

CITY COUNCIL
CITY OF NEW YORK

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TRANSCRIPT OF THE MINUTES

Of the

COMMITTEE ON ECONOMIC DEVELOPMENT

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October 18, 2018
Start: 1:10 p.m.
Recess: 2:46 p.m.

HELD AT: Council Chambers - City Hall

B E F O R E: PAUL A. VALLONE
Chairperson

COUNCIL MEMBERS: Adrienne E. Adams
Inez D. Barron
Robert E. Cornegy, Jr.
Peter A. Koo
Brad S. Lander
Mark Levine
Carlos Menchaca
Keith Powers
Donovan J. Richards
Carlina Rivera
Helen K. Rosenthal
Jumaane D. Williams

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

Ryan White, Director of Freight Initiatives
Ports and Transportation Department, NYC Economic
Development Corporation

Will Fisher, Senior Project Manager, Government and
Community Relations, NYC Economic Development
Corporation

Karen Imas, Senior Director of Programs Waterfront
Alliance

2 [sound check] [pause]

3 CHAIRPERSON VALLONE: Good afternoon

4 everyone. We're going to open the meeting from

5 Economic Development on assessing impact, and create

6 a New York City initiative today here at 1:00.

7 [gavel] At some point we're going to get a quorum,

8 and we're going to—wherever we are in the meeting at

9 that point, we're going to take a quick break and

10 vote on the resolution, and then we'll go right back

11 into the hearing. We're almost there. I'm trying to

12 work with all the Council Members' schedules. So,

13 good afternoon everyone and welcome to our EDC

14 Committee of the New York City Council. Today is

15 Thursday, October 18, 2018. I'm Council Member

16 Vallone. I have the privilege of chairing today's

17 hearing. I'd like to extend my thanks to the

18 committee members, and the administration for coming

19 together on today's hearing. The purpose today is to

20 discuss the components of the EDC's \$100 million

21 Freight New York City initiative, a program designed

22 to modernize the city freight system and shift a

23 significant portion of the freight distribution from

24 predominantly trucking—trucking to maritime and rail

25 systems. The goal of the Freight NYC program is to

2 alleviate these concerns by modernizing the city's
3 outdated maritime, rail and aviation based freight
4 infrastructure much of which is over 100 years old,
5 an improving the so-called last mile logistics for
6 consumer deliveries in this burgeoning e-Commerce
7 industry. Nearly 90% of the city's freight is
8 transported via truck today. The Economic
9 Development Corporation estimates that total freight
10 value will increase by 68% between 2012 and 2045, and
11 total truck trips from New York City to Long Island
12 are expected to increase by an astounding 85% during
13 that time, much of which is expected to go through
14 the Lincoln Tunnel and the George Washington Bridge.
15 The Freight Initiative is designed to get ahead of
16 those anticipated increases in freight traffic by
17 driving freight businesses to the city's maritime,
18 rail and aviation hubs over the next two decades
19 rather than continuing on leaning on the truck good
20 around the region. The four primary goals of the
21 Freight Initiative are to create 5,000 good paying
22 jobs, transform how freight enters the city,
23 modernize and develop new freight distribution
24 facilities and improve air quality in New York City.
25 With \$100 million investment into these programs we

2 in the committee do not doubt the goals, can be met
3 over the text—the next ten years. However, we have
4 concerns over the details of the initiative in
5 respect to the funding, the site selection for the
6 new distribution centers. The prioritization of the
7 infrastructure investments and the updates have they
8 been made to the existing facilities? The Committee
9 would like to discuss whether EDC or the
10 Administration is taking steps to ensure these
11 infrastructure investments do not increase the cost
12 of doing business in the city. The changes in
13 freight would just be from trucking to maritime or
14 rail, could impact the bottom lines for local
15 businesses. We on the committee applaud the EDC for
16 taking the lead on the initiative and we look forward
17 to learning more about the logistics of the program
18 in the course of today's hearing. I'd like to
19 acknowledge that we're joined today by Council
20 Members Adams, Koo, Rosenthal and Powers. I would
21 also like to thank the EDC staff, the Legislative
22 Counsel Alex Paulenoff; Policy Analyst Emily
23 Forgione, and Finance Analyst Alia Ali for their hard
24 work putting this hearing together. I also mentioned
25 about our resolution. Let me just give a quick

summary of what'd going on. Today, we'll be voting on a Proposed Resolution No. 178-A sponsored by myself and fellow Queens Council Member Costa Constantinides calling upon the Federal Aviation Administration to amend the North Shore Helicopter route to extend further west to cover portions of Northeast Queens that are currently not covered. The timing of this resolution could not be any better as we have just announced in partnership with the FAA and Congressman Tom Suozzi a new pilot program that will test alternative in-bound routes, and diversify flight paths for the helicopters coming in and out of New York City. The Communities of Bayside, Whitestone, College Point and Astoria have dealt with the onslaught of helicopter noise for far too long. This resolution and a new pilot program will bring immediate relief and improve safety, and win and I want to thank my fellow Council Members for their previous work here in Manhattan on tackling the helicopter industry, and I think that will be a great increase to the quality of life for the families in Northeast Queens. I think at this point I'd like to turn it over to who is going to testify today for the EDC. We have Ryan White and Charles Bill Fisher.

2 That's what they cal. (sic) Alex, do you want to
3 swear them in? .

4 LEGAL COUNSEL PAULENOFF: Would you both
5 please raise your right hands. Do you swear or
6 affirm to tell the truth, the whole truth and nothing
7 but the truth in your testimony today and to respond
8 honestly Council Member questions?

9 RYAN WHITE: [off mic] Yes, I do.

10 LEGAL COUNSEL PAULENOFF: Great thank
11 you.

12 CHAIRPERSON VALLONE: You may begin.

13 RYAN WHITE: [on mic] Good afternoon,
14 Chair Vallone and members of the Economic Development
15 Committee. My name is Ryan White and I serve as the
16 Director of Freight Initiatives for NYC EDC's Ports
17 and Transportation Department. I am joined on the
18 panel by my colleague Will Fisher, Senior Project
19 Manager, Government and Community Relations. We look
20 forward to answering your questions you may have
21 about our exciting new program following this
22 testimony. In June of 2017, Mayor de Blasio released
23 a comprehensive vision for creating 100,000 new jobs
24 over the coming decade. This plan called New York
25 Works included a road map for substantial investment

2 in freight distribution. Simply put, without a sound
3 freight system New York stops running. The efficient
4 and reliable distribution of goods is both
5 foundational to the city's economy and inextricably
6 linked to the safety and security of New York's
7 residents, workers and visitors. Each day, freight
8 is moved—is used to move food, clothing and general
9 consumer goods through supply chains throughout the
10 city. If these supply chains were to fail, New York
11 City would grind to a halt. Our supermarket shelves
12 would be empty, our gas stations would have fuel, and
13 our hospitals would not have the metal—the medical
14 supplies they need to save lives. For too long New
15 York has relied on 20th Century freight
16 transportation models. Freight NYC is the solution
17 we need by bringing these critical systems into the
18 21st Century. It would be hard to overstate the
19 importance of trade in New York. The Greater New
20 York Region has a gross metropolitan product of \$1.5
21 trillion. This makes us the largest consumer market
22 in the United States, and our economy is equivalent
23 to the gross domestic products—product of Australia.
24 But as mentioned, the greater region's 20 million
25 residents are relying on a freight model not designed

