

**Testimony of Tim Sullivan
Chief of Staff, Office of the Deputy Mayor for Economic Development**

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

May 28, 2013

Good afternoon Chairman Koo, Chairwoman Koslowitz, Chairman Vacca and members of the Economic Development, Transportation and Waterfronts Committees. My name is Tim Sullivan, and I am the Chief of Staff to Deputy Mayor for Economic Development Robert K. Steel. Joining me this afternoon are Staten Island Ferry Chief Operating Officer James DeSimone from the Department of Transportation (DOT), Andrew Genn, Senior Vice President of the Ports & Transportation Department at the Economic Development Corporation (EDC) and Adam Zaranko, Assistant Vice President in EDC's Asset Management Department. On behalf of the Bloomberg Administration and Deputy Mayor Steel, thank you for the opportunity to testify this afternoon about the vital role that ferries have played and will continue to play in the transportation network and economic future of New York City.

New York is a waterfront city, a city of islands – and as a result ferries have always played a critical role in moving people and goods around the five boroughs. Today, the Staten Island Ferry is the largest commuter ferry route in the country, and ridership continues to grow. Last year the Staten Island Ferry carried 22 million passengers, a 3% increase over 2011 and a new all-time high. During the Bloomberg Administration and under the leadership of Transportation Commissioner Sadik-Khan, the ferry fleet has converted to ultra-low sulfur fuel, and DOT is in the final stages of a fleet-wide emission upgrade that will make the City's fleet one of the greenest in the country.

And in the last several decades, a robust network of privately-operated ferry services have been established which carry Yankee fans to the Bronx, commuters to New Jersey, tourists to the Statue of Liberty and Ellis Island, and beachgoers to the Rockaways.

It was against this backdrop that Mayor Bloomberg and Speaker Quinn committed in 2008 to expanding the commuter ferry network within the five boroughs as part of a broader strategy to reconnect New Yorkers to the more than 520 miles of coastline that comprise our waterfront.

In March 2011, Mayor Bloomberg and Speaker Quinn released Vision 2020, the New York City Comprehensive Waterfront Plan (CWP). The CWP was the result a multi-year long-term planning process that brought together City agencies including the Department of City Planning, EDC, the Department of Environmental Protection, the Department of Parks and Recreation, the Department of Transportation, the Department of Housing Preservation and Development, the Office of Emergency Management, and the Office of Long-Term Planning and Sustainability, as

well as public sector partners in the City Council and at the state and federal levels, and in the private and non-profit sectors.

The CWP outlined a long-term vision for the City's waterfront that included eight key goals:

- Expanding Public Access to the Waterfront
- Enlivening the Waterfront
- Supporting the Working Waterfront
- Improving Water Quality
- Restoring the Natural Waterfront
- Improving Government Oversight
- Increasing Climate Resilience
- And, finally, the focus of today's hearing, Enhancing Waterfront Transportation, or the "Blue Network"

In addition to this long-term vision, the Mayor and Speaker also released the Waterfront Action Agenda, a series of 125 initiatives across 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, Greenpoint, 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 2 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% from the summer of 2011 to the summer of 2012. Year-to-date ridership in 2013 is 16% 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/ride from \$3.17/ride in 2011. By comparison, the average per-ride subsidy for a trip on the Long Island Railroad is estimated to be \$6/ride, and the average per-ride subsidy for Express Bus service is more than \$10/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 Citi 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 are 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% of East River Ferry riders live in the five boroughs, with 65% of all riders living in Brooklyn. 69% of riders self-identified as commuters, and 60% of these commuters reported riding the ferry four or more days per-week.

The East River Ferry is also helping relieve congestion on already-crowded buses and subways, with 80% of riders walking to the ferry, and 73% walking from the ferry to their final destination.

99% of ferry riders described themselves as either very satisfied (78%) or satisfied (21%), and 87% of riders have recommended the ferry to others. When asked why they choose to ride the ferry, the top reasons cited by riders are that it is a less stressful way to commute, less crowded than the subway and/or faster than other transportation modes.

The survey also revealed several areas that riders believe can be improved within the service – including fare integration with the MTA, expanded hours of operation (particularly later at night), improved structure and price of monthly passes, and improved weather protection and proximity to landings for waiting areas. The City has continued to make these kinds of improvements to the service throughout the first two years of operation, including the construction of a new inclement weather shelter at 34th Street, and the feedback from this survey will drive additional potential service improvements as we enter the final year of the pilot service.

By any metric, the East River Ferry has been a resounding success. And so in December 2012, EDC released a Request for Proposals to extend the service with a five-year operating contract. EDC is currently evaluating responses, and we hope to finalize a new contract with a ferry operator by the end of 2013, which will ensure continuous operations of the East River Ferry until at least 2019.

The City's ferry network also proved to be an invaluable component of the City's recovery from the devastation caused by Hurricane Sandy in 2012. The heroic service of DOT's Ferry Division prevented damage to six ferryboats during the storm by manning them with 90 ship-board crew and another 60 on the docks to prevent the boats from striking slips and each other. Thanks to this hard work during the storm, the Staten Island Ferry was up and running within 72 hours despite significant damage to both the Whitehall and St. George terminals.

Similarly, the East River Ferry resumed service on November 1st, providing vital transit links between Queens, Brooklyn and Manhattan during the outages of the subway tunnels and the Midtown and Hugh L. Carey Brooklyn Battery Tunnels. Ridership in the days immediately following the hurricane spiked 86%, and the East River Ferry's free mobile ticketing app allowed customers to purchase tickets even while landside ticket machines were without power.

The flexibility of ferry transit was also displayed in the aftermath of the storm, as the City rapidly established new emergency ferry service to the South Shore of Staten Island at Great Kills and the Rockaways at Beach 108th Street. Thanks to temporary FTA funding, the Great Kills ferry provided a transportation option for eight weeks following the storm, though average daily ridership of 114 passengers was below expectations.

The Rockaways service, however, has attracted an average of more than 600 riders per day while the A train has been out of service. Federal funding for the Rockaways weekday service will run out on Thursday, when the A train resumes service. Today, Mayor Bloomberg and Speaker Quinn announced that the City would continue the existing weekday service from Pier 11 in Manhattan to Beach 108th Street until Labor Day weekend, unless average daily ridership declines by more than 50% from the period during which the A train was out of service. The Mayor also announced that the City is supporting the expansion of recreational weekend service to allow more New Yorkers and visitors from around the world to enjoy the Rockaways in the summer. Starting with the 4th of July holiday weekend through Labor Day weekend, the American Princess ferry, which operates two daily runs from Pier 11 to Riis Landing will add at least one additional run every day, and all three runs will now stop at the landing at Beach 108th Street in addition to Riis Landing. We believe this will provide a helpful boost to small businesses in the Rockaways that cater to beachgoers, and builds on the Parks Department's remarkable reopening of the City's beaches on time, despite the damage incurred during the Hurricane.

The Bloomberg Administration believes that the ferry network is a smart investment, and will continue to pursue both short-term and long-term opportunities to expand citywide ferry service.

Two weeks ago, Mayor Bloomberg and Speaker Quinn announced the launch of an expanded, free Red Hook Summer Ferry that will operate on weekends throughout the summer. The expanded service began last Saturday and runs from Pier 11 in Manhattan to a new stop at Van Brunt Street and then to IKEA. The Van Brunt Street stop adjacent to Fairway will activate an existing, currently unused ferry landing, providing convenient access to the neighborhood's dynamic commercial corridor and connecting New Yorkers and visitors to small businesses impacted by Hurricane Sandy. The second ferry boat will double the frequency of trips on weekends. Free transfers will be available between the Red Hook Ferry and the East River Ferry, creating direct links to Red Hook from north Brooklyn, Queens and Manhattan.

Despite the subpar weather for the long weekend, the first days of the Red Hook service were successful, with ridership of more than 8,300 across the three days. Importantly, ridership at the new Van Brunt Street landing grew throughout the weekend as the weather improved, with 872 riders using the service on Monday at Van Brunt, and the proportion of ridership at Van Brunt rising to nearly 30% on Monday from just 10% on Friday.

And in April of this year, the Administration worked closely with Council Member Lappin as part of the approval of the historic Cornell-Technton Applied Sciences project to participating in the funding of a pilot recreational, seasonal ferry service to Roosevelt Island when a ferry landing is built there.

To set the stage for further potential expansion of ferry service, EDC is currently working with a third-party consultant to update the 2010 Citywide Ferry Study which formed the basis for the successful East River Ferry pilot. The study, expected to be completed this fall, will provide detailed data and analysis of the projected ridership and estimated required subsidy for service in all five boroughs.

Any expansion of ferry service will require further operating and capital support, and so the Administration is pursuing a range of funding sources that would enable broader service. The City has sought federal and state capital funds through both the TIGER and STEP programs, which would build, expand or rehabilitate ferry landings at Hunters Point South in Long Island City, Roosevelt Island and Atlantic Avenue in Brooklyn. We are working with the Congressional delegation to pursue changes to the federal transportation funding formulas to include commuter ferries. And we are working with the State to explore amendments to the Statewide Mass Transportation Operating Assistance Program (STOA) formula to include support for intra-city commuter ferries.

In conclusion, the Bloomberg Administration is proud of the investments we have made in partnership with the Council to dramatically increase ferry service within the five boroughs. We believe ferries will be a critical driver of New York City's economy in the future. The East River Ferry has been a resounding success, and we are optimistic that the service will be made permanent by the end of this year. Beyond the East River Ferry, we look forward to continuing our partnership with Speaker Quinn and the Council to expand and improve ferry service throughout the City, as we have done in Red Hook, the Rockaways and Staten Island.

Thank you for the opportunity to testify today. We would be glad to answer any questions from the Committee.



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FOR THE RECORD

**Committee on Waterfronts, Committee on Transportation, and
Committee on Economic Development**

New York City Council

Ferries: A Vital Part of New York City's Public Transit System

250 Broadway, 14th Floor Committee Room

1 PM Tuesday, May 28, 2013

Chairperson Koo and the members of the Committee on Waterfronts, Committee on Transportation, and Committee on Economic Development, I am Elizabeth H. Berger, President of the Alliance for Downtown New York, which manages the Downtown-Lower Manhattan Business Improvement District. Thank you for the opportunity to discuss ferries as a vital part of New York City's Public Transit System. Water based transportation animated Lower Manhattan's past and it is no exaggeration to say that it built our great city. It is a critical link in our present multi-modal transportation infrastructure and it is also a vital component of the region's economic ecosystem for the future.

