ferry service, and I've been around  
9 a long time, I was a district manage for a  
10 community board back in the '80s. And I remember  
11 talking about ferry service. And I know I look  
12 much younger. [laughter] But I don't understand  
13 when we get to do this, when? Why all these years  
14 was really nothing done? Now we have some kind of  
15 hope, but where was all this--why in the past did  
16 the City just sit on this and not do anything?  
17 And why are we to think that this time is anything  
18 different?

19 TIM SULLIVAN: So, let me respond  
20 to that. I think, importantly, you made an  
21 important point about the subway access versus  
22 ferry access. I think one of the important and  
23 attractive things about ferry transit generally  
24 speaking, it is substantially less expensive to  
25 build a new ferry landing, for example, and to

1 subsidize a ferry route than building a new  
2 subway. You know, make up a big number, but  
3 that's how much it would cost to build a subway,  
4 to expand the subway, versus a relatively modest  
5 investment for a ferry, for ferry landings. And  
6 so, any comparison there is going to be very  
7 attractive for ferry service. I think it's  
8 important to keep in mind, about two years ago  
9 when we launched the East River Ferry service we  
10 were optimistic and confident, but that was no  
11 sure thing, in and of itself, and that was the  
12 route that the ferry, that the ferry study had  
13 suggested was the closest to a slam dunk that  
14 existed. And we were still--we were still unsure  
15 they would be a success, it's turned out to be a  
16 fantastic success. And that's a great thing. But  
17 it does not necessarily mean all ferry routes  
18 would work, doesn't necessarily mean that all  
19 these have connections to existing transit, needs  
20 to have connections to where people are going  
21 every day. And I think Ferry Point Park would be,  
22 will certainly be something we study in the ferry  
23 study, and we'll be happy to visit with you and  
24 your staff to make sure we're studying the exact  
25

1 right landing that you think makes the most sense,  
2 and make sure we're taking into account all the  
3 right factors of the development and the growth  
4 that's happened in the neighborhood and in the  
5 community. I think the other practical matter  
6 here is subsidy dollars. We all know the budgets  
7 have been constrained and challenged, and continue  
8 to be. And--

10 CHAIRPERSON VACCA: With all due  
11 respect, I don't want my borough overlooked  
12 because poor people live there.

13 TIM SULLIVAN: That--

14 CHAIRPERSON VACCA: When I hear  
15 subsidy money and how much the subsidy money is,  
16 now I'm listening to something that's, that a  
17 little concerns me. 'Cause this has happened for  
18 too long. If we have ferry service in the City,  
19 all communities have to be served. And I will  
20 fight that, very much. [applause] And if there  
21 has to be a plan put together so that people in my  
22 community and my borough are serviced, then we  
23 have to put that plan together, 'cause then you  
24 make it up on people who are richer. I'm sorry,  
25 that's the reality. I'm tired of my borough just

1  
2 being secondhand Charlie, it's not going to happen  
3 anymore. And I, and when you discuss subsidies,  
4 that's, that is a code word to me that The Bronx  
5 is going to be left behind again. We will be  
6 studied and studied and studied until we're all in  
7 Florida. That's unacceptable. [background  
8 comments] Chair Koslowitz.

9 [background comments, laughter]

10 CHAIRPERSON KOSLOWITZ: And I do  
11 come from The Bronx. Rockaway, and I'm happy that  
12 they extended the service today to Labor Day.  
13 What happens after Labor Day?

14 TIM SULLIVAN: I think the  
15 important element of the extension that we  
16 announced, that the Mayor just announced a little  
17 while ago, is to test--the ferry service has been  
18 reasonably successful while the A train has been  
19 out of service. And it's been a really important  
20 link for an average of about 600 people a day to  
21 get back and forth, 600 riders, to get back and  
22 forth to Manhattan. When the A train comes back  
23 on, I think we're going to learn a lot about how  
24 many people prefer to go back to the train, how  
25 many people stick with the ferry. And so this is

1 going to give us real data and real information.  
2 We think Beach 108, there's a much more improved  
3 location for the landing than the last service  
4 which ended in 2010. 2010. And so we think we're  
5 going to learn a lot about what the demand for  
6 ridership is to, from the Rockaways to lower  
7 Manhattan every day. And so, we're going to have  
8 to evaluate and see how the ridership looks  
9 before, beyond Labor Day.

11 CHAIRPERSON KOSLOWITZ: Because the  
12 Rockaways have always been neglected. I don't  
13 live in the Rockaways. But if I wanted to go to  
14 the Rockaways, and I didn't want to drive in the  
15 summertime with all the traffic, I would have to  
16 go into Manhattan to get the A train to come to  
17 the Rockaways. I live in Forest Hills. So, and  
18 many people are like that, that they don't have a  
19 car, and they can't get to the Rockaways, they  
20 don't want to sit in traffic all day. The  
21 Rockaways, as far as I'm concerned, they're trying  
22 to build it up and of course they were devastated  
23 by Sandy, horrible, where it practically wiped out  
24 a whole community in Breezy Point. So I really  
25 feel that the Rockaways has to be given

1  
2 consideration, you know, because of that. And the  
3 A train is not sufficient enough to just be that  
4 way of transportation. I mean, up until not long  
5 ago, a year, a few years ago, maybe ten years ago,  
6 the people that lived in the Rockaways had to pay  
7 to go home. They had to cross the bridge and pay  
8 to go home. So the Rock--[background comments]  
9 So--[background comments] Right. So I think that  
10 we have to look at the Rockaways and give it a  
11 little more attention, as far as transportation  
12 goes.

13 TIM SULLIVAN: I--

14 CHAIRPERSON KOSLOWITZ: And--

15 TIM SULLIVAN: Sorry, I didn't mean  
16 to interrupt. Go ahead.

17 CHAIRPERSON KOSLOWITZ: No, go  
18 ahead. [applause] No, no applause, please.  
19 [laughter]

20 TIM SULLIVAN: I think the  
21 announcement that we just made a little while ago,  
22 on that topic, is a really important step in that  
23 direction. The fare every day will be \$2 per  
24 trip, which I think is about as good a deal as you  
25 can find in public transportation, specifically

1  
2 for a trip that long. And we're going to see if  
3 [background comments] And I still, I think we're  
4 going to--if the service is successful, that'll be  
5 a good thing, and we'll, and we'll have to  
6 evaluate how to handle that.

7 [pause]

8 CHAIRPERSON KOO: Thank you very  
9 much, Mr. Sullivan. My question to you is, as you  
10 know, by looking at the - - you know ferries is  
11 really important in our city. Not only in poor  
12 transportations, and the congestions, it also  
13 enhances New York's image as a global city. You  
14 know, when you compare cities like Vancouver, Hong  
15 Kong or where else, some other big cities, we're  
16 still behind a little bit in terms of ferry  
17 service. So, I go to Hong Kong, I remember their  
18 first all - - you know, I remember - - be nice if  
19 we have ferries to Fire Island or if you can take  
20 a ferry from Astoria to, to Manhattan. It's - -  
21 maybe five minutes away. You know, - - is so  
22 close. But you take the subway, you have to take  
23 one hour to go, to reach your destination. So  
24 there are much more we can do to improve the ferry  
25 system. So, I must say, I congratulate the

2 Bloomberg Administration at least take the lead in  
3 doing this. But I hope you will continue to do,  
4 look into the, how do we improve service between  
5 far away and other parts of the city, you know.  
6 And also maybe you haven't mentioned anything  
7 about services in Astoria. Have you ever  
8 considered anything like that?

9 TIM SULLIVAN: Yeah, Astoria was  
10 evaluated as, in the 2010 study, and it will  
11 surely be on the list--

12 CHAIRPERSON KOO: Yeah?

13 TIM SULLIVAN: --to study this  
14 time. I think it did, it scored in the  
15 relatively--it scored relatively well, compared to  
16 other locations. The questions is what, what does  
17 that, what do you link that to? Is that a, is  
18 that the northernmost stop on the East River  
19 Ferry? Should Astoria be part of a northern loop,  
20 which it goes to Ferry Point Park?

21 CHAIRPERSON KOO: Because--

22 TIM SULLIVAN: These are all  
23 important questions that we have to ask.

24 CHAIRPERSON KOO: Oh, because I  
25 noticed there are docking stations around the - -

1  
2 airport there, we have a marina, and right now we  
3 only use it for like party boats. And we should  
4 expand it to like commuter boats. And with the  
5 piers are already there. So you don't need to  
6 invest that much money.

7           TIM SULLIVAN: I think that's  
8 exactly right, Mr. Chairman, I think you hit it  
9 exactly right on the head. This is the--these  
10 were ferry and some of the pilot services we  
11 started, basically in the last six to eight  
12 months, are good starts. These ferries have been  
13 a tremendous success, but it's only the beginning  
14 of I think what can be a tremendous potential  
15 growth opportunity for the transit network for New  
16 York, and that is a relatively--not even  
17 relatively, it is a cost effective way of  
18 expanding the City's transit network. And  
19 particularly fostering more connectivity between  
20 the various modes. So, better connecting the  
21 busses and the subways to the ferry, we've  
22 connected Bike Share now, Citi Bike now, to the  
23 ferry network in five of the seven locations, and  
24 hopefully more soon. And so, really fostering  
25 those connectivity, those connections, so that

2 it's not an extraordinary thing to take the ferry,  
3 you know, around as part of people's daily  
4 commutes and daily habits. And we think that's a  
5 really important goal and we think this is just  
6 the beginning of what can be a tremendous  
7 opportunity for the City.

8 CHAIRPERSON KOO: So, looking into  
9 the future, do you have any plans to integrate the  
10 ferry system or the MTA? Can you like, we can use  
11 the Metro card to take the subway, to take the  
12 ferries.

13 TIM SULLIVAN: Sure, my colleague  
14 Andrew should fill in the details on this, but  
15 we've continued to have conversations with the MTA  
16 about how to do that and whether that makes sense.  
17 The ferry ride, the ferry serving, the survey of  
18 ferry riders that we did in the summer of 2012,  
19 indicated people would like to do that, that's a  
20 popular thing, it would make it a little bit  
21 easier to have one card versus a card and--

22 CHAIRPERSON KOO: Yeah.

23 TIM SULLIVAN: --having to find  
24 your credit card or five bucks when you go to the  
25 ferry landing. Some of the challenges there are

1  
2 the capital investment required to make, have the  
3 machines, to have the metro card machines at the  
4 ferry landings. But we continue to have  
5 productive conversations with the MTA about that  
6 topic. And the MTA's also been a great partner in  
7 some of the bus routes that they've been  
8 contemplating which better link to the East River  
9 Ferry, so. Andrew, you want to add anything to  
10 that?

11 ANDREW GENN: Yeah, I think that  
12 our conversations have been getting very  
13 sophisticated in terms of what is the cost of  
14 installing the machines at the ferry landings and  
15 how do we integrate it, you know, throughout the  
16 system in a way that's substantially similar to  
17 the air train and to the Path system. So, we,  
18 we're working with the same people at the MTA who  
19 did that, partnering with the Port Authority. So,  
20 it's something that we'd like to see, when we have  
21 a long term provider of service on the East River.

22 CHAIRPERSON KOO: Thank you very  
23 much. Keep up the good work. And I want to yield  
24 the time to the--we have a lot of questions,  
25 people ask questions. So, Council Member, do you

1 want to do it?

2  
3 CHAIRPERSON VACCA: Thank you.

4 Just very quickly, EDC recently requested a letter  
5 of support from the Speaker for a Tiger Grant  
6 application, and they were submitting this for  
7 flex funding. And they had previously gathered  
8 enough elected officials to, for a letter of  
9 support for a step application, State DOT  
10 requesting funds for the same infrastructure  
11 components. It would be helpful to us if we knew  
12 whether or not you received this money. And if  
13 the Tiger funds were intended to supplement or  
14 would they be in place of the state money.

15 TIM SULLIVAN: So I won't get the  
16 technical terms, you're right, but we didn't get  
17 the money for the first, for the step. I don't  
18 know if that's--it could come in the future or,  
19 you know, it's deferred, but we certainly have not  
20 received any indication we're getting that level  
21 of support, and so the Tiger grant would be  
22 replacement for that, or provide capital for that.  
23 And this would provide land, expand existing  
24 landings, rehab a couple of landings that could  
25 use some improvement, and also allow the City to

1  
2 purchase flex barges which could be moved from  
3 point to point depending on the need. So, for  
4 example, we had to, in the days after the ferry,  
5 excuse me, in the days after the Hurricane, Adam  
6 spent a good portion of his evening hours trying  
7 to find landings, so we could land these boats  
8 places on short notice. That's a situation we  
9 prefer not to be in, in the future.

10 CHAIRPERSON VACCA: From a capital  
11 perspective, what does a landing cost?

12 ADAM ZARANKO: It kind of depends  
13 on--

14 CHAIRPERSON VACCA: Identify  
15 yourself, I'm sorry.

16 ADAM ZARANKO: Oh, I'm sorry, I'm  
17 Adam Zaranko, from Economic Development  
18 Corporation. I oversee the East River Ferry pilot  
19 operation and in conjunction with DOT, some of the  
20 City's ferry landings. So, it really depends on  
21 geography and design of the ferry landing, but for  
22 the gangway and barge itself, it could be anywhere  
23 between \$3-\$5-\$7 million dollars. It really  
24 depends on the specific location where the ferry  
25 landing's going. Flex barges are a little more

1  
2 expensive than that, but they're designed to go to  
3 a lot of different places and respond to  
4 emergencies. As Tim said, right after Hurricane  
5 Sandy, you know, we sourced, we were able to  
6 source a ferry landing and move it to the kind of  
7 area that needed it the most. We were hoping to  
8 have some of those on-hand in the future. And  
9 that's kind of what this grant's looking for.