2 for modern needs. The current system is a product of
3 investments made in the 1950s, which created the
4 Interstate highway system, thereby contributing to
5 urban sprawl, and the development of vast acres of
6 land developed solely for urban distribution in our
7 neighboring New Jersey. During this time, there was
8 a shift away from moving goods by water to piers in
9 Manhattan, Brooklyn or Staten Island, and towards an
10 increased reliance on trucking goods into the city
11 from surrounding states. In addition to increase use
12 of the Interstate Highway system, the invention of
13 containerization or the bundling of freight into
14 truck sized metal containers was game changing for
15 the industry. By dramatically reducing the cost of
16 shipping, containerization permanently transformed
17 international commerce. For New York City this meant
18 that the old water based freight system, which barged
19 goods to piers became increasingly obsolete. The
20 steady decline of movement—of moving good by water
21 continued through—through the '60s and '70s as
22 freight shipping lines moved out of New York and into
23 larger container terminals in New Jersey. From here,
24 freight was then delivered by trucks via the
25 Interstate Network connecting New York and New

2 Jersey. This is still New York's main mode of
3 transporting goods today. When creating Freight NYC,
4 one of our key findings was that trucks are
5 responsible for carrying 90% of the freight entering,
6 leaving and traveling through the city. While our
7 freight system is fraying, New York City's population
8 is growing. By 2040, the expected to be home to more
9 than 8.6 million residents, and these residents are
10 increasingly demanding more goods that are delivered
11 faster and at cheaper prices. That's why at EDC we
12 say, Freight don't wait. But today, this increased
13 demand is incompatible with worsening roadway
14 congestion and limited investments in highway
15 infrastructure. One critical artery, the George
16 Washington Bridge, which was first opened in 1931 and
17 connects New Jersey and Northern Manhattan, handles
18 30,000 trucks per day or 55% of all trucks crossing
19 the Hudson into New York City. From a resiliency and
20 redundancy and security standpoint, we have no choice
21 but to use other modes of transportation to move
22 current and future goods into the city. To address
23 all of these challenges, EDC developed Freight NYC,
24 an ambitious plan to move fewer goods by trucks,
25 better use our waterways and rail lines and modernize

2 our distribution facilities. In the process, the
3 initiative will create roughly 5,000 good paying jobs
4 for New York of all backgrounds. These jobs, which
5 will be created over the coming decade will offer a
6 ladder into the middle-class. The rail jobs created
7 will pay an average of \$60,000 per year. The
8 maritime jobs will pay over \$62,000 per year, and the
9 distribution jobs will pay roughly \$50,000 per year.
10 We plan to work with the unions on these job
11 opportunities, which will be created through the
12 release of RFPs as well as partnerships with other
13 stakeholders. The Freight NYC plan includes four
14 strategies to modernize and optimize the freight
15 system in New York City including making investments
16 in maritime infrastructure, rail infrastructure,
17 modern distribution space and clean trucks. I'll now
18 go into detail in our plan in each of these
19 categories. First, I'll talk about Freight NYC's
20 maritime investments. As some of you may know, New
21 York was first settled by the Dutch because of its
22 strategically located harbor, and this advantage
23 continues today. Global shipping companies still
24 make New York their first port of call because of the
25 sheer size of our consumer market. While the

2 shipping business considers New York region as one
3 unified marketplace, the final transport of goods
4 from New Jersey ports to New York City consumers and
5 businesses is more complicated. When goods arrive
6 from global shipping companies, they are then put
7 onto trucks, which often get stuck in traffic trying
8 to leave New York Harbor. This slows the supply
9 chain and makes our harbor far less competitive than
10 it should be. Efficiently moving goods from a ship
11 to its final destination is the most important metric
12 of success, and one that needs to be improved. That
13 is why Freight NYC calls for shift in how we move
14 freight from a truck dependent model to a hub and
15 spoke model where goods are immediately placed on a
16 barge once they arrive in New York Harbor. These
17 goods are then shipped to ports in neighboring New
18 England and Mid-Atlantic states. The new barge
19 service leverages our marine highway, a coastal
20 service promoted by the U.S. Department of
21 Transportation's American Marine Highway program,
22 which runs parallel to highways like the Interstate
23 95. This approach allows shipping containers or even
24 palletized cargo, which is essentially bagged cargo,
25 or anything on wooden pallets to move from large

2 regional container terminals to various points in the
3 city on barges via our waterways, thereby reducing
4 roadway congestion and pollution. New York City will
5 assist in developing the facilities needed to support
6 increased barging in our harbor. In addition to
7 barging infrastructure improvements, we recently
8 announced the creation of a regional barge council,
9 the North Atlantic Marine Highway Alliance. This new
10 alliance includes representatives from the Port
11 Authority of New York and New Jersey. Other regional
12 port authorities, maritime terminal operators, public
13 agencies and service providers. The major goal of
14 the Alliance to reduce truck traffic locally and
15 regionally so that fewer trucks are driving along
16 Interstate 95 including the Cross-Bronx Expressway
17 and elsewhere. We know that the freight moving in
18 trucks along that corridor could and should be moved
19 off of the highway, and put onto barges. We will
20 also, work with the newly formed alliance to promote
21 the regular maintenance dredging of New York City's
22 waterways including Newtown Creek, Flushing Bay and
23 East Chester Creek in the Bronx. Barges need
24 adequate water depths to operate. Thus, the need to
25 regularly remove the sediment and debris on the

bottom of the waterway that may prevent that activity in the first place. Now, I'd like to discuss Freight NYC's vision for improving rail freight. Highway congestion, infrastructure costs and air pollution concerns have all made rail freight competitive again. To take advantage of this opportunity, New York City will support the modernization and expansion of rail freight facilities where shipments are moved from railcars to last mile (sic) trucks. This process of moving good from a rail care into a smaller truck is known as transloading. The city will assist in developing new track connections known as rail spurs to better connect industrial and food related businesses particularly in Brooklyn and Queens to the National Rail Network eliminating thousands of truck miles in the city each year. This plan also supports the Port Authority's Cross Harbor Freight Program, which aims to reduce truck traffic into New York City from New Jersey through rail and maritime investments. Additionally, it supports the Metropolitan Rail Freight Council, a unique and effective group that looks for solutions to improve rail freight service in our region. In 2017, MRFC released an action plan with goals to increase rail

2 freight service to locations east of the Hudson
3 River, support industrial jobs and promote
4 environmental sustainability. The third vision calls
5 for the—for the development of what Freight NYC calls
6 freight hubs. These freight hubs will be modern
7 distribution centers in existing industrial areas
8 that are right for enhancement connected to maritime
9 and rail infrastructure and will feature hundreds of
10 new jobs including material handlers, logistics
11 coordinators and warehouse associates. Today, New
12 York City is home to smaller outdated facilities that
13 do not meet current needs. To prepare for our
14 growing population and increased consumer and
15 business demand, we need to develop new space in
16 existing industrial areas where multiple forms of
17 transportation including rail, maritime and highway,
18 support urban distribution and manufacturing
19 businesses. This includes neighborhoods like Sunset
20 Park, Brooklyn where the first RFP to identify a
21 developer to construct the first freight hub was
22 released in August of 2018. Other locations include
23 Hunts Point in the Bronx, the Northwest Shore of
24 Staten Island and the Maspeth area of Queens. All of
25 these places already see industrial activity.