Home to six ferry terminals, Lower Manhattan understands the importance of active water based transport. Using ferries, 61,525 passengers embark or disembark in Lower Manhattan each day.

Lower Manhattan is connected to Staten Island, Brooklyn, Queens, the Bronx and New Jersey by a variety of ferry services for commuters, residents and tourists.

The importance of the Ferry system to our economic future was underscored in an October 2012 Downtown Alliance study, *The Brain Gain*. Using 2000 Census and 2010 American Community Survey Data, *The Brain Gain* evaluated demographic trends of 30 counties in New York City's metropolitan region. The study area included the five boroughs of New York City, Long Island, Westchester and the Hudson Valley, Southern Connecticut, Northeastern Pennsylvania and Northern New Jersey.

The report demonstrated that profound demographic changes among segments of the working population clustered around Lower Manhattan had occurred. Increasingly, high-value knowledge workers are opting out of the distant suburban lifestyle, instead flocking to communities in Manhattan, Brooklyn, and New Jersey's Hudson River waterfront cities. Many of which are connected to the city and Lower Manhattan by ferry.

We support the maintenance of a citywide ferry system that is convenient, affordable, and well integrated with upland transit.

We support sufficient capital investment and funding to facilitate present service, appropriate study to examine the value of prudent expansion and ongoing support for safety oversight. All are wise investments in what has been and will continue to be a dynamic component of New York's transportation system.

Thank you.



The City of New York

Manhattan Community Board 1

Catherine McVay Hughes CHAIRPERSON | Noah Pfefferblit DISTRICT MANAGER

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

Oversight Hearing on
A Vital Part of New York City's Public Transit System

Testimony by
Catherine McVay Hughes, Chairperson

Tuesday, May 28, 2013
250 Broadway, 14th floor, New York, NY
1:00 PM

Good afternoon. I am Catherine McVay Hughes, Chair of Manhattan Community Board One (CB1). Thank you Chairperson Peter Koo, and committee members, for the opportunity to comment on the value of ferries to New York's transportation network.

Community Board 1 (CB1) is one of New York City's 59 community boards and covers most of the southernmost part of Lower Manhattan below Canal Street and includes three significant islands: Governor's Island, Statue of Liberty Island and Ellis Island. It is bounded by the East River and the Hudson River. We have almost 65,000 residents, 310,000 workers and were visited by 12 million tourists last year. Ferries are the only way to get to these icon historic places and parks, and for others to commute to and from New Jersey and elsewhere to Lower Manhattan. They are critical component of NYC's public transportation network. For example, the Staten Island Ferry is the only non-vehicular mode of transportation between Staten Island and Manhattan. It provides 20 million people a year with ferry service and plays a vital connectivity role in NYC's transportation system, linking them to the subway, bus and now Citibike.

Ferries are a significant part of Lower Manhattan's transportation system. They are a valued community amenity and provide commuters with an alternative to more environmentally taxing forms of transportation such as buses and personal automobiles. In addition, ferry service was crucial during the evacuations that took place as a result of the terrorist attacks on September 11, 2001 and the 1993 WTC bomb attacks, and was one of the first modes of transportation back on-line after Superstorm Sandy struck New York City. Ferries are also a beloved tourist attraction and create jobs.

Unfortunately, residents of Community Board 1 have suffered some negative impacts from ferry service in Lower Manhattan. Older ferry models are loud and have heavy emissions, creating noise and environmental pollution. For example, we recently noticed the black soot emanating from ferries transporting people to and from the island, including the Staten Island Ferry. Also, residents of Battery Park City have reported un-proportional ferry docking between the north and south docks, disproportionately placing a burden on residents in the northern portion of the

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neighborhood. Finally, periods of heavy ferry usage have caused subsequent pedestrian and vehicular congestion in areas of Lower Manhattan designated for ferry queuing.

Progress has been made in alleviating some of these negative impacts. The two new Goldman Sachs ferries are a major improvement over older models; they are quiet and environmentally friendly. Also, an effort has been made to reconfigure ferry docking in Battery Park City in order to achieve better balance. Community Board 1 would like to thank the Port Authority of New York and New Jersey as well as New York Waterways for working with us in mitigating some of these negative effects.

In light of these concerns and our enthusiasm for ferries as a part of Lower Manhattan's transportation network, Community Board 1 has the following suggestions for future ferry service:

1. Balancing of ferry service – Future ferry service should be equally distributed and balanced in a way that does not place any disproportionate burden on residents in any particular area.
2. Air quality and noise issues – Ferries should be retrofitted using the best available technology and industry standards and use ultra-low sulfur diesel fuel.
3. Pedestrian and vehicular flow – Sidewalks and bike paths must to be wide enough to accommodate increased traffic. In addition, vehicular and pedestrian traffic must be separated in order to reduce pedestrian-vehicular conflicts.
4. Space for bicycles on ferries – Retrofitted ferries should be designed to hold bicycles in order to accommodate cyclists.
5. Safety & security – Security is an absolute priority in regards to ferry service. Security screening should take place in a manner that minimizes the effect on the public realm, without blocking views, disrupting pedestrian flow, or creating unsanitary conditions. We believe that this can be done without compromising safety.

Ferries not only play a significant role in New York City's transportation network, but they also help reconnect residents, workers and tourists to the water that surrounds them. Community Board 1 supports the expansion of efficient and environmentally friendly ferry service in Lower Manhattan and looks forward to working with the City and ferry service providers to implementing this vision.

Thank you for the opportunity to comment on the value of ferries to New York's transportation network.



Ruben Diaz, Jr.
Borough President

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John Marano
Chairperson

Kenneth Kearns
District Manager

To the Chairs and members of the New York City Council's Committees on Economic Development, Waterfront and Transportation, good afternoon, my name is Kenneth Kearns and I am the District Manager of Bronx Community Board #10. My Chairman, Mr. John Marano and I would like to submit this statement about the ferry plan.

Bronx Community Board #10 covers the northeast Bronx communities of Co-op City, City Island, Throgs Neck, Pelham Bay, Country Club, Westchester Square and Zerega and is the host Community Board for the project. Most of these communities will stand to benefit from this project, because of their proximity to the chosen site of Ferry Point Park. In the case of Co-op City and City Island, these communities are located too far away from the proposed site. Bronx Community Board #10 believes that any meaningful ferry service for the northeast Bronx should include all of its communities, and further believes that provisions should be put in place to accomplish this goal.

A review of the map provided of the planned ferry site, is somewhat vague. The Board suggests using the area near the Bronx anchorage of the Bronx-Whitestone Bridge for the ferry terminal. This section of the park has a little utilized parking lot, which could accommodate a large number of commuters arriving by car, a primary consumer group for the ferry. Its use also opens the site to patrons of other bus lines such as the Q44, Q50, which goes past the site. Commuters using the BX 4, BX 8, BX 21, BX 31, BX 40 and BX 42, all utilizing the transportation hub at the nearby Westchester Square could access the ferry slip by using a jitney service from this hub.

The Board sees ferry service as a viable option, to commuting by car. The roads serving our Board service area such as the Cross Bronx Expressway, the New England Thruway and Bruckner Boulevard are plagued by grid locked traffic. Our streets do not fair any better. The prospect of taking a ferry to Manhattan will be a welcome alternative to commuting by automobile.

The area of Brush Avenue from Bruckner Boulevard to Schley Avenue terminating in front of the Park, is slated for two new malls. The area opposite Brush Avenue on the northbound side of the highway known as Ferry Point Park East, will become a PGA style golf course. This too will attract commuters to the ferry, as well.

In summation, the Board is very interested in seeing ferry service become a reality. We would like decision makers to consider the following points:

1. That the terminal for the ferry should be at the Bronx anchorage of the Bronx-Whitestone

Bridge. This will allow the ferry operator to utilize the parking lot for commuters and to operate a jitney service from the lot to the ferry slip, utilizing hybrid or electric vehicles

2. That provisions be made for Co-op City and City Island to be included in the ferry service, through the use of smaller feeder boats carrying commuters from these communities to the site, and that jitney service in the form of hybrid or electric vehicles be offered from transportation centers to the ferry site and golf course
3. That the ferry terminal be built as a compliment to a planned or existing park's building, such as a comfort station and observation site
4. That no park land be taken for any non community interest, without compensation to a fund earmarked for Ferry Point Park's improvement
5. That the ferry terminal be built from sustainable materials and that it feature a green roof
6. That the purchase and operation of the ferries, hybrid and electric vehicles, be financed from revenues garnered from ads for the stores and businesses located in the new malls, the golf course and parking fees. This will limit the need for high ferry fares and government subsidies
7. That the ferry construction team commit to using unionized workers. Bronx CB #10 has many skilled construction workers living within its environs and they could benefit from the employment and produce well built structures
8. That the ferry operators commit to stimulating local employment and create internships in the maritime trades, especially for students at SUNY Maritime College
9. That a portion of the ferry's profits be dedicated to the upkeep of Ferry Point Park West

Thank you for your attention and consideration.

Kenneth Kearns, District Manager
John Marano, Chairman
Bronx Community Board #10



**Brooklyn Chamber
of Commerce**

Tuesday, May 28th, 2013

Written Testimony Respectfully Submitted to New York City's Committee on Waterfronts, jointly with the Committee on Transportation and the Committee on Economic Development by Quintana O'Neill, Project Manager, Economic Development, Brooklyn Chamber of Commerce.

Honorable Peter A. Koo, Chair
Honorable Gale A. Brewer, Member
Honorable Brad S. Lander, Member
Honorable Michael C. Nelson, Member
Honorable Donovan Richards, Member
Honorable Eric A. Ulrich, Member
Honorable Peter F. Vallone, Jr., Member

Good Afternoon Chair Koo, Members Brewer, Lander, Nelson, Richards, Ulrich, Vallone, Jr. and distinguished guests.

My name is Quintana O'Neill and I am the Project Manager for Economic Development, at the Brooklyn Chamber of Commerce, in Brooklyn, New York. I am delivering testimony on behalf of Carlo A. Scissura, Esq., President and CEO of the Brooklyn Chamber of Commerce.

The Brooklyn Chamber of Commerce is a membership based business assistance organization which represents the interests of businesses across the borough of Brooklyn. The Brooklyn Alliance is the not-for-profit economic 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. Programs we administer include *Brooklyn HealthWorks*, a subsidized small business health insurance program, *Good Help*, a no cost workforce development division which connects small and mid-sized businesses to the public workforce system, *Brooklyn Goes Global*, our import/export and trade assistance program, *Brooklyn Connects*, assisting small and minority businesses access procurement opportunities, and NYC Business Solutions, in partnership with the city of New York, which provides one on one business technical assistance on issues like financing, recruitment, training, legal and minority and women business certification. Through these programs, the Chamber has the ability to coordinate and stack multiple resources to address almost any business need.

