

CITY COUNCIL  
CITY OF NEW YORK

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TRANSCRIPT OF THE MINUTES

Of the

COMMITTEE ON TRANSPORTATION JOINTLY  
WITH THE COMMITTEE ON WATERFRONTS  
AND THE COMMITTEE ON ECONOMIC DEVELOPMENT

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September 21, 2015  
Start: 1:06 p.m.  
Recess: 3:10 p.m.

HELD AT: 250 Broadway - Committee Room  
14th Fl.

B E F O R E: YDANIS A. RODRIGUEZ  
Chairperson

DEBORAH L. ROSE  
Chairperson

DANIEL R. GARODNICK  
Chairperson

COUNCIL MEMBERS:

- James Vacca
- Margaret S. Chin
- Stephen L. Levin
- James G. Van Bramer
- David G. Greenfield
- Costa G. Constantinides
- Carlos Menchaca
- I. Daneek Miller
- Antonio Reynoso
- Donovan J. Richards
- Chaim M. Deutsch

Corey D. Johnson  
Paul A. Vallone  
Vincent J. Gentile  
Julissa Ferreras-Copeland  
Karen Koslowitz  
Ruben Wills  
Donovan J. Richards  
Inez D. Barron

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

Seth Myers  
Director of Project Implementation  
New York City Economic Development Corporation

Justine Johnson  
New York City Economic Development Corporation

James Wong from our Project Team  
Director of Ferries  
New York City Economic Development Corporation

Roland Lewis, President  
Metropolitan Waterfront Alliance

Douglas Adams, COO  
Metropolitan Waterfront Alliance

Pamela Pettyjohn, President  
Coney Island Beautification Project

George Haikalis, President  
Institute for Rational Urban Mobility

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[sound check, background comments]

3

[gavel]

4

SERGEANT-AT-ARMS: Quiet, please.

5

[background comments]

6

[gavel]

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CHAIRPERSON RODRIGUEZ: Good afternoon.

8

[background comments]

9

CHAIRPERSON RODRIGUEZ: Good afternoon

10

and welcome to the--our hearing of the Committee on

11

Transportation, Economic Development and Waterfronts.

12

My name is Council Member Ydanis Rodriguez, and I'm

13

joined by my colleagues Council Member Rose,

14

Garodnick, Menchaca, Der--sorry--Deutsch, and

15

Richards. We are here today to involve the city--

16

COUNCIL MEMBER MENCHACA: And Vacca.

17

COUNCIL MEMBER BARRON: And Vacca.

18

[laughs]

19

CHAIRPERSON RODRIGUEZ: Oh, Vacca. I'm

20

sorry.

21

[background comment, laughter]

22

CHAIRPERSON RODRIGUEZ: Inez Barron, and

23

we are here today to discuss the city's plan for a

24

comprehensive ferry network designed to provide a new

25

mode of transit for meeting our residents and the

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1 millions including 57 million tourists that came here  
2 last year. During his State of the City speech,  
3 Mayor de Blasio announced his plan for an affordable  
4 citywide ferry network designed to take advantage of  
5 our underutilized waterways. This plan has some  
6 great ideas. It was generally well received and has  
7 strengthened his dedication to thinking outside the  
8 box when it comes to transportation. Today, we seek  
9 to hear from the Administration and key stakeholders  
10 how this plan is shaping up, what New Yorkers can  
11 expect from this service, and when we will see the  
12 first route come online. With the route running  
13 along the East River to Brooklyn, the Rockaway and  
14 Staten Island, questions about where landing will be  
15 sited, how much this plan will cost, and what  
16 expected ridership number are rest heavy on many  
17 people's minds. This committee is eager to hear  
18 about how these exciting plans are moving forward as  
19 well as to hear feedback from others at the table  
20 about how this might be improved to be account for  
21 community needs. As Career reported this morning, I  
22 have and will continue to advocate for a route not  
23 presently on the Administration proposal map, but one  
24 that will benefit growing communities along the west  
25

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1 side of Manhattan and the Bronx and in Riverdale.

2 The route will provide additional transit options for

3 many who use overcrowded subway lines, and for

4 tourists looking for alternative view of our great

5 city. But this isn't the only area currently not

6 included that can benefit from the expansion of ferry

7 line in the future. And today, the committee will

8 explore the potential for those areas. Finally, we

9 seek to hear more about the cost of this plan, both

10 for the city as well as its residents. Initial total

11 for the capital costs of--I'm sorry, at \$55 billion,

12 which will go toward building docks and related

13 costs, but we are interested in hearing about

14 operation costs, as well as the cost for it to

15 riders, which the Administration has said were equal

16 to that of a Metro--a Metro Car fare. I'm interested

17 to know if this fare will be able to be integrated

18 into the MTA's fare payment system so that residents

19 can easily transfer without incurring additional

20 costs or time spent buying tickets. Also in helping

21 to bring riders to ferry and remove the last mile

22 problem. Will there be transit options in the

23 stations near docks such as Citi Bikes or bus routes?

24  
25

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1  
2           With this exciting proposal, come many  
3 questions of the details that we hope the  
4 Administration and its partners will explain. As the  
5 plain moves forward, we will see more New Yorkers and  
6 our visitors able to move around the city in a  
7 growing number of ways. This is good for our  
8 economy, for our social integration and for New York  
9 as a whole. I would like to thank my committee staff  
10 Counsel Kelly Taylor, Policy Analyst Gafar Gaaloff,  
11 Jennifer Messarano and Rosie Murphy as well as my  
12 Chief of Staff Carmen de la Rosa, and my Legislator  
13 and Communication Director Lucas Acosta. I thank the  
14 Administration for testifying today, and I will now  
15 turn the mic over to one of my colleagues Dan  
16 Garodnick, who chairs the Committee On Economic  
17 Development for his opening statement.

18           CHAIRPERSON GARODNICK: Thank you very  
19 much, Chair Rodriguez, and Chair Rose and to all of  
20 you for your interest in the subject of ferries. It  
21 is obvious that as a city we are continuously  
22 striving to meet the public demands on our  
23 transportation system, and we're lucky to live in one  
24 of the most accessible cities in the world, and have  
25 a variety of transit options that operate at all

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1 hours of the day and night to be able to accommodate  
2 the schedules of New Yorkers who also operate at all  
3 hours of the day and night, and prior to the  
4 existence of our subways and buses and roadways and  
5 bridges, there was a rather reliable ferry service,  
6 which was critical to serving New York City. Many of  
7 these ferries over time were replaced by other forms  
8 of transportation, but for the city's waterfront  
9 communities, the resurrection of a citywide ferry  
10 system will be a welcomed option both for commuting  
11 and for general use. So recognizing the  
12 opportunities of expanding this system, the city  
13 commissioned the first ever comprehensive Ferry  
14 Service Study in 2011. It considered 43 locations  
15 throughout the five boroughs for citywide ferry  
16 expansion, and as part of that study, the city's  
17 Economic Development Corporation hosted a number of  
18 public meetings to determine the most desirable  
19 locations for ferry docks. Around the same time, the  
20 East River Ferry Pilot Program emerged offering a  
21 ferry service to seven locations in Manhattan,  
22 Brooklyn, Queens and Governor's Island. The East  
23 River Ferry Service has generally been considered a  
24 success, and the city still subsidizes \$2.22 per  
25



1 ticket, which amounts to just over 30% of the ferry's  
2 fare. In 2013, EDC conducted a second citywide ferry  
3 study building upon the success of the East River  
4 Ferry pilot and considering the impact of the ferry  
5 upon the communities that it serves. The study found  
6 a very significant rise in the property values by as  
7 much as 8% in some places, as well as increases in  
8 residential and commercial construction in the  
9 communities around ferry landings. The Study also  
10 found that expanding ferry service to the Brooklyn  
11 and Queens waterfront areas would be possible with  
12 only a modest subsidy from the city. Since then,  
13 plans to create a citywide ferry system have begun to  
14 take shape, and as proposed by the Administration by  
15 2018 new ferry routes will serve Astoria, South  
16 Brooklyn, Soundview and the Rockaways all for the  
17 cost of a subway ride. But we understand that some  
18 of the site's details regarding how that price will  
19 be maintained are still being negotiated, we  
20 nonetheless have questions for EDC with respect to  
21 the implementation and the sustainability of the new  
22 ferry plan.  
23

24 So today, we're going to hear from EDC,  
25 advocates and other city officials who will testify

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1 on the impact of the expanding citywide ferry  
2 network. And so again, I thank you and Chair  
3 Rodriguez and Chair Rose for your partnership in  
4 this, and we look forward to hearing the testimony  
5 today. Thanks.

7 CHAIRPERSON RODRIGUEZ: Now, let's hear  
8 from another colleague, Chairwoman Rose to deliver  
9 her opening statement.

10 CHAIRPERSON ROSE: Thank you, Chair, and  
11 good afternoon. I'm Debbie Rose. I'm the Chair of  
12 the New York City Council's Committee on Waterfronts.  
13 I'd like to thank my colleagues, Council Members  
14 Ydanis Rodriguez, the Chair of the Transportation  
15 Committee and Council Member Dan Garodnick, the Chair  
16 of the Economic Development Committee for agreeing to  
17 hold this hearing jointly. I would like to welcome  
18 the Administration, advocates and members of the  
19 public to our hearing, which will focus on EDC's plan  
20 for implementing a five-borough comprehensive system.  
21 The plan for a new citywide ferry network was  
22 announced by Mayor de Blasio back in February with  
23 five new routes serving 13 new destinations and was  
24 greeted with much enthusiasm by members of the  
25 public, as well as transportation and waterfront

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1 advocates. Since then and especially with the  
2 issuance of the RFP in March, numerous questions and  
3 concerns have been raised by those interested in  
4 making sure that the plan comes to fruition, and  
5 operates safely and efficiently. While I applaud the  
6 plan to provide new routes to Astoria, South Brooklyn  
7 and the Rockaways, Soundview and Lower East Side, as  
8 a member representing parts of Staten Island--you  
9 knew I had to get that in there, right--I want to  
10 make sure that we're not forgotten as well. I'm  
11 interested in learning what were the metrics used by  
12 EDC to determine where the proposed routes would be  
13 located, and why Staten Island did not figure into  
14 the first two phases. There was talk when this plan  
15 was announced that there was a possibility of adding  
16 a sixth proposed route that would have connected  
17 Stapleton, Staten Island and Coney Island with  
18 Manhattan at some point in the future. I'd like to  
19 see some more definitive talk regarding this proposed  
20 route to see it come to fruition at some point in the  
21 near future rather than be referenced as an abstract  
22 idea.

23  
24 With the rise of ferry ridership, a  
25 supplement to the Staten Island Ferry makes sense for

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1 a whole host of reasons especially since  
2 transportation options for Staten Island to the rest  
3 of the city are so limited and increased car traffic  
4 all over Staten Island continues to be a major  
5 problem, and needs to be mitigated by additional  
6 modes of public transportation such as additional  
7 ferry sites along the South Shore. I especially hope  
8 that we will revisit this plan as it relates to  
9 equipping this area of the city, which has always  
10 been starved for efficient public transportation  
11 options. And I am concerned with how the ferry  
12 system will be administered once all the pieces are  
13 in place.

14  
15           There is also a plan by Staten Island  
16 wide borough officials to adopt a--a ferry plan. The  
17 plan now calls for EDC to leave the agency and to--  
18 the agency entity and overseeing this process. But,  
19 I'd like to know what input other agencies such as  
20 DOT or the MTA will have in this process, and whether  
21 they should be having a greater role in overseeing  
22 and eventually regulating the system since they have  
23 the expertise when it comes to transportation issues.  
24 As the plan envisions a more integrated ferry system,  
25 we cannot call it completely integrated unless ferry

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1 riders can easily transfer to other modes of public  
2 transportation. As it now stands, the proposed fares  
3 of \$2.75 per ride will be on par with subway and bus  
4 fares. But Metro Cards will be used and no free  
5 transfers will be available between ferries, subways  
6 and buses. It seems like we should take a long--a  
7 closer look at revisiting this proposed practice.  
8 Those who rely on ferries for transportation  
9 shouldn't be faced with the prospect of paying more  
10 simply because they might have to transfer to a  
11 subway or bus after riding a ferry. So long as that  
12 happens, we can't really consider it a fully  
13 integrated system as well as end up with a different  
14 pay structure for subway and bus riders, new ferry  
15 riders and Staten Island ferry riders, which everyone  
16 knows is still free, thankfully.

17  
18 It is my hope that the eventual  
19 integration of all these services from a fare and  
20 ridership point of view is high on the  
21 Administration's agenda. There are additional  
22 outstanding concerns, which I hope this hearing will  
23 clear up for the Council. Some of those include what  
24 the timeline is for the selection of the winning bid.  
25 What is the status and cost of various docks and

1 landings that will be constructed? What are the  
2 environmental concerns that may be raised through the  
3 construction of such docks? What the transportation  
4 options will be for ferry riders to and from those  
5 docks, and how the operation of Staten Island Ferry  
6 East River Ferry, and East River Ferry inform the  
7 development of this plan. And what efforts have been  
8 undertaking--undertaken and will be undertaken by EDC  
9 to perform community outreach, and engage the public  
10 so that they can properly inform this process.  
11

12 I hope this hearing will provide more  
13 insight regarding the complexities and potential  
14 benefits of the Citywide Ferry Plan so that we all  
15 have the information we need to ensure that this plan  
16 develops into a success for all New Yorkers. I want  
17 to thank Chris Sartori my Counsel and Patrick  
18 Mulvihill my Policy Analyst for helping with the  
19 preparation for this hearing, and again I thank you  
20 and welcome you. And I just want to say I have  
21 another hearing where my bills are being heard. So  
22 please don't be offended if I duck out. I'll try to  
23 get back. Thank you.

24 CHAIRPERSON RODRIGUEZ: Thank you. So  
25 before we call on EDC to be the first ones to present

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1 their testimony, I would like to say that there's  
2 going to be a lot of movement. Some Council Members  
3 have to be--step out at some point including myself.  
4 But, as you know, we always will be here listening to  
5 what EDC can say knowing that from our end. I know  
6 that we are working as a team with this  
7 administration for the Mayor to have a vision of how  
8 to expand the transportation to put the money where  
9 his mouth is, and say we're putting like--we're  
10 investing a billion dollars to expand ferry services.  
11 So I really appreciate what the administration is  
12 doing, but we are ready to get into the details.

14 Now, let's go. Let--EDC, please come and  
15 James Wong, Justine Johnson, and Seth Myers from EDC,  
16 and before listening--hearing them, I would like to  
17 recognize Council Members Reynoso, Van Bramer and to  
18 ask our Counsel Kelly to please do the swearing in.

19 LEGAL COUNSEL TAYLOR: Can you please  
20 raise your right hands? Do you affirm to tell the  
21 truth, the whole truth, and nothing but the truth in  
22 your testimony before the committee, and to respond  
23 honestly to Council Member questions?

24 JAMES WARREN: Yes.

25 LEGAL COUNSEL TAYLOR: Thank you.

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2

SETH MYERS: Good afternoon, Council

3

Members Rodriguez, Rose, Garodnick and members of the

4

Committees on Transportation, Waterfront and Economic

5

Development. My name is Seth Myers. I'm the

6

Director Project Implementation at the New York City

7

Economic Development Corporation, and I'm pleased to

8

testify before you today on the expansion of the

9

Citywide Ferry Service. I'm joined today by Justin

10

Johnson and James Wong from our Project Team. I'd

11

like to give you an overview of the evolution of the

12

city's ferry system and NYC and EDC's role in the

13

implementing of the ferry service as well as an

14

update on the current progress of the citywide ferry

15

service, which Mayor de Blasio announced in his State

16

of the City Address earlier this year.