2 Freight hubs will also host support facilities such
3 as off street truck plazas and alternative fueling
4 stations. The city will assist in make strategic
5 investments in freight hubs that meet our current
6 freight demand while accommodating e-commerce and
7 economic growth, and making New York City more
8 resilient against supply chain disruption. This
9 vision relies on other maritime, rail and clean truck
10 visions described. Another one of Freight NYC's key
11 strategies is promoting the adoption ion and use of
12 clean trucks, which is the last step in the supply
13 chain. Today, most trucks still rely on fossil fuels
14 to deliver goods for residents and businesses. Yet,
15 we know these fuels are bad for the environment.
16 Moving forward New York City must encourage the
17 development of cutting edge and emission free trucks.
18 Our ultimate goal is to have all New York City
19 trucks—truck deliveries powered by clean energy.
20 Through its contracting and lease agreements, the
21 city will call for the adoption of clean fleets for
22 tenants more aggressively. Additionally, the city
23 will identify new locations for alternative fueling
24 particularly near or surrounding our freight hubs.
25 This signal to the private sector that New York City

2 is committed to improving air quality. These actions
3 will keep our air cleaner, positively change the
4 city's transportation network, and help achieve the
5 city's goal of reducing greenhouse gas emissions by
6 80% by 2050. Implementing the full suite of Freight
7 NYC proposals is ambitious. However, these are
8 actions we must take to keep New York the global
9 capital of commerce it is today. By transforming
10 critical freight and distribution networks,
11 modernizing distribution spaces, improving air
12 quality, and creating at least 5,000 good paying jobs
13 for New York City residents, we are improving the
14 city's quality of life and safeguarding its economic
15 future. With Freight NYC, the greatest city in the
16 world will soon have the freight distribution
17 channels it needs to thrive. Thank you for your
18 attention, and I am happy to take any questions you
19 may have.

20 CHAIRPERSON VALLONE: Thank you, John and
21 before we jump into the questions, we have formed a
22 quorum. We've been joined by Council Members
23 Cornegy, Barron and Richards. So, at this point
24 based on our propose Resolution—Resolution 178-A,
25 which is calling on the Resolution—it's a resolution

1 COMMITTEE ON ECONOMIC DEVELOPMENT

19

2 calling on the Federal Aviation Administration to
3 amend the North Shore Helicopter Route to extend
4 further west to cover Northeast Queens. If we could
5 take a roll call on that resolution, please.

6 CLERK: William Martin, Committee Clerk,
7 roll call vote Committee on Economic Development.
8 Chair Vallone.

9 CHAIRPERSON VALLONE: Aye.

10 CLERK: Barron.

11 COUNCIL MEMBER BARRON: I vote aye.

12 CLERK: Cornegy.

13 COUNCIL MEMBER CORNEGY: Aye.

14 CLERK: Koo.

15 COUNCIL MEMBER KOO: Aye.

16 CLERK: Richards.

17 COUNCIL MEMBER RICHARDS: Aye.

18 CLERK: Rosenthal.

19 COUNCIL MEMBER ROSENTHAL: Aye.

20 CLERK: Adams.

21 COUNCIL MEMBER ADAMS: Aye.

22 CLERK: Powers.

23 COUNCIL MEMBER POWERS: Aye.

24

25

2 CLERK: By a vote of 8 in the
3 affirmative, 0 in the negative and no abstentions,
4 the resolution has been adopted by the committee.

5 CHAIRPERSON VALLONE: Thank you,
6 everyone and if we could keep the vote open for the
7 duration of the hearing, that would be great. I also
8 know that Council Members have subsequent hearings.
9 So, if anyone wanted to ask—I know Council Member
10 Powers and Richards both have great questions. So,
11 I'd like to—

12 RYAN WHITE: It's on the freight.

13 CHAIRPERSON VALLONE: This is on the
14 freight. So, we'll start with Council Member Powers.

15 COUNCIL MEMBER POWERS: Sure. Thank you.
16 I appreciate you letting me go. I'm sorry. I have
17 to leave early. I want to talk about the—there's in
18 the new Amazon Center that's coming to Staten Island,
19 and I wanted to just a starting questions, any sort
20 of coordination or interaction between this program
21 and the anticipated Amazon Distribution Center in
22 Staten Island because you also talked about some—some
23 centers in Staten Island on the North Shore.

24 RYAN WHITE: Thank you, Council Member
25 for that question about sort of ecommerce and Amazon

2 on Staten Island. The focus of this plan has been on
3 developing freight hubs across the city and
4 geographically dispersed locations. In terms of the
5 the Amazon development on Staten Island, that is
6 largely a private development. There are public land
7 sites nearby that we do play a larger role in
8 including the Global Container Terminal as well as
9 the Arlington Rail yard and those are the facilities
10 that, you know, we have been thinking about enhancing
11 as well. We know that eCommerce is, of course,
12 disrupting sort of consumer behavior and, you know,
13 through this plan we'll certainly want to accommodate
14 that change in consumer habits, but-but, you know, a
15 lot of a lot of the focus of this plan has been on
16 supporting industrial businesses in industrial areas
17 as well as consumers.

18 WILL FISHER: And Council Member, I will
19 also add that for-for that particular development
20 we've been working in partnership with New York City
21 DOT as well as the borough president's office and
22 Council Members Matteo and Rose on Staten Island to
23 make some roadway intersection improvements nearby
24 that site recognizing that there will be additional
25 truck traffic.

2 COUNCIL MEMBER POWERS: And it will be
3 all trucks, no freight, is that correct? But Amazon--
4 how Amazon will be shipping? Right, all--that's that
5 kind of--

6 WILL FISHER: That's right.

7 COUNCIL MEMBER POWERS: So, they're--
8 they're not part--they're not part of this plan here
9 today. They're doing a private development with a
10 lot of trucks. Do we know how many trucks they are
11 going to be using?

12 RYAN WHITE: So, at this time, I'm unable
13 to comment. I think we could try to find that out
14 for you.

15 COUNCIL MEMBER POWERS: Right.

16 WILL FISHER: Yeah.

17 COUNCIL MEMBER POWERS: I mean it's-it's--

18 CHAIRPERSON VALLONE: [interposing]

19 Following on that, is there any collaboration between
20 the--the public sites that we own versus the Amazon
21 private owned site? Is there any working together to
22 figure out that freight distribution?

23 WILL FISHER: From my understanding
24 those--those--those entities have been speaking, but I--
25 I don't know where those conversations have gone at

2 this point, but we can certainly try to figure that
3 out.

4 CHAIRPERSON VALLONE: Yeah. I would
5 think on the impact of commercial truck traffic when
6 you have a site like Amazon in Staten Island and the
7 growth of the eCommerce, I think it's something that
8 we need to have a larger role in the planning of that
9 distribution from those sites, and—and linking it
10 into this freight plan and maritime plan because to
11 operate separate of each other's goals we're just
12 going to create further chaos there.