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 train 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 or months to restore normal service, ferries 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 by existing transit infrastructure. Expansion of the existing ferry system would be especially valuable in areas such as Bay Ridge, Red Hook, Coney Island, Brighton Beach and Canarsie, as a means of ensuring that the transportation infrastructure keeps up with the fast pace

of Brooklyn's economic development initiatives and population growth. Such an expansion would be very timely, as these areas have great potential for economic growth and development, but are not easy to access from the outer boroughs. Coupled with the fact that these locations have businesses that were severely affected by Sandy; a frequent, safe and affordable option such as ferries, would bring much needed revenue to these locations to make a positive impact on recovery efforts.

Further, ferries offer riders a quicker commute between Brooklyn and Manhattan, and expanding the service would boost economic activity all around. As neighborhoods continue to thrive economically, it is important to maintain the existing transit system while creating a funding mechanism to invest in our future system to better serve the outer boroughs by strategically developing plans for water ferries.

BillyBey Ferry Company has an existing contract to operate the East River Ferry Service, but the contract will expire in June 2014, however, the annual \$3.1 million city subsidy that has kept the fare at \$4 for a single ticket ride may be reviewed.

The Brooklyn Chamber applauds Speaker Quinn, Mayor Bloomberg, Governor Cuomo and Senator Schumer for recognizing the importance of ferries in New York City's Public Transit System to the city's overall infrastructure and economic development.

Quinn is not only in support of having an expanded ferry service system, but also sees the relevance in integrating the ferry system into the mass transit system, and that this integration should be subsidized by the city. A good example of efficient integration would be that of ferry service riders being able to transfer from subway/bus to a ferry with the same fare card.

In December, 2012, Mayor Bloomberg announced plans to extend the East River ferry service long-term, beyond its June 2014 expiration date. This announcement drummed up support from Brooklyn elected officials representing Red Hook, Bay Ridge, Coney Island, Sunset Park and Canarsie. Further, May 25th, 2013, marked the launch of free week-end ferry service from New York Water Taxi to the pier at the end of Van Brunt Street in Red Hook, made possible by the City of New York, as well as corporate partners Fairway and Ikea. While this service will only run through Labor Day, it will give a much needed boost to Sandy ravaged businesses in the area, and perhaps will prove to be a good enough model to extend even further time wise, as well as geographically to Bay Ridge, Coney Island, Brighton Beach and Canarsie.



**Brooklyn Chamber
of Commerce**

In addition, Governor Cuomo's 2100 Commission, which is tasked with finding ways to improve the resilience and strength of the state's infrastructure in the face of natural disasters and other emergencies, has called for improvements in ferry service as a means for improving the region's resilience to future extreme storms.

On the federal level, Senator Schumer has been fighting for funds to support the proposed Glen Cove Ferry Project, which will create a link between Nassau County and New York City.

Ferries are definitely a vital part of New York City's Public Transportation System in its current state, however, stakeholders must do more to ensure that services are extended to underserved, hard-hit Sandy areas such as Bay Ridge, Red Hook, Coney Island, Brighton Beach and Canarsie. These areas represent communities that have great potential to bring additional revenue to New York City, once consistent, reliable ferry service is in place. Ferries are more resilient after a disaster such as Sandy, when compared with subways and roads, but in an every-day sense, they offer an affordable, reliable transportation option for commuters, which widens the horizon for job creation and economic development. Now is the time to expand and subsidize the cost of the

ferry system so that all New Yorkers will be able to benefit in terms of affordability and convenience; and in the long run, New York City will greatly benefit from additional revenue, which will spur further job creation and economic development.



Metropolitan Waterfront Alliance

Testimony of Roland Lewis, President and CEO

Before the Committees on Waterfronts, Transportation, and Economic Development

May 28, 2013

Good afternoon, and thank you for the opportunity to submit this written testimony. I am Roland Lewis, President and CEO of the Metropolitan Waterfront Alliance (MWA). The MWA is a coalition of over 720 businesses, community and recreational groups, educational institutions, and other stakeholders committed to transforming the New York and New Jersey Harbor and its waterways to make them cleaner and more accessible, a vibrant place to play, learn, and work with great parks, great jobs, and great transportation for all.

A robust, interconnected ferry system can produce substantially shorter commutes, reduce traffic on overcrowded roadways and public transit, save lives in the face of an emergency event, help prepare the City for the next major transit outage, quickly and affordably open transit access for communities with limited transportation options, revitalize waterfront neighborhoods, and, of course, provide a comfortable and scenic travel experience. As such, our advocacy efforts focus on establishing an affordable, extensive, frequent, and reliable commuter ferry network that is integrated with New York City Transit. Achieving these goals, however, requires a change in perception about what ferry transit actually is. Long considered distinct from public transportation, merely a tourist attraction or premium transit for high-income suburban residents, ferries are steadily making a resurgence in New York Harbor as a means of regular interborough commutation. Redefining ferries as integral to, not separate from, New York City's

interconnected transit network is critical to optimizing their myriad benefits for all New Yorkers. But doing so requires a number of policy shifts to ferry operation.

First, from September 11th and the transit strike to the blackout and, most recently, Superstorm Sandy, New Yorkers have been reminded time and time again that we are in fact an island people. When our public transit system and power grid fail us, the only way in, out, and around the City is by water. Ferries have consistently proven to be essential emergency management assets, evacuating residents of hard-hit areas in the immediate aftermath of a disaster and maintaining regional mobility during long-term recovery periods. On 9/11, ferries helped facilitate the largest water-based evacuation in human history, transporting nearly half a million people from Lower Manhattan in less than nine hours. Moreover, while some subway lines remained closed for a full week after Superstorm Sandy tore through the region, and some commuter trains shut down for months, NY Waterway restored service within just about a day, and in just a couple weeks new ferries reached stranded residents of the devastated Rockaways and Staten Island.

As climate change unleashes more frequent and intense storms on the City, it is essential that we minimize our vulnerability to Mother Nature by equipping ourselves with adequate water mass transit infrastructure. For starters, increasing the number of boats in the harbor will enhance the City's ability to deal with emergency situations; the more boats at our disposal, the better equipped we will be to help the greatest number of people in need in the shortest amount of time. Next, developing coastal infrastructure design standards will effectively equip New York's shoreline for emergency response. Specifically, design guidelines should call for the retrofitting

of the City's coastline with landings, gangways, cleats, and bollards at strategic points to ensure ample tie-up opportunities. Waterfront neighborhoods with a particular dearth in both public transportation and landing facilities should be prioritized for new infrastructure, while existing infrastructure—regardless of present use or future development plans—should be preserved in order to ensure that ferries and other emergency vessels can safely receive and transport passengers during evacuations.

Moreover, the City must coordinate all regional ferry infrastructure—including all boats and landings—as one unified system of emergency management. For instance, by creating symmetrical capacity at ferry landings, the City can ensure that all boats departing from one side of the river will be able to quickly and effectively transport evacuees to safety and, if necessary, turn back and pick up additional passengers. Additionally, coordinating landing and ferry capacities will enable more seamless, efficient evacuations in which all involved vessels can safely transport New Yorkers to the greatest number of points along the coast.

Though private ferry operators are always indispensable in facilitating emergency response, they are often overlooked as essential emergency management personnel. For instance, during emergencies, police officers and emergency response officials may deny ferry operators and their staff access to blockaded roads and river crossings—delaying their ability to get to their vessels—or prohibit them from entering disaster areas entirely. To avoid this from taking place in the future, and to ensure that ferry staff can effectively carry out emergency response duties, ferry crews must be supplied with a form of identification that designates them as essential emergency personnel. In addition, operators often must operate at a financial loss under

emergency circumstances. Given New York City's heavy reliance on private ferry operators for the provision of emergency transportation services, the City should assume a leading role in coordinating reimbursements for fuel, labor, and any damages incurred and ensure that they occur in a timely manner.

Next, as a mode of public transportation, it is critical that ferries are treated as a truly public good that serves all New Yorkers. In New York City, low-income communities are typically less likely to be served by adequate transit connections than are residents of higher-income neighborhoods. This disparity is particularly evident in low-income communities along the waterfront. Requiring minimal infrastructure investments (our waterways are ready-made for transit), and boasting a flexibility and adaptability applicable to no other mode of transit, ferries can quickly and affordably help to close this transit access gap, providing fast and efficient transportation to communities who are most in need of it.

But in order to distribute ferries' benefits across the City's diverse population, the government must provide a modest subsidy for ferry transit. Every mode of public transit enjoys a dedicated government subsidy to keep fares affordable, and ferries must be no exception. The Office of Management and Budget has allocated \$9.3 million for the three-year pilot run of the East River Ferry, though with ticket sales doubling the City's best projections, the actual subsidy spent has been substantially lower. As a result, the City has had to kick in just about \$2.64 per East River Ferry rider, about half the subsidy required to run the Staten Island Ferry or the Long Island Railroad and about a quarter the price of an MTA express bus. But the future of government

subsidy for ferries is unclear. If operators are forced to cover all their costs with farebox revenue, ferries will once again be accessible only to recreational riders and high-income New Yorkers.

Capital funding for ferries can potentially come from a number of local, state, and federal sources including City Council and Borough President discretionary funding, Community Development Block Grants, MAP-21 funding from the US Department of Transportation, or H.R. 152: Hurricane Sandy Supplemental Funding from the U.S. Congress, to name just a few. With new landings running roughly \$5-\$8 million, and rehabilitation of existing landings costing even less, equipping the coast with new ferry infrastructure is a true New York bargain relative to other modes of transit.

In an ideal world, the MTA would provide a dedicated operating subsidy for ferries, like they do for all other forms of transit. But until that day comes, financing operational expenses will require more innovative funding mechanisms. For instance, similar to the Business Improvement Districts (BIDs) administered by the NYC Department of Small Business Services, Ferry Improvement Districts could levy a small fee on local businesses who directly benefit from the availability of local ferry transit in order to maintain a dedicated operating revenue stream. Alternatively, the City can negotiate with developers and corporations in waterfront districts whose business ventures would benefit from ferry transit. This is how trans-Hudson ferry service was initially reestablished in the 1980s; real estate developer Arthur Imperatore, Sr. launched NY Waterway to serve tenants of his new residential developments on the New Jersey side of the Hudson River. The IKEA ferry to Red Hook also represents a successful model for this type of financing. Similar opportunities may be available in Long Island City with companies like

JetBlue or Citibank, at LaGuardia Airport with one or more major airlines, or on Staten Island with the developer of the new Empire Outlets mall, to name just a few partnership prospects.