17

New York is a maritime city that was

18

founded and grew up along its waterfront. Starting

19

in the early 1800s we connected our boroughs by ferry

20

for well over a century. As our city developed and

21

we expanded our bridge, tunnel and subway systems, we

22

turned away from our waterfront. And by the mid

23

1970s. the only ferry service left in New York Harbor

24

was the city's Staten Island Ferry. The ferry

25

industry saw a resurgence in the late 1980s with



1 private operators providing service to supplement the  
2 existing and overburdened Hudson River Crossings.  
3 Through the 1990s and early 2000s, ferry service  
4 along the East River began in fits and starts and  
5 short-term private services competed with the many  
6 subway and bridge crossings. In 2011, EDC led the  
7 implementation of a pilot ferry service that would  
8 reset the city's understanding of ferries as viable  
9 transportation option. The East River Ferry began as  
10 a pilot program, and it connects five ferry stops  
11 along the Brooklyn and Queens Waterfront with Midtown  
12 Manhattan's East 34th Street and the Financial  
13 District's Pier 11. The East River Ferry had a goal  
14 of carrying 1.2 million passengers over three years  
15 from 2011 to 2014. We passed that goal in only 14  
16 months. With this success, the operations were  
17 extended into a long-term program running through  
18 2019. The service now carries an average of 100,000  
19 passengers every month with over 3 million--over 3  
20 million riders have used the service since its launch  
21 in around 1.3 million trips every year. To gauge  
22 customer experience on the East River Ferry we  
23 recently conducted a customer survey to learn what  
24 was working, and where--areas where we can improve.  
25

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1 Passengers have an overwhelming 97% satisfaction  
2 rate. We found that nearly two-thirds of our riders  
3 use the ferry to commute to work and the remainder  
4 uses it for leisure, personal trips and the  
5 experience of being on the water. The ferry rides  
6 allow passengers to spend their time traveling above  
7 ground enjoying the sites and sounds of the harbor  
8 often more comfortable. And for those along the  
9 waterfront, a less congested and more time efficient  
10 commute with many other transit options.

11  
12           The success of the East River Ferry, and  
13 ongoing community desire for more ferry service  
14 generated an interest in service expansion. To that  
15 end, we commissioned the 2013 Citywide Ferry Study to  
16 analyze the impacts of ferries and explore options  
17 for potential growth of our ferry network. That 2013  
18 planning study along with the public engagement  
19 process, which informed the study, formed the basis  
20 of the system we are building now. EDC has developed  
21 its experience working with private ferry operators  
22 under contract not only on the East River Ferry, but  
23 on other services such as the Rockaway Emergency  
24 Ferry Service. Immediately after Hurricane Sandy,  
25 FEMA provided emergency funding to temporarily run a

1 ferry service until major transportation systems like  
2 the A-Train were back online. When the MTA announced  
3 the restoration of the A-Train in May 2013, we tried  
4 to continue ferry service for as long as we could.  
5 But the ferry had been extremely expensive due to the  
6 emergency nature of the contract that we used, and it  
7 required that the city pay a subsidy of around \$30  
8 per ride, which is nearly ten times that of other  
9 ferry subsidies. Without being the context of the  
10 broader ferry network the Rockaway route was  
11 financially unsustainable. Nearly a year and a half  
12 after A-train service was restored, we ended the  
13 service in October of 2014.

14  
15 On the whole and under the right  
16 conditions, the ferry services we have overseen have  
17 been both popular and ineffective, and while we have  
18 the best municipal mass transit systems in the  
19 country, that system is running up against its  
20 limits, and paying to expand subway and buses is  
21 increasingly challenging and expensive. So, as Mayor  
22 de Blasio announced a few months ago, the City of New  
23 York is overseeing the greatest expansion of ferry  
24 service in New York Harbor in decades, the Citywide  
25 Ferry Service. This service will provide transit

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1 connections to waterfront communities around the city  
2 that are currently underserved by transit and unlock  
3 opportunities in transit challenged areas increasing  
4 connectivity, equity, resiliency, and economic  
5 benefits. The new Citywide Ferry Service will build  
6 off of the successes of the existing East River Ferry  
7 and incorporate lessons from the Rockaway Emergency  
8 Ferry Service. It will create water borne  
9 connections to 21 landings around the city starting  
10 with three new routes in 2017, and by 2018 we'll have  
11 five new routes serving more waterfront communities  
12 along with the existing East River Ferry.  
13

14           The city's relationship with the  
15 waterfront is changing dramatically. Over the last  
16 quarter century nearly 3,000 acres of waterfront land  
17 have been rezoned for residential and commercial uses  
18 throughout Brooklyn, Queens and the Bronx. New  
19 Yorkers have access to 220 miles of publicly  
20 accessible areas on the waterfront as well as  
21 destination waterfront parks. Additionally, job  
22 growth has emerged outside of Manhattan's traditional  
23 business districts places like Astoria, Long Island  
24 City, Red Hook, Dumbo, Sunset Park. Despite their  
25 growth, these areas face transportation and access

1 challenges. The Citywide Ferry Service will not only  
2 enhance cross-borough access, but also facilitate  
3 access to new areas. It will connect areas that have  
4 traditionally been transit deserts: Soundview, Red  
5 Hook, Rockaway and it will connect them to access to  
6 work and recreational opportunities in the rest of  
7 the city as well as connecting the rest of the city  
8 to them. There are nearly 500,000 residents and  
9 almost 15,000 NYCHA units that are within a half mile  
10 of a proposed ferry landing that will be directly  
11 served by the new system. Over 200,000 of 40% of  
12 those residents are low and moderate income. These  
13 waterfront neighborhoods are also where many new  
14 affordable housing units will be added over the next  
15 decade.  
16

17 Think of someone who needs to get from  
18 the Rockaways or Soundview to Midtown Manhattan or  
19 from the Astoria Houses to work in South Brooklyn.  
20 This service means they will no longer have to travel  
21 as much as 30 minutes to the closest subway stop  
22 before spending another hour on the train. Ferries  
23 can make the inter-borough trips more directly,  
24 increasing access and connecting people with  
25 opportunities across the city for the cost of a

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1 subway ride. To be clear about one thing, ferries  
2 are not a silver bullet to the city's transportation  
3 challenges nor are they a replacement for the  
4 existing subway system. What Citywide Ferry does do  
5 is add a vital and complementary addition to our  
6 existing system. Particularly for those people who  
7 live near the water. In our survey we found that  
8 over 80% of our regular riders come within a half  
9 mile of the landings. The Citywide Ferry Service  
10 also adds redundancy to our transportation network,  
11 which is extremely important. As we saw in the  
12 aftermath of Hurricane Sandy, when the L-Train was  
13 out of service after the storm, 7,400 commuters took  
14 the East River Ferry on a single day in early  
15 November, and ferries were also able to quickly  
16 reconnect communities in Red Hook, the Rockaways and  
17 Staten Island.  
18

19 All of this value in the form of access  
20 and resiliency comes at a relatively low upfront  
21 capital cost just \$55 million to build new or upgrade  
22 existing ferry landings throughout the city. Compare  
23 that with the amount of time, disruption and billions  
24 of dollars for any expanded or new subway line. As  
25 is the case for any public transit system, a subsidy

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1 will be required to operate it. We believe that we  
2 can set up this expanded service in a way that is  
3 both affordable, sustainable, and fiscally  
4 responsible. Although it is too early to say, we have  
5 taken the preliminary steps through our operator  
6 procurements to ensure that any sponsorship or  
7 branding pursued by EDC can be accommodated on the  
8 vessels and system as a potential mechanism to limit  
9 the amount of subsidy required. In addition, our  
10 planning studies show that ferry service at the scale  
11 we're talking about will likely result in subsidies  
12 that are in keeping with the rest of the city's  
13 transit options. In fact, the per trip subsidy for  
14 current ferry service on the East River is almost the  
15 same as local buses at around \$2.20 a trip, and far  
16 less than subsidies for the Long Island Railroad and  
17 commuter buses, some of which can reach as high as  
18 \$14.00. It's too early to say what the exact subsidy  
19 will be as we're in an active procurement negotiation  
20 process with the operators over the next few months.  
21 But it should be clear that we're looking for the  
22 best deal possible. In deciding the negotiations the  
23 best way to keep the cost per ride as low as possible  
24 is to make sure that the ridership is as high as  
25

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1 possible. So I hope lots and lots of people show up  
2 to use these ferries.  
3

4 I would like to take a minute to walk you  
5 through the five new routes planned for the entire  
6 system. Three of them: The Rockaways, Astoria and  
7 South Brooklyn were launched in 2017. The Rockaway  
8 route will provide a transit link between the  
9 Rockaways, Sunset Park and Lower Manhattan, serving  
10 as a gateway to some of our city's finest beaches.  
11 The Astoria route of the Citywide Ferry Service will  
12 connect the growing residential and business  
13 communities of Astoria, Roosevelt Island, including  
14 the new Cornell Tech Campus, Long Island City and  
15 residents and job centers in Midtown and the  
16 Financial District in less than 30 minutes in one  
17 direction.

18 The South Brooklyn route of the Ferry  
19 Service will connect Brooklyn's residential  
20 communities, waterfront parks and innovative  
21 industries to residents and job centers in Midtown  
22 and the Financial District. It will begin in Bay  
23 Ridge, stop at Sunset Park, Red Hook, Brooklyn Bridge  
24 Park and Atlantic and Dumbo, and finally to Wall  
25 Street. All of these three routes will be launched



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1 by the end of 2017. The remaining two additional  
2 routes, Lower East Side and Soundview will launch in  
3 2018. The Lower East Side route will connect Long  
4 Island City with East 34th Street, Stuyvesant Cove  
5 around East 20th Street, Grand Street and Wall  
6 Street's Pier 11. Finally, the Soundview route will  
7 be in Soundview in the Eastern Bronx, go to East  
8 90th Street in Manhattan, East 62nd Street and turn  
9 around at Wall Street.  
10

11 While these routes are important to  
12 consider at the broad scale, I also want to point  
13 your attention to some of the specific lessons that  
14 we've already learned. Our ferry landings are  
15 designed to bring minimal impact on upland areas. In  
16 many cases the access points are already highly  
17 trafficked areas of the waterfront. All amenities  
18 including ticketing, cuing (sic) areas, and  
19 information kiosks will be enclosed on the barges  
20 with shelters and windscreens making the landings  
21 more accommodating in cold weather months when  
22 limiting the landing's footprint in these upland  
23 areas. And with new infrastructure comes the ability  
24 for us to ensure that the entire system will be ADA  
25

1 and Local Law 68 compliant, an important step in  
2 ensuring transportation access for all New Yorkers.  
3

4           The last thing I would like to say about  
5 the system is perhaps the most important to highlight  
6 for the city. This system is being brought to New  
7 Yorkers at a cost of only \$2.75 per trip, the same as  
8 the subway or bus fare. It is critical that the fare  
9 be comparable to existing transit options to ensure  
10 equal access for all New Yorkers. Many have asked us  
11 about fare integration with the MTA. The MTA has  
12 advised us that we should not invest in the legacy  
13 Metro Card system. Believe it or not, the Metro Card  
14 is over 20 years old and the MTA is pursuing a new  
15 fare system to place it, but it won't be resolved by  
16 the time the expanded service launches in 2017. In  
17 order to ensure that City capital dollars are spent  
18 in a way that will outlast the next few years, we  
19 want to work with the MTA on the next generation fare  
20 system. We hope to become an affiliate with a future  
21 fare system, so it will be as easy as connecting  
22 between path trains and subways are today. We want  
23 to work with the MTA on the next generation fare  
24 system. We hope to become an affiliate with a future  
25

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1 fare system so it will be as easy as connecting  
2 between path trains and subways are today In

3  
4 In order to keep our project on schedule,  
5 we have taken an innovative approach that allows us  
6 to run many tasks in parallel, accelerating timelines  
7 to bring service back to places like the Rockaways  
8 and start carrying passengers by the spring of 2017.

9 A few key milestones are worth noting. Within weeks  
10 after the Mayor's announcement, a Request for  
11 Proposals was released to begin the procurement  
12 process of identifying private ferry operators. We  
13 are currently in the midst of our selection and  
14 negotiation process with multiple respondents. We  
15 look forward to having a team on board by early 2016.

16 At the same time as our ferry service planning is  
17 underway, we are conducting an environmental  
18 consultant team--excuse me. We're conducting an  
19 environmental process--an environmental review  
20 process. Through that process, we'll work to create  
21 conceptual designs that are now in our public scoping  
22 documents and are working to evaluate all of our  
23 sites and the service for potential impacts,  
24 transportation, urban design, and air quality among  
25 other areas. The scoping process is underway, and we

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1 plan to have a draft environmental impact statement  
2 by February of next year. The Deputy Mayor for  
3 Housing and Economic Development is acting as the  
4 lead agency for the environmental review process and  
5 we're working with the Mayor's Office of  
6 Sustainability as a lead agency representative to  
7 receive community feedback through a series of public  
8 meetings I will describe momentarily in order to  
9 release EIS or Environmental Impact Statement.  
10

11 And finally, because we have learned many  
12 lessons in our work building and managing landings,  
13 we are able to accelerate the barge construction  
14 process, and are already cutting steel to manufacture  
15 our landings right here in New York City. We're  
16 confident that we'll meet our promise to deliver  
17 service to the city starting in 2017. This has been  
18 a banner project for New York City Economic  
19 Development Corporation, and we are proud to be so  
20 engaged with so many communities, civic organizations  
21 and elected officials. Since the Mayor's  
22 announcement we have met with dozens of community  
23 boards and civic organizations, briefed or reached  
24 out to over 60 elected officials at the city, state  
25 and federal level, and we have responded to many,

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1 many inquires from the public through our website.

2 Last week alone our team conducted outreach with

3 Bronx, CB9, presented to the Hunter's Point Park

4 Conservancy and Hunter's Point Civic Association. We

5 listened to public comments at Queensboro Hall and

6 also at the Sotomayor Center in the Bronx. We have

7 worked hard to collaborate with as many people and

8 groups as possible--as we can, and we invite other to

9 reach out to us on our website to invite additional

10 engagement.

11  
12 Because we want to be as thorough as

13 possible in engaging with all stakeholders, we've

14 hired a full-time staff member, Justine Johnson,

15 who's responsible for all community outreach and

16 engagement through the duration of the Citywide Ferry

17 Service implementation process. We will continue to

18 engage with communities throughout the city as we

19 approach--approach the 2017 and 2018 service

20 launches, and of course, that will continue following

21 the inception of service. We're also fortunate to

22 have great support of our sister agencies and

23 particularly with the Department of Transportation,

24 Parks and Recreation and City Planning. We are

25 closely coordinated on the many tasks and steps that

1 must be taken to deliver a project of this scale to  
2 this city.

3  
4           Lastly, we're conducting a series of  
5 public hearings during our environmental review  
6 process, and we will be fully engaged with all  
7 communities with ferry service. As I mentioned, we  
8 have already held scoping hearings in Queens and the  
9 Bronx and this evening, we'll be hosting a similar  
10 meeting at our EDC headquarters in Lower Manhattan.  
11 Our final public scoping meeting will take place a  
12 Brooklyn Borough Hall next Monday. For those who  
13 cannot attend in person we invite them to provide  
14 comments on our website, which will be included in  
15 the same record. The draft scope of work for the EIS  
16 has been available on our website and the website of  
17 the Mayor's Office of Environmental Coordination  
18 since mid-August, and we look forward to hearing  
19 public comments through 5:00 p.m. on Thursday,  
20 October 8, 2015.