13 COUNCIL MEMBER POWERS: Yeah, just one
14 last question. Just was there any—I know the state
15 had put money, I think money into the—the new
16 development for Amazon, the fulfillment center. Had
17 there be any sort of coordination between the city,
18 EDC and the New York State Economic Development
19 Corporation when it comes to—or if it say development
20 when it comes to that center around your Fulfillment
21 Center?

22 RYAN WHITE: I—I am not sure of that at
23 this moment. As I mentioned, we can certainly try to
24 find that out for you to see if there was
25 coordination with the city.

2 COUNCIL MEMBER POWERS: And—and just—
3 Sorry, one last question.

4 RYAN WHITE: Sure

5 COUNCIL MEMBER POWERS: I—I sound like
6 Columbo, but one last question. The—the jobs that
7 you're anticipating 5,000 new jobs as a result of
8 Freight NYC. Presumably, those are going to replace
9 some existing jobs that are happening because of
10 trucking or other—or other ways that you're aware
11 we're—we're moving good around today. Have you done
12 any to say---any study to show how many new jobs are
13 created by that versus replacement jobs? Of those
14 5,000—what does that 5,000 represent in terms of
15 cumulative new jobs, to get new jobs.

16 RYAN WHITE: [off mic] Will, do you want
17 to answer?

18 WILL FISHER: Yes. So the-- 5,000 jobs
19 that are projected here are cumulative ne jobs. I
20 think, you know, we—we know that trucing is always
21 going to be a part of the supply chain even if we're
22 able to divert some of the earlier proportions of the
23 supply chain to maritime and to rail mode. So, know
24 that trucking will always be a part of it, and you
25 know, those local truck jobs are—are going to stay.

2 You know, the—the jobs we're talking about here, the—
3 the 5,000 they come a variety of places, but
4 including the maritime investments, rail investments
5 and the freight hub. So, these are both, you know,
6 directly working at these maritime and rail terminals
7 that we're talking about, and also at some of the
8 distribution facilities that we are going to be
9 developing on city owned sites, and then the last
10 thing I would add is that EDC includes robust
11 language that refer as Hire NYC, which requires when
12 there are developments on city-owned parcels that
13 we're working with, we require the developers to
14 source those jobs local, and work with a local
15 workforce partner such as a SBS Workforce 1 Center or
16 another partner to ensure that the—the residents
17 living in that neighborhood could get kind of the
18 first cut at those jobs.

19 CHAIRPERSON VALLONE: How do we do that?
20 That's a great question that Council Member-- How do
21 we ensure that the local jobs are—are kept here?
22 What's the next step? So, it's part of the
23 requirement. How do we know that those companies are
24 actually doing that?

2 WILL FISHER: Yes, so, you know, EDC
3 takes the—takes the—the local hire portion of this
4 very seriously. You know, this is folding into the M
5 Mayor's Jobs Plan. This is, you know, this is at its
6 very core a—a jobs proposal here with this Freight
7 NYC. So, the HireNYC language that's included, like
8 I said, requires the developers to (1) advertise the
9 jobs first locally so that the—the local neighborhood
10 gets kind of the first cut, and to work with a local
11 Workforce partner. So, you know, this kind of
12 depends where there—where they are throughout the
13 city, but I'll give you an example of Sunset Park.
14 So, in Sunset Park the local workforce partner is
15 operated by Southwest Brooklyn Industrial Development
16 Corporation. They actually are housed at Brooklyn
17 Army Terminal where SBS does a lot of work, or excuse
18 me, where EDC does a lot of work. So, they—they kind
19 of have a—a list of candidates already for these
20 jobs. So they kind of know what folks'
21 qualifications are so that when these jobs arise,
22 they're able to kind of make those connections. We
23 regularly follow up with developers, and we have an
24 entire team at EDC that's devoted to kind of metrics
25 and keeping track there and ensuring that the

2 developers are in compliance with those—with those
3 contract developers.

4 CHAIRPERSON VALLONE: So, I guess that's
5 where we were going with that. So, is there any type
6 of requirement for follow up upon the completion of
7 the workforce that has to be submitted to EDC to show
8 they're in compliance?

9 RYAN WHITE: Yes. So we get regular
10 reports from the developers in regards to hiring.
11 We—we keep a very close eye on them in regards to
12 that.

13 CHAIRPERSON VALLONE: Perfect.
14 Councilman Powers?

15 COUNCIL MEMBER POWERS: Nope, that's it,
16 final question. Thanks for having me here.

17 CHAIRPERSON VALLONE: and we've also
18 been joined by Council Member Carlina Rivera.
19 Donovan Richards, Councilman Richards, do you have a
20 question?

21 COUNCIL MEMBER RICHARDS: Thank you, Paul
22 for having this hearing. A few questions. So—so you
23 spoke of jobs, and obviously the creation of the
24 5,000 jobs. I wanted to hear a little bit more about
25 your strategy on connecting local communities

2 especially on the outskirts of the airport to these
3 jobs.

4 WILL FISHER: So, yes, thank you Council
5 Member. We know that a large part of your district
6 is—is near JFK and that it's a very important job
7 center for—for the area that you represent. So, Ryan
8 can speak to some of the efforts that EDC does in
9 regards to air cargo and the actual operations of
10 JFK, but in regard to workforce development in
11 particular, any of the investments we're making in
12 particular there's one RFP that's open right now for
13 a new distribution facility near JFK. So, that is
14 one of these developments where, you know, that the—
15 the HireNYC language that I was discussing is
16 included. So, respondents there will have to include
17 in their responses kind of projected jobs numbers,
18 and we will hold them to hiring locally first. I
19 think in—in your particular instance, if there's
20 anything, if there's any local organizations that we
21 should be speaking with or any other—any other folks
22 in—in your community that you think that you might be
23 able to form partnerships with, you know, we're
24 always looking for opportunities to do that.

2 COUNCIL MEMBER RICHARDS: And now we—we
3 obviously created the JFK Ibid--

4 WILL FISHER: [interposing] Absolutely.

5 COUNCIL MEMBER RICHARDS: --so they've
6 been a strong partner and certainly, but they're
7 ramping up and sort of learning the lay of the land,
8 but one of the things I'm looking for is I think
9 something a little bit more tangible, and perhaps
10 that looks like a—perhaps it could look like an SBS
11 Workforce 1 Center, a satellite site for that part of
12 Springfield Gardens, and I partly say that because
13 it's-it's, you know, it's—there has been very little
14 connection between that industry and local
15 communities and through the Ibid like said, we're
16 starting to forge those partnerships--

17 WILL FISHER: [interposing] Uh-hm.

18 COUNCIL MEMBER RICHARDS: --but—but we're
19 still behind the times, and—and many of these jobs
20 are a pipeline right into the middle class. So, we
21 want to ensure we're tying out local residents into
22 that. Have you given any thought process—so,
23 obviously we have the ferry service running out.
24 Have you given any thought to utilizing the waterways
25 a little bit more, and partly one of the reasons I

2 want to speak no that for this particular area is
3 that we are, you know, right on the outskirts of the
4 airport, which means that when you talk about
5 pollution we're getting a lot of the—the—the
6 airport's traffic, the airplanes' pollution, but then
7 also trucks—trucks overwhelmingly continue to be a
8 big issue for the district whether illegal parking
9 and perhaps from an environmental standpoint, I'm not
10 sure if many of these trucks are using clean diesel.
11 I have no idea, but I'm a betting person, the
12 majority of them are not. So, what is your plan to—
13 to certainly ensure that we're minimizing the impacts
14 of trucks in these local communities?