10 CHAIRPERSON VACCA: Okay. Council  
11 Member Gonzalez.

12 COUNCIL MEMBER GONZALEZ: Thank  
13 you, Chair. And I'm visiting, by the way, thank  
14 you. I just want to say to EDC, it's been a tough  
15 fight, and Andrew, you know that for years and  
16 years, Tom Fox and everybody's trying to really  
17 get to a place so that Red Hook because successful  
18 as far as ferry. This is not something that  
19 happened overnight. But I am incredibly grateful.  
20 And I want to say that some of my community that  
21 already left, that were going to testify in  
22 respect to the need for this continued ferry  
23 service--Lillian Marshal from the Tenants  
24 Association in Red Hook Houses, and also Danelle  
25 Johnson. We also have here, Migetrick, John

1  
2 Migetrick [phonetic]. I think it's so important--  
3 and Catalina--it's so important that we continue  
4 this service. I am grateful, but I'm going to  
5 stay on it. Because I know that it takes a lot of  
6 work and a lot of years to get where we are. And  
7 I know that twice, if I'm not mistaken, or this is  
8 the third time that we've had this ferry service,  
9 am I right, Andrew? So, the Administration--

10 ANDREW GENN: Yes.

11 COUNCIL MEMBER GONZALEZ: --works  
12 towards giving Red Hook what they need, Red Hook  
13 is a community that is vibrant. You could almost  
14 touch the Statue of Liberty. People that live  
15 there are incredible folks, both public housing  
16 folks and incredible, intelligent people that have  
17 to get to work, that have to get to appointments.  
18 There were many, many times that I would see  
19 people waiting for that bus for the longest time.  
20 We finally worked on MTA, got the subway to a  
21 place where they have some access. But Red Hook  
22 is still inaccessible. If we lose the ferry,  
23 we're going to lose a lot to Red Hook. It's so  
24 important. And I'm going to stay on it for  
25 another five years. Thank you. Thank you, Chair.

2 CHAIRPERSON VACCA: Council Member  
3 Rodriguez. Council Member Ignizio.

4 COUNCIL MEMBER IGNIZIO: Yes, thank  
5 you very much. I'm sorry to be somewhat of the  
6 wet blanket, but I assume you thought I would be.  
7 Listen, I just think expanding ferry service in  
8 the City is a great thing. But it seemed to me at  
9 the Bloomberg Administration, once again focused  
10 on the half mile zone around City Hall and decided  
11 that's where they were going to put their ferries.  
12 Because it's more difficult to help people that  
13 have no mass transit. This is like the deployment  
14 of the subway system. They deployed it in the  
15 areas of greatest mass transit already, and they  
16 said, "We're going to add more mass transit."  
17 Well, you, my community has every right to say,  
18 "How dare you?" You have a community that's  
19 totally unserved with mass transit, such as Staten  
20 Island, such as the Rockaways, such as the  
21 Northern Bronx, and when given a clean palette,  
22 you say, "You know where we're going to put this?  
23 These brand new beautiful art? Exactly where all  
24 the other art went." Well, that doesn't make any  
25 sense at all. You have people who are

1  
2 legitimately suffering, with the longest commutes  
3 in the country, and the response from the  
4 Administration, in terms of where they're going to  
5 put their resources, is not to help people with  
6 the longest commutes in the country, to help  
7 people with the best mass transit system in the  
8 country. Whether that be ferries, whether that be  
9 the Second Avenue subway, whether that be east  
10 side access, whether that be 7th--the billions and  
11 billions of dollars, and the meter keeps running  
12 on that, when you have communities for decades  
13 that are saying, "Hey, we got nothing," and we  
14 hear the Administration say, "Well, we're going to  
15 get to you, don't worry, we're going to get to  
16 you." And you know what? You never got to us.  
17 And shame on you guys for that. And I'm voicing  
18 the opposition and the negative of my community  
19 [applause] that quite frankly is frustrated with  
20 it. When the EDC, when I went to the EDC, about  
21 ferries many years ago, they gave me back a poison  
22 pill plan that said, "You know what's going to  
23 take 50 minutes and it's going to cost X amount of  
24 moneys?" Well, after uncovering what the reality  
25 was, is they put a stop in Stapleton, also on

1           Staten Island, a half hour away, which nobody ever  
2           even talked about. They used smaller and slower  
3           boats. Right? They poison pilled the plan, so it  
4           wouldn't work. I have a community that is a  
5           small, bedroom type community. We're not going to  
6           ever have the walkup population that you score and  
7           your ratings did. Neither is Rockaways, neither  
8           is the Northern Bronx, because they have less  
9           dense populations. So what does the  
10          Administration, based on the scoring, they  
11          shouldn't ever have a ferry? That's a question.

13                   TIM SULLIVAN: I think what our  
14          perspective has always been is that, and I think  
15          we learned a lot earlier in the emergency service  
16          in the storm, and there are things that could've  
17          been, that location could've been different, or we  
18          could've placed, done different, done things  
19          slightly differently. But the experience of the  
20          storm, the emergency service after the storm,  
21          indicates a) that we're open to additional ferry  
22          service to Staten Island, in addition to the  
23          Staten Island Ferry itself, of course; and but  
24          that the ridership is very challenging.

25                   COUNCIL MEMBER IGNIZIO: Yeah, and

1  
2 I'll speak to that. Commissioner Sadik-Khan  
3 called me after we had the situation with Sandy,  
4 when we were reeling, and she said to me, and I  
5 worked with your staff, I don't recall at the  
6 time, 'cause it was crazy, maybe it was you, I  
7 don't remember. "Where could we put a ferry in  
8 your district?" And quite frankly the areas that  
9 needed it most, those that would be more  
10 successful, would be further on the South Shore  
11 that have no access, and off of Highland  
12 Boulevard, which is a major thoroughfare. Neither  
13 of those could be accommodated for several  
14 reasons. One, the waterways were clogged, and  
15 two, there was no pier there. So I get that, and  
16 I don't, I'm grateful for what we got, but I told  
17 her then and she knew, this would not be a  
18 success, it's the wrong location. I think  
19 everybody knew it, but they said, "You know what?  
20 If we get some people back to work, some people  
21 back on, that's good." But what I didn't want to  
22 occur is that this would be the forerunner  
23 towards, "Well, you see, you guys had one, and it  
24 didn't work." And I was assured by the  
25 Administration at that point that that would not

1           TRANSPORTATION, WATERFRONTS, ECONOMIC DEVELOPMENT 50  
2           be the case. The Port Authority still has \$7  
3           million in the capital moneys to fund a pier. I  
4           know 'cause I worked on getting that \$7 million  
5           into the budget. But, you know, I recognize it's  
6           easier to pick the low lying fruit. But there are  
7           communities that need service because they don't  
8           have sufficient mass transit service, and that I  
9           believe is the mission of this Administration, and  
10          every Administration, to help people that need  
11          services the most and deploy those citywide. So,  
12          I take you at your word that you're going to  
13          continue to work with us. But you have to  
14          understand the history before we go towards what's  
15          coming down the road. And when we're talking  
16          about expanded service, I don't begrudge anybody.  
17          I think ferry service is the easy way, the good  
18          way to go. But, you know, when you have to wait  
19          an hour between ferries, think about that. If you  
20          told anybody in the City of New York that you  
21          would have to wait an hour for an N train from  
22          South Ferry to get up to Midtown, you'd have riots  
23          on your hands. But that's the case in Staten  
24          Island. One hour between ferry service. And  
25          that's the Staten Island Ferry. So, these are

1 things that need to be put on the radar screen,  
2 they need to be discussed, and when you're talking  
3 about, we started this Committee hearing by  
4 saying, "Mr. Chairman, this one's going to be a  
5 five borough, comprehensive plan," and it's really  
6 not a five borough comprehensive plan. This is  
7 the half mile zone around City Hall ferry plan,  
8 and then everybody else to come at a later date to  
9 be determined. That shouldn't be accepted by this  
10 Council, by this Speaker and by the  
11 Administrations to come. I genuinely, with all  
12 due respect, believe that this Administration is  
13 coming to an end and is not going to look at what  
14 I'm talking about, but I am hopeful that mayoral  
15 candidates, and I'm hopeful that the future  
16 Council Members and those who sit in this body,  
17 will take a serious approach to it. Thank you  
18 very much.

20 CHAIRPERSON VACCA: Thank you  
21 [applause] thank you, Council Member Ignizio. I  
22 think he hit a lot on the head, he hit it on the  
23 head from those of us who represent outer  
24 boroughs. And we're not outer boroughs, we pay  
25 taxes like the inner borough does. [background

1  
2 comments] So, I'm just tired of people who live  
3 in the ring of Manhattan getting services when  
4 they already have services, and those of us who  
5 don't live in that ring have to wait to an  
6 undetermined time. And that's been the history of  
7 this city for many, many, many years. Okay.

8 Next? Council Member Richards.

9 COUNCIL MEMBER RICHARDS: Good  
10 afternoon, it's good to see you again. First, I  
11 wanted to thank you guys for extending service for  
12 our six weeks, certainly to the Rockaways, but I  
13 do want to go on the record in saying that we need  
14 permanent service. An extension is good, but we  
15 need permanent service. On the average day, as  
16 I've discussed with you guys, getting on the A  
17 train, even when the A train comes back up, you're  
18 talking a--now I took a plane to Florida, and it  
19 took just as much time to get to Manhattan as it  
20 does to take, to get to Florida. And in the City  
21 of New York, you know, where I believe we, we're  
22 one of the best cities in the world. We are the  
23 best city, we should ensure that there is  
24 transportation to ensure that you, we can get to  
25 Manhattan before we get to Florida. Now, when

1  
2 Hurricane Sandy came, we were totally devastated.  
3 You've seen how vulnerable the Rockaways were.  
4 And to say that you're only going to extend it,  
5 you're doing our community disservice more than  
6 anything else. Once again, the Rockaways needs  
7 more, not less. Now, I represent the east end of  
8 the Rockaways, and my counterpart here represents  
9 the west end. And I'm sort of a little taken  
10 aback by the fact, and I'm just looking at your  
11 testimony, that if 50 percent of the ridership  
12 goes down, prior to the period the A train was out  
13 of service, that, you know, you would discontinue  
14 service. And that's totally unfair, because the  
15 people on my end of the peninsula are the people  
16 who would most likely get on the A train, you  
17 know, normally, but due to the storm, and being  
18 that the A train was knocked out in totality, they  
19 of course now, including an intern in my office,  
20 goes down to take the ferry service on 108th  
21 Street. If we're talking of truly trying to  
22 increase ridership in the Rockaways, we should  
23 extend it down to B67th Street. I think when you  
24 have AVERNE-BY-THE-SEA, a brand new community  
25 coming in, now we're talking of another project

1  
2 AVerne needs, where you're going to have a  
3 thousand more units of housing, if you are truly  
4 serious, and I think if we're truly serious about  
5 ridership and increasing it, we want more not  
6 less. So, with that being said, I just wanted to  
7 know if that--and I know we're going to sit down  
8 pretty soon, can we have these discussions and  
9 really have a real discussion on increasing  
10 ridership in the Rockaways, not taking it away?  
11 And that would be my question. Thank you.

12 TIM SULLIVAN: Absolutely. And I  
13 think you and I spoke for a bit before the  
14 hearing, and an email came through right before we  
15 sat down. I think we have a meeting set for next  
16 week to talk about exactly that topic. So,  
17 looking forward to that. One, the study, as we  
18 described, is kind of open right now, and we can  
19 adjust and make sure we're asking all the right  
20 questions that you think are the most appropriate  
21 and sensitive to the particular needs of the  
22 neighborhood. Additional stops in the Rockaways,  
23 you know, the more that ferry service is a network  
24 versus a point-to-point service, I think the  
25 stronger it becomes. Now I don't think there's a

1  
2 landing at B67th yet, doesn't mean we couldn't  
3 build one or move one there. But that will  
4 require some capital investment. And but, again,  
5 more networks, more networked ferry system tends  
6 to drive ridership, and so we think that's  
7 something we're certainly willing to explore.

8 COUNCIL MEMBER RICHARDS: Thank  
9 you, I appreciate that, thank you.

10 CHAIRPERSON VACCA: I'd like to  
11 mention we've been joined by Council Member Vann,  
12 Council Member Greenfield, and Council Member  
13 Diana Reyna. Next is Council Member Gentile.