21           It is rare that we have an opportunity to  
22 add new points and lines on the transit map in a  
23 developed city like this one, and it's even more so  
24 in one of the densest and most populated cities in  
25 the world. Investing in our ferry transit

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1 infrastructure and delivering the service that will  
2 connect the city's waterfront communities to one  
3 another is a tremendous opportunity. We look forward  
4 to continuing to work with you and with the  
5 communities around the waterfront to roll out the  
6 entire ferry system, which will promote connectivity,  
7 equity, resiliency and economic development. Thank  
8 you for the opportunity to testify today. I'd be  
9 happy to answer any questions you have along with  
10 Justine and James.

12 CHAIRPERSON RODRIGUEZ: Thank you. I  
13 have a few questions and my colleagues many of them  
14 have questions, too. One of them is how will--how is  
15 the EDC able to put a plan in place to have that--  
16 that fare of \$2.70? How much is it, you said?

17 SETH MYERS: \$2.75.

18 CHAIRPERSON RODRIGUEZ: \$2.75. Can you  
19 like take it through, you know, the process on the--  
20 on the formula using things like--is it going to be  
21 like a major investment? How is the city able to  
22 make it so affordable?

23 SETH MYERS: So I--I'll start off  
24 generally and then ask James to till in a lot of the  
25 details. Um, there are many cost factors. Like with

1 any public transit system, we knew there was going to  
2 be a subsidy, and the subsidy depended in part on how  
3 it cost to run the boats empty if you will as kind of  
4 a planning practice and how much fare box recovery or  
5 how much ridership you would get, and how much  
6 ridership would pay to ride on it. So there are many  
7 variables that you have to factor out. With a low  
8 cost you have higher ridership, or the higher--or the  
9 lower cost you'd have--I already said that. With a--  
10 with a--so the factors around the variability of  
11 ridership factor in. So when we looked at all these  
12 costs, we made assumptions about the costs of how  
13 much it would cost overall to run it with different  
14 levels of ridership at different price points. And  
15 it worked as a--as a kind of fundamental value of  
16 having equity between loads of transit and pegging  
17 our costs of the ferry to the cost of the subway or  
18 bus. We then adjusted the subsidy amount around  
19 that. James, you probably have a lot more to add to  
20 that.

21  
22 JAMES WONG: Sure, just the details to--  
23 to provide it if we want to get into it. Really,  
24 coming out of the 2013 Citywide Ferry Study, we  
25 understood what the elasticities were between



1 ridership and fares so understanding again what Seth  
2 was talking about how many more people would ride  
3 when the fares were dropped to certain levels. And  
4 as exactly as you mentioned, we do have a good  
5 understanding of what kind of costs go into operating  
6 these ferries because we've modeled it based on our  
7 experience with the East River Ferry, and some of the  
8 models that we've worked both within EDC and with the  
9 Port Authority to use for ferry modeling in the city.  
10

11 CHAIRPERSON RODRIGUEZ: I would like to  
12 recognize Council Member Johnson, Koslowitz,  
13 Constantinides and Vallone and Miller. My second  
14 question is so is there a conversation going on with  
15 the MTA so that even though you will be waiting to  
16 see how what changes in technology the MTA will be  
17 using for replacing the Metro Card, but is MTA  
18 committed or is there a good conversation going on so  
19 that--that the new--that in the new--that in the  
20 system, the payment system to be used will be able to  
21 be integrated into the MTA fare payment system so  
22 that the rest of them can be able to transfer without  
23 incurring additional costs?

24 SETH MYERS: We--we completely agree that  
25 to the degree that we can integrate with the MTA

1 system, that's--that's what we want to do, and we  
2 have had and continue to have communication with the  
3 MTA around fare integration or fare acceptance. This  
4 was something that we would have liked to do, but the  
5 timing of the MTA's placement and our inception of  
6 service did not line up. Probably a lot more you can  
7 add to that James.

9 JAMES WONG: Sure, just to clarify, and  
10 the MTA has advised us that it--that they would not  
11 advise investing in the Legacy Metro Card system at  
12 this point, um, because they are--have already  
13 started their process. I don't want to comment where  
14 they are within it because I think they're probably  
15 the best judge of what that timeline looks like, but  
16 they have said that because that process has already  
17 begun, they would encourage us to look towards the  
18 future. And we think that that's also appropriate to  
19 make sure that city capital is spent appropriately  
20 and not going to be only useful for a couple of  
21 years.

22 CHAIRPERSON RODRIGUEZ: And in your  
23 testimony you--you shared with us the numbers say  
24 that there's five--that there are nearly 500  
25 residents and almost 15,000 NYCHA units that are

1 within a half a mile of the proposal ferry. Like has  
2 EDC conducted any study on what percentage of those  
3 500 you think that will be interested on using ferry  
4 transportation instead of other sources of  
5 transportation?  
6

7           SETH MYERS: Sure, and this speaks again  
8 to some of the work that was done in the 2013 study,  
9 which is really based on understanding who would ride  
10 a ferry if we put one in--in any place around the  
11 city. And this is where we looked at 60--close to 60  
12 locations throughout the city to really explore  
13 questions. Of the many factors that were considered  
14 as part of that, we looked at things like what ferry  
15 you are offering and what the comparative fare is.  
16 So whether you're comparing it against a subway or  
17 even an express bus in certain situations. We've  
18 looked at the comparative travel time among them--  
19 among the different options. Um, we've also looked  
20 at whether or not, um, ferries could actually access  
21 an area. So that was one of the earliest screening  
22 opportunities. And these all helped inform our  
23 understanding of who is more, um, more likely to take  
24 ferries based on that modeling.

1  
2 CHAIRPERSON RODRIGUEZ: Kind of  
3 conducting the current administration or the previous  
4 administration?

5 SETH MYERS: It was--it was conducted in  
6 2013. So it was the previous administration that did  
7 this Planning Study.

8 CHAIRPERSON RODRIGUEZ: The previous  
9 administration. I just hope that, you know,  
10 especially with the new approach of this current  
11 administration to connect, you know, isolated  
12 communities that we continue also including area that  
13 should be included. And I'm not going to put it as a  
14 question, and because, you know, many council--or my  
15 colleagues they have questions. And I'm going to  
16 put, you know, using this part asking about my  
17 vision, my plan together with my colleague to include  
18 a new face at West Side Ferry that can go through  
19 Battery Park all the way up to West Side, Inwood and  
20 even we were there. But I just want to make as a  
21 suggestion that in the future study we can look at  
22 that as possibility to be a study. Okay. Is that  
23 fair?

24 SETH MYERS: Yes, that's fair.  
25

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1  
2                   CHAIRPERSON RODRIGUEZ:   Okay, so now  
3 let's [off mic].

4                   COUNCIL MEMBER LEVIN:   Thank you very  
5 much, Mr. Chairman, and thank you to EDC for your--  
6 for your work on this and certainly I think most if  
7 not all of us see the real value in expanding the  
8 citywide ferry network.  And to the extent that we  
9 have specific questions here they relate to time and  
10 cost and sustainability.  So let's talk about the  
11 cost for a second because we have the 2013 Citywide  
12 Ferry Study, which had a variety of priority routes,  
13 which, of course, they're different from what is now  
14 being proposed, but they give at least some  
15 benchmarks as to what the costs could be.  It had,  
16 you know, a \$2.7 million subsidy for a route to be,  
17 which was Astoria, Roosevelt Island, Long Island  
18 City; \$4.3 million for Soundview, East 90th Street,  
19 62nd Street, et cetera.  There were--there was no  
20 estimate for a Rockaway ferry, and there was no  
21 estimate back in 2013 for South Brooklyn ferry, and  
22 I'm interested in knowing what you would estimate for  
23 the week day subsidy requirement for those--for those  
24 routes?  And for any--actually for all of the routes

25

1 to the extent that they're different from what you  
2 estimated back in 2013.

3  
4           SETH MYERS: Sure, right now, we're  
5 operating at that \$2.75 fare, and that was something  
6 that the de Blasio Administration made a priority in  
7 order to make sure that it was accessible to all  
8 residents of our city. When we did the 2013 study,  
9 we pegged it to the existing fare on the East River  
10 Ferry, which was \$4.00 on the weekday and \$6.00 on  
11 the weekends. So that--that has changed our fare as  
12 well as the ridership numbers as James explained  
13 earlier. So while we do have some estimates on how  
14 much we expect the subsidy to cost for the new  
15 expanded service, we are being a little cautious  
16 about getting to more detail because we are going  
17 through active negotiations with these potential  
18 operators of the system. And obviously would rather  
19 push hard for a good deal, and not give away our hand  
20 in terms of eating prices we're expecting to pay.

21           COUNCIL MEMBER LEVIN: I--I--I understand  
22 that rationale. We don't want you to give away the  
23 store, and we want you to negotiate a good deal for  
24 the City, and yet we also are here, and we need to  
25 get a little more clarity I think as to what ballpark

1 we're talking about for some of these numbers because  
2 what you've said to us by pointing that in 2013,  
3 we're dealing with a \$5.00 fare, and now we're  
4 talking about a \$2.75 fare. Is that the cost  
5 estimates for the routes that I described is  
6 approximately doubled than what was anticipated back  
7 in those days? Is that correct or is that because  
8 you estimate ridership to be increased that the cost  
9 will somehow make it somewhere less than double, and  
10 how do you figure that out?

12 SETH MYERS: Um, the--the answer is yes  
13 to the second part. The--the price, um, lowering the  
14 price increases the ridership, which in turn reduces  
15 the subsidy or cost per trip. What we've said about  
16 the cost or subsidy is, it is going to be more than  
17 it costs per ride to go on something like the subway  
18 or the city bus, um, but less than something like the  
19 Long Island Railroad, and a lot less than something  
20 like a commuter express bus.

21 COUNCIL MEMBER LEVIN: That was the  
22 subsidy? The subsidy will be less is what you're  
23 saying?

24 SETH MYERS: As a cost per trip. Correct.  
25

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1  
2 COUNCIL MEMBER LEVIN: So the subsidy  
3 will be less per trip, but we subsidize for a--for a  
4 subway ride, is that what you said?

5 SETH MYERS: No. I said it will be more.

6 COUNCIL MEMBER LEVIN: It will be more  
7 than subway ride?

8 SETH MYERS: I said it's between a subway  
9 and a bus, and the Long Island Railroad is between--

10 COUNCIL MEMBER LEVIN: Okay, I got it.  
11 So less than a...less than a bus and more it's more  
12 than a subway. Okay.

13 SETH MYERS: Um, an express bus, a  
14 commuter express bus.

15 COUNCIL MEMBER LEVIN: Okay, less than a--  
16 --an MTA commuter express bus, more than a New York  
17 City subway essentially or an MTA city subway?

18 SETH MYERS: Yes.

19 COUNCIL MEMBER LEVIN: Okay. Um, would it  
20 impact your negotiations to share with us what you  
21 view to be the approximate total cost of this, um,  
22 program, um, once implemented?

23 SETH MYERS: We have the total cost  
24 capital, but you're--you're asking about the  
25 operational subsidy?



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COUNCIL MEMBER LEVIN: I am.

SETH MYERS: And I'm respectfully, um,  
not answer that right now--

COUNCIL MEMBER LEVIN: Okay.

SETH MYERS: --of those negotiations.

COUNCIL MEMBER LEVIN: Okay. Let's talk  
about capital then. Um, there were numbers that were  
attributed to those various routes back in 2013. For  
example, \$19.9 million for a route to be, which is  
the Astoria Route 3-B, which was Soundview, et  
cetera; Route 4, which was 34th Street. They were  
\$16.6 and \$11.9 respectively. Um, are those numbers  
the same as from the 2013 Ferry Survey, or have they  
changed in any way?

SETH MYERS: Our overall goal of getting  
this done for \$55 million in terms of the capital  
work is holding. The specifics are around individual  
landings have shifted. Do you want to expand on  
that?

JAMES WONG: Sure. Um, a little bit of  
what you're talking about within the Citywide Ferry  
Study has--our--our sort of approach to how we are  
pursuing landings, which has also changed. In that  
we are focusing less on building piers and more on

1 building barges, which we think is going to be a good  
2 way to make sure we're bringing the costs in so that  
3 everything that you need is actually on the barges.  
4 Um, barges will be less expensive to build than  
5 piers. So, there's are the floating structures that  
6 are in the water. We've also made sure that all the  
7 amenities are located on all of our new barges. So  
8 ticketing, waiting areas, um, wind screens and  
9 shelters all would be located on a barge so that the  
10 barge itself is the asset. And we think that that's  
11 a really innovative way to make sure that we're  
12 keeping costs under control.

14 COUNCIL MEMBER LEVIN: Um, that--that  
15 helps I think. 35, 45, um, okay.

16 JAMES WONG: I'm sorry.

17 COUNCIL MEMBER LEVIN: That's less--I'm  
18 counting. That's less than the capital costs that  
19 you had in the--in the, um, 2013 Study. Is that--is  
20 that the reason because you're dealing with the  
21 barges more than the--than piers?

22 JAMES WONG: Um, in general yes, though  
23 we're not building piers. I will clarify. I'm sorry  
24 there is one pier under consideration at Soundview  
25 because of the water ducts.

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1  
2 COUNCIL MEMBER LEVIN: Okay, I think  
3 that, you know, one area that is of particular  
4 interest to me is the, um Stuyvesant Cove proposal  
5 area which is pretty tight and narrow, and it would  
6 be very difficult to find the precise right spot for  
7 a--a complete landing there. So, um, that's  
8 something which, you know, I've already to discuss  
9 with EDC as to what would be an appropriate location,  
10 but perhaps if all or most of the activity is taking  
11 place, um, on a barge that actually does help to deal  
12 what would otherwise be some of the concerns that you  
13 don't have upland space to be able to do ticketing  
14 and all the other stuff that you need to do. Is that  
15 the--is that part of the thinking of EDC?

16 JAMES WONG: Yeah, absolutely. In fact,  
17 um, exactly what you had mentioned. We've know, um,  
18 working with many communities that there are a lot of  
19 existing upland uses and parks and waterfronts. It's  
20 really our intention to make sure that we're having  
21 as minimal an impact as possible on those upland  
22 areas where people are already enjoying the  
23 waterfront. So we--as we said, the queuing areas  
24 where people wait for a ferry is not going to be a  
25 line that's waiting all the way up onto a--onto an SB

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1 (sic) line, but rather one that's contained on the  
2 barge.  
3

4 COUNCIL MEMBER LEVIN: Okay. So forgive  
5 me. I'm just going to go back for one second to a  
6 subject you don't want to talk about. Um, the, um,  
7 the subsidy where you said it was more than the per  
8 ride for a subway and less than for an MTA bus, MTA  
9 express bus. Just tell us what the subsidies are for  
10 those just so that we can actually anchor ourselves  
11 properly here.

12 SETH MYERS: Sure. Um, an MTA subway--

13 COUNCIL MEMBER LEVIN: Yep.

14 SETH MYERS: --is about \$2.00 per trip.

15 A Long Island Railroad is about \$6.00 and an MTA  
16 express bus is about \$14.00. Am I wrong on the MTA  
17 there?

18 JAMES WONG: Just to clarify. Sorry,  
19 the--the--the New York City local bus is \$2.00. It's  
20 closer to \$2.20, and the, um, Long Island Railroad I  
21 believe is closer to \$7.00 and the express bus  
22 \$14.00.

23 COUNCIL MEMBER LEVIN: Okay.

24 JAMES WONG: I'll check but that's in the  
25 2013 Study.

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1  
2 COUNCIL MEMBER LEVIN: Okay. Sorry, I  
3 just want to make sure I understand you. I heard you  
4 say \$2.00 is the subway and \$14.00 was the MTA  
5 express bus, is that what you said on either end so I  
6 can--?