15 RYAN WHITE: Thank you, Council Member
16 for that question regarding sort of the use of our
17 waterways as well as how we might be able to better
18 mitigate truck impacts in our neighborhoods. So,
19 Freight NYC really does call for, you know, the
20 better utilization of our waterways for, you know,
21 barging of goods whether that be containerized cargo
22 or palletized cargo, as I had mentioned. We've also
23 been thinking about perhaps moving domestic truck
24 trailers by barge across the harbor, and really, you
25 know, those—I should also mention rail investments or

2 the other piece of this as well, and—and really
3 shifting in our freight is first getting even into
4 the city because we have a lot of large trucks, 53-
5 foot trucks that are coming in from nearby states,
6 and driving through. But we think that we can move a
7 lot of that freight instead in a rail car or perhaps
8 on a barge to its destination and so that's—that's a
9 big part of this plan is—is finding those
10 opportunities and that's why we think these
11 investments are smart and strategic. By—by building
12 a barge terminal, by building rail facilities, you
13 can incentivize that change to happen. I will say
14 that for the, you know, last mile truck deliveries,
15 you know, with the freight system we will—we will
16 always have trucks primarily doing the last and final
17 mile delivery, but in the Freight NYC plan we really
18 call for the investment in clean trucks. So that
19 whatever truck isn't, you know, moved to perhaps a
20 railcar or a barge that that truck operates with
21 cleaner fuels, it's smaller, it's safer, that sort of
22 thing. So, I--

23 CHAIRPERSON VALLONE: [interposing] Will
24 that be part of the RFP?

25 RYAN WHITE: I'm sorry?

2 CHAIRPERSON VALLONE: Will that be part
3 of the RFPs as it--

4 RYAN WHITE: [interposing] Yes, so we-we-
5 we have been building into our RFPs language that
6 stipulates that these are our policy goals, and that
7 we essentially, you know select respondents based on
8 how well they can, you know, say that they'll be
9 adopting these goals.

10 COUNCIL MEMBER RICHARDS: And--and now how
11 much more--sorry and this is my last question, Paul.
12 How much of an increase of truck traffic do you
13 anticipate with your plan especially near JFK?

14 RYAN WHITE: So, in regards to, you know,
15 isolated truck traffic out near JFK, we haven't, you
16 know, quantified that specifically but, you know, if
17 we can, you know, push for these investments, we
18 think we can slow the growth of trucks if we do
19 nothing. That's the thing that we-we don't want to
20 do. We've got to do something, and we think that
21 this is the first good thing out of the gate. In
22 regards to the, you know, facility out near JFK, that
23 will be a, you know, probably and air cargo focused
24 location, smaller in size I would say, but still
25 important in supporting, you know, the JFK community

2 and all of the jobs out there, but we can certainly,
3 you know, look into that.

4 WILL FISHER: And—and one thing that I
5 would add with the particular RFP that's out for the
6 potential distribution center or truck plaza near
7 JFK, we know that the big issue for Springfield
8 Gardens and other neighborhoods I know Chair Vallone
9 has mentioned this as well in regards to College
10 Point is that trucks are idling on city streets in
11 residential areas. So, you know, if there's a degree
12 to which we can activate city owned parcels to allow
13 trucks that would ordinarily be doing that on city
14 streets, to do that in an isolated, you know,
15 facility that's an existing industrial zone, you
16 know, we think that's better for our air quality and
17 for our neighbors.

18 COUNCIL MEMBER RICHARDS: Yeah, and I'm
19 closing now, and I'll just close with these
20 statements. You know, one of the things I'm going to
21 be most interested in seeing and—and partly with our
22 work with the NYPD one of the things that they often
23 mentioned is that there's really—even if they wanted
24 to do a lot more enforcement, there's no place to
25 actually tow their trucks to. There're limited

2 space. So, in this plan I'm hoping as we come back
3 to the table that that's going to be thought out, you
4 know, throughout--throughout the RFP process. So, I
5 want to hear a little bit more about that, and I
6 think for Council Member Vallone's district and
7 myself, and it's something I've mentioned to--to the
8 department as well, the NYPD perhaps some truck
9 enforcement units just specifically dedicated to our
10 communities, and--and lastly the NYPD certainly can
11 use more heavy duty tow trucks, and I think they only
12 have about two that are actually operational for the
13 entire city. They have five, but two actually work.
14 So, we want to hear a little bit more of the sound
15 investment going into--

16 CHAIRPERSON VALLONE: [interposing] They
17 only have one--

18 COUNCIL MEMBER RICHARDS: --more
19 enforcement for that.

20 CHAIRPERSON VALLONE: They only have one
21 boot--

22 COUNCIL MEMBER RICHARDS: [interposing]
23 Yeah.

24 CHAIRPERSON VALLONE: --for the trucks at
25 this point.

2 COUNCIL MEMBER RICHARDS: Exactly.

3 CHAIRPERSON VALLONE: So, you can't
4 even--

5 COUNCIL MEMBER RICHARDS: [interposing]
6 Yes.

7 CHAIRPERSON VALLONE: --there's no way to
8 find a truck.

9 COUNCIL MEMBER RICHARDS: [interposing]
10 Yes. [laughs]

11 CHAIRPERSON VALLONE: We can't even get
12 a truck if we don't have a boot big enough--

13 COUNCIL MEMBER RICHARDS: [interposing]
14 Yeah, yeah.

15 CHAIRPERSON VALLONE: --to put on the
16 truck.

17 COUNCIL MEMBER RICHARDS: But thank you,
18 Council Member Vallone. So we look forward to
19 talking to you more. I understand the delicate
20 balance between jobs and growth and moving goods, but
21 we need to make sure we protect the quality of life
22 for our residents as well. Thank you.

23 CHAIRPERSON VALLONE: And--and following
24 on that, I'd like to keep questions on the same
25 topic. So, we're going to go to Council Member

2 Barron, but before that, since Council Member
3 Richards borough up JFK, I think there's an
4 opportunity there obviously with the billions of
5 dollars being invested in La Guardia and JFK, I guess
6 my hope is that there will be come coordination now
7 with what we're envisioning for this light rail, and
8 a new distribution hub there with the new planned JFK
9 and La Guardia so we don't have to do this again. I
10 mean if the funds are going in there I think this is
11 a perfect opportunity to utilize the rebuilding of
12 these airports with the future of light rail and
13 barges versus commercial traffic so we can kind of do
14 it all at the same time. Is that happening?

15 RYAN WHITE: Thank you, Council Member
16 for that question. In terms of I guess thinking
17 holistically and putting access to the airports, I
18 know at this point we—we have worked on improving,
19 you know, the Van Wyck in terms of, you know, making
20 sure that's a designated truck route for the trucks,
21 but I think in terms of, you know, other access
22 issues that might be passenger related, I can't speak
23 to that at this point, but we can certainly connect
24 with our—with our partners that are more tuned into

2 that development. So, we can certainly follow up
3 with you.