14 COUNCIL MEMBER GENTILE: Thank you.  
15 Mr. Sullivan, you said in your testimony that the  
16 Bloomberg Administration believes that the ferry  
17 network is a smart investment, and will continue  
18 to pursue both short term and long term  
19 opportunities to expand citywide ferry service.  
20 It almost seems as if this is a revelation to the  
21 Administration about the effectiveness and the  
22 viability of ferry service, even though there are  
23 parts, and I'll my words to those of my colleagues  
24 from the outer boroughs, that the outer boroughs  
25 have been ignored in this Administration's look at

1  
2 ferry service. And I want to add particularly the  
3 southwest portion of Brooklyn has been overlooked  
4 repeatedly when it comes to ferry service. Even  
5 though in the southwest portion of Brooklyn, we  
6 had a very successful ferry service in the 1980s;  
7 and then we had a ferry service that was very much  
8 in demand after 9/11, when it was being funded  
9 from the 69th Street Pier in Bay Ridge, by FEMA  
10 money. And when that FEMA money ran out, there  
11 was a cry to continue that service, and the  
12 Bloomberg Administration was in office by then.  
13 And at that time, in Fiscal Year '04, in Fiscal  
14 Year '04, Councilman David Yassky and I put in  
15 funding to have a spud barge built in southwest  
16 Brooklyn, in Bay Ridge, at the Bay--at the 69th  
17 Street Pier, and that money was in the budget and  
18 it was impounded, impounded by EDC. Refused to  
19 spend the money allocated to it, to build a spud  
20 barge at the 69th Street Pier. In that time, in  
21 that time, we have made repeated, repeated  
22 requests, to have ferry service resumed again in  
23 Bay Ridge at the 69th Street Pier. Or at the Army  
24 Terminal in Sunset Park. Or ev--and include a  
25 stop in Sheepshead Bay. Southwest Brooklyn tier

2 has been absolutely neglected, as others have said  
3 about their areas in the outer boroughs. It seems  
4 to me, when you have a 34th Street Terminal, that  
5 serves commuters that go to New Jersey, and you  
6 have other stops that serve commuters that go to  
7 New Jersey, it seems to me that this  
8 Administration has been more accommodating to  
9 commuters from New Jersey than the outer borough  
10 commuters from New York. And I think that's just  
11 wrong and something that you have short time left,  
12 but should be able to turn that around. New  
13 Jersey commuters should not come before New York  
14 commuters.

15 TIM SULLIVAN: One comment I'd  
16 offer in response to that, or two comments,  
17 actually. In the last version of the ferry study,  
18 we looked a route that would be Red Hook, the Army  
19 Terminal and Bay Ridge, and it scored relatively  
20 well, I think it was the third?

21 ANDREW GENN: Mm-hmm, yeah.

22 TIM SULLIVAN: The third most  
23 viable ferry route. And so the whole reason we're  
24 here today and we're continuing to work on this,  
25 is 'cause expanding, continuing to expand the

1 service makes sense. With respect to New Jersey--

2 COUNCIL MEMBER GENTILE: Well, and  
3 let me just stop you right there.

4 TIM SULLIVAN: Yes, sir.

5 COUNCIL MEMBER GENTILE: The money  
6 was in the New York City budget in Fiscal Year  
7 '04, to do what you're saying you're looking at  
8 doing now.

9 TIM SULLIVAN: I don't - -

10 COUNCIL MEMBER GENTILE:  
11 [interposing] Fiscal Year '04, and it was EDC that  
12 refused to spend the money that Councilman Yassky  
13 and I put in the budget.

14 TIM SULLIVAN: I'm not familiar  
15 with that specific and I'm happy to look into it.  
16 And I will. I suspect that's capital money, not  
17 operating subsidy.

18 COUNCIL MEMBER GENTILE: [off mic]  
19 It's capital money.

20 TIM SULLIVAN: Right, so then  
21 that's one--it's an important piece of it, which  
22 is to build a landing or to have a spud barge.  
23 But then the operating subsidy every single day to  
24 fund the operations is another important piece.  
25

1  
2 And that's what the ferry study is looking at is,  
3 is what do we think the per-rider subsidy and the  
4 total subsidy would be for these situations. And  
5 subsidy's an important component of the second  
6 comment I wanted to make, which is about New  
7 Jersey. The ferry connectivity to New Jersey is  
8 great, it's been an important part, particularly  
9 of the City's resiliency after 9/11, after  
10 Hurricane Sandy and lots of other things. We  
11 don't subsidize that service at all, the New York  
12 City taxpayer does not fund the operating subsidy  
13 for those ferry operators. And so, we think that  
14 we've got a very limited subsidy pot to invest,  
15 we're making we think a smart investment right  
16 now, we looked, we would certainly look to grow  
17 those investments over time, where it makes sense,  
18 but I think New Jersey is not benefiting from City  
19 subsidy.

20 COUNCIL MEMBER GENTILE: However,  
21 however, there has been capital investment that  
22 this City has made in barges and ferry terminals,  
23 and those terminals and those barges, serve the  
24 commuters from New Jersey. There has been a  
25 greater commitment from this City to commuters

1  
2 from New Jersey, giving them many more options to  
3 come in by ferry, than there has been for New York  
4 outer borough commuters.

5           ANDREW GENN: Just an observation,  
6 in terms of the New Jersey commutes, they charge,  
7 they're charged a very different rate to use those  
8 Hudson River services. That's not in our control.  
9 We haven't--there's no City money going into those  
10 ferry services. So, I just wanted to point that  
11 out. And also point out that we certainly, we--I  
12 think that we never have ignored service to the  
13 Brooklyn Army Terminal or to 69th Street, I think  
14 that those are services, as Mr. Sullivan pointed  
15 out, we're very interested in, and we feel because  
16 the East River pilot has gone so well, those are  
17 service areas that we very much want to work with  
18 you on.

19           TIM SULLIVAN: And again, it's  
20 worth--and I'll make this point a second time.  
21 The East River Ferry service was not a sure thing.  
22 We weren't sure it was going to be a success. And  
23 so, that we've figured out a way to structure with  
24 a lot of input from the Council and a lot of  
25 support from the nonprofit and communities--

1  
2 nonprofit sector and communities in those  
3 neighborhoods, we figured out a way to structure a  
4 successful service, that was a commuter service,  
5 that was a good return on public investment. We  
6 weren't sure that was going to be the case. And  
7 we don't have an infinite amount of money to spend  
8 on anything. And so ensuring that we getting a  
9 good return was an important proof of concept that  
10 network, a commuter ferry network in New York City  
11 could work. Now that we know that it can, and is  
12 working quite well, that gives us a strong base to  
13 consider expansion. We didn't have that before,  
14 and so the potential for future expansion is much  
15 stronger than it was two years ago, and certainly  
16 stronger than it was four or five years ago.

17 COUNCIL MEMBER GENTILE: It seems  
18 to me, though, just as looking at that southwest  
19 tier of Brooklyn, particularly in Bay Ridge, when  
20 you had repeated, repeated examples of successful  
21 ferry services being run in the 1980s, after 9/11,  
22 over and over again, repeated. I don't know how  
23 many more studies you need to do, to determine  
24 that that's one place you need to have a ferry.  
25 Thank you, Mr. Chairman.

2 CHAIRPERSON VACCA: Council Member  
3 Ulrich.

4 COUNCIL MEMBER ULRICH: Thank you,  
5 Mr. Chairman, and I want to thank my colleague,  
6 Karen Koslowitz, she really summed it up regarding  
7 the Rockaways and the plight of the people in the  
8 Rockaways. It has been treated for many years,  
9 not only as a stepchild of New York City, but the  
10 stepchild of Queens. But I do want to thank Mayor  
11 Bloomberg, at the same time, because if it were  
12 not for Mayor Bloomberg putting the ferry there,  
13 after Hurricane Sandy, we wouldn't be discussing  
14 the extension and the possibilities for future  
15 investment. So, you know, it's easy to criticize  
16 him, I've criticized him on a lot of things. But  
17 you got to give credit where credit is due. The  
18 Mayor thought it was a priority, the Mayor put the  
19 ferry in Rockaway, he's now extending it, and we  
20 want to keep it. And so my questions are about  
21 funding sources and how we go about keeping it.  
22 What sources do you think would be suitable for  
23 it? The follow up to that is, I know Joe Hartigan  
24 [phonetic] is here, he and I had a meeting several  
25 years ago, we talked about the opportunity to

1 partner with the Port Authority and maybe adding  
2 the airport, JFK Airport, which is very close to  
3 Rockaway, as an additional stop. Maybe the Port  
4 Authority would be willing to subsidize a portion  
5 of the cost to keep the ferry operational and  
6 sustainable in the long term. So, have you had  
7 any discussions with the Port Authority?  
8

9 TIM SULLIVAN: We haven't since the  
10 service has been running, to my knowledge. Let me  
11 check with my colleagues to make sure that's true.

12 COUNCIL MEMBER ULRICH: I can tell  
13 you that my discussions with the Port Authority,  
14 we had conversations with Chris Ward, Chuck Maher  
15 [phonetic] of the Speaker's Office, they were  
16 initially resistant, they said they claimed that  
17 they had done a study in the '90s that claimed, or  
18 that found that people who got off a plane didn't  
19 want to get on a boat, that they'd rather get on  
20 the subway. And that may have been true at the  
21 time, I don't know. But New York City has changed  
22 a great deal, and ferry service is very, very  
23 important to my constituents and to people in the  
24 other parts of the City that are served by it.  
25 And we have to find other sources of income to

1 subsidize it. The City, it can't be on the  
2 chopping block every other--it can't be used as a  
3 political football before the budget is passed, a  
4 month before. Are we going to save it, are we not  
5 going to save it? People just want to get to work  
6 every day, they work on Wall Street, they work on  
7 Midtown, they shouldn't have to wake up in the  
8 morning and worry that the boat isn't going to be  
9 there. There was also a portion of money that, I  
10 hate to say it, but Congressman Weiner put in, I  
11 think he put in \$15 million about five or six  
12 year--who? Don't say who, you know who I'm  
13 talking about--he put in \$15 million, I want to  
14 say five or six years ago. What's the status of  
15 that money? Is there federal money that we can  
16 tap into for operational costs? And is that still  
17 a possibility?

18  
19 TIM SULLIVAN: Yeah, so, broadly  
20 with respect to attracting other sources of  
21 capital or operating support, that's something we  
22 spent a lot of time, and have spent a lot of time,  
23 and will continue to spend a lot of time, thinking  
24 about. Been working with the State to adjust the  
25 State transportation funding mechanism, which

1  
2 would attract more money to the City, not only to  
3 the Staten Island Ferry but also to the other  
4 commuter ferry services. I've been working with  
5 our partners in the congressional delegation to  
6 unlock sort of as-of-right federal programs to  
7 make sure that they're inclusive of commuter  
8 ferries, as well, they're not currently very well  
9 designed to support commuter ferry services.

10 That's an important piece of it. With respect to  
11 the capital funding that you're referring to, that  
12 was allocated several years ago, that has, that,  
13 the way that--and I'll let my colleagues who are  
14 closer to it comments, but the language of that  
15 particular allocation from the federal government  
16 is very specific to how it can be used. And we  
17 have been spending a lot of time thinking about  
18 how exactly we can thread the needle to access  
19 that capital, 'cause it's, it is money that is--

20 COUNCIL MEMBER ULRICH: Well, maybe  
21 we can build a permanent ferry terminal in the  
22 Rockaways that serves the east and the west end,  
23 with parking. You know, permanent structure there  
24 instead of the temporary one that could be moved  
25 by a barge in a week, if you had to.

2 TIM SULLIVAN: - -

3 COUNCIL MEMBER ULRICH:

4 [interposing] One that's resilient to storms,  
5 also, that could get up and running again, and god  
6 forbid there's another hurricane.

7 ANDREW GENN: You know, that's just  
8 the thing, the earmark was written in a way so it  
9 might not be used for that purpose. It was  
10 specifically written to buy actual boats. And  
11 boats are not as much of the, as you correctly  
12 point out, are not the challenge, it's the  
13 landings and developing those kinds of landings.  
14 So, we'd love to work with you and whoever else to  
15 try to see how those funds could be programmed.

16 COUNCIL MEMBER ULRICH: You know,  
17 David Greenfield just said, "City ferry" instead  
18 of "Citibike," it seems like there's [laughter]  
19 there's private money for other forms of  
20 transportation, to partner, you know,  
21 public/private partnerships. There's federal  
22 money for bike lanes and pedestrian plazas, I know  
23 that DOT is very aggressively seeking those  
24 federal funds. We should be just as aggressive in  
25 seeking federal money to help subsidize ferry

1 service. And on a last question, and I know we  
2 have other speakers here--

3  
4 CHAIRPERSON VACCA: [off mic] No, I  
5 love it, keep - -

6 COUNCIL MEMBER ULRICH: Okay, well,  
7 you know, getting to your point, Jimmy Vacca  
8 talked about The Bronx not being served by ferry  
9 service currently, and I hope that that, you know,  
10 that that is a priority for you, and that that  
11 happens for the people of The Bronx. But Bronx  
12 isn't the only one that's been ignored for a  
13 while. Queens is the only borough that doesn't  
14 have bus rapid transit, SBS, and this is something  
15 that I bring up with the DOT every sing year.  
16 I've been in office for four years, I know that  
17 they're going to conclude the study, we're going  
18 to have a meeting finally. But SBS service in The  
19 Bronx, they have it on Fordham Road, in Brooklyn  
20 they have it on Nostrand Avenue, and in Manhattan  
21 they have it on First and Second Avenue, in Staten  
22 Island they have it on Highland Boulevard. You  
23 may not want it, but you have it. Vinnie's  
24 shaking his head. But in Queens we don't have it.  
25 And the point is if you live in the Rockaways, the

1 fact that we don't have SBS, the fact that the  
2 ferry service is now temporary, the A train is up  
3 and running, but nobody liked it to begin with.  
4 We are in such remote proximity to the City that  
5 the more transportation options that we can  
6 provide for people in the Rockaways the better.  
7 And I know that you share that vision. EDC has  
8 been very good in that regard in trying to lobby  
9 the other City agencies. But we'd appreciate your  
10 help with that, as well. The last point I want to  
11 bring up regarding Hurricane Sandy preparedness,  
12 one of the problems that we have in the Rockaways,  
13 and in other parts of the City, was the City's  
14 response was only inadequate in that it didn't  
15 know--the left hand didn't know what the right  
16 hand was doing. And I would like to see much  
17 better coordination between the City agencies. So  
18 for instance, we're talking about ferries today.  
19 Have, has EDC had any meetings with OEM to talk  
20 about emergency evacuation orders? When those  
21 emergency evacuation orders are issued, do they  
22 send ferries to help evacuate people? When do  
23 they send those ferries? You know, now we have an  
24 opportunity to link City agencies: the Fire

1  
2 Department, OEM, DOT, EDC. To say this, these,  
3 this is what the City has at its disposal and this  
4 is how we're going to get people out of harm's  
5 way. Have you had any discussions? Or will you  
6 have those discussions?