Moreover, innovative fare structures could help keep fares affordable for commuters. For instance, occasional leisure riders and tourists are likely willing to pay higher fares than are commuters who rely on ferries twice per day. Accordingly, operators could charge higher off-peak and weekend fares in order to subsidize lower fares during peak hours. Moreover, the City kicks in nearly \$5 per rider on the fare-free Staten Island ferry. While we believe this constitutes money well-spent for residents of a borough lacking in adequate transportation options, it represents a gaping revenue loss from tourists and infrequent riders, most of whom would likely be more than willing to pay a nominal fare (or a MetroCard swipe) for the scenic, 25-minute ride across the Harbor. Revenue earned through a “non-Islander” fare could support enhanced operations on the Staten Island Ferry itself (including reduced nighttime headways, a hot-button issue at the moment) as well as expanded and improved ferry service citywide.

The last point I want to mention today is the need to improve connections between ferries and upland communities. While New York has witnessed a remarkable revival of its waterfronts in recent years, with new residents and businesses flocking to the coast for the first time in decades, the majority of New Yorkers still live away from the water’s edge, and transport to the water is often extremely limited. In order for ferries’ myriad benefits to be widely distributed across the City, upland connections must be enhanced. For instance, the extension of bus routes and bike lanes to ferry landings will facilitate multimodal connectivity to water transit, while the addition of street lighting, attractive landscaping, and well-maintained sidewalks will increase the

likelihood that pedestrians will walk through desolate industrial areas to reach ferry landings. Moreover, simple enhancements to passenger information can vastly improve wayfinding and the overall customer experience. For example, the installation of detailed neighborhood maps—that include locations of nearby subways and buses, as well as neighborhood attractions—at the exits to all ferry landings would help to orient disembarking passengers to the surrounding area, while clear signage throughout ferry neighborhoods directing passengers to the nearest ferry landing would improve wayfinding to ferries. Moreover, the inclusion of East River Ferry stops on MTA subway maps would encourage rail-to-river transfers (and vice versa).

Lastly, perhaps the most significant barrier to ferry ridership is the lack of fare integration with New York City Transit. While transit riders may seamlessly transfer between subways and buses free of charge, all ferries (with the exception of the Staten Island Ferry) require a separate fare and a distinct payment method, precluding transfers to either New York City Transit or other ferry routes. As a result, ferry trips become prohibitively expensive for many potential riders. Fare integration is critical to the future success of New York's ferry system. Nearly all successful ferry systems worldwide—from San Francisco and Seattle to Istanbul and Sydney—enjoy some degree of integration with mass transit, be it a complete integration with free transfers among all transit modes, variable pricing for multimodal transit tickets, or simply the ability to use the same payment method throughout the transit system.

While complete fare integration is an important long-term goal for New York's ferries, incremental steps can be more easily achieved in the short term. For instance, the ability to pay ferry fares using a MetroCard would simplify the inconvenient payment process that presently

discourages ridership. The City already has experience integrating non-MTA transit services with MetroCard including the AirTrain, PATH, and the Roosevelt Island Tram. Additionally, though the \$140 unlimited East River Ferry pass justifiably offers discounts to regular riders, a joint pass that offers—with an additional surcharge—unlimited monthly rides on both ferries and New York City Transit would benefit riders who rely on both ferries and upland transit. Lastly, free transfers between ferries at designated “ferry hubs” would minimize travel times for boats and reduce the number of vessels necessary to maintain short headways. For instance, a ferry from the Bronx can make roundtrip journeys to a ferry hub in western Queens, where passengers can then transfer to a Manhattan-bound boat.

Imagine a New York City where you can ride the Cyclone in the morning, grab lunch at Smorgasburg, and catch a game at Yankee Stadium in the evening, with quick and scenic connections between each all provided on the water. A New York that maximizes its waterways for transit is within reach; it simply requires a shift in perception and policy. We are presently in a critical moment for ferry transit in New York City. After decades of decline, ferry service is undergoing a renaissance in New York Harbor, with popular new ferry routes transporting millions across the City. However, our waterways are still extremely underutilized for transit. Ferries have the potential to cut commute times substantially, divert traffic from overburdened roads and public transportation, open access to transit-poor communities, make a more resilient City in the face of emergency events, and promote economic development in waterfront neighborhoods. Now is the time to expand ferry service and extend their benefits across the five boroughs.



Hello, my name is Helena Durst. I am president of New York Water Taxi. We have the distinctive yellow boats on the harbor.

We transport over 1 million passengers per year and we provide a large range of services, including the Ikea Ferry, All Day Access Pass between 44th Street and the Hudson to Fulton Ferry with stops in between. And just last weekend we began our partnership to provide free weekend service to Red Hook, demonstrating that ferry service is a critical economic driver that can not only help the City recover from Superstorm Sandy, but should also be a permanent, widespread and integrated part of the City's transportation system.

On 9/11 when the City needed emergency evacuations, our industry delivered. After 9/11 when the City needed backup transportation systems, we delivered. After Superstorm Sandy, when backup transportation systems were again critical, we again delivered. And now that waterfront communities need assistance in getting people to their businesses, we are of course ready to deliver.

But in the ferry industry, as in much of the transportation industry, the margins are low and the expenses are high. Whether a boat is empty or full, there is no cost difference for the staff, fuel, maintenance, marketing, general administrative, benefits, taxes, and rent expenses for docking the boats. Despite all of the potential for our industry to help grow the City's economy and provide critical emergency preparedness, we confront a number of other issues that affect the overall viability of our business model.

First of all, NYWT no longer aggressively bids for long-term subsidized routes because simply aren't profitable, and oftentimes must be operated at a loss. Although the City pays the lowest bid, it usually winds up getting exactly what it pays for. When we ran the East River Ferry Service for minimal subsidy, frequency of service and passenger ridership was low.

Another significant problem with City subsidies for ferry transportation is that it diverts full fare paying passengers away from otherwise-profitable, non-subsidized tour boats. When tourists who would take a non-subsidized tour boat realize that they can instead get on the water by paying a lower fare for a subsidized ride, the entire tour boat industry is put in jeopardy. We ask that the City be mindful of this vibrant industry when devising subsidy plans.

Regarding the East River Ferry, the annual ridership breaks down as 38% Commuter and 62% Recreational. On the weekends the recreational ridership climbs to 98%. That's an awful lot of potential customers to siphon away and disrupt the economy of the non-subsidized tour boat industry.

Subsidizing tour boats damages the rest of the industry, as it gets the public used to the idea that ferry tickets should be free or very cheap, when in reality this is untenable. Running ferries is unfortunately a very expensive proposition.

The city and ferry operators are losing out on valuable revenue by not employing flexible ticket pricing based on time and location. This is largely due to the terrible telecommunication infrastructure in and along the harbor. Every day, my team and I try to work out issues of getting a constant 3G connection on any of piers. I have T-Mobile out at the Battery Park in Manhattan, I have Verizon at South Street Seaport, and AT&T at 44th Street. Without the basic telecom infrastructure, flexible pricing is impossible.

Furthermore, many upland areas of ferry docks do not provide basic amenities such as cover for passengers, power, or adequate restrooms. This shows a lack of vision regarding the upland capital investment that would be necessary to make ferries an integrated part of the transportation infrastructure.

One reason for this lack of vision is that no single agency has authority over all docks and passenger ferries. Being stuck between two city agencies is like being a child born into an unhappy marriage. It complicates our industry's ability to adjust to the demands of consumers, and frustrates attempts to get the city to respond to our industry's needs.

If ferry service is truly to be an integral part of NYC's transportation infrastructure, it will be necessary to coordinate fares with the MTA and to design proper upland connections. Riders are less likely to see ferries as a viable option if it requires them to pay two separate fares for each part of their daily commute, then have to walk several crosstown blocks just to make another connection. Bus connections that conveniently serve ferry stops will be necessary to attract riders.

In summary, the creation of a useful and viable 5-borough ferry system will require:

- 1) Consistent and well-designed funding;**
- 2) Telecommunication upgrades, for passenger use and to allow operators to employ flexible ticket pricing;**
- 3) Greater government coordination and consolidation of authority over the ferry industry; and**
- 4) Coordination with MTA on fares and upland connections.**

New York Water Taxi would appreciate the opportunity to work with you to achieve these goals.

New York City Council Hearing on Ferries – May 28, 2013

To Whom It May Concern:

I endorse ferry service to Manhattan from Rockaway and other areas of the city that have over 1.5 hour commuting times. However, I differ with the Metropolitan Waterfront Alliance and NYCEDC. Instead of the inner harbor loop, the city should connect ferry service through the large parking lots located in the outer borough into Manhattan. Through improved ferry service, the city would be able to keep more cars and buses from entering Manhattan and certain parts of Brooklyn and Queens. I request that the city council consider the following points:

1.) Connect all NYC area airports to Manhattan via ferry service.

Such a ferry service could run every half hour throughout the day (not just during commuting times). For example, a service could be established linking Newark Liberty Airport to Kennedy Airport with a stop at the future Staten Island Ferris Wheel and outlet mall. The next stop could be Rockaway at Riis Park with its 9,000-car parking lot and then on to Kennedy Airport.

Another run ferry run could be established between Newark and La Guardia Airport with stops at Wall Street , Midtown, Roosevelt Island, Long Island City and finally on to the World's Fair Marina/CitiField and the new mall planned. Additionally, a service could be established between Kennedy Airport and La Guardia using ferries. The stops would be Kennedy Airport- Rockaway - Wall Street- Roosevelt Island- Long Island City- La Guardia Airport.

2.) 2012 was record year for ridership on the NYC subway.

Does it make any sense to encourage JFK travelers, with their luggage to get on the NYC subway. Couldn't that develop into a security nightmare? Consider the expense of checking luggage at the 420 train stations in NYC during a terrorists alert.

3.) Ferry service connections should be linked to the following large parking lots throughout the city:

Riis Park, Queens 9,000 spaces and the Keyspan lot, Orchard beach Bronx 6,000. Miller Field, Staten Island, CitiField Queens, Yankee Stadium Bronx, Ferry Point Park, Bronx Note. The key to successful ferry service is the availability of close and convenient parking.

4.) Express busses should not have to travel all the way into Manhattan but rather these buses could travel to a ferry dock enabling these buses to make two or three pickup runs versus the one run currently in operation.