7 JAMES WONG: Pardon me. The \$2.20 is a  
8 New York City local bus.

9 COUNCIL MEMBER LEVIN: Right. So what's  
10 for the--what's for the subway because that was the--

11 JAMES WONG: I have to double check. I  
12 don't want to misquote it. I believe it's less than  
13 \$1.00, though.

14 SETH MYERS: Less than dollar?

15 COUNCIL MEMBER LEVIN: Because that was  
16 the--that was the example that you gave me, right?

17 JAMES WONG: Yeah.

18 COUNCIL MEMBER LEVIN: Is that 62 cents?

19 JAMES WONG: Yeah.

20 COUNCIL MEMBER LEVIN: So 62 cents.  
21 Okay, we've got it, 62 cents. You said it's between--  
22 because the range that you gave me was between a  
23 subway, which we now has as 62 cents and an MTA New  
24 York City express bus, which is now I see here  
25 \$14.82. Okay, it doesn't give us a whole lot of

1 guidance that 's between 62 cents and \$14.82 cents  
2 per trip. Um, but that's the minimum and maximum for  
3 ever trip that exists really in our--  
4

5 SETH MYERS: If you--if you wanted to  
6 narrow it in now that I know the exact, um, local  
7 city bus subsidy per trip it's \$2.20. We are between  
8 a cost per trip of a local bus at \$2.20 and the Long  
9 Island Railroad at about \$7.00.

10 COUNCIL MEMBER LEVIN: \$7.80, \$7.85.  
11 Okay. Okay. That's--that's at least something.  
12 Okay. Thank you for that.

13 JAMES WONG: You're welcome.

14 COUNCIL MEMBER LEVIN: Um, okay one--o9ne  
15 other question on this point. Presumably it costs us  
16 more to operate the routes that are much longer. The  
17 Rockaway route must cost us more than to operate a  
18 lot of the--Don't worry Donovan. It costs more than  
19 to operate the ones which go more locally down, you  
20 know, a shorter distance. Is that--is that correct?

21 SETH MYERS: Yes.

22 COUNCIL MEMBER LEVIN: Okay, and when--so  
23 when you say that it will average out to being  
24 between \$2.20 and \$7.85 that's an--it is an average  
25 is what you're saying?

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1

2

SETH MYERS: Yes, across all routes.

3

COUNCIL MEMBER LEVIN: Across all routes.

4

Okay, so some will cost less, and some will cost more

5

and some potentially will even cost more--potentially

6

more than the Long Island Railroad, but on average it

7

will average out to within that range.

8

SETH MYERS: I think like--like every

9

transit system you have some that are more highly

10

used, and some that are lesser used than on different

11

routes and I think a comprehensive and integrated

12

route is what makes it more impactful and

13

sustainable.

14

COUNCIL MEMBER LEVIN: Okay, and Council

15

Member Richards is committed to making sure that

16

every resident of the Rockaways rides this ferry to

17

make sure that it's sustainable. So that is good

18

thing. Um, right? All right.

19

COUNCIL MEMBER RICHARDS: [off mic]

20

COUNCIL MEMBER LEVIN: Right, okay. Um,

21

okay, so EDC Ferry contracts on East River Ferry.

22

They expire, as I understand it, not right now. They

23

expire in a few years, 2018. Is that--is that right?

24

SETH MYERS: 2019.

25

1  
2 COUNCIL MEMBER LEVIN: 2019. Okay. So  
3 you have out an RFP for, um, for all--it's for all of  
4 this. It's for the stuff that's coming online in  
5 2017 and 2018. Is that right?

6 SETH MYERS: For an operator of those  
7 routes that's correct.

8 COUNCIL MEMBER LEVIN: Okay, so how, um,  
9 how does that relate to the existence of contracts  
10 that are in place now for, um, for the East River  
11 Ferry? How does that--how does that work? What is  
12 the provision in your current contract, which would  
13 allow you to either expand or modify to the extent  
14 that you needed to, um, based on whatever you decide  
15 in response to the RFP.

16 SETH MYERS: So, you're absolutely right.  
17 We're putting out an RFP for an operator that has  
18 service that begins with a five-year term and then an  
19 option for a second five-year term. Um, and that  
20 certainly overlaps with the contract for the existing  
21 East River Ferry Service, which ends in 2019. Um,  
22 what we did when we put out the Operator RFP was put  
23 in what's called an add alternate, um, which allows  
24 us to opt to exercise additional service, and we  
25 requested that the operators come back with a price



1 to run what is today the East River Ferry Service in  
2 addition to the other routes that they would be  
3 running, and that would be in the case that we could  
4 not modify the existing contract with a current  
5 operator. Um, exactly how we're going to handle that  
6 overlap is also the subject of negotiations that have  
7 both with the respondents as well as the existing  
8 operator of East River Ferry Service.  
9

10 COUNCIL MEMBER LEVIN: I see so, if a  
11 bidder comes forth and you select them, and you are  
12 not able to renegotiate the terms in 2019 with East  
13 River Ferry then your--your winner bidder would--  
14 would be able to and it would be their obligation to  
15 take over that route.

16 SETH MYERS: Should we choose to exercise  
17 that add alternate clause. That's right.

18 COUNCIL MEMBER LEVIN: Okay.

19 SETH MYERS: That's what we have to do.

20 COUNCIL MEMBER LEVIN: And the East  
21 River--forgive me, but the East River route that  
22 exists right now does that get modified to add  
23 additional? So that stays the same?

24 SETH MYERS: That stays the same.  
25

1  
2 COUNCIL MEMBER LEVIN: Okay. That keeps  
3 it simple from a legal perspective. Okay. Okay,  
4 last question for me on the Metro Cards. Um, MTA  
5 says don't bother. We're changing our system. The  
6 MTA is not, you know, known to move so quickly with  
7 everything that they, you know, do. Um, what--what  
8 have they said too you about their time frame for,  
9 um, changing from Metro Cards to our futuristic new  
10 system?

11 SETH MYERS: Um, they haven't give a  
12 specific time line, and in our conversations they  
13 said in the next couple of years we should be further  
14 long in the development of it.

15 COUNCIL MEMBER LEVIN: Right.

16 SETH MYERS: But I don't want to speak  
17 for them.

18 COUNCIL MEMBER LEVIN: This to me, and I  
19 don't even know if it's in their--it was in their  
20 Capital Plan? This--the--a new system for Metro  
21 Card?

22 SETH MYERS: I believe it is in their  
23 Capital Plan. I don't know if it's--

24 COUNCIL MEMBER LEVIN: It's in their  
25 capital plan, but somewhere in the \$15 billion that

1 is not funded in their capital plan. So we should--I  
2 don't think we should feel a whole lot of confidence  
3 that this is something that's happening any time  
4 soon. In fact, if New York City believes, and I  
5 certainly believe that this system will not be in  
6 place in the near term, I don't think we should rely  
7 on their recommendation to us that we should not be  
8 using Metro cards here because there--we maybe  
9 waiting a decade before this happens. And to the  
10 extent that we actually want to integrate the ferry  
11 service into our transportation network and we know  
12 they have the challenges that they have, and the  
13 speed that they have on such a challenge this, of  
14 course is low, low on the priority relative to the  
15 extraordinary needs that the MTA has. Why--why  
16 wouldn't we address--it doesn't seem like it would be  
17 all that costly to add in a Metro Card reader on the,  
18 you know, on the piers and barges. There's not that  
19 many of them. We're talking about a very small  
20 number of places here. What--what's the--what's the  
21 hesitation?

22  
23 JAMES WONG: I mean they've also--just to  
24 add not that that was the only reason, they have also  
25 cited a number of technical challenges that would

1 come up from adding. It is a number of new stops.  
2  
3 It would be 20 new--new stops within their system.  
4 um, based on the age of the Metro Card. Just that it  
5 as been stretched very far to do much more than it  
6 was originally intended to. These are just in the  
7 conversations that we had with them. Um, and that's  
8 a general fare.

9           SETH MYERS: I want to just clarify, um,  
10 simply by using this, there's a term for fare  
11 integration and then there's fare acceptance, and what  
12 we've been talking about is fare acceptance where you  
13 could use a Metro Card, um, kind of like you do to  
14 day on the path as was as the subway system where it  
15 deducts the cost of a path trip and also the cost of  
16 the MTA subway trip. That's what we would be talking  
17 about were we to be able to get their acceptance  
18 between our system, the ferry system the MTA's card.  
19 Um, what cannot do in this kind of different  
20 discussion on any kind of realistic timeframe is fare  
21 integration where you can transfer kind of like you  
22 do from bus to subway within the MTA system is having  
23 that completely integrated system. That's a much  
24 larger conversation about really getting the MTA  
25 involved in the operations of the ferry system, which

1 is something that we just did not simply do at this  
2 time. So we could launch this ferry service in a  
3 timely fashion.  
4

5 COUNCIL MEMBER LEVIN: Okay. So you have  
6 fare acceptance versus fare integration.

7 SETH MYERS: Correct.

8 COUNCIL MEMBER LEVIN: But even on fare  
9 acceptance, they're saying to you don't bother?

10 SETH MYERS: Correct.

11 COUNCIL MEMBER LEVIN: Are you going to  
12 push back on that and actually encourage them to add  
13 20 new Metro Card readers to be able to accept fares  
14 on the--

15 SETH MYERS: After this discussion we  
16 will revisit the issue with MTA. I'm happy to report  
17 back on how that goes.

18 COUNCIL MEMBER LEVIN: Well, thank very  
19 much.

20 SETH MYERS: Thank you.

21 CHAIRPERSON RODRIGUEZ: Thank you. And  
22 as you know, the technology is there. So, you know,  
23 everyday we are approached by many individuals  
24 representing the business community, but they know  
25 that they have the technology to work with the MTA or

1 they just need to be sure that we have a system where  
2 a rider can be able to transfer to you the same--  
3 whatever system, Metro Card whatever is in the  
4 technology, they will be able to transfer from the  
5 bus to the train to the--to the ferry. Can--can we  
6 expect to--to see the Citi Bikes expanding their  
7 station and bringing some station close to the ferry?  
8

9           SETH MYERS: Um, yes, where-where  
10 possible we are trying to get, um, Citi Bike  
11 facilities right by the landings, and certainly on a  
12 longer term moving forward we are in close  
13 communication working well with DOT about aligning  
14 their expansion as--as our ferries and their landings  
15 dome on line.

16           CHAIRPERSON RODRIGUEZ: What about the  
17 MTA expanding some bus stops to go to the ferry as  
18 both of us can meet to also connect?

19           SETH MYERS: Likewise, that's a  
20 conversation we've had. I'm specifically aware of  
21 the one in, um, in Soundview where we've asked for a  
22 bus route to be extended by a couple of blocks so  
23 it's a close as it can be possibly to the ferry  
24 landing. Um, that's been a good conversation, and  
25

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1 we'll continue to have those in advance of the  
2 service launch.  
3

4 CHAIRPERSON RODRIGUEZ: Great. So the  
5 next person, the next colleague to ask questions  
6 Council Member Vacca. My thank you to Minority  
7 Leader Jimmy Van Bramer. He will continue conducting  
8 this hearing, and for now on we'll have five minutes  
9 on the clock because of the number of council members  
10 who have questions. Council Member Vacca.

11 COUNCIL MEMBER VACCA: Thank you, Mr.  
12 Chair. Thank you. I have the Citywide Ferry system  
13 drawing and it looks like the Bronx has one stop the  
14 entire borough. I don't want to take it personally,  
15 but I do. I have met with EDC for years. I've  
16 advocated more ferry service to the Bronx, and to  
17 have one stop in the entire city, I think is an  
18 insult to my borough. You talk about Citi Bikes. We  
19 don't have that in the Bronx either. We're stranded.  
20 My district in Ferry Point Park was the site that I  
21 gave, 380 acres of Ferry Point Park. I'm going to  
22 name that park No Ferry Point Park because that's how  
23 we've been treated. And my constant discussions with  
24 both administrations past and present have not been  
25 fruitful, and I think it's outrageous. You had said-

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1 -your people said to me at EDC that the Bronx was not  
2 good, the Ferry Point site was not good because you  
3 couldn't build a pier there. Now, we're talking  
4 about barges. So I guess my site is not good for  
5 barges either. It's totally unacceptable because  
6 this ferry in Soundview can make a first stop right  
7 here in Ferry Point into Throggs Neck. I would  
8 submit to you come to Throggs Neck and try to get to  
9 work to Manhattan in the morning. Join the people  
10 that I represent. We're in the middle of nowhere.  
11 These routes--no offense to my colleagues--these  
12 routes have much better transportation access than I  
13 will ever have to the City of New York except for the  
14 Rockaways, which I admit. No one else has access as  
15 poorly as my community does, and yet where we have  
16 the greatest challenge and the greatest need and we  
17 talk about equity in this city today. Equity. I  
18 keep hearing equity. Well, when does a community  
19 like mine begin being treated equal? Because this  
20 study has left us out in the doldrums and for how  
21 long I don't know. For the indefinite future. For  
22 the indefinite future we are left, and then we talk  
23 about a borough that needs economic development. A  
24 borough that has the highest percentage of poverty.  
25



1 The borough that has the greatest transportation  
2 needs, and we get one ferry stop. And I look at  
3 this, and I find this insulting.

4  
5           SETH MYERS: Um, there are--if I can  
6 respond to the selection of landings, there are  
7 several different factors that we look at when we  
8 were siting landings and making that decision as part  
9 of the 2013 and most recent effort. There are the  
10 factors of the number of ridership or density in the  
11 areas that we'll be serving. We also have to factor  
12 the distance as well as the time that it takes to get  
13 to that landing. Then there are navigability or kind  
14 of physical issues that we have to consider there.  
15 So when--when you look at the Bronx it--the good news  
16 is that there are many areas of the Bronx that do  
17 have a very robust existing mass transit service.  
18 Um, there are other areas that are more isolated, um,  
19 Throggs Neck among them as well as Soundview, and we  
20 selected Soundview based on its distance, less  
21 challenging navigability issues although there are  
22 still some around Soundview that we have to get over.  
23 And trying to find the right density around the  
24 landing where Soundview had a good density, and  
25 certainly one that would compare favorably to

1 something around the Ferry Point Park of golf course  
2 that's there.

3  
4 COUNCIL MEMBER VACCA: Well, I do say  
5 that we in the city are supposed to respond to  
6 challenges and meet them and address them. We have a  
7 homeless challenge in this city, and we are meeting  
8 that challenge. We have failing schools in this  
9 city, and I'm told we're meeting that challenge. But  
10 when it comes to the Bronx having a transportation  
11 need, I'm told that the challenge we cannot meet and  
12 will not address. That's unacceptable.

13 COUNCIL MEMBER VAN BRAMER: Council  
14 Member Vacca, do you have any other questions or  
15 comments?

16 COUNCIL MEMBER VACCA: No, I'm--I'm  
17 anxious for real answers. I want this plan  
18 reconsidered. I want the Bronx to be put back on the  
19 map and I want the neighborhoods that I represent  
20 that are transportation starved to be reconsidered.  
21 Throggs Neck Community First, City Island. I  
22 represent communities in the no--in the middle of  
23 nowhere, but you've neglected to, um, to have in your  
24 plan, and I want this plan reconsidered and  
25 reassessed. And for 2025, 2029 whatever we talk

1 about. I want it done in the near future along with  
2 this. Along with this study I would like my  
3 community reconsidered in the East Bronx. You've  
4 admitted that we have transportation concerns, and I  
5 know the transportation issues because I take the  
6 train here everyday. I take the train from the  
7 Bronx. And I'm telling you it takes me more than an  
8 hour to get here and, therefore, ferry service would  
9 be an option for the people that I represent and yet  
10 we're denied the option. It's just inequitable.

12 [background comments]

13 SETH MYERS: I would say that we have to  
14 balance the overall needs of the systems, and when we  
15 select landings we look at things like density and  
16 expected ridership and the time that it takes and the  
17 cost that it takes to get there. And while there are  
18 many areas of the city that want ferry service it's  
19 something that we have to balance carefully so that  
20 we have a sustainable and affordable system.