7                   TIM SULLIVAN: We had and will  
8 continue to have them. I think one of the, that's  
9 one of the important things contained in the  
10 after-action report that Deputy Mayor's Holloway  
11 and Gibbs issued several weeks ago now. Was about  
12 fostering the communication and coordination  
13 between OEM and various agencies, including DOT  
14 and EDC, with respect to ferries. Jim, I don't  
15 know if you want to comment on anything with  
16 regard to the Staten Island Ferry and OEM or - -  
17 ferries. But I think surely, better coordination  
18 and more coordination with OEM is always a good  
19 thing.

20                   COUNCIL MEMBER ULRICH: Yeah.  
21 Well, I know that god forbid we won't be in that  
22 situation for another 100 years. At the very  
23 least, we never want a storm like that again. But  
24 my constituents, I know that the people that are  
25 getting on that boat today, they appreciate the

1 Administration extending this. They will be using  
2 that boat, it will drop by 50 percent, I can  
3 guarantee it, and we are going to be fighting to  
4 make sure that we keep it. And anything that I  
5 can do to help advocate or support getting  
6 additional money to help subsidize even  
7 operational costs, I'm willing to do it because it  
8 is a number one priority for the people of the  
9 Rockaways. Thank you very much.

10  
11 TIM SULLIVAN: Thank you,  
12 Councilman.

13 CHAIRPERSON VACCA: Thank you,  
14 Council Member Ulrich. I do want to note that  
15 we've been joined by Council Member Gale Brewer,  
16 Council Member Dan Garodnick. And the next  
17 question will be from Council Member Debbie Rose.

18 COUNCIL MEMBER ROSE: Good  
19 afternoon. As the Council Member who actually has  
20 a ferry, and my constituents, you know, have been  
21 spending a lot of time in my office to talk about  
22 my ferry, which is referred to often as "iconic."  
23 It is the longest commuter ferry route in the  
24 United States. We've converted our fleet to low  
25 sulfur fuel, and we've upgraded our emissions to

1  
2 be the greenest. We have had escalators that have  
3 been out of order for not hours, not days, but  
4 months. We have bathrooms that seems as if they  
5 can't be cleaned, and they are filthy. And we  
6 have, we have one hour waits in the evenings,  
7 after 7:30, and on weekends. We don't have wi-fi.  
8 And I'm just really perplexed about why it has  
9 taken so long for us to get an escalator up and  
10 running when the White Hall Street station MTA was  
11 able to get their escalator up and running within  
12 a month of Sandy. You know, and our ferry  
13 terminal lacks any of the amenities that the  
14 commuters would, you know, find necessary or  
15 helpful. You're talking about bringing in ferries  
16 and ferry services, and it seems as if we haven't  
17 mastered this one that's been in place for a very  
18 long time. But I really would like you to address  
19 the escalator situation, and then I have several  
20 other questions.

21 JAMES DESIMONE: The escalator  
22 situation, I'm sure you've heard of Just In Time  
23 Inventory. 33 weeks from the time we pull the  
24 trigger until the first part arrives at White  
25 Hall. There's nothing we can do about that. As

1 far as the MTA--

2  
3 COUNCIL MEMBER ROSE: Why is that  
4 different from the MTA's?

5 JAMES DESIMONE: I assume they have  
6 spare parts on hand, given the number of  
7 escalators they have throughout the City. We  
8 don't. We have five at White Hall. We do not  
9 keep five sets of spares on hand. And that's the  
10 fact. 33 weeks from the time we pull the trigger  
11 until the first part arrives. Okay?

12 COUNCIL MEMBER ROSE: So are we  
13 taking, are we now planning forward? Now that  
14 you've ordered the parts to get it up and running,  
15 are we also ordering a spare parts to have on  
16 hand? So that we don't have to do this--

17 JAMES DESIMONE: We will be  
18 ordering spare parts, we've made some technical  
19 changes to the escalators to see if a lot of the  
20 control equipment can be put on top. But in terms  
21 of saying, "Okay, we're going to have five new  
22 escalators, spare parts, that's something that  
23 we'll certainly look into, but you know,  
24 everything has a cost to it. And I would love to  
25 snap my fingers and get the escalators fixed, be

1  
2 able to pay the vendor to expedite, but that's  
3 just not the way the City works.

4 COUNCIL MEMBER ROSE: And you said  
5 that you're looking into moving the parts up so  
6 that we don't have a repeat of Sandy. How  
7 realistic is that? Is that actually something  
8 that's going to happen? Or is that just something  
9 that like Staten Islanders are used to, another  
10 study?

11 JAMES DESIMONE: There's no study.  
12 The vendor claims he will be able to put some of  
13 the control components up top.

14 COUNCIL MEMBER ROSE: So that is  
15 going to happen.

16 JAMES DESIMONE: But when you  
17 inundate something with salt water, with the  
18 various component parts, you're always going to  
19 have some problems. The only way we could get  
20 around that is maybe lifting a terminal--and I  
21 mean it's just, it happens to be on the water, it  
22 has to be on the water. And so, we're trying to  
23 do the best we can to see if we can build some  
24 resiliency in. Our primary interest is getting  
25 things back operational, and then parallel to that

1  
2 is we're trying to make other improvements to see  
3 if we can make the ferry system a little bit more  
4 resilient in case we have a similar flooding down  
5 the road.

6 COUNCIL MEMBER ROSE: And during  
7 some Sandy, with the escalators out, you did  
8 accommodate those who were handicapped or needed  
9 to access the boat from the lower level. And in  
10 disembarking they were also able to disembark from  
11 the lower level, and access the subway station  
12 that is right there, right around the corner. You  
13 have now put up a temporary fence which precludes  
14 anyone from accessing the boat from the lower  
15 level, and especially when people are  
16 disembarking, which adds time to them getting to  
17 the subway, missing the train, is there some rhyme  
18 or reason for that? Is that going to change?  
19 Because it really is an impediment to people  
20 accessing the station, which is right outside of  
21 the - -

22 JAMES DESIMONE: [intermediate] We  
23 have a security fencing project, maybe you've  
24 noticed, that the fencing, the footings have been  
25 put in; actually, the fence is up right now, this

1  
2 is for a project that's been long in the making,  
3 it's required by the Coast Guard, Department of  
4 Homeland Security. As far as accessing the west  
5 side to the terminal, we do, once again, we can do  
6 anything with money, Council Member, anytime, you  
7 know, we have security, therefore we can only open  
8 one side down there at a time, because of the  
9 funding, to keep the place in compliance with  
10 federal regulations.

11 COUNCIL MEMBER ROSE: But that gate  
12 is temporary--

13 JAMES DESIMONE: Yeah.

14 COUNCIL MEMBER ROSE: --the fencing  
15 is temporary, and it has an opening. Why can't  
16 that opening be left open when they are--

17 JAMES DESIMONE: We can, we can put  
18 more staff down there, and we can open up both  
19 sides, and we'd be able to handle that. We'll  
20 certainly look into the budget, and in fact I know  
21 the Commissioner has spoken to you. You know, we  
22 can do anything if we have the resources.  
23 Unfortunately, as Mr. Sullivan mentioned, the City  
24 has been going through some pretty rough budget  
25 times over the last several years, and the Staten

1  
2 Island Ferry is not immune to PEGs, or as we call  
3 'em, budget cuts. And we've tried to be pretty  
4 careful as to what we've cut. We have not touched  
5 any service and we've tried to eliminate the  
6 things we thought we could without affecting the  
7 base service. And that's really what we're trying  
8 to do.

9 COUNCIL MEMBER ROSE: And my last  
10 question. So you are going to look into staffing,  
11 so that that can be an, a point of--

12 JAMES DESIMONE: Sure.

13 COUNCIL MEMBER ROSE: --egress, and  
14 okay, access.

15 JAMES DESIMONE: Sure.

16 COUNCIL MEMBER ROSE: And why is it  
17 that we don't use door number three? It's like  
18 it's been out of service for years. Which delays  
19 the boarding and it increases sort of the time,  
20 the arrival, and the arrival time in the evening,  
21 during rush hour.

22 JAMES DESIMONE: The, all the  
23 boarding doors operate. Slip three is the  
24 farthest.

25 COUNCIL MEMBER ROSE: Right.

2 JAMES DESIMONE: It actually takes  
3 the longest amount of time to put the ferries in  
4 there, so we try and put them in one and two, so  
5 we can have a faster turnaround. It takes longer  
6 to dock at slip three. And so we do that  
7 intentionally. It's to expedite the schedule and  
8 ferry.

9 COUNCIL MEMBER ROSE: So it's not  
10 that it's out of service--

11 JAMES DESIMONE: Absolutely not.

12 COUNCIL MEMBER ROSE: --or that  
13 there's a problem.

14 JAMES DESIMONE: No, no. Nope.

15 COUNCIL MEMBER ROSE: Okay, thank  
16 you.

17 CHAIRPERSON VACCA: Next, Council  
18 Member Van--Council Member Van Bramer.

19 COUNCIL MEMBER VAN BRAMER: Thank  
20 you very much. I first want to thank you, Mr.  
21 Sullivan, and your office, and Zaranko and I feel  
22 like we are fast friends, we've met so often,  
23 along with Colletti [phonetic] over there. But I  
24 do want to say thank you, because I think that  
25 while I certainly share the vision, I think, of

1           you all, and the Mayor for a comprehensive  
2 networked ferry system, that will serve the good  
3 people of The Bronx and the Rockaways, we are  
4 very, very grateful for the landing that we have  
5 in Long Island City and Hunters Point. And though  
6 we are geographically very close to the island of  
7 Manhattan, the truth is that there are folks along  
8 the waterfront, particularly in Astoria, for whom  
9 getting to Manhattan is actually quite difficult  
10 and takes an awful long time. So, our proximity  
11 should not be mistaken for an easy commute by any  
12 stretch of the imagination. And so I very much  
13 hope that you will expand East River Ferry service  
14 north into Astoria, and I look forward to working  
15 with you on where that would best be placed. But  
16 I know there's a need and demand for it. I do  
17 want to ask you about our existing landing in  
18 Hunter's Point. It is insufficient. We'd love to  
19 have it fixed. Do we have an estimate on I guess  
20 a short term and then a longer term fix for that.  
21 And also is it still under consideration with the  
22 new RFP that it would move somewhere. Animal  
23 Basin, for example, has been thrown out a lot,  
24 certainly on the street, I don't know if it's

1 actually formally under consideration.

2  
3 TIM SULLIVAN: So with respect to  
4 the existing landing infrastructure that's there  
5 now, in the first part of your question, I think  
6 we agree that it need rehabilitation and needs  
7 work. It's not a world class ferry landing today,  
8 and it should be. It's one of the reasons we  
9 included funding for that in our as yet unfiled  
10 but soon to be filed application for federal  
11 funding, through the Tiger Program, to do exactly  
12 that. And so, that's the strategy there. Those  
13 moneys are moneys that need to be, by federal  
14 rule, have to be obligated and spent pretty  
15 rapidly, so that's both a short term and permanent  
16 potential solution. If that's not successful,  
17 then we're going to have to continue to think  
18 about sources of capital for that and happy to  
19 continue to discuss that with you. In terms of  
20 the location of the landing, when we were here  
21 last year, one of the topics we talked about was  
22 the potential to relocate that landing to Gantry  
23 State Park. And we spent a lot of time and  
24 appreciate your assistance in trying to roll that  
25 rock. And it proved prohibitively expensive to

1  
2 relocate that landing in a way that we thought  
3 made sense from an investment perspective. And  
4 so, I think the current landing and the current  
5 location is probably where it's likely to be for  
6 the foreseeable future. I think with the opening  
7 of the park, which will happen sometime this  
8 summer, early summer, something like that, the  
9 park's going to be already looks magnificent and  
10 it'll be even more beautiful by the time it opens.  
11 The school will open this fall. It'll be a much  
12 more active, welcoming place than when it was  
13 purely a construction site with nothing much going  
14 on besides construction. And then of course once  
15 Hunter's Point South opens, the 900 units of  
16 affordable housing that will open, I think that  
17 will be an even more, make it an even more  
18 attractive location. So, when Hunter's Point  
19 South Phase I and Phase II are all built out, we  
20 actually think it'll be a bit more in the center  
21 of gravity for the neighborhood.