If the express busses did not have to travel into Manhattan, the MTA would have at least 600 more buses to provide other runs, which could offset the cost of ferry service. For example, an express bus traveling from Bayside to the world's Fair Marina (instead of going into Manhattan) could complete two or three runs each morning thereby freeing up other busses for other runs.

5.) Ferryboats could be fueled by using bio-diesel.

In NYC there are more than 26,000 places of public assembly-bars and restaurants producing 10-50 gallons of waste vegetable oil a week. Some of which is currently being procured into the City's sewer system causing clogs. As part of a subsidy plan, wouldn't it be a good idea to provide a fuel subsidy where fuel is a major cost to a ferry operator? Then, the city could create two centrally located ferry fuel stations allowing ferries to load up on 1,000 gallons of bio diesel at a time.

6.) Plans in NYC for outlets malls in Staten Island, Bronx and possibly in Brooklyn along with rebuilt Seaport, Citifield Mall and the new mall in the base of the Freedom Tower all will need ferry service.

In 2011 there were 6 million visitors to the Statue of Liberty but 12 million visitors to the Woodbury Commons outlet Mall in up state NY. I doubt that a mall shopper with two small children will want to get on the NYC subway to go shopping.

7.) Orchard Beach in the Bronx with its 6,000-car parking lot should be the gateway to Long Island Sound with connections to Glen Cove, L.I. and to Stamford, Connecticut.

8.) Ferry service at present in Rockaway has cut the commute time from 1 and 1/2 hours down to less than half the time at 40 minutes.

In conclusion, please note that currently less than two tenths of one percent of NYC commuters travel by water transportation even though all of NYC is surrounded by water. Mayor Bloomberg envisions more bicycle riders around our city and ferryboats could easily accommodate them. Furthermore, ferries are handicap and stroller-friendly. The events of September 11, the transit strikes, blackouts, Hurricane Sandy, and steam pipe explosions have all proven that an expanded ferry service is needed during such times of disasters. The only fast and safe way to evacuate the City residents would be via the water. The addition of an expanded ferry transportation system as I have described in this statement clearly is a step in the right direction to eliminate traffic congestion in the city.

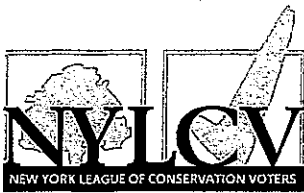
Thank you for listening to my proposals.

Regards,

Joseph Hartigan

(718) 634-1268

joehartigan@aol.com



**Statement of Ya-Ting Liu
NYC Sustainability Program Director
New York League of Conservation Voters**

**New York City Council, Waterfront Committee Hearing
May 28, 2013**

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President

Marcia H. Bystryn

Good afternoon. My name is Ya-Ting Liu, and I am the NYC Sustainability Program Director at the New York League of Conservation Voters, a statewide organization with a New York City Chapter.

On behalf of the more than 10,000 members of the League throughout New York City, I would like to voice our support for the continuation and expansion of the East River Ferry service. We believe that a robust ferry system fully integrated with our transit network is key to a sustainable, resilient and equitable city where all communities have access to affordable and reliable transportation choices.

First, expansion of ferry service to areas underserved by the existing transit infrastructure is critical to the economic growth and development of our City's waterfront communities. From Soundview to Sunset Park, many of our City's residents are suffering from long and cumbersome commutes. Access to affordable and frequent ferry service could improve the lives of the poor and working work while helping to sustain economic growth in areas of the city that are poorly served by subways.

Second, our City's transportation network impacts how we respond to and recover from emergency events. Without the need for a fixed route or the electrical grid, ferries have consistently proven to be the most resilient mode of transit during and after emergencies, providing critical service during prolonged transit outages. For example, new ferry service was started up to the connect residents in the Rockaways to Manhattan when the subway was taken out by the storm. Given their value in emergency response and recovery, capital dollars for expanded ferry service should be funded by FEMA and HUD emergency preparedness funding.

Finally, given the existing congestion of our City's roadways, subways and bus network, we cannot afford to ignore one our City's greatest resource, 520-mile coastline that remain largely untapped. Creating a robust, fully integrated five borough ferry system can serve communities underserved by transit, attract economic development and improve citywide emergency preparedness.

Thank you.



197-a QUEENSBORO BRIDGE AREA COMMITTEE
Community Board 8 (M)
Notes of Conversation with Judy Schneider and Paul Januszewski, EDC
9/8/04 on Ferry Landings in CB8

Bids came in high on the ferry landings project. EDC at this time has decided to do all the sites outlined in the original project except for 62nd Street and 75th Street.

The Coast Guard objected to passengers waiting on barges, as it was not safe. The only way they would permit landings at the above two deleted sites would be to put in a fendering system.....much like what exists now for the FDR outboard roadway. The fender around a site would cost 3 to 4 million, thus putting the cost of each these two sites at about 7 million dollars apiece. EDC is still going to continue to pursue permits for these sites in case money becomes available. If money were available the 75th street site would be the 1st chosen, to be completed.

Paul Januszewski has been speaking with a Paul Ersbol, of the Parks Dept., who has said that Parks would give money to EDC to repair the 90th Street Pier. EDC is willing to do the work they are just waiting for the money.

Charles S. Warren
Chair

Elizabeth McKee
District Manager



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The City of New York
Manhattan Community Board 8

February 16, 2005

Mr. Paul Januszewski
The Economic Development Corporation
110 William Street
New York, NY 10007

Re: 197-a Plan for the Queensboro Bridge Area.

Dear Mr. Januszewski:

At the Wednesday, February 9, 2005 Land Use Committee meeting of Community Board 8M the following resolution was adopted by a vote of 27 in favor, 1 opposed, and 0 abstentions:

WHEREAS, the status of the Economic Development Corporation's East River Commuter Ferry Service at East 62nd Street is currently uncertain due to conditions beyond EDC's control; and

WHEREAS, there are no plans at this time to implement the installation of a ferry landing at East 62nd Street; and

WHEREAS, Community Board 8M is well along in its 197-a Plan which includes a new public park at the waterfront, between 59th and 63rd Streets, and it would be difficult to have a ferry landing at East 62nd Street; and

WHEREAS, Community Board 8 prior to the initiation of the 197-a plan supported the installation of a ferry landing at East 62nd Street,

THEREFORE, BE IT RESOLVED that, consistent with the vision of its 197-a Plan, Community Board 8 has adopted the position that there should not be a ferry landing between East 59th and East 63rd Streets where the proposed riverfront park is to be located, and

THEREFORE, BE IT FURTHER RESOLVED, that Community Board 8 suggests the Economic Development Corporation identifies an alternate location in the East Sixties for the siting of a ferry landing.

Sincerely,

Charles S. Warren
mc

Charles S. Warren
Chair

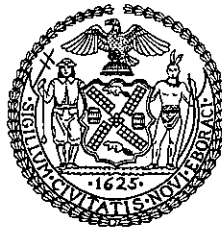
Judith E. Schneider & Helene Simon
mc

Judith E. Schneider and Helene Simon
Co-Chairs, 197-a Queensboro Bridge Area Subcommittee

cc: Stephen Hayes

Nicholas D. Viest
Chair

Latha Thompson
District Manager



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The City of New York Manhattan Community Board 8

May 24, 2013

The Honorable Peter Koo
The Honorable James Vacca
The Honorable Karen Koslowitz
NYC Council
City Hall
New York, New York 10007

RE: City Council Hearing on Ferries, May 28th

Dear Honorable Council Members:

As we cannot attend the hearing, we are writing this letter to inform you of Manhattan Community Board 8M's position on a ferry landing on the Upper East Side Esplanade between 59th and 63rd Streets.

Our Community Board completed a 197-a plan in summer 2006, which included the above location. The above mentioned property was in the hands of the Economic Development Corp and was then transferred to the NYC Department of Parks & Recreation, after completion of the 197-a Plan. Prior to the completion of the plan there was much discussion of ferry landings in Community District 8.

We have attached the following documents for your information on this location in our Community District:

1. Notes from a phone conversation between Judith Schneider, (CB8 Member) and Paul Janaszewski (EDC) on 9/8/04.
2. Copy of February 16, 2005 Resolution passed by Community Board 8M and included in the 197-a Plan, which requested no ferry landing at the above location.

Since the plan was adopted, NYC Department of Parks & Recreation has completed Phase I of this park. Phase II-a is being prepared for bid. Phase II-b, which is in progress and will give us a 2-acre park, is in the final design phase and almost completed. Therefore, having a ferry landing in this location would be a great detriment for this park we have worked for so many years to fund and get built.

It should also be noted that last month our Community Board held a public forum on open space in this district. Holly Leicht of New Yorkers for Parks stated that their survey found that Community District 8 had the least open public park space of any Community District in the entire city of New York. Any intrusion into a 2-acre park would be a great loss to the community.

Thank you for your attention in this matter.

Very truly yours,

Nicholas D. Viest
Chairman

Helene Simon and Judith Schneider
Co-Chairs 197-a Committee of the Queensboro Bridge Area

CC: The Honorable Jessica Lappin, NYC Council
The Honorable Daniel Garodnick, NYC Council
The Honorable William Castro, Manhattan Borough Commissioner Department of Parks & Recreation
Mr. Harrison Peck, Metropolitan Waterfront Alliance

FOR THE RECORD

Tom Fox Testimony

Oversight: Ferries: A Vital Part of New York City's Public Transit System

May 28, 2013

For the past 30 years I have been advocating for the rebirth of the New York Harbor. On the landside, as a founding co-chair of the Brooklyn Bridge Park Coalition and the first President of the Hudson River Park Conservancy and on the water as a founder of New York Water Taxi and the Co-Chair of Harbor Ops Passenger Vessel sub Committee.

I am appearing at this hearing to urge the City Council to create and sustain a comprehensive waterborne mass transportation system that's integrated into the existing mass transit system to support the future growth and resiliency of our City. The expansion and integration of the waterborne transportation system supports waterfront redevelopment, tourism, emergency preparedness, and regional mobility, enhances air quality and relieves surface transport congestion making waterfront neighborhoods more livable.

Waterborne transit is essential to future waterfront planning because it provides alternative mass transit options that support new residential, commercial, retail and recreational developments located along the water's edge where there is very little existing mass transit infrastructure. Our waterways are a federally protected right-of-way and the cost of providing waterborne transportation infrastructure is negligible when compared to that required for other mass transit options.

From an environmental perspective, waterborne transport removes thousands of cars from the road each day enhancing regional air-quality; reducing congestion and commuter travel times; reducing wear and tear on bridge, tunnel and roadway infrastructure; and enhancing the mental well-being and productivity of passengers.