4 CHAIRPERSON VALLONE: It sounds like an
5 area I think we can—we can either join forces on. I
6 think that's—a lot of this—there's a lot of groups--
7 [sneezing] God bless you—that were mentioned, and I
8 think it's—it's just coordinating efforts--

9 RYAN WHITE: [interposing] Uh-hm.

10 CHAIRPERSON VALLONE: --on this plan. I
11 think it would be a great way for us to have a seat
12 at the table with these airports.

13 RYAN WHITE: [interposing] Yep.

14 CHAIRPERSON VALLONE: I keep saying all
15 the Council Members that are surrounded by these
16 airports in Queens in particular, and yet we rally
17 don't have a say as to how they're being built, and
18 what we should do. I think this is a perfect area
19 where we can say hey, we—we have a long-term vision
20 here reducing truck traffic. The redevelopment of
21 our two major airports should incorporate. This is
22 what EDC's plan is, and we want to have a seat at the
23 table, and I think there was a hearing prior to us
24 taking over EDC with Council Member Garodnick about
25 the viable and non-viable land actually on JFK that

2 there's actually a lot of space there we can't use.

3 So, have we—have we looked at maybe expanding the use
4 of some of those areas at the airport for our intents
5 and purposes?

6 RYAN WHITE: In terms of sort of
7 rethinking how JFK is structured, you know, yes we
8 have thought about how you know that distribution
9 space could be better configured, but I will say
10 that, you know, it is largely a Port Authority, you
11 know, project overseen by them, but it's absolutely a
12 great question in thinking about, you know, the land
13 out at airport, and can we think, you know, more
14 strategically about the alignment of buildings, and
15 are they there being utilized as they should be? So,
16 that's a great point, and we'll absolutely, you know,
17 want to think about that.

18 CHAIRPERSON VALLONE: Yeah, I think a big
19 pet peeve of mine since—since—is all the—well it's
20 Port Authority, it's MTA, it's that.

21 RYAN WHITE: Uh-hm.

22 CHAIRPERSON VALLONE: I think with these
23 projects, we should absolutely have a—a seat at the
24 table as to what we're talking about because we're
25 the city that they're working in. So, I think we can

2 take this opportunity with these capital projects
3 since the city is working with capital plans to say
4 alright, let's have that joint hearing. Let's have a
5 hearing, and let's work on that because this is an
6 opportunity that's not going to come around again.

7 WILL FISHER: Right and this is—I will
8 say, you know, this is—we're three or so months into
9 what is kind of a ten-year plan and set of
10 strategies. So, you know, it's great that we're
11 having this hearing now, and we can have these
12 discussions because we're really at kind of a jumping
13 off point for a lot of—a lot of those productive
14 conversations that we can have with our partners at
15 the Port Authority and at the state level.

16 CHAIRPERSON VALLONE: We kind of take
17 credit for timing these hearings at the right time.
18 That's a good thing. Council Member Barron, I know
19 you have some questions.

20 COUNCIL MEMBER BARRON: Thank you. Thank
21 you, Mr. Chair and thank you to the panel for coming.
22 I have questions about the Harbor—the Cross Harbor
23 Freight Movement Project. So, I understand that
24 you're looking to utilize the rails that are in
25 Sunset Park, which are a part of the Bay Ridge

2 Freight Line. Is that connected to the trains that
3 parallel the L-Line in the East New York of Brooklyn?
4 Is that a part of that Bay Ridge that comes across
5 that goes along the Junius Street where the L Train
6 is and underneath there.

7 RYAN WHITE: Thank you, Council Member
8 for the question. I believe--so to step back a little
9 bit about, you know, the rail freight that they come
10 through what we call the Southern Corridor into New
11 York City. The--the Crossover Freight Program is--is a
12 Port Authority program that oversees the development
13 of--of rail infrastructure that happens to touch New
14 Jersey as well as New York State. Once a--once a
15 train for example comes into let's say the Brooklyn
16 Waterfront, it is then passed off to what is called
17 the New York and Atlantic Railway, and begins its
18 journey up the Bay Ridge line. At that point, I
19 believe it--it does touch or it runs parallel to the
20 MNR as it sort of turns north and--and gets into
21 Queens. I believe it is the L Train. Apologies. I
22 don't--I don't--I'm not a resident of that area--

23 COUNCIL MEMBER BARRON: Okay.

24 RYAN WHITE: --but I can certainly maybe
25 you and I can at another time can---

2 COUNCIL MEMBER BARRON: --[interposing]
3 Well, as you can imagine, it's in my district.

4 RYAN WHITE: Yes.

5 COUNCIL MEMBER BARRON: I just wanted to
6 confirm that that wasn't, in fact, a part of that
7 line.

8 RYAN WHITE: Yes, there's--

9 COUNCIL MEMBER BARRON: [interposing]
10 what does that mean then in terms of revitalization
11 of that area, which is a very stark area,
12 revitalization of that area? What kind of increased
13 trafficking are we going to see with the trains?
14 What's the number of trains that you project--

15 RYAN WHITE: [interposing] Uh-hm.

16 COUNCIL MEMBER BARRON: --and what's the
17 environmental impact that it's going to have? Have
18 you done those studies to make an assessment of the
19 air quality, the noise, the frequency of change, and
20 how that will impact our community?

21 RYAN WHITE: That's a great follow up.
22 Thank you. In terms of the--the rail investments that
23 are called out in Freight NYC, we think that a very
24 smart investment are--are in these transit facilities
25 that you're probably referring to in the plan, and

2 it's essentially a site in which, you know, we may
3 build extra track. So that's an additional rail car
4 or two can be delivered to that area, which happens
5 to be already just an industrial area so that it can
6 support a nearby industrial business for example.
7 The focus of the plan is really to stay within these
8 existing industrial areas so that we're not, you
9 know, impacting nearby neighborhoods. And when, you
10 know, this happens, we don't forecast, you know,
11 several new trains every day. Right now the Bay
12 Ridge Line sees about one train every day, and that
13 happens at night.

14 COUNCIL MEMBER BARRON: Right.

15 RYAN WHITE: This—with these investments,
16 we would perhaps see an additional few rail cars to
17 that train. So, we wouldn't be seeing a staggering
18 number of new trains running through the
19 neighborhood. So, so we think these are—these are
20 good investments that will support, you know, nearby
21 industrial businesses, and as Will had mentioned
22 earlier, connecting those job opportunities to—to,
23 you know, your community or other communities nearby.

24 COUNCIL MEMBER BARRON: So, it starts in
25 Sunset Park. It goes through parts of Brooklyn.

2 Where does it terminate and what happens to the
3 products--

4 RYAN WHITE: [interposing] Sure.

5 COUNCIL MEMBER BARRON: --at that end
6 line?

7 RYAN WHITE: So, when it goes through
8 Brooklyn and then sort of goes north up into Queens,
9 along the Bay Ridge line there are several rail
10 spurs. They just sort of--sort of jet out of the main
11 line. They're almost like little off-ramps for
12 railcars to serve businesses. It actually keeps
13 going up to the Fresh Pond Yard in Queens, and
14 that's--that's a switching yard essentially where rail
15 cars can either be sent to the west via the long--the
16 Lower Montauk Branch into sort of the Long Island
17 City are where they can go east into Long Island. A
18 lot of the freight that actually--the rail freight
19 that comes into New York City does come from the
20 north, and--and sort of meets at the Fresh Pond Yard
21 and then goes out, but for--for the Bay Ridge Line,
22 which is less used than the Northern Corridor, it's
23 still an important freight corridor, but--but we think
24 that are opportunities to better utilize.