21 COUNCIL MEMBER VACCA: You have--you have  
22 studies under the Bloomberg Administration that  
23 showed that the stop in Ferry Point Park from a time  
24 perspective would be very advantageous to the city.  
25 From a time perspective the--the ferry access would

1 be very good access from Throggs Neck. You have  
2 studies in that regard. Now, if you're talking about  
3 getting a location where people live and can walk to  
4 the ferry, very few locations in this city have  
5 locations where people can walk to the ferry. I wish  
6 I had a location where my people could all walk and  
7 get on the ferry. I don't have that. But are we  
8 going to be penalized because of where we live,  
9 geographically where we live? Is that going to be a  
10 discriminatory thing against us that we'll never have  
11 ferry service? Should I move people's houses so we  
12 can all live on top of the ferry and roll out of bed  
13 and go on?

15 SETH MYERS: Again, we--we look at  
16 existing and near-term projected population densities  
17 when we are evaluating which ferry stops or which--  
18 which neighborhoods to serve, and we do, in fact,  
19 have--many of our ferry landings we are assuming the  
20 vast majority of these riders will walk or bike to  
21 the ferry landing.

22 COUNCIL MEMBER VACCA: I'd say thank you  
23 but I say no thank you.

24 COUNCIL MEMBER VAN BRAMER: Thank you  
25 very much, Council Member Vacca, and I am next on the

1 list and we are on five-minute clock with all the  
2 council members. Um, Council Member Richards  
3 followed by Council Member Menchaca after myself. I  
4 have a few questions while expressing my solidarity  
5 in support with my colleague from the Bronx and his  
6 need for service not just increased service but  
7 service. Let me turn your direction to Western  
8 Queens, if I could. The \$55 million for the upgrade  
9 of existing landings and the build-out of the future  
10 landings, what does that mean for the existing  
11 landing in Hunter's Point South, and the future  
12 proposed addition in Long Island City North?

14 SETH MYERS: Can you take this.

15 JAMES WONG: Um, thank you. Thank you  
16 for the question. Um, Hunter's Point South is  
17 expected to remain in service as part of the East  
18 River Ferry ride. As was asked earlier, the East  
19 River Ferry route will continue to be in service.  
20 Um, and Long Island City is actually unique because  
21 in our studies, and has been for some time one of the  
22 highest populations and cities in the waterfront  
23 areas that will really contribute to ferry service.  
24 And one that actually is expected to drive the  
25 ridership on not one, but two separate routes. So we

1 are actually looking to do--if you look at the--the  
2 map there's two different routes in Astoria and the  
3 Lower East Side route will both be served a little  
4 further north, but still within Long Island City. And  
5 it's really important to us that we've learned from  
6 our experience, um, that having great upland  
7 amenities like Hunter's Point Park and Gantry State  
8 Park are going to be really helpful for us to drive  
9 ridership. So we do expect Hunter's Point South to  
10 remain in service, and we are looking forward to an  
11 additional landing in Long Island City.  
12

13 COUNCIL MEMBER VAN BRAMER: And, well,  
14 there's going to be--there's Hunter's Point South,  
15 which with the--which exists. Then there will be  
16 Long Island City North and then to the north of that  
17 in Council Member Constantindes' district the Astoria  
18 proper landing, correct?

19 JAMES WONG: Correct and Roosevelt Island  
20 would be a stop along that route as well.

21 COUNCIL MEMBER VAN BRAMER: Correct. Um,  
22 so in addition to the thousands, literally thousands  
23 of additional units that will be built in Long Island  
24 City and Hunter's Point over the next few years, the  
25 stop depending on where they're ultimately sited in

1 North Island City, it could be very close to the  
2 Queensbridge Houses as well, and you mentioned Citi  
3 Bike. We do have Citi Bike at Queensbridge, which  
4 was very exciting. But I was wondering just as with  
5 Citi Bike where there's a discount for NYCHA  
6 residents, has there been any thought to having a  
7 discount for the ferry service for NYCHA residents as  
8 well?  
9

10 JAMES WONG: I can say that in our RFP  
11 for the operator we did request information on what  
12 kind of passes and discounts they could provide, but  
13 that's kind of all we can talk about I think at this  
14 point.

15 COUNCIL MEMBER VAN BRAMER: Specifically  
16 for NYCHA residents, though?

17 JAMES WONG: I don't know if it called  
18 out NYCHA residents in the RFP. I'd have to check.

19 COUNCIL MEMBER VAN BRAMER: Is the  
20 administration open to that? Don't you think that  
21 would be terrific? If this is partly about equity,  
22 which I couldn't agree more, and--and you are going  
23 to be, and I'm sure Council Member Constantinides  
24 will talk about this at the Astoria Houses, and  
25 they'll be potentially depending upon where we site

1 it within walking distance of the Queensbridge  
2 Houses, and I'm sure many other NYCHA developments on  
3 the route. Don't you think you should seriously push  
4 a discount for NYCHA residents?  
5

6           SETH MYERS: The--the reason that Mayor  
7 de Blasio chose to peg the fare at \$2.75 instead of  
8 at what the East River Ferry was running at \$4.00 on  
9 the weekday and \$6.00 on the weekend was exactly  
10 stemming from that type of concern around equity and  
11 access. And in particular as we were discussing the  
12 Red Hook service. So, it is something that we have  
13 to balance the types of discounts that we do with  
14 overall subsidy costs. And we've designed it  
15 currently, we've tried to make it as equitable and  
16 affordable for all of its user, and as we're siting  
17 its landings. We'll have to evaluate how different  
18 discounts come out overall in the subsidy during  
19 these negotiations.

20           COUNCIL MEMBER VAN BRAMER: Absolutely,  
21 and look, I'm a huge supporter of ferry service.  
22 Have been since day one, and am very anxious to see  
23 the expansion that you've got here. We've worked  
24 very closely with EDC and both of the  
25 administrations, as a matter of fact, through this



1 process. So, that's all good, but I really do  
2 encourage you to look at what is possible for NYCHA  
3 residents in terms of a discount if we're going to  
4 really address equity here in a meaningful way. I  
5 think that's--that's really worth pursuing. And then  
6 lastly, the EIS that I assumed, um, that I assume  
7 somebody will contribute to our final decision on the  
8 siting for the OIC North location?  
9

10 SETH MYERS: The EIS will be one of  
11 several factors that will help us determine the exact  
12 location. [beeper]

13 COUNCIL MEMBER VAN BRAMER: And your  
14 meeting last week went, um, well I take it in Long  
15 Island City?

16 JUSTINE JOHNSON: [off mic] Yes, so we met  
17 last week in Long Island City with the Hunter's Point  
18 Civic Association, and--

19 SERGEANT-AT-ARMS: Would you turn on you,  
20 mic, please? Will you turn it on?

21 JUSTINE JOHNSON: Can you hear me now?

22 COUNCIL MEMBER VAN BRAMER: Yes.

23 JUSTINE JOHNSON: Okay. So yes last week  
24 we met with the Hunter's Point Civic Association and  
25 Hunter's Point Park Conservancy. The meeting that

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1 we've had thus far have been quite positive. I think  
2 there's definitely an appetite for support at the  
3 Center Boulevard Landing. So we'll continue to work  
4 with the community. We understand that there are  
5 like ongoing concerns at that particular location,  
6 um, and we hope to address those concerns with  
7 further outreach.  
8

9 [background comments]

10 COUNCIL MEMBER VAN BRAMER: And just for  
11 the record could you identify yourself?

12 JUSTINE JOHNSON: Justine Johnson.

13 COUNCIL MEMBER VAN BRAMER: Great. Thank  
14 you and I do hearing good things coming out of that  
15 meeting from my Chief of Staff who was there.

16 Council Member Richards followed by Council Menchaca.

17 COUNCIL MEMBER RICHARDS: Hello.

18 COUNCIL MEMBER VAN BRAMER: Okay, new  
19 mics. Okay.

20 COUNCIL MEMBER RICHARDS: Good afternoon.  
21 It's an honor to be here and certainly very grateful  
22 for the work that EDC is doing on--on the ferry  
23 service in particular in the Rockaways, of course,  
24 and I would not be representing the Rockaways at my  
25 best if I did not say we need the ferry before 2017.

1 So, I just wanted to put that out there. SO, we--we-  
2 -obviously, the conversation around equity has come  
3 up several times here this afternoon, and it's a  
4 conversation that we continuously had. And as you  
5 know, I represent that eastern portion of the  
6 Rockaways, which has historically had no access to  
7 the ferry at all, with the majority of the residents  
8 residing--70--60 to 70,000 residents residing on the  
9 eastern end of the Rockaways. So, I want to know  
10 what are we doing to ensure that people in particular  
11 on the eastern end, but all of the Rockaways have  
12 access to the ferry. One of the things that you  
13 cited in the past was that the ridership was not as--  
14 as it could have been, and we know partly the  
15 majority what that reason is, and that's because the  
16 majority of the--the population has no access to it.  
17 So, I just want to hear your thoughts on what are we  
18 thinking about in terms of ensuring everybody has  
19 equal access to the ferry in the Rockaways.

21 SETH MYERS: Sure and I recall our boat  
22 ride when we were looking at the MTA Bridge and the  
23 height--the height finding and that was all part of  
24 our effort to see how far east we could take the  
25 ferry. Because, as I explained we want to go where

1 the density is. We want to get the ferry landing  
2 closest to the highest number of likely users. And  
3 Rockaway is a little bit different because--as it is  
4 a slightly lower density area, and it is one of the  
5 areas where we're introducing parking as well as the  
6 potential to have a shuttle bus there. So that we  
7 can have a wider catchment area, and I hit on the  
8 word likely ridership because as we go further east,  
9 we start to compete more with the A-Train in terms of  
10 both cost as well as time saving. The further that  
11 the ferry has to go east or a shuttle bus in this  
12 case since we're fixed at the Beach 108 landing site  
13 for now, you start losing the competitive advantage  
14 of the ferry versus the subway.

16 COUNCIL MEMBER RICHARDS: So I would just  
17 caution you when you say there is not a lot of  
18 density, and I'm not sure if you're aware of the  
19 building boom that we are going through currently,  
20 and the building boom that we foresee very soon. So  
21 has there been any thought around 84th Street in  
22 particular--

23 SETH MYERS: Yeah.

24 COUNCIL MEMBER RICHARDS: --in--in  
25 bringing it more central, and that would give you the

1 less competition--competition with the A-Train in  
2 particular. And let me just mention, and the Deputy  
3 Mayor just was out touring the Rockaways with me  
4 Friday, the particular area around 84th will also  
5 most likely be going through some development as  
6 well. So I'm interested in hearing is that a  
7 location you're looking at?

9 SETH MYERS: Yes, so my--my comments  
10 about density are relative to other--other parts of  
11 the city. Um, the--

12 COUNCIL MEMBER RICHARDS: But we--we  
13 can't compare us to other parts of the city. We are  
14 cut--We're like Staten Island, cut off on an island.

15 SETH MYERS: Understood, and we're trying  
16 to make sure that we serve as many people as we're--  
17 we're likely to successfully serve on the Rockaways  
18 when we come to the site. So, um, the areas around  
19 the 84th Street Bridge is where we'd like to put the  
20 ferry landing I think in the longer term. We'll be  
21 beginning studies around siting something there. But  
22 for this initial beginning of service in 2017, we  
23 are--we are anticipating keeping our landing or  
24 restoring our landing at Beach 108th Street, and  
25 that's because that's the most feasible that we can

1 do on the accelerated time frame that we're on, and  
2 find a way longer term. And hopefully, it is not too  
3 long term to get something closer to 84th Street.

4  
5 COUNCIL MEMBER RICHARDS: How long will  
6 this study take, and has it begun?

7 JAMES WONG: Um, sure. So part of what  
8 Seth is talking about is relating to a long  
9 outstanding earmark actually in the Rockaways, the  
10 \$15 million that has been set aside for Rockaway--  
11 related to Rockaway Ferry Service. And that's one  
12 where we're actively creating an RFP right now in  
13 order to get someone on board to help us with the  
14 long-term siting of additional ferry facilities in  
15 the Rockaways. So we heard loud and clear that we  
16 need to get up and running as quickly as possible.  
17 That's where Beach and 108th is. We know the site.  
18 We know--we know, you know, it's not perfect and so  
19 we can do things like providing the parking and  
20 looking into shuttles to help us get there. Um, but  
21 I do want to flag that the--the earmark study is  
22 something that we are planning to release an RFP  
23 before the end of the year related to that.

24 COUNCIL MEMBER RICHARDS: Is that  
25 October, November? [bell]

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2           SETH MYERS: Um, sorry, I don't have the  
3 specific time, but we are looking to the end of the  
4 year.

5           COUNCIL MEMBER RICHARDS: We're getting  
6 close to the end of the year. Just the last question  
7 on the shuttle bus service. So I have heard from my  
8 constituents, and obviously we're looking at 67th  
9 Street as being an area that we look to run the  
10 shuttle. Have you given any thought to running it a  
11 little further down, and I don't like necessarily the  
12 words you're using competing with the A-Train.  
13 Because I think if residents had the choice between  
14 the ferry and the A-Train, there would be no  
15 competition because the A-Train runs so poorly. You  
16 could take--I would say you could get to Florida by  
17 plane as quick as you can get to Manhattan by train  
18 on some days. And, um, so--so it's not really  
19 competition. There would be no competition. Have  
20 you given any thought of bringing it down just a  
21 little further into Far Rockaway? Maybe 60th into  
22 the 50s so that we can connect public housing  
23 residents in particular the Ocean Bay Houses, um, to  
24 ferry access?

25

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1  
2           JAMES WONG: Sure. The shuttle rides  
3 that we proposed in the RFP, there is still certainly  
4 some flexibility to them. Those are not set in  
5 stone. What I do want to flag there is that part of  
6 the planning that went into those is recognizing that  
7 we would like to keep the travel time for each run  
8 around 20 to 25 minutes. The reason being that we  
9 want to make sure that each bus can meet each ferry  
10 departure and make sure that, you know, can make sure  
11 that the operations are smooth. Otherwise, you'll  
12 have crisscrossing buses, and it's not clear exactly  
13 which--which bus goes to which ferry. So we do want  
14 to keep that 25-minute, um, one-way travel time in  
15 mind, and we'll continue to work both with electeds  
16 and the local community about what the route might  
17 actually look like long run.

18           COUNCIL MEMBER RICHARDS: Great.

19           COUNCIL MEMBER VAN BRAMER: Council Member  
20 Richards.

21           COUNCIL MEMBER RICHARDS: [off mic] If  
22 you can look at [on mic] running it--Is this thing  
23 on--close to 54th, it will take you 25 minutes to get  
24 up there as well. So I want to thank EDC. I want to  
25 thank your team. They've been phenomenal and look



1 forward to continuing our community engagement.

2 Thank you so much.

3  
4 COUNCIL MEMBER VAN BRAMER: Council  
5 Member Menchaca followed by Council Member Reynoso  
6 and Constantinides. Council Member Reynoso stepped  
7 aside, but he is coming back. So we will forward to  
8 him whenever he comes. Council Member Menchaca.

9 COUNCIL MEMBER MENCHACA: Thank you, and  
10 I'll start by saying that the concept is good. I  
11 think I stand with my colleagues as well. I'm really  
12 trying to drill down a little bit about the community  
13 connections. So I will start in Red Hook first. I  
14 represent two of the pieces of the plan. And the  
15 first question I have before I talk about the  
16 specific items there are a couple RFPs you mentioned.  
17 And so there's Rockaway RFP, that's separate and  
18 apart from the other RFPs. Can you talk a little  
19 just how about the RFPs? Which ones are out right  
20 now for everybody to hear who's watching?