In addition, the City's emergency preparedness depends on waterborne transportation. Events such as 9/11, the 2003 blackout, the 2005 transit strike, and most recently recovery from Hurricane Sandy show the need for a robust waterborne transportation system to support the region's response to, and recovery from, emergencies.

The emergency evacuation plans of government agencies and private corporations all assume the availability of waterborne transportation as a primary means of egress from Manhattan in the event of a natural or man-made catastrophe. In addition to immediate emergency egress, waterborne transportation enables first responders' immediate access to the affected areas, ensures the maintenance of commerce during an emergency and assists in recovery.

Planning for a future intra-city ferry system

The public/private partnership that resulted in the rebirth of waterborne transportation needs to be expanded and strengthened to realize the full potential of New York City's waterways. This partnership must involve private operators, local elected officials and advocacy groups working with the primary public stakeholders in a coordinated and cooperative manner. There are many government agencies and authorities involved in waterborne transportation but their activities must be coordinated and the City's financial institutions and waterfront real estate developers educated about the benefits that increased waterborne transport and encouraged to support this partnership.

The development of New Jersey's Hudson County waterfront, over the past 25 years, was made possible by the reintroduction of an interstate ferry system. The successful redevelopment of the Brooklyn, Queens, Bronx and Staten Island waterfronts depends on the availability of adequate waterborne transportation. So too, will new commercial developments such as the Brooklyn passenger ship terminal and IKEA in Red Hook; and a host of public projects ranging from the redevelopment of Governors Island, to new waterfront parks including the Hudson River, East River and Brooklyn Bridge Parks and National Parks of the New York Harbor.

I think that we all now know that waterborne transportation can play an important role in the city's growth if integrated with other forms of mass transit. However, the public and private sectors must work together in partnership to successfully develop a comprehensive waterborne mass transportation system.

The success of the East River ferry service has proven the potential for waterborne transportation in the redevelopment of waterfront neighborhoods. However, the pilot project is quite modest in scale and a future East River Service could have as many as 24 locations with express and local ferries serving different parts of the route. I have included Attachment B, which I prepared as when I was at New York Water Taxi, to shows the potential for expanding the East River ferry service in the future. The same is true for the Riverdale and Manhattan's West Side, The Bronx and Queens horelines on the Long Island Sound; South Brooklyn, Coney Island and Jamaica Bay and other spots on Staten Island.

A system with numerous stops encourages pedestrian access and therefore minimizes the impacts of waterborne mass transit on the adjacent upland neighborhoods. The waterborne mass transit system should be integrated with the surface and rail system fare programs such as MetroCard. This would facilitate seamless transfers between rail, surface and waterborne transportation, adding flexibility to the system and encouraging greater use of the waterborne elements of the regions mass transportation system.

Critical issues that need to be addressed by the City Council to create a robust intra city ferry system include:

Reliable and sustained operating subsidies for ferries. The region's mass transit policy has focused on capital and operating subsidies for light and heavy rail and the construction and maintenance of HOV and dedicated bus rapid transit. There must be sustained operating subsidies available for waterborne transportation, which cannot compete against subsidized subways and express buses. The city needs to decide which types of waterborne transportation serve a public purpose and subsidize those runs against the fare box to support the growth of these routes. For example, as new developments on the East River come online, and new docks are made available, the increased ridership will reduce the need for subsidies and make mass transit on the East River more economically viable.

New funding for new vessel construction. Most vessels are purpose built for the service they operate. However, federal low-cost, long-term loan programs such as Title 11 MARAD funding are very limited. Local government funding for low-interest, long-term loan program for vessel construction should be established. Operators could increase the availability of equipment, reduce costs and maximize operating efficiency.

Public financing of vessels used by private operators to provide waterborne mass transit would also ensure that the vessels do not leave the New York Harbor and are available to serve the emergency preparedness needs of the region. Since having additional boats available for emergency preparedness is important to the City's business community, the loan program could involve both public and private capital from banks and other financial institutions. Both New York and New Jersey have discretionary programs funded by the federal government to support the construction of new vessels. The application of these funds should be coordinated with other funding programs.

The existing government policy of building ferry terminals to support the expansion of waterborne transportation in the harbor should be continued. However, the government should also assume the responsibility for maintenance and operations of these public facilities to ensure that they are well maintained and open to all operators.

Integrate ferries into the MetroCard system. While all other modes of public transit in the region are part of the MetroCard system, waterborne transportation is again excluded. Installing the appropriate MetroCard reading machines in private waterborne transportation and including them is an integral part of the mass transit system. This would allow seamless transfer between surface and waterborne transportation, adding flexibility to the system and encouraging the use of waterborne transportation.

Develop a coordinated approach to securing the necessary funds to support waterborne transportation. There needs to be a more coordinated approach to securing the funding needed to expand and sustain waterborne transport. The federal government is the largest source of funding for waterborne transportation and the city and state need to work together to identify federal funding programs that can be used to support the growth of the system and work with our elected officials to secure the increased funding in an expeditious manner.

Save maritime industrial waterfront property to allow the industry to grow.

Residential, retail and commercial development are displacing maritime industrial uses along major portions of the city's waterfront. The city must preserve maritime industrial property along the waterfront or there will be no place to maintain and operate waterborne transportation. A public program that preserves maritime industrial property at specific locations and provides these facilities to waterborne transportation operators at a reasonable rent would go a long way to supporting the growth of the waterborne transportation industry.

Expand maritime support services to support the ferry industry. To haul vessels for hull maintenance, ferry operators must travel to Tottenville, Staten Island or Tuckahoe, New Jersey. Other available yards in Mamaroneck, New York and Bridgeport, Connecticut have recently closed. It is imperative to create marine repair and maintenance facilities in New York Harbor that will allow ferry companies to maintain and repair their vessels here. This will reduce maintenance costs, increase the availability of vessels and create additional jobs and services, which support other sectors of the marine industry such as recreational boating.

Enhance funding for the planning, management, and maintenance of existing marine facilities. The government agencies responsible for the planning, management and maintenance of waterborne transportation facilities in the New York Harbor do not receive adequate funding to implement their required responsibilities. Facilities on the waterfront deteriorate quickly due to the rigorous conditions in the New York Harbor. A reasonable program of public investment to maintain, repair and replace waterborne mass transportation facilities in the New York Harbor must be established.

In addition, the government agencies responsible for the oversight of waterborne transportation in the New York Harbor should have adequate funding and staff to allow them to implement their public responsibilities.

Require new commercial development on the waterfront include waterborne transit. New York Water Taxi currently provides waterborne transportation to the new IKEA in Brooklyn. Approximately 15% of IKEA customers use waterborne transport and the local community, which lacks adequate mass transit, now have a new transportation option. The expansion of this route should eventually include stops in Sunset Park, Atlantic Basin, Governors Island and Atlantic Avenue.

Developing a stable source of low-cost fuel for the ferry industry. High fuel costs impact the entire waterborne transportation industry. Public programs to guarantee a set price for fuel would add stability to the industry. In addition, public support for the construction of fuel barges operated by existing waterborne transportation operators would allow for bulk purchases that would reduce the cost of fuel and provide strategic fuel reserves that could be used in the case of an emergency.

Developing a skilled work force to support the industry and create new career opportunities for City youth. When I was the President of NYWT we hired many residents of the Red Hook neighborhood to work and many are now working across the industry. The Harbor School has a great program to train urban youth for future careers in the maritime industry and this model should be expanded and broadened.

I believe that working together in a public/private partnership, the city can support and expand its waterborne transportation system to meet the needs of New York City in the future. The system I propose would consist of a larger regional ferry system linked to an intra-city ferry system as well as the current interstate system serving New York and New Jersey.

Planning for Regional Ferries

To complement the intra-city ferry system, the City Council should encourage regional transportation planning agencies such as NYMTC to develop a large scale regional ferry system as well. Using the existing infrastructure of city, state and federal parks within 50 miles of the city, over 40,000 cars could be taken off the regions' highways, bridges and tunnels within the next ten years. Linking the larger regional ferry system to system to a robust intra-city waterborne transportation system over the next ten years, the city could expand existing services and create a comprehensive waterborne mass transportation system that would support economic development, enhance tourism and provide much need transportation redundancy for emergency preparedness in the City and metropolitan region.

At this time, long-distance waterborne commutation is limited to New Jersey's Monmouth County. Public planning for waterborne transport has focused primarily on the Hudson Valley and the South Shore of Connecticut.

In 2010, the Long Island Sound Ferry Coalition took a comprehensive look at transportation opportunities on the Long Island Sound. The major limitations to implementing long-distance transportation in the New York metropolitan region are fourfold:

- lack of front-end parking;
- limited roadway access to waterfront sites;
- local community resistance to ferry traffic; and
- concern about the "alienation" of parkland.

However, there are 14 city, county, state and federal parks on the waterfront within 50 miles of New York City that were designed and built between 1930 and 1960 to provide suburban recreational opportunities for city residents. All of these facilities are accessible by four-lane parkways and major highways that are heavily used by commuters going to and from New York City. These facilities are in areas where long-distance commuters spend considerable resources in terms of time, fuel, tolls and parking to get back and forth to work.

These parking lots are almost empty for nine months of the year and during the summer months the parking lots are approximately 20% full during weekdays and filled to capacity on the weekends. The availability of this underutilized public infrastructure corresponds well with regional commutation needs which are heaviest on weekdays in the fall, winter and spring and lighter in the summer months when many workers take vacation.

A creative public-private partnership could encourage multiple use of this regional infrastructure to support long-distance commutation as well as recreation. Federal funding could be used to build ferry terminals at these locations without taxing existing parks and recreation budgets with congestion mitigation revenues. The city and the effected counties should provide the required 20% local match. Parking fees could be shared with the host parks creating a new revenue stream for underfunded regional parks to maintain and improve parking facilities.

In addition, the ferry terminals would support waterborne transportation to the parks on busy summer weekends and help relieve roadway congestion and pollution near the parks, provide a new mass transit option for regional residents, and create a seasonal market for the regional ferry system. The fact that this new waterborne transportation system would be used for recreational access and generate new revenue to maintain the park should satisfy concerns about “alienation” of parkland which has limited the use of parkland for commuter transportation purposes in the past.