2 COUNCIL MEMBER BARRON: Thank you. I
3 just want to say if you're talking about making
4 changes and adding even one car, I would appreciate
5 an environmental assessment talking about the
6 increased noise, and traffic and all that comes with
7 that.

8 RYAN WHITE: Absolutely.

9 COUNCIL MEMBER BARRON: Thank you so
10 much. Thank you, Mr. Chair.

11 CHAIRPERSON VALLONE: Thank you, Council
12 Member Barron, and that's—that's going to be the
13 first round of our questions just talking about the
14 quality of life impact as we expand, as we expand.
15 We have also been joined by Council Member Lander. I
16 also want to give an opportunity to both Council
17 Members Rivera and Lander to vote on the resolution
18 extending the helicopter route to the northeast. So,
19 we can continue that.

20 CLERK: Continuation roll call Community
21 of Economic Development, Resolution 178-A, Council
22 Member Lander.

23 COUNCIL MEMBER LANDER: I vote aye and
24 Mr. Chair, I also look forward to continuing the
25 conversation about our Lower Manhattan and Brooklyn—

2 CHAIRPERSON VALLONE: [interposing] yes.

3 COUNCIL MEMBER LANDER: --helicopters

4 where we continue--

5 CHAIRPERSON VALLONE: [interposing] You

6 actually--

7 COUNCIL MEMBER LANDER: There is urgent

8 work to do. I vote aye.

9 CHAIRPERSON VALLONE: We do.

10 CLERK: Council Member Rivera.

11 COUNCIL MEMBER RIVERA: Aye.

12 CLERK: The vote now currently stands at

13 10 in the affirmative.

14 CHAIRPERSON VALLONE: Okay, thank you.

15 What I'd like to do is just--you had envisioned the

16 goals, the four goals in the testimony, and I think a

17 large part of that is working with your existing

18 locations, and then expanding that, and then finding

19 new locations. So, I guess the first question would

20 be: Which--which locations are you looking to expand

21 that already exist, and which are the new set of

22 locations that you're looking to expand to? And you

23 can take that either way. (sic)

24 RYAN WHITE: Yeah, thank you Council

25 Member. In terms of, you know, expanding existing

2 locations, you know, as mentioned, we want to stay
3 within industrial—the existing industrial footprints
4 of our industrial business zones. For example, you
5 know in Sunset Park the new Brooklynn Army Terminal
6 development, which will be going on in the coming
7 years that's—that's in the existing industrial area
8 that is served by both maritime and rail
9 infrastructure. So, that's—that's a great example of
10 what we're trying to do.

11 CHAIRPERSON VALLONE: [interposing] And
12 there's an RFP?

13 RYAN WHITE: And there—there is a—there
14 is an RFP that has been released with responses due I
15 believe next month and, you know, that is a—that is a
16 great example of a building—a modern warehouse that
17 we know the market needs. Vacancy rates are very
18 low, and again, as I mentioned, this is an
19 opportunity for us to sort of control our destiny in
20 terms of getting the jobs back in New York City as
21 opposed to seeing them all go to New Jersey. Other
22 locations--

23 CHAIRPERSON VALLONE: [interposing] Well,
24 before you jump to other locations--

25 RYAN WHITE: [interposing] Yep.

2 CHAIRPERSON VALLONE: --let's make sure
3 on that one. So, what is the scope of that RFP and
4 what do you envision coming to there to alleviate the
5 light rail?

6 RYAN WHITE: Sure.

7 CHAIRPERSON VALLONE: What is the vision
8 there?

9 RYAN WHITE: So, the vision of the
10 Brooklynn Army Terminal Distribution Develop-
11 Development is to see a mix of modern distribution
12 space as well as production space. So, that if a
13 business is manufacturing or producing some-something
14 that they can then use the space below to distribute
15 whatever is being made. And then from there, you
16 know, we will certainly encourage the use of these
17 cleaner or smaller trucks for delivery into Brooklyn
18 and Queens, and we certainly want to, you know, as
19 best as possible use the adjacent railyard, the 65th
20 Railyard that we oversee along with the Port
21 Authority and nearby South Brooklyn Marine Terminal
22 both of which are multi-middle assets that-that, you
23 know, we, you know we develop and manage And so we
24 want to see and ensure that there's a way that this

2 is sort a cohesive ecosystem happening in Sunset
3 Park.

4 CHAIRPERSON VALLONE: So, will the light
5 rail vision of this plan be incorporated to the
6 existing Port Authority hub that's right there?

7 RYAN WHITE: Oh, I'm sorry. I-I can't
8 speak to the light rail so much. That's not my
9 purview, but we can certainly check that and get back
10 to you.

11 CHAIRPERSON VALLONE: Yeah, I'd like to
12 see that.

13 RYAN WHITE: Yeah.

14 CHAIRPERSON VALLONE: To me that's the-
15 the answer for bringing some of the commercial truck
16 congestion, which is a main for all of us, one of the
17 top calls into our offices. [sneezing] God bless
18 you. Is the-is the non-stop onslaught of commercial
19 traffic. So, overall, a bit proponent of the plan.

20 Anyway that we can reduce that footprint on New
21 Yorkers every day is a wonderful thing. So, I'm
22 looking at this as our first opportunity to do that.

23 WILL FISHER: Great and I'd like to add a
24 couple of things about that RFP just to kind of add
25 some color on the trucks piece. So, as Ryan

2 mentioned earlier, within the RFP as released, we
3 have individual goals that we—we hope that
4 respondents will meet and ask them to meet. One of
5 those goals is to incorporate sustainability as
6 possible. So, kind of that clean trucking model.
7 Perhaps some alternative fueling, that sort of thing.
8 So, that's one of the goals listed in the RFP.
9 Another one of the goals is to make those connections
10 to the rail and to the—to the maritime and our assets
11 in Sunset Park are quite unique because like Ryan
12 said they have the—both connection to maritime and
13 the connection to the rail. So, both having clean and
14 sustainable trucking, and have multiple little
15 connections our key goals in the RFP. I'll also say—
16 -

17 CHAIRPERSON VALLONE: [interposing] Do
18 we have any incentives to achieve those goals in the
19 RFP or is it, it's like hat we have with the
20 helicopter issue? Is there—is there ways for us to
21 incentivize those goals?

22 WILL FISHER: So, you know, throughout
23 the—the RFP process, they will get back with—with
24 certain responses. We'll have an opportunity to
25 negotiate and perhaps if there need to be some—some

2 levers like that, but we're—we're still right now
3 waiting to see what the proposals come back with.

4 CHAIRPERSON VALLONE: Yeah, I think the
5 Council Members would be thrilled to see the use of
6 clean energy in the RFP and that reduction to bring
7 to those neighborhoods in Brooklyn just like we would
8 in College Point or anywhere else.