22 COUNCIL MEMBER VAN BRAMER: Sure,  
23 which actually makes the case for a further stop  
24 to the north, right? Because the truth is, with  
25 5,000 units of housing being built, the landing

1  
2 where it is now will actually be perfectly  
3 situated, particularly given the park, which we're  
4 very excited about. But then, to the north, it  
5 certainly makes sense to have an additional stop.

6 TIM SULLIVAN: I think we agree  
7 that the Queens Waterfront and any further north  
8 is a very logical place to explore further  
9 service.

10 COUNCIL MEMBER VAN BRAMER: And my  
11 last is that I know that Sally Minard is here from  
12 Four Freedoms Park, which is an amazing facility  
13 and institution on Roosevelt Island. And I  
14 believe she will speak to the issue but I  
15 wholeheartedly support a connectivity that would  
16 include Roosevelt Island. And just one again, I  
17 appreciate Deputy Mayor Steel, your office, EDC,  
18 in working with us in Queens--Long Island City and  
19 Astoria are very much in the borough of Queens.  
20 I'm proud to represent them, so thank you very  
21 much.

22 CHAIRPERSON VACCA: There being no  
23 further questions, I want to thank our panel for  
24 their input. [background comments] And we'll now  
25 be calling up witnesses. I do have to indicate

1 that because of time and the number of people that  
2 wish to testify, that we're going to ask you to  
3 limit your remarks to two minutes each. Okay?

4 Let me call up first, Catherine McVay-Hughes,  
5 Dolores Orr and Kenneth Kearns. Catherine Hughes  
6 is from Community Board One in Manhattan; Dolores  
7 Orr, Community Board Four in Queens; Kenneth  
8 Kearns, Community Board Ten in The Bronx.

9 [pause, background noise]

10 CATHERINE MCVAY-HUGHES: Hello,  
11 Chairperson, I have a quick point of  
12 clarification.  
13

14 CHAIRPERSON VACCA: Yes.

15 CATHERINE MCVAY-HUGHES: I also  
16 have with us the CD1 Urban Planner, so does that  
17 mean we get two minutes, two times two minutes, or  
18 one two minute set.

19 CHAIRPERSON VACCA: Well, did he  
20 sign up?

21 CATHERINE MCVAY-HUGHES: We signed  
22 up together. It's Diane Sweety [phonetic].

23 CHAIRPERSON VACCA: Well, I'll be  
24 nice, but we'll see how it goes.

25 CATHERINE MCVAY-HUGHES: Okay.

1  
2 CHAIRPERSON VACCA: Okay? Let me  
3 have Ms. Orr--we'll use the time, but let me have  
4 Ms. Orr go first, then Mr. Kearns, and then we'll  
5 get to you. Okay? Mr. Orr, thank you.

6 DOLORES ORR: Good afternoon,  
7 everyone, my name is Dolores Orr and I'm Chair and  
8 lifelong resident of Community 14, out in the  
9 Rockaways, getting stronger every day. A lot of  
10 what I plan to say was already said, but let me  
11 just say that New York City is a city of islands,  
12 we all know that, but we have to continue to say  
13 that out loud to remind everyone that all of the  
14 outer boroughs deserve ferry service. And we need  
15 that ferry service to be subsidized, just as other  
16 modes of mass transit is subsidized, with express  
17 busses getting ten dollars for every rider, and  
18 Long Island Railroad getting \$6, and Path I think  
19 is \$6, and the subway is \$2 or \$3. And the Staten  
20 Island Ferry is free, so it's subsidized 100  
21 percent. Out in Rockaway, we have been without A  
22 train service for seven months. Our commutes are  
23 three hours each way. The ferry out of 108th  
24 Street to Wall Street gives us a reprieve and we  
25 have a commute of less than 40 minutes. We need

1 that to continue. It was scheduled to end next  
2 week. We are thrilled that the Mayor has  
3 announced that it's now going to go to Labor Day.  
4 But it must be permanent, we must have permanent  
5 ferry service. We need to keep it and expand it  
6 to include weekends and midday. I had to drive  
7 today, because I worked this morning. I could  
8 take the ferry home later today, but I had no way  
9 of getting here unless I wanted to commute three  
10 hours. We also, in subsidizing ferries throughout  
11 the City, it reduces vehicular traffic, reduces  
12 pollution, shortens commuting time, and we should  
13 include both La Guardia and JFK. We need to keep  
14 Rockaway recovering, we need to make it a reality  
15 for a permanent ferry service. [time bell] Do  
16 not make us victims again. We've been victims for  
17 seven months since Sandy and many, many years as  
18 residents. Thank you.

20 KENNETH KEARNS: To the Chairs and  
21 Members of the New York City Council Committees on  
22 Economic Development, Waterfront and  
23 Transportation, good afternoon. My name's Kenneth  
24 Kearns, and I am the District Manager of Bronx  
25 Community Board Ten. My Chairman, Mr. John Marano

1  
2 and I would like to submit this statement about  
3 the ferry plan. Bronx Community Board Ten covers  
4 the northeast Bronx communities of Co-op City,  
5 City Island, Throgs Neck, Pelham Bay, Country  
6 Club, Westchester Square and Zerega, and is the  
7 host community board for this project. Most of  
8 the communities will stand to benefit from this  
9 project because of their proximity to the chosen  
10 site, Ferry Point Park. In the case of Co-op City  
11 and City Island, these communities are located too  
12 far away from the proposed site. Bronx Community  
13 Board Ten believes that any meaningful ferry  
14 service for northeast Bronx should include all of  
15 its communities and further believes that the  
16 provisions should be put in place to accomplish  
17 this goal. As a review of the map, provider of  
18 the plan, ferry side is somewhat vague. The Board  
19 suggests using the area near The Bronx Anchorage  
20 or The Bronx Whitestone Bridge, for - - . This  
21 section of the park has little, a little utilized  
22 parking lot, which could accommodate large numbers  
23 of commuters arriving by car, a primary consumer  
24 group for the ferry. It also opens the site to  
25 patients of other bus lines, such as the Q44 and

1 Q50, which goes past the site. Commuters using  
2 the BX4, BX8, BX21, BX31, BX40 and BX42, all  
3 utilizing the transportation up at nearby  
4 Westchester Square could access the ferry slip by  
5 using a jitney service from this hub. The Board  
6 sees ferry service as a viable option than  
7 community by car. The roads serving our board  
8 service area, such as the Cross-Bronx Expressway,  
9 the New England Thruway and the Bruckner  
10 Boulevard, are plagued with gridlocked traffic,  
11 our streets do not fare any better. The prospect  
12 of taking a ferry to Manhattan will be a welcome  
13 alternative to commuting by automobile. The area  
14 of Brush Avenue from Bruckner Boulevard to - -  
15 Avenue, terminating in front of the park is slated  
16 for two new malls. The area opposite Brush Avenue,  
17 in the north side of the highway known as Ferry  
18 Point Park East, will become a PGA golf style  
19 course. This will attract commuters the ferry, as  
20 well. In summation, the Board is very interested  
21 in seeing ferry service become a reality. We  
22 would like decision makers to consider the  
23 following points. The terminal for the ferry  
24 should be the Bronx Anchorage or the Bronx [time  
25

1 bell] Whitestone Bridge. This will allow the  
2 ferry operator to utilize the parking lot for  
3 commuters and to operate a jitney service from the  
4 lot to the ferry slip, utilizing hybrid or  
5 electric vehicles. That provisions be made for  
6 Co-op City and City Island being included in the  
7 ferry service or the use of smaller feeder boats  
8 carrying commuters from these communities to the  
9 site and a jitney service in the form of hybrid or  
10 electric vehicles be offered from transportation  
11 centers to the various site and golf course to the  
12 ferry terminal be built as a compliment to a plan  
13 for existing parks, buildings, such as the  
14 conference station or observation site that no  
15 parkland be taken for non-community interest  
16 without compensation, fund earmarked for the Ferry  
17 Point Park's improvement, that the ferry terminal  
18 would be built from sustainable materials, and  
19 feature a green roof, that the purchase and  
20 operation of the ferry is hybrid and electric  
21 vehicles be financed from revenues garnered from  
22 ads for the stores and businesses located in the  
23 new malls, and the golf course and parking fees.  
24 This will limit the need for high ferry fares and  
25

2 government subsidies. That the ferry construction  
3 team commit to using unionized workers, that the--

4 CHAIRPERSON VACCA: - - you got to  
5 conclude, I'm sorry.

6 KENNETH KEARNS: Okay, that's it.  
7 And the portion--okay, thank you.

8 CHAIRPERSON VACCA: Thank you.  
9 Now, would you introduce yourself, please?

10 CATHERINE MCVAY-HUGHES: Good  
11 afternoon, I am Catherine McVay-Hughes, Chair of  
12 Manhattan Community Board One, and to my left is  
13 Diane Sweitag [phonetic] the Urban Planner for  
14 Community Board One. Thank you, everyone, for  
15 allowing us to comment on the value of ferries to  
16 New York City's transportation network. Community  
17 Board One is one of New York City's 59 community  
18 boards and covers most of the southernmost part of  
19 Lower Manhattan, below Canal Street, and includes  
20 three significant islands: Governor's Island,  
21 Statue of Liberty Island, and Ellis Island. It is  
22 bound by the East River and the Hudson River.  
23 Ferries are a significant part of Lower  
24 Manhattan's transportation system. They're a  
25 valued community amenity and provide commuters

1 with an alternative to more environmentally  
2 friendly, taxing forms of transportation such as  
3 busses and personal automobiles. In addition,  
4 ferry service was crucial during the evacuation  
5 that took place as a result of the terrorist  
6 attack on September 11, 2001, and before that in  
7 the 1993 World Trade Center bomb attacks. And it  
8 was one of the first modes of transportation back  
9 online after Super Storm Sandy struck New York.  
10 Ferries are also a beloved tourist attraction,  
11 create jobs and create opportunities for Lower  
12 Manhattan residents to easily travel to Red Hook  
13 for grocery shopping and other services. They  
14 also have a lovely ball field in Red Hook. In  
15 likeness of time, I'm going to keep moving along.  
16 Unfortunately, residents of Community Board One  
17 have suffered some negative impacts from ferry  
18 services in Lower Manhattan. Older model ferries  
19 are loud and have heavy emissions, creating noise  
20 and environmental pollution. I have a picture  
21 here of the Staten Island ferry, with black soot  
22 emanating from it, just so people can see that for  
23 the record. Although progress has been made in  
24 alleviating some of these negative impacts, the  
25

1 two new Goldman Sachs ferries are a major  
2 improvement over older models, and they are quiet  
3 and environmentally friendly. Also, an effort has  
4 been made to reconfigure ferry docking at Battery  
5 Park City in order to achieve better balance.  
6  
7 Community Board One would like to thank the Port  
8 Authority of New York and New Jersey, as well as  
9 [time bell] New York Waterways. We have six, we  
10 have six points that we would like to go over  
11 right now. One, balancing of ferry services; two,  
12 air quality and noise issues; three, pedestrian  
13 and vehicular flow--sidewalks and bike paths must  
14 be wide enough to accommodate increased traffic;  
15 four, space for bicycles on ferries is very  
16 important, retrofitted ferries should be  
17 designated to hold bicycles in order to  
18 accommodate cyclists; five, security, security is  
19 an absolute priority in regards to ferry service--  
20 a security screening should take place in a manner  
21 that minimizes the effect on the public realm  
22 without blocking views such as the Statue of  
23 Liberty, disrupting pedestrian flow or creating  
24 unsanitary conditions--we believe that this can be  
25 done without compromising safety; item six,

1  
2 safety, ferries should be operated according to  
3 the highest safety standards in order to prevent  
4 accidents such as the one that took place on the  
5 East River at Pier 11 on January 9, 2013, which  
6 injured dozens of passengers. Ferries are--thank  
7 you very much.

8 CHAIRPERSON VACCA: Thank you.

9 Okay? Next.

10 CATHERINE MCVAY-HUGHES: We're  
11 fine, thank you.

12 CHAIRPERSON VACCA: Our next panel  
13 [pause, background noise] Michael O'Toole, Joseph  
14 Hartigan [phonetic], Philip McManus. [pause,  
15 background noise] Mr. Hartigan, why don't you go  
16 first?