The 14 city, county, state and federal parks and recreation facilities within the region which have good road access, available parking and access to navigable waterways include (Attachment A shows the location of these facilities. The approximate number of parking spaces at each park is noted where known to the author):

- Sunken Meadow State Park on the North Shore of Long Island - New York State Office of Parks Recreation and Historic Preservation (6,878 parking spaces)
- Heckscher State Park on the South Shore Long Island - New York State Office of Parks Recreation and Historic Preservation (4,500 parking spaces)
- Jones Beach on the South Shore of Long Island - New York State Office of Parks Recreation and Historic Preservation (19,683 parking spaces)
- Rockland County State Park – New York State Office of Parks Recreation and Historic Preservation (4,400 parking spaces)
- Orchard Beach in the Bronx - New York City Department of Parks and Recreation (5,400 parking spaces)
- Rye Playland in Westchester – Westchester County Department of Parks and Recreation

- Palisades Interstate Park (Iona Island, Alpine Boat Basin, Englewood Boat Basin and Rockland Lake) - New York State Office of Parks Recreation and Historic Preservation/Palisades Interstate Park Commission.
- Jacob Riis Park in Queens – Gateway National Recreation Area (7,000 parking spaces)
- Floyd Bennett Field in Brooklyn - Gateway National Recreation Area (1,000 parking spaces)
- Great Kills in Staten Island - Gateway National Recreation Area (800 parking spots)
- Sandy Hook in Monmouth County New Jersey - Gateway National Recreation Area (3,000 parking spaces)
- Sherwood Island State Park in Connecticut - Connecticut Department of Parks and Recreation.

Serving these locations would require a fleet of large-scale high-speed vessels similar to those currently used to service Monmouth County commuters. The vessels would travel at approximately 40 knots and carry up to 400-passengers each to safely and comfortably service these routes. This system of regional ferries would be linked to the current interstate system serving New Jersey and a new intra-city system of ferries and water taxis in New York Harbor that would provide feeder and distribution system for this larger regional transportation system.

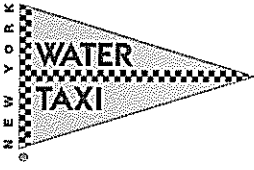
I would like to thank the City Council for the opportunity to speak at this hearing and hope that the City, State and Federal government will develop a comprehensive waterborne transportation system serving the New York Harbor and the Metropolitan Region.

Working together in a public/private partnership, the city can support and expand its waterborne transportation system to meet the needs of New York City and the region in the future. However, without a significant source of funding this system will never develop. I urge the City Council the Commission to recommend that the development of a waterborne mass transit system be funded as a city priority.

Thank you very much for the opportunity to present testimony at this hearing.

Attachment B

East River Routes



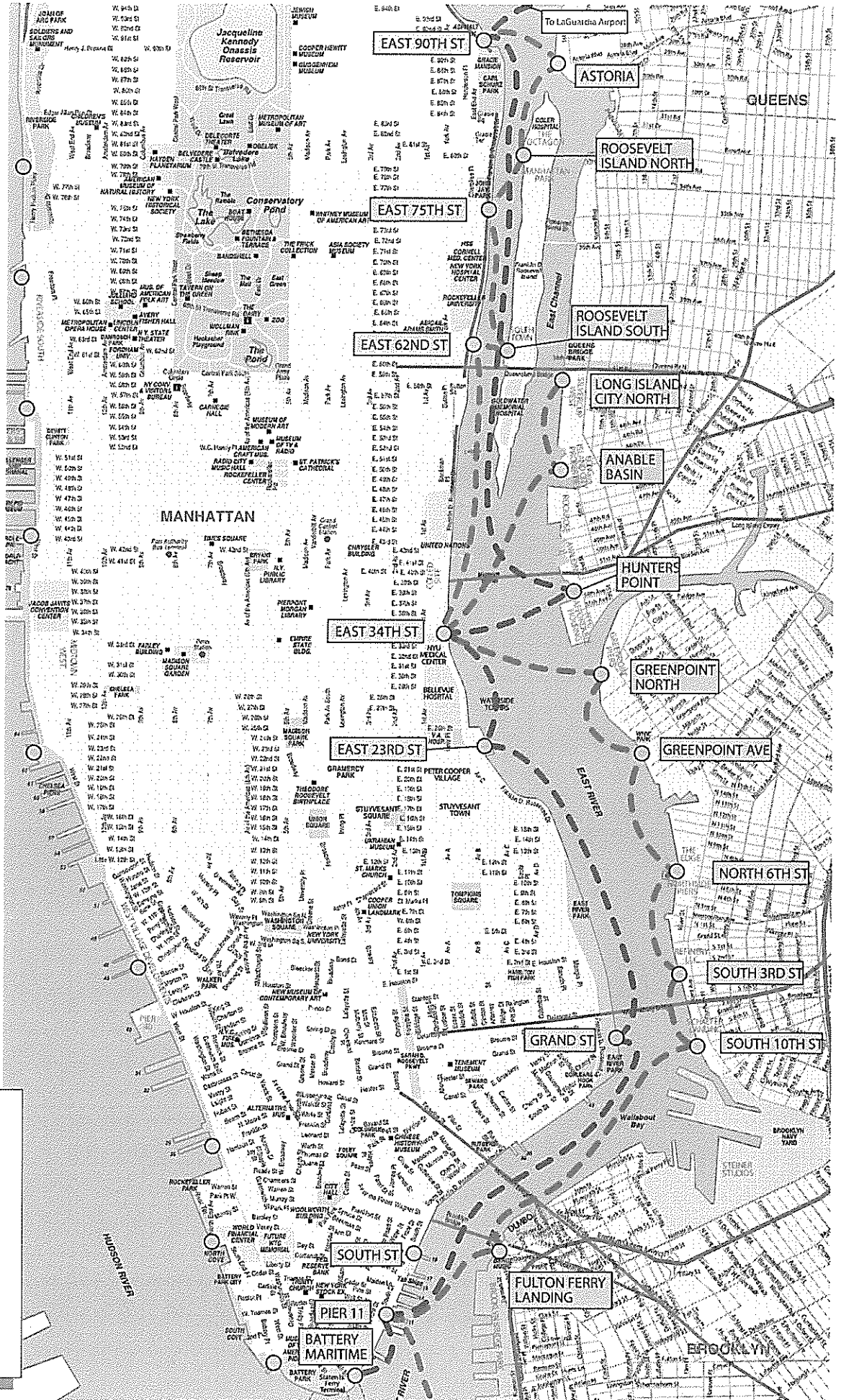
Upper East River Service
 East 90th St
 Astoria
 Roosevelt Island North
 East 75th St
 Roosevelt Island South
 East 62nd St
 East 34th St

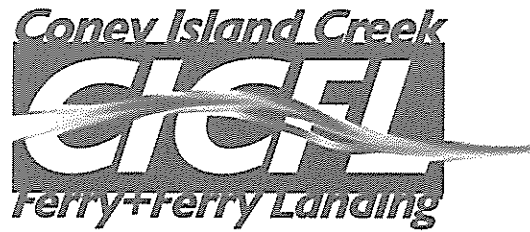
Lower East River Service
 Long Island City North
 Anable Basin
 East 34th St
 Greenpoint North
 Greenpoint Ave
 North 6th St
 South 3rd St
 South 10th St
 Fulton Ferry Landing
 Pier 11

East River Express Service
 East 90th St
 Hunters Point
 East 34th St
 East 23rd St
 Grand St
 Pier 11
 Battery Maritime

LEGEND

- Upper East River Service
- Lower East River Service
- East River Express Service
- South Brooklyn Service
- New Waterfront Development Project
- New Stop





Good morning, my name is Stuart Pertz. I am here as the founder of **Friends of Coney Island Creek Ferry Landing + Park**, a new group that seeks to establish a recreational ferry link between The Battery and Coney Island Creek. Our goal is to revitalize the Coney Island Creek area by raising support for a working ferry landing and a waterfront park on its south shore.

On June 10th, with the help of supporters, friends and the American Princess Lines, we will travel the route on a publicity and fundraising trial run. The 150 places on the ferry were all gone by last week.

The ferry is an outgrowth of an MAS study of Coney Island, and a proposal by Warrie Price of The Battery Conservancy. The Conservancy wanted to link their new SeaGlas Carousel to Coney Island's amusements and the Aquarium. MAS saw the ferry as a way to introduce more New Yorkers to the wonders of Coney Island Creek and the Coney Island community.

The effort to create a new ferry route and landing is a microcosm of the opportunities and hurdles found in implementing an expanded and viable ferry network for New York City. A recreational ferry represents an extraordinary impetus for much-needed community-serving economic development on Coney Island and environmental conservation on the Creek. However, to get this done, we need your and City agency support in navigating approvals and access for infrastructure construction for the piers and the landing parks.

The proposed Coney Island ferry landing is a concrete culvert at the north end of W 21st Street protected by two pile clusters to which the ferry can tie up and drop a ramp. The pier, stable and available, is actually the outfall of a main storm sewer and its protecting dolphins are as if designed for a ferry. Best of all, it is located right down the street from the Stadium and the Borough President's proposed new music venue and under 10 minutes to the beach and boardwalk.

The ferry would run two trips a day each way with a four-hour mid-day time for short, low cost excursions around the Creek, the Bay and the Peninsula.

Our hope is to improve the pier and ultimately, improve the derelict surrounding City land and adjacent marina into the Coney Island Creek Ferry Landing Park. It is an extraordinarily doable project that would create a cascade of development possibilities behind it.

The aftermath of Hurricane Sandy has shown us that in the absence of vehicular and transit alternatives, there are no better escape routes from waterfront areas than ferries. For that, we need good infrastructure – and for the Coney Island Peninsula, that investment should be an improved landing, at West 21st Street.

Since Hurricane Sandy, there have been discussions at the city level about filling the Creek, hardening the edge and removing access to the water. We understand these concerns, but we feel they should be consistent with providing parks and public access to nurture and grow our neglected waterfronts.