21 SETH MYERS: We--we have, um, we have  
22 three RFPs that are related to the citywide ferry  
23 service, and then there are--there's an additional  
24 RFP that you mentioned. I'll talk about the three

1 for citywide ferry service and James can talk about  
2 the other.

3  
4 COUNCIL MEMBER MENCHACA: Yeah, I don't  
5 want to know the--the content. Just that--

6 SETH MYERS: Oh, sure.

7 COUNCIL MEMBER MENCHACA: --this is a day  
8 when I only have five minutes, and I have a couple of  
9 other questions.

10 SETH MYERS: Yeah, citywide ferry service  
11 has three.

12 COUNCIL MEMBER MENCHACA: Okay.

13 SETH MYERS: It is for the construction  
14 manager, the steel fabricator and then a ferry  
15 operator.

16 COUNCIL MEMBER MENCHACA: These are three  
17 separate contractors or--

18 SETH MYERS: These are three separate  
19 RFPs that proceed the contracts.

20 COUNCIL MEMBER MENCHACA: RFPs and are  
21 they out now?

22 SETH MYERS: Um, yes.

23 COUNCIL MEMBER MENCHACA: All of them are  
24 out now?

25 SETH MYERS: Yes.

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1  
2 COUNCIL MEMBER MENCHACA: And when did  
3 they come out?

4 SETH MYERS: And we have a construction  
5 manager on board, we have a steel fabricator on  
6 board. We are negotiating with an operator  
7 currently.

8 COUNCIL MEMBER MENCHACA: The operator  
9 Okay. So, and when did those--when did the operator  
10 contract go out, or the RFP go out?

11 SETH MYERS: June 24th.

12 JUSTINE JOHNSON: June 24th.

13 JAMES WONG: So it came back in June?

14 (sic)

15 JUSTINE JOHNSON: Yes.

16 JAMES WONG: It came out in March?

17 JUSTINE JOHNSON: Yes.

18 JAMES WONG: So we--we released the  
19 Operator RFP in March and then it was, um, we had  
20 responses in mid-June and then we anticipate  
21 selection by late this year or early next year.

22 COUNCIL MEMBER MENCHACA: Okay, so I just  
23 want to emphasize the--the process here. The RFP  
24 goes out. Two of them are back. One is still  
25 waiting on an operator. You're in negotiations right

1 now. You're in the middle of outreach. Outreach has  
2 yet to hit--and if you want to go back to the site on  
3 outreach in Red Hook, um, what's not on there folks  
4 that have been thinking about a kind of resilient  
5 concept for ferry system including New York Rising,  
6 they're not on your--on your list there, um, they  
7 added this to one of their islands for projects, um,  
8 to move forward. Um, and they're looking at  
9 locations that are not on possibilities like  
10 Valentino Pier and Devan (sic) Point. Can you talk a  
11 little bit about how--how that happened and if you  
12 can get in front of them and talk a little bit about  
13 their expertise, and they've got some really good  
14 expertise. How can that change the final plan?

16 JUSTINE JOHNSON: Yeah. So in terms of  
17 outreach, we have met with the local community board.  
18 We are willing and welcoming any--

19 COUNCIL MEMBER MENCHACA: Yeah, so  
20 definitely?

21 JUSTINE JOHNSON: Yes. So just saying in  
22 terms of New York Rising, we're willing and open to  
23 do any further outreach, um, with any of the civic  
24 organizations. We been working with your office as  
25 well, and we have a few upcoming meetings with the

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1 Red Hooks Residents Association. So again, our goal  
2 is to hear back from the community.

3  
4 COUNCIL MEMBER MENCHACA: Right. So now,  
5 looking at locations. Atlantic Basin. What  
6 prevented you from adding that to the plan?

7 SETH MYERS: Atlantic Basin is a very  
8 complicated place for a ferry landing.

9 COUNCIL MEMBER MENCHACA: Okay.

10 SETH MYERS: Given--given concerns around  
11 the cruise ships that dock there, as well as them  
12 accompanying a customs office as well as security of  
13 that center because of that use. What that means is  
14 when a cruise ship is docked there, no other boats  
15 can enter into the basin.

16 COUNCIL MEMBER MENCHACA: Okay.

17 SETH MYERS: And that complicated  
18 security made it infeasible as a ferry landing.

19 COUNCIL MEMBER MENCHACA: Got it. So we  
20 have some conflicting information about that. And  
21 I'd love to take that into the community and really  
22 discuss that before we are making any final--final  
23 pieces. The other piece, as I look at the clock, um,  
24 are in Sunset Park. So your current plan offers a  
25 middle of the pier plan for the barge. Some of our

1 local community members talk about how that's going  
2 to really bifurcate the pier to not allow for  
3 programming that was in previous conversations that  
4 we've been having with BBC on a kind of community  
5 side of the pier. And so, I'm hoping that when we  
6 come back to outreach we'll include that. And--and  
7 what you're saying is that community input might be  
8 able to change the final locations of the ferry  
9 landings. Is that right?  
10

11 SETH MYERS: To a degree. We--we are  
12 trying to align--if--if you're talking about end of  
13 pier versus middle of pier or the right area  
14 immediately around Pier 4, then that's exactly the  
15 type of conversations we're looking to have. Justine.

16 JUSTINE JOHNSON: Yeah, and I would  
17 definitely add just to that, um, definitely the  
18 community outreach component helps us to inform where  
19 the ideal location is for the siting of the landing  
20 and as well, um, what are some of the local community  
21 concerns with just operating or getting to the  
22 landings. So I think that's helpful for us.

23 COUNCIL MEMBER MENCHACA: Great and so  
24 my last questions I'll stick in, and then I'll hand  
25 it over to the chair. If you can answer these two

1 pieces. One of the components that continues to come  
2 up for Red Hook and Sunset Park is the resiliency and  
3 really a kind of response to storm. I don't see much  
4 of that here and it would be great to kind of hear  
5 about that today. Um, and then secondly really  
6 thinking about the connectors [bell] to your--the  
7 previous policy that we had in for example Sunset  
8 Park and Red Hook that--that connected community  
9 through park and ride concepts. And then also  
10 there's an Ikea ferry service right now that's  
11 working well, and whether or not you've incorporated  
12 their--their current system and how that's going to  
13 overlay with your current--your current plans to  
14 bring something at the end of Van Brunt (sic). This  
15 screams redundancy in some ways and whether or not  
16 you're going to take that into consideration when--  
17 when overlaying a city--a city plan when there's  
18 already a private company offering service. And then  
19 I'll--I'll stop with that question.

21           SETH MYERS: Yeah, I'll speak generally  
22 to the question on resiliency. I think we are  
23 looking at the ferry service as something that is  
24 both quick to implement relative to other larger  
25 capital investments as well as having a great degree

1 of flexibility and redundancy with transportation  
2 systems. So to the degree that we get something up  
3 and running today, and it is hypothetically  
4 completely agnostic to other resiliency plans, we--we  
5 have generally speaking it is fairly straightforward  
6 to move or accommodate the ferry system around larger  
7 resiliency measures that come up. This should not  
8 preclude resiliency planning or resiliency  
9 investments.  
10

11 COUNCIL MEMBER MENCHACA: [off mic] I'd  
12 like to hear a little about this plan. (sic)

13 JAMES WONG: Um sure, one of the things  
14 we've learned as part of our implementation work is  
15 for example that the--some of the water is actually  
16 quite shallow in and around Red Hook and so for  
17 example we did learn that the landing that is  
18 currently there is not one that would accommodate  
19 most of the vessels that we've requested information  
20 from. So there are certain technical hurdles. And as  
21 to the overlay of our private service, there will  
22 continue to be private services run throughout the  
23 city, um, and one that was--and ones that we're very  
24 excited just that there are certain markets where  
25 private ferries can, um, can continue to be



1 successful. What we're trying to do is really  
2 connect it in with the rest of the ferry system, one  
3 that we think will be really successful as it  
4 connects to the rest of the city.  
5

6 COUNCIL MEMBER VAN BRAMER: Thank you,  
7 Council Member Menchaca. Council Member Reynoso is  
8 not here so we are going to go to Council Member  
9 Constantinides followed by Council Member Vallone.

10 COUNCIL MEMBER CONSTANTINIDES: Thank  
11 you, Chair Van Bramer and always good to see you.  
12 Thank you for being here. So, you know, personally  
13 my excitement and I think our community's excitement  
14 for the Astoria stop. The end of the Hallet's Cove  
15 Peninsula is 1,515 feet from Manhattan. The  
16 residents of the Astoria Houses can see Gracie  
17 Mansion from their home, and yet their commute is one  
18 of the longest in my district. They--with the  
19 additional bus that they have to catch to the train  
20 there and upwards of an hour to Manhattan. Yet, they  
21 can see Manhattan from their home. So there is a lot  
22 of excitement from the residents of Astoria Houses  
23 and overall Astoria community for this. But very  
24 quickly. I see it's 1:00 o'clock and it's going  
25 quickly. The location. The Hallet's Cove has 99.9

1 we're still at that location in the south correct?

2 So based on navigational purposes and being able to  
3 site it in equity. We're there, right?

4  
5 SETH MYERS: Yes.

6 COUNCIL MEMBER CONSTANTINIDES: Fantastic.

7 Second, I see that the East River Ferry they have  
8 that shuttle. They're able to connect that shuttle  
9 bus to Midtown. Will this site be able since they're  
10 also stopping at that 34th Street, will that--will  
11 the folks that take the--the East--distant ferry  
12 route be able to connect there to that shuttle bus to  
13 Midtown?

14 JAMES WONG: We--we requested through our  
15 RFP, um, one of the things that was in there was also  
16 shuttle service in Midtown akin to what is in the Add  
17 Alternate route, which is currently serving as the  
18 East River Ferry. So we anticipate that there would  
19 be a circulator or shuttle, whether it's, you know,  
20 in exact form today or whether it would be slightly  
21 different. We'll look into that.

22 COUNCIL MEMBER CONSTANTINIDES: So there  
23 will be something to get people from sort of the  
24 eastern part of Manhattan into sort of Midtown  
25 Manhattan with them not having to take a double fare.

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2

JAMES WONG: Yes.

3

4

COUNCIL MEMBER CONSTANTINIDES: That's what we're trying to avoid. When we talk about fare integration, we don't want to have people pay two fares. That could discourage them from taking the ferry even if it takes them a longer time to get there, correct?

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JAMES WONG: From Midtown Manhattan, that's right.

10

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SETH MYERS: We hope it makes--really narrows the--the distance and time it takes people to get where they want to go, um, as well as kind of classically from an outer borough into Manhattan to

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1 work in the CBD and access to jobs. Um, as well as  
2 between developing centers of the city like Astoria  
3 or a Sunset Park or a Red Hook where there are new  
4 industries and new job opportunities that, um, would  
5 continue to grow and--and would appreciate additional  
6 transportation access.  
7

8 COUNCIL MEMBER CONSTANTINIDES: We're---  
9 we've heavily invested. We've invested capital  
10 dollars both myself and the borough president to  
11 build--to renovate the park that's there. To  
12 renovate, to create a new eco dock. You know, we are  
13 invested in being a partner in helping to make sure  
14 this ferry is a success and the--the--it raises all  
15 boats, so to speak, that we do create an additional  
16 economic development around this. I definitely  
17 appreciate your support on that, and you know, you  
18 are aware of those projects. I don't want to take up  
19 the committee's time.

20 SETH MYERS: Yes, I am.

21 COUNCIL MEMBER CONSTANTINIDES: Great.  
22 Lastly, the last question I do have--well, I have  
23 two. One, our target ridership are people that live  
24 around there, right? We're not building parking lots  
25

1 because we don't feel that people are going to bypass  
2 existing transit lines, correct?

3  
4 SETH MYERS: That's right. This is one  
5 of those where we assume that the vast majority will  
6 walk or bike to it.

7 COUNCIL MEMBER CONSTANTINIDES: So we're  
8 walking and we have--we're working with DOT to make  
9 sure that there--there is particular crossing that's  
10 ended.

11 SETH MYERS: Yes, we recently started  
12 coordinating on what we're calling upland connectors  
13 around the immediate area, around the land to make  
14 sure that we have the right things like the right  
15 safety measures or crosswalks or just the best  
16 conditions for pedestrians that we possibly can.

17 COUNCIL MEMBER CONSTANTINIDES: Okay,  
18 great, now, because there are certain--I mean right  
19 where the ferry could be, do we envision Citi Bike to  
20 be on the eco dock. There's no track--there's no  
21 crossing there. Um, so we think people who will be  
22 coming off the ferry we want to make sure they can  
23 get across the street safely. In a Vision Zero world  
24 we want to make sure there is that sort of cross-  
25 agency connection.

1  
2           SETH MYERS: DOT does have their own  
3 process for getting a crosswalk put in place where  
4 one doesn't exist. So I don't want to over commit.  
5 Um, but generally, that's exactly what we're trying  
6 to do is make sure we have the best possible  
7 pedestrian conditions and bicyclists conditions by  
8 the time that this service opens.

9           COUNCIL MEMBER CONSTANTINIDES: And my  
10 last question. I know that my--my colleague Council  
11 Member Vallone is going to talk about this probably.  
12 Um, but, I--I represent a community that, um, they've  
13 talked about a lot of bad ideas to sort of connect  
14 people to La Guardia Airport, and, um, you know,  
15 whether it's extending the Q-Train, which is a non-  
16 starter, um, whether it's, you know, creating a  
17 Select Bus Route down Astoria Boulevard, which could  
18 take two lanes of traffic to one, which is a non-  
19 starter. Um, looking at potential routes for the  
20 future I think adding one for the airport would be a  
21 great way of [bell] both increasing, you know, ways  
22 to get to the airport and also supporting, um,  
23 districts like mine, which we want to support ways to  
24 get to the airport. We just don't want it to be, you  
25 know, multi-billion dollar projects that are not

1 supportive of our local community. So we want to  
2 improve transit. We want to also make sure that, you  
3 know, we are part of a real solution. That's--that's  
4 my piece.  
5

6 COUNCIL MEMBER VAN BRAMER: Thank you  
7 very much, Council Member Constantinides, and to  
8 include this Queens Council relay from yourself to  
9 Council Member Vallone and then Council Member  
10 Miller.

11 COUNCIL MEMBER VALLONE: Thank you,  
12 Majority Leader. So, do I have a site for you. The  
13 best one you're gonna hear. It's ready to go  
14 tomorrow for you. It is the home of the first place  
15 New York Mets. We've got U.S. Open, La Guardia  
16 Airport, a park and ride with thousands of places, a  
17 pier ready and accessible, three council members  
18 united all joined in the litter (sic), Council  
19 Members Ferrears, Koo and myself. Melinda Katz, our  
20 Borough President, is supportive of it. I don't see  
21 and the City Field Arena not even in my district.  
22 But I have a district without a New York City subway  
23 line joined with the chorus of those who don't have  
24 access to the city. It would be a viable option.  
25 Really, it would be an option for those and in

1 meeting all the litmus tests that we've addressed, it  
2 would have immediate accessibility. It would have  
3 viability. It would have an option for the  
4 overburdened 7-Train, which doesn't come to my  
5 district, but it's the only way to get to the city if  
6 you're not going to take express bus of the Long  
7 Island Railroad. I just wanted to hear some of your  
8 thoughts on the viability of adding this site at some  
9 point in the future. Where we are with it, um, and  
10 what would be some of the impediments to adding the  
11 City Field Arena, which has all of those ingredients  
12 ready to go.