17 JOSEPH HARTIGAN: Yeah, I have  
18 copies for everybody here. Let me give you one  
19 here. Okay, let me get my glasses here. Okay,  
20 first off, Joe Hartigan from Rockaway, I've been  
21 pushing ferry service from the Rockaways for  
22 probably 15 years. I disagree with EDC, I  
23 disagree with the City, I'm against, you know, I'm  
24 not against the inner harbor loop, but all large  
25 parking lots throughout the City should be

1 connected to Manhattan. And so let me go, and  
2 I'll go through my stuff quickly. Connection to  
3 all area airports to Manhattan. Newark Airport,  
4 Kennedy Airport, La Guardia Airport, would  
5 probably, can make ferry service possible for  
6 everybody that spoke here on the City Council.  
7 Okay, 2012 was a record ridership for the New York  
8 City subway. We cannot afford to have people with  
9 their luggage on the New York City subway. Ten  
10 million people a year ago from Kennedy Airport to  
11 Lower Manhattan. There's your subsidy for having  
12 ferry service on a half an hour all day long. C  
13 Street agreed to build the three boats for \$15  
14 million, lease them back for a buck, and there is  
15 part of your subsidy. Okay, a few other things  
16 and I'll be quick. Ferry service should be linked  
17 the following large parking lots: Riis Park,  
18 Queens, 9,000 spaces; Keyspan Parking Lot; Orchard  
19 Beach, The Bronx, no one even spoke about that,  
20 6,000 cars; Miller Field, Staten Island, City  
21 Field, Yankee Stadium, Bronx Ferry Point Park.  
22 Note, the key to successful ferry service is the  
23 availability of parking close and convenient.  
24 Express busses. 90 percent of all express busses  
25

1  
2 make one run a day. I could go into The Bronx,  
3 park at Ferry Point Park, drop them off and make  
4 two or three pickup runs in the morning. We could  
5 probably free up 600 busses throughout the City to  
6 do other runs in the City. No one has brought  
7 that point. Ferries should be fueled by using  
8 biodiesel. There's 26,000 places of public  
9 assembly in the City of New York that produce ten  
10 to 50 gallons of waste vegetable oil a week.  
11 Nobody's talking about that. Plans at New York  
12 City for outlet malls. One in The Bronx, one in  
13 Staten Island, we're going to have the new mall  
14 at, in the base of the World Trade Center, the  
15 South Street Seaport, how are you going to get  
16 there. No middle class woman with two kids is  
17 getting on a New York City subway to go shopping.  
18 Okay. Orchard Beach in The Bronx, there's a 6,000  
19 car parking lot. That should be the gateway to  
20 the Long Island Sound, Glen Cover and the rest of  
21 the ferry service. In conclusion, please note  
22 that currently less than two-tenths of one percent  
23 of New York City commuters travel by water  
24 transportation. [time bell] Even though all of  
25 New York City is surrounded by water. And that

1  
2 ferry in Rockaway cut our commute time under 40  
3 minutes in half. Thank you very much.

4 CHAIRPERSON VACCA: Thank you.  
5 Good.

6 COUNCIL MEMBER ULRICH: I should do  
7 that when you come to my office, I got to put an  
8 egg timer so [laughter] we got 20 minutes. No,  
9 Joe--

10 JOSEPH HARTIGAN: Let's do an egg  
11 timer when you get something done. Let's go.  
12 [laughter]

13 COUNCIL MEMBER ULRICH: I know, I  
14 know. Joe, Joe Hartigan, for the record, is  
15 probably the foremost advocate in my district for  
16 ferry service since day one, literally day one  
17 when I came into office. It was him that brought  
18 up bus rapid transit. I didn't even know what BRT  
19 was until Joe Hartigan brought it to me. So, you  
20 know, I tease him and we joke around a lot, but--

21 JOSEPH HARTIGAN: Right, that's--

22 COUNCIL MEMBER ULRICH: --but he's  
23 a terrific advocate for public transportation and  
24 fer--and 99 percent of the stuff he says is  
25 correct. Except the part where he said I don't do

1 anything. That's the one percent. And so--

2 JOSEPH HARTIGAN: That's - - thank  
3 you for helping the Mayor get us our ferry  
4 service.  
5

6 CHAIRPERSON VACCA: And I also  
7 remember you at a meeting of the Queens Civic  
8 Congress, I met you as I was leaving and we had a  
9 long talk.

10 JOSEPH HARTIGAN: Right.

11 CHAIRPERSON VACCA: So you were  
12 advocating to me about a year ago. So, I thank  
13 you for your work.

14 JOSEPH HARTIGAN: And Eric, thank  
15 you again for the ferry service to Rockaway.  
16 Thank you.

17 CHAIRPERSON VACCA: Thank you.  
18 Sir, would you want to identify yourself and go  
19 next, please?

20 MICHAEL O'TOOLE: Everything that I  
21 wanted to say has been said. Joe spoke very  
22 eloquently. The Rockaway ferry is an unqualified  
23 success. Everybody knows it. And I hope that  
24 people will ride it more often now that we had the  
25 extension to increase ridership by 50 percent

1  
2 instead of seeing a 50 percent drop off. Another  
3 item I would like to speak about, and that's the  
4 fact that the Staten Island Ferry being 100  
5 percent subsidized, and I know there's some people  
6 in the audience who may not agree, but I can't see  
7 why we can't have a municipal ferry operation. I  
8 think we have the foremost experts in the field,  
9 working under the employ of the City, and I think  
10 it would be a good thing. That's about all I have  
11 to say, everything else has been said.

12 CHAIRPERSON VACCA: Sir?

13 PHILIP MCMANUS: My name is Philip  
14 McManus, I'm also from Rockaway Park. I started a  
15 Queens Public Transit Committee because of the  
16 lack of transit. I want to discuss a few things.  
17 First of all, the ferry to Rockaway is one of the  
18 best. It's nothing, you can't compare. And I  
19 would like to include not only it being a  
20 commuter, but also a tourist attraction. In  
21 itself, it's just like Staten Island, people, you  
22 go there and watch the Staten Island Ferry, it's  
23 full of tourists, go back and forth. There's  
24 business to be made there, it's about jobs.  
25 Everything's about jobs. You can't afford a



1 very good points. Council Member Ulrich and I  
2 were just talking. It makes no sense to have  
3 ferry service without bus linkages. And those bus  
4 routes should be taking people to the ferry,  
5 because either way, you don't want people to use  
6 their cars, you want mass transit used, it's  
7 economically friendly. And it doesn't make sense  
8 for people who don't have a car. So, therefore,  
9 when the City gives you information that the  
10 numbers may not add up. Well, there are reasons  
11 now that I hear this. So, - -

13 PHILIP MCMANUS: The Q53, actually  
14 it crosses the ferry at the corner, but it doesn't  
15 stop here. [laughter] And the 35, the Q35, which  
16 is on 116th Street, and it goes to Brooklyn  
17 College, it can be extended to 108th Street, very  
18 simple. [time bell]

19 CHAIRPERSON VACCA: Yes.

20 PHILIP MCMANUS: Thank you.

21 CHAIRPERSON VACCA: Thank you.

22 CHAIRPERSON KOSLOWITZ: [off mic] I  
23 just want to add one thing.

24 CHAIRPERSON VACCA: Council Member.

25 CHAIRPERSON KOSLOWITZ: The Q53,

2 they took some stops away, it used to stop in Rego  
3 Park, it doesn't stop there anymore. I just--I  
4 happened to--they took some bus stops away. I  
5 happened to notice it the other day, when I was  
6 down there.

7 JOSEPH HARTIGAN: Also remember the  
8 infrastructure's there. We don't have to build a  
9 highway.

10 CHAIRPERSON KOSLOWITZ: Right.

11 JOSEPH HARTIGAN: It's there.

12 CHAIRPERSON KOSLOWITZ: Right,  
13 exactly.

14 CHAIRPERSON VACCA: Our next panel  
15 is Tom Fox, Quintana O'Neil, and Stuart Pertz,  
16 Pewirtz [phonetic]. Oh, Tom Fox left, so let me  
17 call up someone else: Robin Nebroy [phonetic].  
18 Is Robin here? [background comment, "Yes, I am."]  
19 Okay.

20 [pause, background noise]

21 STUART PERTZ: Good morning, it's  
22 the afternoon, I think. My name is Stuart Pertz,  
23 I'm here as the founder of Friends of Coney Island  
24 Creek Ferry Landing and Park. So, we're not in  
25 the Rockaways, we're in Coney Island. We're a new

1  
2 group that seeks to establish a recreational ferry  
3 link between the Battery, between the Battery and  
4 Coney Island Creek. Our goal is to revitalize the  
5 Coney Island Creek area, by raising support for a  
6 working ferry landing and a waterfront park on its  
7 south shore. The effort to create a new ferry  
8 route--excuse me [background noise]--I know the  
9 time is going, but I need the voice. Thank you.  
10 The effort to create a new ferry route and landing  
11 is a microcosm of the opportunities and hurdles  
12 found in implementing an expanded and viable ferry  
13 network for New York City. A recreational ferry  
14 represents an extraordinary impetus for much  
15 needed community serving, economic development on  
16 Coney Island and environmental conservation on the  
17 creek. However, to get this done, we need  
18 infrastructure, we need your help. The proposed  
19 Coney Island ferry landing is a concrete culvert  
20 at the north end of West 21st Street, protected by  
21 two pile clusters to which the ferry can tie up  
22 and drop a ramp. The piers, stable and available,  
23 is actually the outfall of a main storm sewer and  
24 is protecting dolphins, or as if designed for a  
25 ferry. Best of all, it's located right down the

1 street from the stadium and the Borough  
2 President's proposed new music venue, and under  
3 ten minutes to the beach and the boardwalk. And  
4 there would be a jitney from the aquarium. The  
5 ferry would run two trips a day each way during  
6 the summer, with a four midday time for short, low  
7 cost excursions around the creek, the bay and the  
8 peninsula. With a short startup, the ferry could  
9 pay for itself, so it's--this is not a big deal.  
10 Our hope is to improve the pier and ultimately  
11 improve the derelict surrounding city land and  
12 adjacent marina, which the City owns, in the Coney  
13 Island Creek Ferry Landing Park. It's an  
14 extraordinarily doable project that would create a  
15 cascade of development that could come behind it.  
16 Since Hurricane Sandy, there've been discussions  
17 [time bell] at the City level--two seconds for  
18 that--there've been discussions at the City level  
19 about filling the creek, hardening the edge and  
20 removing access to the water. We understand these  
21 concerns, but feel they should be consistent with  
22 providing parks and public access to nurture and  
23 grow our neglected waterfronts. The ferry run and  
24 the landing park have scores of local and  
25

2 institutional supporters. We hope that you as  
3 members of the Council will also support this very  
4 important initiative for the Sandy stricken  
5 peninsula, the vitality, the amusement and  
6 commercial districts, and the people of Coney  
7 Island. Thanks.

8 CHAIRPERSON VACCA: State your name  
9 for the record.

10 STUART PERTZ: Stuart Pertz.

11 CHAIRPERSON VACCA: Thank you,  
12 Stuart. Next?

13 QUINTANA O'NEILL: Good afternoon,  
14 Chairs, Council Members and distinguished guests.  
15 My name is Quintana O'Neill, and I'm Project  
16 Manager for the Economic Development Department at  
17 the Brooklyn Chamber of Commerce in Brooklyn, New  
18 York. I'm delivering testimony on behalf of Carlo  
19 A. Scissura, President and CEO of the Brooklyn  
20 Chamber of Commerce. The Brooklyn Chamber of  
21 Commerce is a membership based business assistance  
22 organization which represents the interests of  
23 businesses across the Borough of Brooklyn. The  
24 Brooklyn Alliance is the non-for-profit, economic  
25 development organization of the Chamber, which

works to address the needs of businesses through direct business assistance programs. At the core of our work, the organization leverages all resources available to businesses to assist them in growing their companies in the Borough, attract new investment and retain business and jobs.

Moving along, we strongly agree that ferries are a vital part of New York City's public

transportation system. Hurricane Sandy has made this very evident when the storm practically

paralyzed several trains and bus lines and made it impossible in some cases for employees to go to

work and for customers to have access to much needed supplies from stores. At the same time,

however, ferries could be seen crisscrossing our waterways as per normal, but this time jam-packed

with commuters. While subways, roads and commuter rails needed weeks and months to restore normal

service, ferries provided, proved to be one of the most resilient modes of transportation after

Hurricane Sandy. Aside from being a good alternative during a disaster such as Sandy,

ferries are an affordable, efficient public transportation option to get to areas underserved

1  
2 by existing transit infrastructure. Expansion of  
3 the existing ferry system would be especially  
4 valuable in areas such as Bay Ridge, Red Hook,  
5 Coney Island, Brighton Beach and Canarsie, as a  
6 means of ensuring that the transportation  
7 infrastructure keeps up with the fast pace of  
8 Brooklyn's economic development initiatives and  
9 population growth. Such an expansion would be  
10 very timely as these areas have great potential  
11 for economic growth and development, but are not  
12 easy to access from the outer boroughs. Coupled  
13 with the fact that these locations of businesses  
14 that were severely affected by Sandy, a frequent,  
15 safe and affordable option such as ferries, would  
16 bring much needed revenue to these locations to  
17 make a positive impact on recovery efforts. The  
18 Brooklyn Chamber of Commerce [time bell] applauds  
19 Speaker Quinn, Mayor Bloomberg, Governor Cuomo and  
20 Senator Schumer for recognizing the importance of  
21 ferries in New York City's public transit system,  
22 to the City's overall infrastructure and economic  
23 development. And in closing, ferries are  
24 definitely a vital part of New York City's public  
25 transportation system in its current state;

2 however, stakeholders must do more to ensure that  
3 services are extended to underserved, hard hit  
4 Sandy areas, such as Bay Ridge, Red Hook, Coney  
5 Island, Bright Beach and Canarsie. These areas  
6 represent communities that have great potential to  
7 bring additional revenue to New York City, once  
8 consistent and reliable ferry service is in place.  
9 Ferries are more resilient after a disaster such  
10 as Sandy--

11 CHAIRPERSON VACCA: Thank you.

12 QUINTANA O'NEAL: --when compared  
13 with subways and roads.

14 CHAIRPERSON VACCA: Thank you, very  
15 much.

16 QUINTANA O'NEAL: Thank you.

17 CHAIRPERSON VACCA: Next.

18 ROBIN NEBROY: Hi, I'm Robin  
19 Nebroy, and I live in Rockaway, and I actually use  
20 the ferry every day. And I really came to say  
21 thank you for the greatest miracle that's ever  
22 happened to Rockaway. When you're standing in  
23 Rockaway, you see the New York skyline, but it's  
24 like a dream to think what I have to do to get  
25 there without the ferry. A dream or a nightmare.