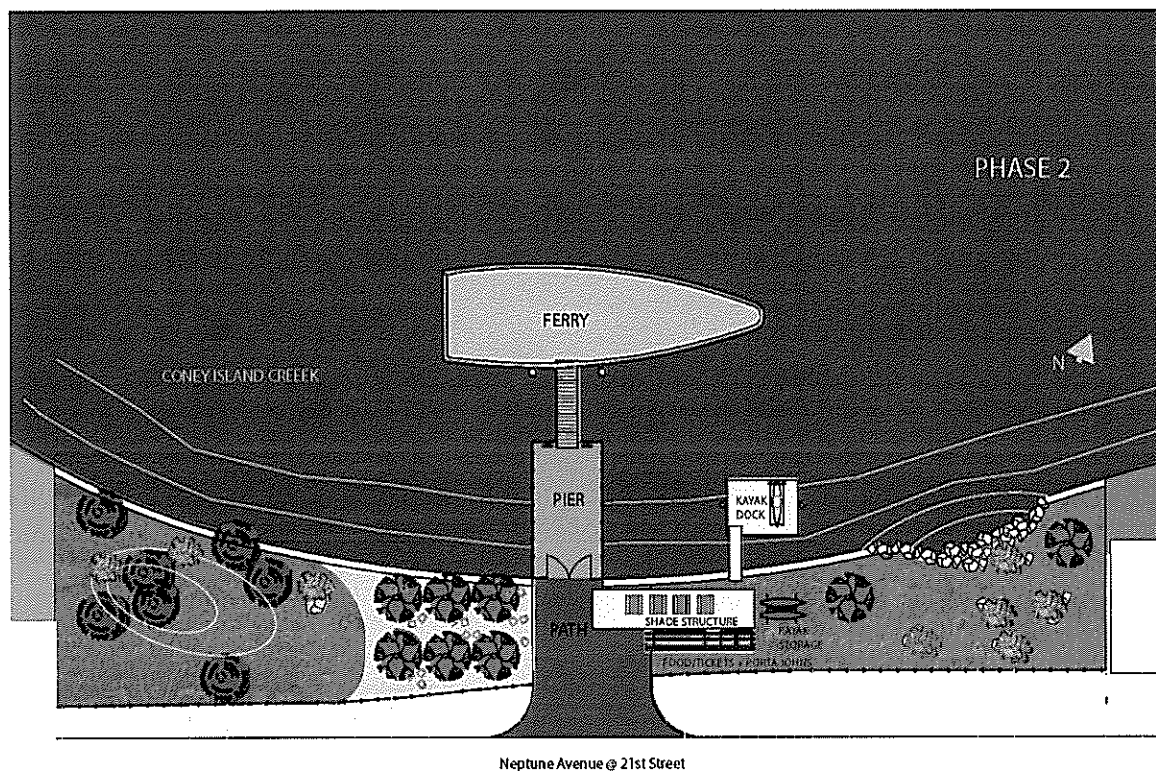
The ferry run and the landing park have scores of institutional supporters. We hope that you, as members of City Council, will support this very important initiative for the Sandy-stricken Peninsula, the vitality of the amusement and commercial districts and the people of Coney Island.

Thank you.

Stuart K. Pertz, FAIA

skp@pertz.org

May 24, 2013



Joanna Pertz Landscape Architecture
68 Jay Street #411, Brooklyn, NY 11201

Remarks of Nicholas Zvegintzov, Chair, Staten Island Ferry Riders Committee

Testimony to NYC Council, Tuesday, May 28, 2013 1pm, Committee Room - 250 Broadway, 14th Floor, Committee on Waterfronts jointly with the Committee on Transportation and the Committee on Economic Development "Oversight - Ferries"

I am Nicholas Zvegintzov, Chair of the Staten Island Ferry Riders Committee, <http://www.statenislandferryriders.com/>.

I live in a part of New York City that is, from Manhattan, 5 miles or 22 minutes by water, or 13-1/2 miles and 40 minutes by land. Staten Island.

Therefore water transportation has been essential transit to us since before the American Revolution, essential to all the business of life as well as for getting to work and entertaining tourists. Since 1905 with the union of the five Boroughs the Staten Island Ferry has been operated by the City of New York. So it is YOUR responsibility and the responsibility of the NYC Administration to operate it adequately.

30 years ago during a fiscal crisis the Ferry schedule was cut back to once per hour, on week-nights, and on evenings and nights on Saturday and Sunday. The thinking then was that Staten Islanders could stay home or use their own cars or endure interminable waiting. It turned Staten Island into a sort of workers' township, where people could get to work in the City but were otherwise cut off from it. Now we have in many parts of the Island vacant office buildings, empty storefronts, transient apartments, and low real estate values.

Meanwhile previously struggling near-water neighborhoods of the City - Red Hook, Greenpoint, Williamsburg, Long Island City - have prospered and advanced.

For the further development of these areas the City has already subsidized a ferry service (the East River Ferry) and proposes to subsidize more.

But the problems of the Staten Island Ferry are a lesson that it is easy to launch a ferry but hard to run one. In the interests of the livability of the waterfront parts of this City and in the interests of community development, you need to pay attention to the Ferry you are already operating.

A bill submitted by the Staten Island Council Members this month and now before the City Council would restore full twice-per-

hour service on the Staten Island Ferry, 24/7/365 (more frequently at rush hours of course).

A petition to support this bill on change.org at <http://bit.ly/SIFerry30> has more than 1300 signatures as of this morning.

We urge all the members of all the three Committees here today to pledge to vote for this bill, and to ensure that the Mayor signs it and the Department of Transportation implements it.

A ferry is more attractive as a luxury than as a necessity, but it is more beneficial to the citizens and to the City as a necessity than as a luxury.

Thank you.

Nicholas Zvegintzov
Chair, Staten Island Ferry Riders Committee
<http://www.statenislandferryriders.com/>

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141 Saint Marks Place #5F
Staten Island NY 10301-1681 USA
telephone +1-718-816-5522
email ferryriders@sgca.org
twitter.com/SIFerryRiders
facebook.com/StatenIslandFerryRiders
petition <http://bit.ly/SIFerry30>



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Date: _____

(PLEASE PRINT)

Name: CAROLINA SALGUERO POOLSIDE NEW YORK

Address: P.O. BOX 195 RED HOOK

I represent: The Blue Space + POOLSIDE NEW YORK

Address: du HD

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Name: PAUL GALLAX

Address: RIVERKEEPER

I represent: _____

Address: 20 Seaw Rd Ossining

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Name: Sam Gladstone

Address: 30 Broad St 30th Floor NY, NY

I represent: New York League of Conservation Voters

Address: 30 Broad St. 30th Floor NY, NY

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Name: James Supple

Address: 241 Beach 117 St, Rockaway, NY 11694

I represent: _____

Address: _____

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Name: ROBIN NEUBOY

Address: 121-16 OCEAN DRUMS ANDS

I represent: ROCKAWAY PARK 11694

Address: _____

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Name: ARTHUR IMPERATORE

Address: WEEHAWKEN NJ

I represent: NY WATERWAY

Address: _____

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Name: Kenneth Keenan

Address: ~~413~~ Bx Court, Bld #16, 3165 E Tremat Ave

I represent: Bx CB# 10

Address: 3165 E Tremat Ave

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Date: 2/23/13

(PLEASE PRINT)

Name: CATHERINE J McVAY HUGHES

Address: 41 Chambers Street, Apt 11-1

I represent: COMMUNITY BOARD 27, 115500

Address: 41 CHAMBERS ST, APT 11-1

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(PLEASE PRINT)

Name: Jean Coletti

Address: _____

I represent: NYCEDC

Address: 110 William St.

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in favor in opposition

Date: 5/28/12

(PLEASE PRINT)

Name: Andrew Sullivan

Address: City Hall

I represent: NYC EDC - Economic Develop Barb Steel

Address: 110 W William

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in favor in opposition

Date: 5/28/12

(PLEASE PRINT)

Name: Andrew Zelenka

Address: _____

I represent: NYC EDC - Economic Develop Barb Steel

Address: 110 W William

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THE CITY OF NEW YORK**

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in favor in opposition

Date: 5/28/12

(PLEASE PRINT)

Name: Tim Sullivan

Address: City Hall

I represent: Deputy Mayor for Economic Develop Barb Steel

Address: CH

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Date: _____

(PLEASE PRINT)

Name: THOMAS EVERETT ZOU

Address: 174 B BLS 5th NY 10301

I represent: FERRY RIDERS COMMITTEE

Address: _____

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in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Daniel Ackerman

Address: 120 Broadway Suite 3340 10271

I represent: Alliance for Downtown NY

Address: _____

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Date: 10/20/02

(PLEASE PRINT)

Name: JOSEPH WOOD

Address: 174 B BLS 5th NY

I represent: Rockaway

Address: _____

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Date: _____

Name: ^{Mich} Dolores ^{McGarr} (PLEASE PRINT)

Address: 8400 Shorefront Parkway

I represent: Community Board #14

Address: Rkwy Resident

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in favor in opposition

Date: _____

Name: Michael O'Toole (PLEASE PRINT)

Address: 450 B'23 St

I represent: Rkwy Resident

Address: _____

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in favor in opposition

Date: 5/28/13

Name: Lew M Simon (PLEASE PRINT)

Address: 134 Och 122 N2 St Rockaway PK

I represent: Assembly Dist Leader Lew M Simon

Address: SCW

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in favor in opposition

Date: 5/28/2013

(PLEASE PRINT)

Name: Quintana O'Neill
Address: 335 Adams St, Suite 2700, Brooklyn
I represent: Brooklyn Chamber of Commerce
Address: _____

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Date: 5/28/13

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Name: Tom Fox
Address: _____
I represent: Tom Fox Associates
Address: _____

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in favor in opposition

Date: 5/28/13

(PLEASE PRINT)

Name: Helena Rust
Address: One Bryant Park, 49th Fl.
I represent: New York Water Taxi
Address: _____

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in favor in opposition

ferries

Date: 05/23/13

(PLEASE PRINT)

Name: Philip McManis

Address: 105-00 Shore Pk Rd, Rockaway, NY 11694

I represent: Queens Public Transit Committee

Address: SLAIA

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in favor in opposition

Date: May 21

(PLEASE PRINT)

Name: Stuart Pertz

Address: 125 Berkeley Place

I represent: Friends of Conoy Island Creek Ferry Landing + Park

Address: 125 Berkeley Plac

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in favor in opposition

Date: 5/28/13

(PLEASE PRINT)

Name: Roland Lewis

Address:

I represent: Metropolitan Water Front Alliance

Address: 241 Water St.

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in favor in opposition

Date: 5/28/13

(PLEASE PRINT)

Name: LILLIE MARSHALL
Address: 40 Centre mall 4E Bklyn 11231
I represent: Red Hook West TENANT ASSOC.
Address: 428 Columbia St 1C Bklyn 11231

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in favor in opposition

Date: _____

(PLEASE PRINT)

Name: JOHN McGETTRICK
Address: 178 COFFEY ST. BROOKLYN
I represent: RED HOOK CIVIC
Address: /

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in favor in opposition

Ferry Service

Date: 5/28/13

(PLEASE PRINT)

Name: Jonathan Kalkin

Address: 405 main St Apt 8F New York, NY

I represent: Roosevelt Island Community ~~Coalition~~ Coalition

Address: _____

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Date: 5/28/13

(PLEASE PRINT)

Name: Danelle Johnson

Address: 102 Dwyer St

I represent: NYC Sara Gonalves

Address: 102 Dwyer Street Bklyn NY

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