14           SETH MYERS: So generally, looking  
15 forward, um, we want to like we learned from the East  
16 River Ferry Pilot Service that we launched, and the  
17 current service that we have, we want to see how this  
18 operates and see if there are lessons that we can  
19 learn from it. And what we are planning to do is  
20 after both the 2017 and 2018 service starts, evaluate  
21 it and have a conversation as well as what I imagine  
22 will be a fairly robust planning study and  
23 conversation about what set of--assuming we're  
24 successful--what set of next stops making those



1 decisions. I don't know the specifics and James  
2 probably does about the--

3  
4 COUNCIL MEMBER VALLONE: I think it was  
5 even in the 2013 and James I think you had it in the  
6 2013--

7 SETH MYERS: Yeah, I'm pretty sure--

8 COUNCIL MEMBER VALLONE: --study as one  
9 of the sites. It just--it would be one of those  
10 sites that could be quickly added with a little  
11 expense, ready to go and--and all of Northeast Queens  
12 will really rejoice, not any particular council  
13 member, but all of the folks that would border that  
14 area, and between the billions going to La Guardia  
15 Airport, um, just as Constantinides, my Councilman  
16 from Astoria said, just linking--when you look at the  
17 map here it is. All of Queens, Northeast Queens has  
18 no option there. Um, and it would be a wonderful  
19 benefit for everyone.

20 JAMES WONG: Sure. Um, were you talking  
21 about just sort of the availability of the landing.  
22 The fact that the landing is there is certainly, you  
23 know, a good element. Um, but the ongoing challenges  
24 making sure that we're looking for the sort of  
25 financially sustainable routes, which does sort of

1 balance like we have been talking about both  
2 ridership and the cost of travel to actually get  
3 there, are some of the things that went in through  
4 the study. I'll just flag that, um, fuel is the  
5 number one driver of costs and so we do understand,  
6 you know, when you have to travel distances, um, that  
7 there is also a challenge as part of the operating  
8 subsidy involved in that as well.

10 COUNCIL MEMBER VALLONE: I think the last  
11 part would be just hypothetically if this were to  
12 happen at some point in the future, would this be  
13 part of the Astoria line? It would make sense. It  
14 looks like the next stop on the Long Island City,  
15 Astoria, East 34th Street line would be City Field  
16 Marina stop.

17 JAMES WONG: I think we'd want to sort of  
18 look through a service planning element as part of  
19 whatever the next planning study is so that we link  
20 it appropriately to really understand what those  
21 connections are. Um, to make sure that we're  
22 connecting with where people want to go with where  
23 they're going. So whether it's that or a different  
24 route, we would have to take a look.

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2 COUNCIL MEMBER VALLONE: I look forward  
3 to working with you. Thank you, gentlemen.

4 COUNCIL MEMBER VAN BRAMER: Council  
5 Member Vallone always amazing and not even using up  
6 all of your five minutes. Thank you very much. Your  
7 colleagues appreciate you as well. Council Member  
8 Miller followed by Council Member Chin to conclude.

9 COUNCIL MEMBER MILLER: Um, thank you,  
10 Deputy Leader and thank you to the members of EDC and  
11 all those that have come out to talk about this  
12 issue. I have a couple of questions, and obviously a  
13 comment about this. So, as we kind of review these  
14 emerging waterfront communities, and the services  
15 that we are talking about rendering, um, in the study  
16 did we talk about feasibility in terms of usage, and--  
17 --and I know you talked about those who would--who  
18 would, um, opt to use the ferry as opposed to some  
19 other form of--of transportation. Um, what kind of--  
20 does--does, um, currently, um, do they have MTA  
21 options within these communities here that would, um,  
22 get them to the city in a reasonable time?

23 SETH MYERS: Um, in general just very  
24 broadly speaking not there are--the--the reasons why  
25 we have served, um, the waterfront communities that

1 are shown here as part of the system, um, there's  
2 usually a very strong travel time benefit or the fare  
3 are, you know, very competitive. Those are part of  
4 the transportation planning process that went in.  
5 And so what--exactly what you brought up these aren't  
6 transit--typically transit rich places there. In  
7 fact, waterfront areas where subways, bridges,  
8 tunnels have all sort of dropped off more than a half  
9 mile in, and there's not a great waterfront access.  
10 And so this is--really it's important to people who  
11 are right there at the waterfront.  
12

13 COUNCIL MEMBER MILLER: So what do you  
14 call reasonable travel times?

15 SETH MYERS: So, um, it's a comparison.  
16 The model is part of the Citywide Ferry Service. It  
17 looks at what if you were to go--it starts a saying  
18 if you went directly from a point to Midtown or Lower  
19 Manhattan a part of the journey to a trip, how long  
20 would that trip otherwise take you on your next best  
21 alternative, which is typically subway or an express  
22 bus.

23 COUNCIL MEMBER MILLER: Okay. So,  
24 comparatively if you compared it to Rosedale,  
25 Southeast Queens, what would it compare?

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2           SETH MYERS: I'd have to double check on  
3 that--sorry--before I could tell you.

4           COUNCIL MEMBER MILLER: How about I'll  
5 tell you one hour and forty minutes. That's what it  
6 takes me to get in here. So, you know, obviously,  
7 you know, I--I have to look at, um, the use of  
8 resources, and--and are you asking those riders in  
9 the Northern Bronx that Council Member Vacca alluded  
10 to and/or those in Southeast Queens that exist in  
11 these transportation deserts, are you asking them to  
12 then subsidize these communities that already have  
13 viable transportation alternatives?

14           SETH MYERS: I think--

15           COUNCIL MEMBER MILLER: Will there be  
16 subsidizing?

17           SETH MYERS: I--I--the city--the city is  
18 making an investment, but we are making it in places  
19 that are generally poorly served by transit. So it  
20 is not--it is not one poorly served area as the  
21 other. (sic)

22           COUNCIL MEMBER MILLER: So is Dumbo is a  
23 poorly served area in transportation?

24           SETH MYERS: Dumbo has some  
25 transportation challenges, but no it is not--it is

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1 not transportation poor in terms of like being very  
2 isolated. No.

3  
4 COUNCIL MEMBER MILLER: Yeah. Okay. So,  
5 um, again, will those transportation starved  
6 communities be asked to support or subsidize these  
7 projects?

8 SETH MYERS: So the Citywide Ferry  
9 Service does not solve all transportation problems.  
10 But, it is part--

11 COUNCIL MEMBER MILLER: Will they be--  
12 well, we're on the clock, with all due respect, will  
13 they--will the tax dollars of Northern Bronx,  
14 Southeast Queens, Southern Brooklyn and other points  
15 be supporting these projects?

16 SETH MYERS: My point is that everyone  
17 pays their taxes, and then there are multiple  
18 transportation programs that are on undertaken.

19 COUNCIL MEMBER MILLER: So, what does--

20 SETH MYERS: --it's very hard to answer  
21 who's paying for what.

22 COUNCIL MEMBER MILLER: What, if any, in  
23 terms of transportation because we understand that  
24 transit--the impact on the economy of transportations  
25 throughout the city. And so, when communities are

1 transportation starved, whether they can get into the  
2 city is an hour and a half or 45 minutes like myself,  
3 the reverse is that businesses aren't attracted to  
4 such communities as well. So, obviously you seem to  
5 have a concern about that. So what are we doing for  
6 communities, um, with that. Let me just throw  
7 something out there as we talk about subsidizing. We  
8 have six Long Island Railroad stops in my district,  
9 between my district and Council Member Richards'  
10 district, all cost prohibitive. Um, I think as  
11 opposed to the \$13 it would cost to get us into the  
12 city by Long Island Railroad that is somewhere that  
13 we would consider a--a--a realistic investment in  
14 quality of life. That it could reduce that from one  
15 hour and 40 minutes 50 minutes or an hour. You can  
16 give families one to two hours a day, five to ten  
17 hours a week in quality of life. But we could also  
18 attract business [bell] to that the outer boroughs.  
19 Is that a consideration as well?

21           SETH MYERS: Um, yes, everywhere we can  
22 we look to increase transportation and access. Just  
23 the ferry system can only do so much, and it can't  
24 solve all transportation problems.

25

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2 COUNCIL MEMBER MILLER: Okay, I'm--I'm--  
3 my question was more general where it's in terms of  
4 transportation study from southeast points.

5 SETH MYERS: Beyond the--beyond the ferry  
6 system I think you're--you're probably going to get  
7 better results and a lot more knowledge talking to  
8 the Department of Transportation than--than myself.

9 COUNCIL MEMBER MILLER: Okay, thank you.

10 SETH MYERS: Thank you.

11 COUNCIL MEMBER VAN BRAMER: Thank you  
12 very much Council Member Miller, and the final  
13 council member to ask the EDC questions is Council  
14 Member Chin.

15 COUNCIL MEMBER CHIN: Okay. Thank you,  
16 Chair. Um, thank you for the testimony and it's  
17 really great that we are utilizing our, you know,  
18 waterfront to really provide transportation. And I  
19 know that you are reaching out to community and  
20 working with community boards. Now, when you came  
21 down to Community Board 3 to talk about the site at  
22 the Lower East Side at the Greer (sic) Hope Park on  
23 Grand Street area, there was some concern raised by  
24 residents there about the impact of noise that could  
25 be generated if you have a ferry terminal there



1 because you would generate a lot of traffic. Because  
2 there's a lot of residents around there. There's a  
3 couple of NYCHA developments and also the co-ops in  
4 the area, and yeah, they're far from the subway and  
5 the bus is very, very slow. So I think that people  
6 there have suggested to have a ferry terminal. So  
7 are you taking a look at how to mitigate some of the  
8 negative impacts in terms of noise and traffic in the  
9 area?  
10

11 JUSTINE JOHNSON: Right. So part of our  
12 environment review process, we will be looking at  
13 technical things such as noise, air quality, the list  
14 goes on. So we will be looking at some of those  
15 features or some of those items as well. And we will  
16 disclose that information in the final EIS. So that  
17 is something we're going to be looking at. But we  
18 also, as part of the community in terms of  
19 integration with the MTA regarding the existing bus  
20 route, and we have heard, you know, in terms of they  
21 want to see just clearer pathways and as well as  
22 logistics for the turning radius. So that's  
23 something that we will continue to have that  
24 discussion with MTA, and we will be back into the  
25 community as well with updates.

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2 COUNCIL MEMBER CHIN: That's great, and  
3 also I think people are also concerned about in terms  
4 of being able to transfer.

5 JUSTINE JOHNSON: Yes.

6 COUNCIL MEMBER CHIN: With the Metro Card  
7 they can get on the ferry and they also can switch  
8 over to the subway. I mean that--that would be great  
9 for people to have all the options available, um, to  
10 them and then the other question I have is with the  
11 ferry terminal, um, that--I mean the ferry area  
12 landing area whether you're going to have facilities  
13 there in terms of seating and like a shelter so that  
14 people who arrive early to wait for the boat will be  
15 able to sit and will be able to shelter from the rain  
16 or the snow. So at least there's some comfort being  
17 provided for the riders.

18 JUSTINE JOHNSON: Uh-huh.

19 COUNCIL MEMBER CHIN: Not just standing  
20 around just, you know, [laughs] getting hit by the  
21 wind.

22 JUSTINE JOHNSON: Right, exactly. A part  
23 of our ferry landing design is just what you speak  
24 of. So having seating on the barge, having shelter  
25 and covering in terms of inclement weather. That is

1 something that we have incorporated in our design  
2 guidelines. So that's something that we look forward  
3 to having people, um, on the barge when they're  
4 waiting for the ferries versus being away--being on  
5 the upland area.  
6

7 COUNCIL MEMBER CHIN: Great. Thank you.  
8 Thank you, Chair.

9 COUNCIL MEMBER VAN BRAMER: Thank you  
10 very much Council Member Chin, and I thank you for  
11 the light. I want to say to EDC, you've heard from a  
12 number of our colleagues on all of the three  
13 committees concerns about access in the Bronx and  
14 Southeast Queens, Northern Queens, and Staten Island,  
15 among others. And I want to say with--with those  
16 concerns in mind, I, myself am extremely excited  
17 about the service expanding to other parts of the  
18 city, not just our Western Queens although we're  
19 pretty excited about that. But, it is very good in a  
20 city where the existing transportation infrastructure  
21 is challenged at best, and at capacity and over-  
22 capacity as with the 7-Train. We desperately need  
23 other options like this one, affordability, access,  
24 equity, and everything that Mayor de Blasio is  
25 working towards. So I want to thank you all for--for

1 being here, and look forward to continuing the  
2 discussion with all of you as it relates to Western  
3 Queens and the City of New York. So thank you very  
4 much.  
5

6 SETH MYERS: Thank you.

7 JUSTINE JOHNSON: Thank you.

8 COUNCIL MEMBER VAN BRAMER: And with  
9 that, we have five members of the public who have  
10 signed up to testify. We're going to go to a three-  
11 minute clock on members of the public testifying, and  
12 I'll call the five members of the public to sit up  
13 here. We'll try and do it in one panel if we can. I  
14 will just move a fifth seat up over there, and pass  
15 the microphones along. Douglas Adams from the  
16 Waterfront Alliance. Douglas is here. Connie  
17 Fishman from the Governor's Island Alliance. Pamela  
18 Pettyjohn, President of the Coney Island  
19 Beautification Project. Sounds like a lovely  
20 organization, and [laughs] Tom Perth and/or Megan  
21 Perth (sp?) from Queens Chamber of Commerce. So I  
22 saw both of them earlier. I'm not sure if they are  
23 still with us, but if the Queens Chamber of Commerce  
24 is still in the house, feel free to come forward, and  
25 last, but certainly not least, it looks like George

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1 Haikalis. I was going to get that, George. [laughs]

2 Feel free to join us at the desk, George, and with

3 that just in time to welcome back our Chair of the

4 Waterfronts Committee Debbie Rose. You can choose

5 which order you'd like to start delivering your

6 testimony. I think from left to right. How about

7 that?

8  
9 ROLAND LEWIS: That's fine.

10 COUNCIL MEMBER VAN BRAMER: And I realize  
11 that we have a substitute for--

12 ROLAND LEWIS: Oh, no, no, no, an  
13 addition. We're a team.

14 COUNCIL MEMBER VAN BRAMER: Oh, you're  
15 doing it together. Okay.

16 ROLAND LEWIS: I thought you guys would  
17 be done by now. [laughter] But I'm honored to be  
18 here. Roland Lewis, Presidents of the Metro  
19 Waterfront Alliance and, um, I am joined by Douglas  
20 Adams, our COO, and what you should know about  
21 Douglas, Chairman Rose and Chairman Van Bramer-- How  
22 are you doing?

23 CHAIRPERSON ROSE: Very good.

24 ROLAND LEWIS: So all right. Is Douglas  
25 is not only the COO of the Metropolitan Water--the

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1 Waterfront Alliance--we changed our name--umm, but  
2 he's also a--one of the nation's experts on  
3 alternative transportation, pedestrian bicycles and  
4 ferries. So we'll be sharing our three minutes, but  
5 we'll be very, very brief. Um, we are here to of  
6 course, applaud, um, the expansion of citywide ferry  
7 service. The Waterfront Alliance is an alliance of  
8 over 850 different organizations some right next to  
9 me and many across the metropolitan area dedicated to  
10 a vibrant, alive and active waterfront, and ferry  
11 service is a big part of that. The Mayor's  
12 announcement that there should be a price point  
13 affordable to all New Yorkers pinned to the bus and  
14 subway fare is something we truly applaud. The  
15 expanse of doubling in a number of neighborhoods  
16 served by the ferry service. The reasonable cost,  
17 for the cost of an aquarium pool, you're going to get  
18 service to tens of thousands, perhaps hundreds of  
19 thousands of New Yorkers desperately in need of new  
20 alternative ferry service.