1  
2 I mean, it's taken me two to three hours many,  
3 many of workdays to get to the City, and I've  
4 taken the express bus very reliably in the  
5 morning, completely unreliably back in the  
6 afternoon. You cannot count on getting back to  
7 Rockaway on a winter day with the express bus. I  
8 have been at the bus stop where people were  
9 crying, calling people and asking them to drive in  
10 to the City and pick them up. The ferry has been  
11 100 percent reliable. I've never seen, outside of  
12 like a European train in Switzerland, the absolute  
13 reliability of the 8--you know, the 748, the 815,  
14 there it is, and the return, the same thing, the  
15 630 ferry, the 730 ferry. For the first time in  
16 the over 50 years I've lived in Rockaway, I can  
17 make a plan with people at the end of my workday,  
18 because I know that ferry is going to get me home  
19 at a reliable time, in the most pleasant way. And  
20 for those of you that have legislated and  
21 advocated and voted and got, did whatever you had  
22 to do to get that ferry, what you should know is  
23 that on that ferry every day people say to each  
24 other, "Is this not a miracle? Is this not the  
25 greatest thing that's ever happened to us?" And

1  
2 in a town where people are very apt to complain,  
3 to be with a group of people who say nothing but  
4 happy, encouraging and thankful things, is  
5 fantastic. And I think it would be one of the  
6 greatest ways to improve the real estate values of  
7 Rockaway, is if people thought they had a reliable  
8 and pleasant method of transportation, which this  
9 ferry has provided. [time bell] [applause]

10 CHAIRPERSON VACCA: Council Member  
11 Ulrich.

12 COUNCIL MEMBER ULRICH: Yeah, I  
13 just want to--I just want to thank you for giving  
14 that very positive feedback. And I hope that  
15 people on the boat understand that. The ferry  
16 service and the restoration of ferry service was a  
17 top priority of the Council. But again, it really  
18 was because Mayor Bloomberg wanted to put it in  
19 after the storm, and now wanted to continue it. I  
20 know that our Assemblyman who's not here, he's  
21 probably in Albany, Phil Goldfeder, he started a  
22 petition, lots of people came from my district to  
23 testify, but City Hall really heard that this was  
24 going very well, that this was a priority, that it  
25 was actually working this time. And part of the

2 reason why people are probably very happy is  
3 because they serve booze on the boat as opposed to  
4 the trains. [laughter] You know, we joke and  
5 stuff, but the point is that it really is a  
6 delight. I took, on the first week the ferry  
7 started, I took it to City Hall, I parked at 108th  
8 Street. It took me 37 minutes. And the water was  
9 choppy. So I imagine you could probably shave a  
10 minute or two off when the water's calm, you can  
11 get there quicker. And it really was a delight.  
12 I then walked from the ferry terminal down here by  
13 Wall Street, up to City Hall. And I was here in  
14 45 minutes, it was better than sitting in the  
15 midtown tunnel or on the BQE or on the Brooklyn  
16 Bridge or anywhere else. So, it really is very  
17 reassuring and wonderful to hear when my  
18 constituents schlep all the way to City Hall. And  
19 again, not to complain, but to actually say thank  
20 you, because it shows that the City is finally  
21 doing something right. And that's why we need to  
22 hear from people like you so that we can keep it  
23 in place. So thank you for coming.

24 ROBIN NEBROY: Well, thank you.

25 COUNCIL MEMBER ULRICH: Thank you.

2 ROBIN NEBROY: And I just hope that  
3 the parking will continue, because as you know,  
4 Rockaway's parking issue has been a lifelong  
5 problem. So, that knowing you have a spot,  
6 knowing the ferry is coming, it's a transformative  
7 experience. So thank you again.

8 CHAIRPERSON VACCA: Thank you all  
9 very much. Our next panel will be Lew Simon,  
10 James Supple, Arthur Imperatore and Roland Lewis.  
11 Mr. Simon will lead off.

12 [pause, background noise]

13 LEW SIMON: Good afternoon. First  
14 I want to start off by thanking everyone for  
15 allowing me to speak. My name is Lew Simon. I'm  
16 the Assembly District Leader. I represent  
17 Rockaway, Broad Channel, Howard Beach and Ozone  
18 Park and Breezy Point. As you all know, Hurricane  
19 Sandy changed the playing field. We got  
20 destroyed. There are still many of my  
21 constituents still not home. Businesses were  
22 destroyed. Still not funding available for people  
23 who own businesses. Rockaway has been for oh so  
24 many years a forgotten dumping ground of the City.  
25 While other areas have free ferries, we don't.

1  
2 Okay? It's very nice, Staten Island, very nice  
3 community, Red Hook is a beautiful community. But  
4 we'd like our fair share. Like you said in The  
5 Bronx, everyone should have a ferry. Everyone  
6 should have the ability to get to the City in a  
7 great expedient way. We have the worst service  
8 ever, we have the A train. And as you know,  
9 during the hurricane, even though the A train went  
10 out, they chose not to give us any busses.  
11 Usually they would start in my end of the  
12 district, 116th Street, go to 105th, go to 98th  
13 Street, go to 90th, over the bridge, and Broad  
14 Channel. Instead what they did, they started on  
15 90th Street and went through the five towns, which  
16 added over an hour. And they left Broad Channel  
17 literally to die with no transportation at all.  
18 You know, they say, "You build it, we shall come,"  
19 economic development is very important in our  
20 community. With the free ferry, or even keeping  
21 the ferry at the \$2 price, will help us. You  
22 know, I want to thank Mayor Bloomberg for giving  
23 us a ferry till the end of the summer. But at the  
24 end of the summer, we don't leave, we live here.  
25 We are the mecca of the City, everybody comes from

2 all over the world to the Rockaways to use our  
3 beaches. During this past weekend, we had a nice  
4 day yesterday, we didn't have all our lifeguards  
5 there. Okay? We need to keep this ferry  
6 permanently, if not free at least at the \$2  
7 subsidy. It works where it is, we need to put  
8 additional stops. As Joe Hartigan said, we need  
9 to partner up [time bell] with the airports, to--  
10 on the off hours. But we need to have this ferry  
11 running, midday, late evenings, because not  
12 everyone only goes in the morning. There are many  
13 seniors who want to use it to go to a Broadway  
14 show, there are many people who come home late.  
15 So I'm asking please of this Committee, make it a  
16 reality for us. Thank you very much.

17 CHAIRPERSON VACCA: Thank you.

18 Sir, who would like to go next, you want to go  
19 next.

20 Well, yes, I've been assigned by  
21 my--

22 CHAIRPERSON VACCA: Introduce  
23 yourself, please.

24 ROLAND LEWIS: Roland Lewis, I'm  
25 the President of the Metropolitan Waterfront

1 Alliance, an alliance of 720 different  
2 organizations, trying to revitalize the  
3 waterfront, and including ferry service. I'd like  
4 to just use the bulk of my time. Well, first,  
5 just to recognize the obvious fact that we've had  
6 a standing room only crowd here for this ferry  
7 hearing. And I think it speaks volumes that New  
8 Yorkers want ferry service throughout our City.  
9 They want to fulfill the promise that Speaker  
10 Quinn and Mayor Bloomberg made four years ago for  
11 a five borough ferry service, and not just five  
12 boroughs next to--located right on the East River--  
13 -throughout the City. The point I'd like to make  
14 about ferry service is that it's - - a little bit  
15 before, but the Hurricane Sandy was the wakeup  
16 call for a lot of things, and it is for ferry  
17 service that is redundant and available for us in  
18 times of emergency. We've learned the lesson four  
19 times now, 9/11, blackout, transit strike and now  
20 Sandy, we're island people and we need ways to get  
21 around, and we got to start thinking about ferry  
22 service in that fashion, and funding it, to make  
23 sure it's available for those times. In San  
24 Francisco, after their earthquake, they renamed  
25

1  
2 their Waterfront Transit Authority, the Emergency  
3 Waterfront Transit Authority. And they started  
4 charging a dollar a trip on the Golden Gate  
5 Bridge, to fund it, to the tune of \$200 million.  
6 We've got to start thinking about financing in  
7 that fashion again. Maybe ferry improvement  
8 districts, where the real estate developers have  
9 made some good money off of ferries, perhaps to  
10 subsidize ferries. Perhaps charging people on the  
11 Staten Island Ferry that don't live in Staten  
12 Island, that are going on for the free ride, the  
13 privilege of going back and forth and enjoying the  
14 view. We just have to start thinking of  
15 innovative ways to charge a surcharge, to  
16 subsidize the ferry service. It's not cheaper, we  
17 need to provide service for The Bronx, southern  
18 Brooklyn, southern Staten Island, all parts of  
19 Queens. Finally, the integration point, we have  
20 to integrate the ferry ser--[time bell] integrate  
21 ferry service with the MTA, busses must be made to  
22 match, we meet all back to the point of the  
23 emergency service; we need to have parallel  
24 services on each side, so they match. We just  
25 have to start thinking about this as a system

2 wide, that's integrated, with a larger transit  
3 system and works to serve us in times, good times  
4 for commutation, and in bad times when we need it.  
5 Thank you very much.

6 ARTHUR IMPERATORE: My name is  
7 Arthur Imperatore. I go back 30 years and  
8 hearings like this with June Iceland and I think,  
9 I think Councilman Yassky, if I'm not mistaken,  
10 was then part of the, part of the advocacy at the  
11 Council level. We, our company has moved about  
12 200 million people, over 200 million, without a  
13 subsidy. I started it. And instead of going into  
14 a lot of detail, it is a very complex subject. I  
15 don't envy you folks, I don't envy the people who  
16 are aspiring to have service hither and thither,  
17 it's a very complex issue and you might be,  
18 unfortunately, talking about this 50 years from  
19 now. I'm 88, I doubt I'll be around. But I offer  
20 this as advice. I'd like to invite the Council,  
21 we had visitations years and years ago, before we  
22 had a ferry permit. Incidentally, it took three  
23 years to get a ferry permit, over which the City  
24 had no jurisdiction, under Givens v. Ogden. But  
25 that nonetheless held us up because at that point

1  
2 the people in the City's real estate interests  
3 thought it was too competitively possible for us  
4 to bring the ferry into being. And in any event,  
5 we got the ferry permit. We went out, we operate  
6 incidentally all the boats on the East River  
7 Ferry. After the towers went down [time bell] we  
8 moved a couple hundred thousand people and  
9 brought, we moved them in various emergencies, in  
10 the, and we won't go into detail. And that's a  
11 big part of ferry service, the availability of an  
12 evacuation force. But what I would like to  
13 suggest you do, because it's so complex, and  
14 you'll have the, you have the democracy at work, I  
15 told my granddaughter--

16 CHAIRPERSON KOSLOWITZ: Sorry, I'm  
17 going to have to--

18 ARTHUR IMPERATORE: --my beautiful  
19 granddaughter, Olivia, this is--

20 CHAIRPERSON KOSLOWITZ: Sir.

21 ARTHUR IMPERATORE: --she's just--

22 CHAIRPERSON KOSLOWITZ: I have to  
23 cut it short, your two minutes--at--

24 ARTHUR IMPERATORE: You want to cut  
25 me short? I'm 88. [laughter] I have a lot to

1 say. Here's, let me just tell you, I'll finish on  
 2 this point. I would like to invite, I've invited  
 3 a group from the Metropolitan Waterfront Alliance  
 4 to come and see our operation. We have materials  
 5 that describe what we do. And there's no point  
 6 in--I'm ruled out of time. But I'd like to  
 7 suggest that the various committees of the Council  
 8 come. And incidentally, it was Mayor Bloomberg  
 9 and it was Christine Quinn who promulgated  
 10 ferries. And I worked with both of 'em. You  
 11 know, hears back, when this was an idea that was  
 12 aborning. So my suggestion is you come see what  
 13 we've done, what we do. We have about 20 routes,  
 14 we've moved almost nine million, somewhere between  
 15 nine and ten million people last year without a  
 16 subsidy. And it's something that took years and  
 17 years, I'm at it 26-and-a-half years. And I'm at  
 18 30 years from the date of hearings.

20 CHAIRPERSON KOSLOWITZ: I'm sorry,  
 21 there are other people.

22 ROLAND LEWIS: Just one little  
 23 thing. I just want to say, Arthur, Sr., I see  
 24 Helena Durst [phonetic] there, I know we lost Tom  
 25 Fox already. These folks have forgotten more

2 about ferry service--and this is a resource that  
3 needs to be respected and listened to. I would  
4 have gladly given up my two minutes for Arthur,  
5 Sr., and I hope Ms. Durst is coming up very soon.  
6 It's, I mean, I know we have to hear from EDC and  
7 the--

8 CHAIRPERSON KOSLOWITZ: We have a  
9 lot more people that have to testify.

10 ROLAND LEWIS: I understand. I'm  
11 just saying that--okay.

12 ARTHUR IMPERATORE: I hope you'll  
13 consider my invitation.

14 CHAIRPERSON KOSLOWITZ: Yes.

15 ARTHUR IMPERATORE: I think it, if  
16 you're, if the Committee, various Committees would  
17 invest, I would say half a day, we take you around  
18 to our terminals, we take you into our office, and  
19 have a seminar on how we built the company.