21  
22 Um, that said, we have a couple of points  
23 we'd like to make. We think that the--there has been  
24 certainly some community outreach, but it has to be  
25 continuing in a two-way dialogue. I think there's

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1 much more than can and should be done to have the  
2 voices in these communities heard by the city and by  
3 the operators not only to improve the service, but to  
4 build a constituency and market for the service. The  
5 idea of Council Member Chin, um, her--her siting the  
6 statement that she would like to see a terminal it  
7 actually should be a fact. Um, there should be I  
8 think more robust landings in these communities. Make  
9 these places attractive and welcoming to folks.  
10 There's a lot of--there's--I'm joined by my friends  
11 from Coney Island, um, and there are dotted lines.  
12 There's--there's sort of this strong lines of  
13 committed ferry services, dotted lines to Coney  
14 Island and other places that need to be explored and  
15 there needs to be a game plan about how to implement  
16 those. And then places where there are no lines, as  
17 you heard Chairman Rodriguez say in this hearing, the  
18 idea of a West Side ferry needs to be explored, and  
19 brought forward, and we heard from many members of  
20 places where they could be great possible service.  
21 So with that, I'd like to--I know my colleague here  
22 has a couple of thoughts to say about the barges.  
23 He's been thinking about writing about--about  
24 integration. So, Douglas, he'll take it from here.  
25

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2 DOUGLAS ADAMS: (coughs) Well, thanks,  
3 Roland and thanks Council [bell] a really important  
4 point that I don't think has been raised previously  
5 is that funds for citywide ferry service beyond the  
6 initial five years are not secure. We need to find a  
7 dedicated sustainable funding source such as Value  
8 Capture or congestion pricing. And, um, we also  
9 think that it's key that other harbor users including  
10 recreational and historic and commercial operators  
11 are part of the conversation with EDC, and the  
12 operator to draft standard operating procedures to  
13 ensure that the shared waterways are safe and fair  
14 for all users. So thank you.

15 ROLAND LEWIS: Integration and privilege.  
16 (sic)

17 DOUGLAS ADAMS: Um, ferries should be  
18 connected to the Water Transportation Network with  
19 the unified mass transit fare payment system  
20 extending to bus routes to the landings. Improve  
21 ferry and bicycle connectivity for those traveling to  
22 and from the landings. And lastly, we really need to  
23 think about the role of ferries when it comes to  
24 Amtrak North River tunnels going down, which you can  
25



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1 read all about in the upcoming Next City Op-Ed piece  
2 by myself. Thank you very much.

3 [background comments]

4 PAMELA PETTYJOHN: Thank you very much  
5 for this opportunity. I'm here from Coney Island  
6 Beautification Project. I'm the President. We are a  
7 civil organization dedicated to sustainability and  
8 resiliency of our community, and other communities in  
9 our area. Mostly the design and making sure that we  
10 do things a little differently and a little better.  
11 Sandy destroyed a lot of neighborhoods, but we have  
12 this opportunity to do a better job. When we look at  
13 all the things that went wrong, and change them. And  
14 one of the things I wanted to have the opportunity to  
15 speak to you about is as a resident of Coney Island,  
16 we have 50,000 or more residents on a peninsula when  
17 it's only three blocks to exit Coney Island. So in  
18 an emergency, it could be a storm. It could be any  
19 emergency, we have very little room I mean to even  
20 use the peninsula. A ferry I just want you to think  
21 of--I mean everyone has been talking about  
22 transportation. It's very, very important, but not  
23 having any way of getting safe for an emergency  
24 evacuation to be able to get supplies, we kind of  
25

1 relived through Sandy. So we know that, you know,  
2 the streets were down, there was no gas. There was  
3 no way to evacuate people especially the disabled.  
4 Um, we had very limited bus service. They could only  
5 put one wheelchair in at a time. So a lot of people  
6 were stranded. We don't want to see that happen  
7 again. We have an opportunity this time to build  
8 better and do better, and look at all the things that  
9 happened and went wrong and make the city stronger.  
10 So please take into consideration in Coney Island are  
11 more than 50,000 residents that can be stranded and  
12 get--not be able to even leave that peninsula in an  
13 emergency. Thank you.

15                   GEORGE HAIKALIS: My name is George  
16 Haikalis. Thank you for the opportunity today. I'm  
17 President of the Institute for Rational Urban  
18 Mobility, which is a New York City based not-for-  
19 profit concerned with reducing motor vehicle  
20 congestion and improving the livability of denser  
21 places. Certainly we're very positive toward  
22 enhancing the ferry service. I would urge the City  
23 Council to seriously consider including a 42nd Street  
24 light rail river to river, dock--ferry dock to ferry  
25 dock element as an integral part of the citywide

1 ferry system. A map of this is proposed in the  
2 handout that I circulated. Manhattan Central  
3 Business District is about our nation's largest and  
4 important economic engine for New York City and the  
5 entire New York region, and is a key generator of  
6 public transit trips. Clearly, good access to the  
7 core of the CBD is an important element in a  
8 successful ferry system. The Staten Island Ferry  
9 owes to its utility to the valuable subway and bus  
10 connections at the South Ferry. Across-town surface  
11 light rail on 42nd Street would allow passengers  
12 using ferries to reach important destinations that  
13 are a long walk from the city owned waterfront ferry  
14 terminals at 39th Street, the Hudson River on 35th  
15 Street and the East River. While the Hudson River  
16 Ferry Terminal is an imposing new facility, the East  
17 River Terminal clearly needs major expansion. The  
18 42nd Street light rail is estimated to cost a half a  
19 billion dollars. It will greatly improve access to  
20 the many developments that line this renowned  
21 thoroughfare boosting commercial and residential  
22 properties in the corridor for an estimated \$4  
23 billion. Capturing a fraction of this gain would pay  
24 for the light rail investment not even counting the  
25

1 enhanced value of the city ferry system. As a second  
2 ferry, the light rail could be extended across 34th  
3 Street. I would urge the City Council to seriously  
4 consider this inland connection as an integral part  
5 of citywide ferry system, and while not adding to the  
6 cost, because this is self-supporting, we would urge  
7 the Council to take a very positive and favorable  
8 look at the findings of our studies. Thank you very  
9 much.  
10

11 COUNCIL MEMBER ROSE: Thank you. Are  
12 there any questions from anybody else? Um, I have  
13 one question. As advocates for this project, and it  
14 seems as if all of you are in support of a renewed  
15 ferry network, have you gotten any negative feedback  
16 from communities where these projects are being  
17 proposed.

18 PAMELA PETTYJOHN: No, I actually sit on  
19 the Committee for New York Rising for Bensonhurst  
20 Grays (sic), and secondary Coney Island and also in  
21 Staten Island, um, with, um, the, um, living brake  
22 water system that we're proposing in Tottenville.  
23 I'm sorry and, um, basically my colleague and I  
24 Lauren Cosgrove from the National Parks Conservation  
25 Association we have been going around and asking

1 different waterfront areas about the ferry service,  
2 and everyone is really in favor it. Simply mostly  
3 because it's--most of these waterfront areas are so  
4 far remote from getting to the hub of everything  
5 that's going on. And like, you know, I'm kind of the  
6 voice. This is yes transportation and recreation is  
7 wonderful, but also think about the waterfront being  
8 maybe your only avenue of, um, avenue egress--  
9

10 CHAIRPERSON ROSE: Right.

11 PAMELA PETTYJOHN: --for getting help or  
12 in an emergency, and that's something that we're kind  
13 of putting, you know, getting everyone to think to  
14 think about. Bensonhurst with New York Rising we've  
15 come up, we did come up with a possible ferry landing  
16 in Bay Parkway, which will connect with the--the  
17 Waterfront Initiative with the bicycles and  
18 everything. So everything kind of connects. Even in  
19 Coney Island we have all that connection from Red  
20 Hook all the way to Coney Island with bicycles. We  
21 do have some transportation. What we found during  
22 the storm is that we lost all subway systems because  
23 most of them were underground. And we only had one,  
24 and there were so many areas that did not get--were  
25 not impacted like we were that people needed to get

1 to work and they couldn't. And that was one of the  
2 things that they've been coming out and talking with  
3 us about. So, um, basically I've been very fortunate  
4 to be able to talk to people all over the city about  
5 the same subject and I'm very positive.

7 ROLAND LEWIS: The only I would add, Pam,  
8 is that there has been some concern about parking and  
9 driving. I think that's--um, but we've seen in other  
10 in the East River Ferry Service there, are some folks  
11 here that they could talk in volumes about that,  
12 that's not been the--it's not been the case. But  
13 they've taken either a bike or walked or, um, tried  
14 to do mass transit connections to the ferry service.  
15 And there is some concerns, you know, about where  
16 exactly the site, the--the--and also the--the--how  
17 much the facilities will be there for passengers in  
18 inclement weather. So it's--these are things that  
19 can be worked out for users. There's enthusiasm.  
20 And I just think that in the areas we asked about are  
21 the ferries that aren't getting the ferry service,  
22 areas that are not getting the ferry service are  
23 still very, very interested as you're hearing from  
24 Coney Island and other places that--still in Staten  
25 Island and in your borough. You know that.

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CHAIRPERSON ROSE: Yes, very much so.

3

4

ROLAND LEWIS: Exactly. So--so you--I think, um, people got the idea or are getting the fever and all, and the one thing I will say, um, to give this a--give this as much of a shot or more as the East River Super Site. That's the most important thing. The ridership is built, built and built and people's transportation and commuting habits are a little sticky, and they have to know it's going to be there for year after year after year and understand the utility. And so that's one thing I encourage the City Council to be sure that there are adequate funds to make sure this is not a short-term experience.

15

16

17

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19

20

CHAIRPERSON ROSE: Are there any concerns regarding sort of weather-related events, um, sort of preventing the ferry service to be its most efficient. As a Staten Islander sometimes the Staten Island Ferry because of what we experienced during Sandy.

21

22

23

24

25

ROLAND LEWIS: Right.

CHAIRPERSON ROSE: The tide was so high it couldn't dock with, you know, within the, um, the--the pier, the structure, the docks. Um, sometimes the harbor is, um, frozen over.

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2

ROLAND LEWIS: Right.

3

4

CHAIRPERSON ROSE: I mean are there any  
concerns, or have you heard any concerns for what

5

happens in inclement weather? I mean extreme,

6

extreme, you know--

7

ROLAND LEWIS: Yeah.

8

CHAIRPERSON ROSE: --weather situations.

9

10

ROLAND LEWIS: I think, well, you know,

I--I'd actually turn that question around. You--it--

11

Sandy I think--again, my friends in the audience from

12

the ferry service--but within one day, um, they were

13

able to restart their--I think they had to wait a

14

little bit longer to get Coast Guard permission

15

because there was a lot of refuse (sic) in the

16

harbor.

17

CHAIRPERSON ROSE: Uh-huh.

18

ROLAND LEWIS: So, you know, in--in--in

19

numerous times as Pam alluded to, in times of

20

emergency we relied on--we island people had been

21

relaying on--have relied on the waterways to get us

22

back and forth. You know, you can count them off

23

9/11, the Blackout, et cetera, and--and Sandy most--

24

most recently. Um, we did have the roughest winter

25

in memory in terms of ice in the harbor, or in recent



1 memory. And I think it was shut down a couple--a  
2 couple days. We had--we were not able to run a  
3 couple of the ferry lines. So that is--that's a  
4 problem, but it actually is a very, very robust and  
5 resilient way to get around most of the year. You  
6 know, you're not going to--even those couple of bad  
7 ice days, you know, you're able to get back up and  
8 running pretty quickly, and there's--there's ways to  
9 actually contact--  
10

11 CHAIRPERSON ROSE: Well, I'm not--I'm not  
12 criticizing--

13 ROLAND LEWIS: No, no, no.

14 CHAIRPERSON ROSE: --and I'm--I'm  
15 supporting this effort.

16 ROLAND LEWIS: I know you are

17 CHAIRPERSON ROSE: I just wanted to know  
18 if there was--

19 ROLAND LEWIS: And I'm happy to get with  
20 you to talk about that.

21 CHAIRPERSON ROSE: --feedback. If  
22 people, you know, were--were giving, you know, any--  
23 any feedback or there was a concern about it.

24 ROLAND LEWIS: I haven't heard that much  
25 at all.

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1                   CHAIRPERSON ROSE:  And, um, I'm--I'm  
2  
3 really pleased to hear that, um, you're talking with  
4 EDC and I'm sure DOT and MTA, um, about resiliency  
5 and sustainability since, um, you're a Coney Island  
6 Person.

7                   PAMELA PETTYJOHN:  Yes.

8                   CHAIRPERSON ROSE:  I'm a Staten Island  
9 person.  In the Rockaways we were, you know, so  
10 greatly impacted.  I'm really glad to see that, you  
11 know, you've sort of kept that in--in the forefront  
12 of the conversations.

13                  PAMELA PETTYJOHN:  [off mic]  Um yes,  
14 I've, um, as a matter of fact, I also sit on the, um,  
15 EDC Committee for Coney Island Creek.  So, Coney  
16 Island Creek seems to be a more viable creek.  It's--  
17 because we have it--it's an inlet.  So we don't have  
18 to worry about extreme weather for the boats coming  
19 in and out.

20                  CHAIRPERSON ROSE:  Uh-huh.

21                  PAMELA PETTYJOHN:  So that looks like  
22 it's going to be one of the safe, um, better areas  
23 for that.  But also as far as Staten Island, I just  
24 want you to understand that we actually look at the  
25 entire Atlantic Flyway.  So that's Jamaica Bay, Coney

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1 Island and Staten Island, and right now we're working  
2 with, um, the Army Corps of Engineers. Everyone is  
3 right now they're mapping out for other projects, but  
4 in the meantime as long as this is going on, I am  
5 still here advocating for ferry service, and see if,  
6 you know, what information I can bring back to the  
7 hearings. We are working on the Staten Island--on  
8 the, um, I'm sorry--the Living Breakwaters in  
9 Tottenville.  
10

11 CHAIRPERSON ROSE: Uh-huh.

12 PAMELA PETTYJOHN: And so, that's going  
13 to be a very extensive projects. There's also  
14 another project going on with, um, in the bay with  
15 the Army Corps of Engineers. So we're trying to make  
16 sure that we team up to where we're getting the same  
17 information. It doesn't make any sense to be  
18 redundant in seeing what we can do about that. And  
19 through with someone always sitting there talking  
20 about ferry service. Hopefully, we'll all get, you  
21 know, at least a stop. If we don't get the actual  
22 terminal, maybe we'll get a stop on the way or some  
23 of a eco dock or--that we can all have in case of--  
24 especially in cases of emergencies.  
25

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1  
2 CHAIRPERSON ROSE: I think because we are  
3 linked with one of the proposed routes are Coney  
4 Island and Staten Island--

5 PAMELA PETTYJOHN: Yes.

6 CHAIRPERSON ROSE: --is it not?

7 PAMELA PETTYJOHN: Yes.

8 CHAIRPERSON ROSE: Okay. So, um, there  
9 is no one else here to ask. I'm sorry, Council  
10 Member Chin? No. Okay. Well, thank you for your  
11 testimony.

12 PAMELA PETTYJOHN: Thank you.

13 CHAIRPERSON ROSE: Thank you so much.

14 [background comments]

15 CHAIRPERSON ROSE: Wow, I really did get  
16 here at the right time. [laughter] There are--I'm  
17 only kidding. That's a joke. I'm sorry I missed,  
18 you know, important testimony, but, um, with that  
19 there are no other speakers or questions to be had,  
20 this meeting is adjourned at 3:10. [gavel] Thank  
21 you.

22

23

24

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C E R T I F I C A T E

World Wide Dictation certifies that the foregoing transcript is a true and accurate record of the proceedings. We further certify that there is no relation to any of the parties to this action by blood or marriage, and that there is interest in the outcome of this matter.



Date September 30, 2015