20 CHAIRPERSON KOSLOWITZ: We'd love  
21 to. Thank you. Where are you located?

22 [background comments] Sir? New Jersey? Where in  
23 Jersey? Oh. [pause, background comments] Lily  
24 Marshall--who? She left? Helena Durst. Is  
25 Helena here? And Daniel Ackerman. [pause,

2 background noise] What's your name?

3 CAROLINA SALGUERO: Carolina  
4 Salguero, from Portside, New York.

5 [pause, background noise,  
6 technical]

7 CHAIRPERSON KOSLOWITZ: Okay.

8 HELENA DURST: Hello, my name's  
9 Helena Durst, I'm President of New York Water  
10 Taxi, who Tom Fox was the founder of. We have the  
11 distinctive yellow boats on the harbor. I  
12 definitely agree with everything that has been  
13 said today. I just quickly want to talk about a  
14 problem with how the City subsidizes ferry  
15 transportation. It diverts full fare paying  
16 passengers away from otherwise profitable, non-  
17 subsidized tour boats. When tourists who would  
18 take a nonsubsidized tour boat realize they can  
19 get on the water instead by paying a lower fare  
20 for a subsidized ride, the entire tour boat  
21 industry is put into jeopardy. We ask that the  
22 City be mindful of this vibrant industry, meaning  
23 the tour boat industry, including my brother's  
24 Circle Line Downtown and the other various tour  
25 boat industries. I just want to keep in mind that

2 the cost of running a ferry is extremely high, and  
3 so that creates a great brotherhood on the  
4 waterfront and that we all understand each other's  
5 problems. You can see us like siblings: at the  
6 worst of times we can be very competitive, but  
7 when something happens to the City, we come  
8 together in being able to make sure that we can  
9 help the City out. Thank you.

10 CAROLINA SALGUERO: Hi, thank you,  
11 for holding this hearing and for allowing me to  
12 speak. So my name is Carolina Salguero, I'm the  
13 Founder and Director of a nonprofit, Portside New  
14 York, which is solely dedicated to the blue space  
15 or the water part of New York City's waterfront.  
16 We happen to run our own vessel, which is a  
17 historic ship, but we advocate on waterfront  
18 related plans. We are located in Red Hook,  
19 Brooklyn. So, I want to speak very specifically  
20 about the Red Hook summer ferry. Which is great  
21 on the one hand, but I'd wanted to make some  
22 comments. It's been touted as a great Sandy  
23 recovery tool. It essentially adds more ferries  
24 on the weekend, and I feel like this then is  
25 suggesting that Red Hook's recovery from Sandy is

2 based on the revival of the retail corridor, which  
3 is as important as it is, is not the whole of the  
4 neighborhood. It's a mixed use neighborhood with  
5 many residents in public and in private housing,  
6 and industry. And so, when the City is  
7 advertising it, the benefits of the ferry, we've  
8 been tweeting that you can also help come  
9 volunteer at Red Hook Volunteers, who are helping  
10 residents and industrial businesses. And the  
11 retail businesses are pretty much all recovered  
12 and opened by now. The second thing, I wanted to  
13 ask some questions, because Portside was not at  
14 the table when this ferry was planned. So we  
15 don't have a position on it. And this is not a  
16 criticism, but there's some questions to think  
17 about. In terms of would it have been a better--  
18 is it a greater benefit to Red Hook to add more  
19 weekend boats or to have chosen to subsidize, to  
20 expand the ferry which already runs to IKEA, to  
21 make it a commuting service on weekdays. So  
22 what's happened now is [time bell] we have now  
23 more weekend boats as opposed to any ferry to Red  
24 Hook that could be used for commuting. Because  
25 the IKEA ferry runs on short hours, too late in

2 the morning and then late in the evening. And I  
3 had some other questions, but I can only ask  
4 questions, since I wasn't at the table, as I said.  
5 So, it's great that we have that, but I am left  
6 with some questions as to how that was thought  
7 out. Thank you very much.

8 CHAIRPERSON KOSLOWITZ: [off mic,  
9 listing names] Paul Galix [phonetic], John  
10 McKittreck [phonetic] and Danielle Johnson.

11 [pause, background noise]

12 PAUL GALLAY: Council Members,  
13 thank you very much for the opportunity to address  
14 you. My name is Paul Gallay, I'm the Hudson  
15 Riverkeeper. And again, it's late in the hour,  
16 there's still many people to speak, and so I'll  
17 try to keep to the two minutes. You know,  
18 whenever I hear a hearing which everybody is in  
19 favor of something, that's when I get nervous.  
20 Because that's when sometimes things get kicked  
21 down the road a little and maybe we say, "Well,  
22 we're doing the best we can," and we have to do a  
23 lot better. Just because we all like ferries  
24 doesn't mean that we're going to get where we need  
25 to go with ferries. And one of the things that I

1  
2 hear, we're all worried about the disconnect  
3 between overwater transportation and on land  
4 transportation. Are you going to be able to get  
5 people from the ferry terminals into the inland  
6 locations? I hear a different disconnect. I hear  
7 a disconnect between government and business that  
8 concerns me even more. So I think this is the  
9 opportunity for what they're calling these days,  
10 "P3s," public/private partnership. And I don't  
11 hear, I heard subsidy a lot, and I believe subsidy  
12 is essential to support this program, but  
13 obviously eventually you want to subsidy to go  
14 away and you want it to be a real baked in part of  
15 the transportation system. So, what I didn't hear  
16 a lot of was the word "marketing." Now you may  
17 think I run a nonprofit, so I don't care about  
18 marketing, but you know, you're in government, you  
19 market; I'm in nonprofit, I need members, I have  
20 to market. I think we need to market this  
21 program, so that it's not just the people in need,  
22 it's not just the people in extremity situations  
23 after a storm or after a tragedy, that this  
24 becomes part of what every community board pushes  
25 out, what every local business pushes out, what

2 every advertising firm that wants to do some free  
3 public ad council work pushes out. So I'm calling  
4 for public/private partnership, I'm calling for  
5 marketing. You know, I'm trying to call for the  
6 things that haven't already been called for by  
7 nine or ten different people. We need steady,  
8 strategic investment, and we need to bake this in  
9 as part of the fabric of the community, because  
10 you know why everybody's in favor of ferries:  
11 because it's got so many different benefits. It's  
12 got the benefits of making the City more livable,  
13 bringing the stress of the commute down, making  
14 the air quality better, making the City more  
15 vibrant, supporting local businesses. These are  
16 all things that are not captured in the benefits  
17 that lead to the subsidies. If we capture these  
18 benefits and if we market [time bell] and if we  
19 have more effective public/private partnerships,  
20 the ferries are going to take off in the future.  
21 Thank you.

22 [pause, background noise]

23 CHAIRPERSON KOSLOWITZ: Jonathan  
24 Kalkin, Sam Goldstone, and Nicholas Sveginzavio  
25 [phonetic], you're going to correct it, I know.

2 [pause, background noise]

3 JONATHAN KALKIN: Hello, I'm

4 Jonathan Kalkin, I'm Co-Chair of the Roosevelt  
5 Island Community Coalition. I'm also a former  
6 board member and chair of the Operations and Real  
7 Estate Committee at the Roosevelt Island Operating  
8 Corporation, that runs Roosevelt Island. As you  
9 probably know, we have a new Cornell-Tech campus  
10 coming. And one of the major issues that we would  
11 discuss with Cornell-Tech was to have a ferry  
12 service. And I'm very pleased to hear the EDC is  
13 looking into that. But one of the things that we  
14 want, even though we really appreciate that, is we  
15 want ferry service in Queens and Brooklyn,  
16 connecting to into areas of Manhattan, connecting  
17 to Roosevelt Island, so the students could come to  
18 Roosevelt Island. One of the things that I  
19 noticed, especially with the Rockaway ferry and  
20 pretty much everything else we've tried to try on  
21 Roosevelt Island or anywhere else, is that EDC or  
22 some other government entity tries to study  
23 whether people like things, or whether it's viable  
24 or not. But with the ferry in Rockaways and  
25 pretty much everywhere else, and now with New York

1 City bike sharing, it seems that like these  
2 studies are either very inaccurate or take longer  
3 to--they don't really gage what people really  
4 want. And so, I would say to prevent these long  
5 term studies and actually do pilots to see whether  
6 people enjoy ferry service. The other last thing  
7 I will discuss is, as far as subsidies, some of  
8 the Council Members have brought up looking for  
9 subsidies. Now, Senator Schumer has actually said  
10 that he wants to create a tech ferry, and wants to  
11 use federal subsidies for that. Another way you  
12 can also subsidize ferry service is through DOE  
13 and NYSERDA grants. There's a Hornblower fuel  
14 cell ferry that's currently in the harbor right  
15 now in New York City. One of the highest costs  
16 for ferry service is actually the diesel. And  
17 NYSERDA has done a lot of really great programs  
18 reducing emissions, but not reducing overall fuel  
19 efficiency. And one of the ways that you could  
20 pay for that is to make these ferries more fuel  
21 efficient. [time bell] So, I would say that if  
22 you want to look into a subsidy, you should,  
23 that's the first place you should look, there's  
24 money for that. And thank you.  
25

NICHOLAS ZVEGINTZOV: My name is Nicholas Zvegintzov, I'm the Chair of the Ferry Riders--Staten Island Ferry Riders Committee. We've had a ferry since before the American Revolution, and operated by the City for 108 years so far. So, you the Council, and the Administration of the City are responsible for the good conduct of this ferry. And unfortunately, the struggle that we sometimes have is a bit of an object lesson in this room for this--it's much easier to launch a ferry than it is to continue to run one. And two of our Council Members have gone here now, mentioned the famous one hour ferries. 30 years ago, in a government, in a fiscal cutback, the ferries were cut back to once per hour, in, at nights and weekend evenings. And this is, since then, this had made a community in which you can work and tourists can come on the ferry, but it's cut off for ordinary life from the rest of the City. So, now there is a bill in the City Council, submitted by the threes Staten Island Council Members, to restore those cuts. It was filed this month, and it's before you, so I think--all I'm going to say here now is to urge

1  
2 you the Council, all the members of the Council to  
3 vote for that bill, and to make sure that it  
4 passes, because there's a practical thing that we  
5 can do to redeem this service and make us part of  
6 the City. Thank you.

7 SAM GLADSTONE: Good afternoon. My  
8 name is Sam Gladstone, I'm here on behalf of the  
9 New York City Sustainability Program Director at  
10 the New York League of Conservation Voters, a  
11 statewide organization with a chapter in New York  
12 City. On behalf of more than 10,000 members of  
13 the League throughout New York City, I would like  
14 to voice our support for the continuation and  
15 expansion of the East River Ferry Service. We  
16 believe that a robust ferry system, fully  
17 integrated with our transit network, is key to a  
18 sustainable, resilient and equitable City, where  
19 all communities have access to affordable and  
20 reliable transportation choices. First, expansion  
21 of ferry service to areas underserved by the  
22 existing transit infrastructure is critical to the  
23 economic growth and development of our City's  
24 waterfront communities. From Sound View to Sunset  
25 Park, many of our City's residents are suffering

1 from long and cumbersome commutes. Access to  
2 affordable and frequent ferry service can improve  
3 the lives of the lives of the poor and working  
4 work while help to sus--helping to sustain  
5 economic growth in areas of the City that are  
6 poorly serviced by the subways. Second, our  
7 City's transportation network impacts how we  
8 respond to and recover from emergency events.  
9 Without the need for a fixed roof or the  
10 electrical grid, ferries have consistently proven  
11 to be the most resilient mode of transit during  
12 and after emergencies, providing critical service  
13 during prolonged transit outages. For example,  
14 new ferry service was started up to connect  
15 residents in the Rockaways to Manhattan when the  
16 subway was taken out by the storm. Given their  
17 value in emergency response and recovery, capital  
18 dollars or expanded ferry service should be funded  
19 by FEMA and the HED emergency preparedness  
20 funding. Finally, given the existing congestion  
21 of our City's roadways, subways and bus network,  
22 we cannot afford to ignore our City's greatest  
23 resource: 520 mile coastline that remain largely  
24 untapped. Creating a robust, fully integrated,  
25

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2 five borough ferry system can serve communities  
3 underserved by transit, attract economic  
4 development and improve citywide emergency  
5 preparedness. Thank you.

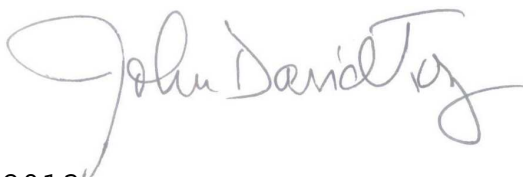
6 CHAIRPERSON KOSLOWITZ: [off mic]  
7 Thank you. [pause, background noise] Thank you  
8 very much, and this meeting is adjourned.

9 [background noise then blank until  
10 end]

C E R T I F I C A T E

I, JOHN DAVID TONG certify that the foregoing transcript is a true and accurate record of the proceedings. I further certify that I am not related to any of the parties to this action by blood or marriage, and that I am in no way interested in the outcome of this matter.

Signature

A handwritten signature in cursive script that reads "John David Tong". The signature is written in dark ink and is positioned to the right of the printed word "Signature".

Date June 13, 2013