9 WILL FISHER: Right absolutely and then—
10 and then one more thing I'd like to add on that in
11 regards to the sort of traffic on an isolated basis
12 that that facility might be delivering. The—the RFP
13 responses we are asking for a kind of breakdown of
14 the truck traffic, of the rail traffic and the
15 maritime traffic that they are anticipating that the—
16 the new facility would create. So, the RFP offers I
17 believe approximately 500,000 square feet for
18 development. So, this is a—this is a large project,
19 and I think, you know, Council Member Menchaca, we've
20 spoken with him quite a bit, but there are 500 jobs
21 at least for the—for the local community here. But,
22 you know, obviously we need to examine and have an
23 upfront basis a good knowledge of kind of what the—
24 what the impacts will be. So, we're trying to be
25 proactive about that.

2 CHAIRPERSON VALLONE: Well, I think that
3 this is a perfect example, if you don't mind, to kind
4 of use this site and all the type of hearings we've
5 had with the Council Members. So, now some of that--
6 so much of that is interagency cooperation, right.
7 So, if we're going to have a new plan for that site,
8 that's going to involve increased traffic of any
9 kind. So, how is the process with DOT and working
10 with the street infrastructure, and what is EDC's
11 role with that. I think that's a big part of where
12 the Council Members want to be involved in. There
13 has to be a budgetary commitment for you to see or
14 DOT or the Administration, and that was a big issue
15 for us in College Point. The streets were forgotten.
16 So, whether a car-whatever came in, whatever
17 wonderful idea it was, the streets just collapsed.
18 So, even though it might sound like a great idea,
19 unless we have a full plan for that beyond the RFP,
20 we would love to see EDC's role with the
21 Administration and the city agencies in anyway
22 increased to make sure that the streets are enhanced,
23 the local community boards are engaged, the site
24 selection process, which is a big part of this. So,
25 I'll just let you take it from there, but I think

2 this is a perfect example of are those steps being
3 taken?

4 WILL FISHER: Yeah, that's a--it's a great
5 question. I, you know, we have been working with,
6 you know, collaboratively with DOT on thinking about
7 sort of the street network of Sunset Park including,
8 you know, First and Second Avenues in that
9 neighborhood, which see a lot of truck activity.
10 There's also a rail line that goes down First Avenue
11 that is operated by New York/New Jersey Rail, which
12 is a Port Authority line.

13 CHAIRPERSON VALLONE: Does EDC have a DOT
14 requirement for a study prior to a project? Is that
15 something maybe we could institute. Should there be
16 at the same time of the large scale EDC project or
17 any project, a simultaneous DOT Impact Study on the
18 local streets that would help you and help them to
19 say, okay, once this goes in, this is what we
20 envision that's needs to be done on the local
21 crosswalks and our streets and the schools?

22 WILL FISHER: So, I--I would say that with
23 the--with both the Freight NYC plan in general, and in
24 this particular project, you know, we staying very
25 closely coordinated with DOT. I think as Ryan said

2 with kind of continuing development in Sunset Park
3 and kind of a doubling down of City policy on
4 protecting those industrial jobs, it's important that
5 we take a look at, you know, how that growth will-
6 will be impacting. So, I think with the-the
7 information that we've requested from the respondents
8 in terms of their forecasting of what the-what the
9 impacts might be, that will allow us to stay, you
10 know, even more closely coordinated with DOT in terms
11 of seeing what they think from their perspective,
12 seeing what the Police Department thinks from their
13 perspective about how these, you know, sorts of
14 developments that impact the congestion and and-and
15 traffic flow.

16 CHAIRPERSON VALLONE: I think there may
17 be an opportunity for us on the Council then to kind
18 of create some type of requirement that there is this
19 interagency cooperation for any of these projects
20 because what happens is we get left with a district
21 that's-that's either not prepared for the street
22 traffic or the flow once something is created, and
23 each agency it's their budget, it's their budget,
24 it's their budget, you know, saying-it's going back
25 to our constituents saying-I think to assist you,

2 assist EDC on these projects, we may need to require
3 a mandate that those studies be done at the same time
4 so that we don't leave a community after the fact,
5 even though it was a great project, but now all of a
6 sudden there's all these community board concerns and
7 civic groups, and I think this could be a great
8 opportunity not just targeting the freight project,
9 but anything that will--

10 WILL FISHER: [interposing] Yeah.

11 CHAIRPERSON VALLONE: I think it's part
12 of the EDC's vision, and I think with the Council
13 Members that we want to be included within the scope
14 of the planning, the site selection, and I think even
15 beyond that, the interagency for me. On any
16 committee I sit on, it always seems to be lacking
17 because whatever topic we're talking about I'll say
18 well what about traffic? What about the NYPD? What
19 Fire, what about schools in the construction site. I
20 think this could be a great opportunity for that.

21 WILL FISHER: Right, and I would say
22 that, you know for this project and others, the
23 environmental review process, for example, is a great
24 opportunity for us to kind of keep up--

2 CHAIRPERSON VALLONE: [interposing]

3 Exactly.

4 WILL FISHER: --with our sister agencies,
5 and a lot of those requirements I would say are--are
6 kind of built into the process for permitting at the--
7 the city level, but also for state and federal levels
8 in terms of making sure that we sure that we consult
9 about, you know, with our sister agencies, and what
10 those impacts might be, and how to mitigate them.

11 CHAIRPERSON VALLONE: So, I'll just go
12 back. So, besides the Brooklyn Terminal, what other
13 sites would we be expanding or do we need to just
14 include new sites at this point?

15 RYAN WHITE: So, we've been thinking
16 about the--the future of the Hunts Point Pre-
17 distribution Center at EDC, you know, ensuring that
18 those facilities are modern.

19 CHAIRPERSON VALLONE: [interposing] Yeah,
20 that lease is coming up. So, that would be a perfect
21 time.

22 RYAN WHITE: I'm sorry?

23 CHAIRPERSON VALLONE: That lease is
24 coming up. So, it will be a great time.

25

2 RYAN WHITE: Right. So, we, you know,
3 we—we want to make sure that the facilities up there
4 that feed New York are ready for the 21st Century.
5 We've been looking at, you know, sort of the Maspeth
6 area as well, which if you look at a heat map and if
7 you see all the distribution properties, they all
8 sort of—it all heats up in sort of the Maspeth and
9 North Brooklyn kind of Long Island City area.
10 There's a lot of distribution activity happening. It
11 actually does have rail running through it, and
12 that's why we looked it was because again we want to
13 make sure that we're developing sites that are
14 connected to the multi-middle rail or maritime
15 networks. We've also been--

16 CHAIRPERSON VALLONE: [interposing] Is
17 there a timeline for those sites that you're
18 envisioning, or is it just in the next year or tow
19 years, five years?

20 RYAN WHITE: Yeah, it's definitely within
21 the next couple of years. The—I would have to say
22 that the Brooklynn Army Terminal site is certainly
23 farther along than the others because that was a
24 clear, discrete site that we control, and can
25 oversee. The other locations we certainly want to—to

2 look at and to ensure that those areas are preserved
3 and enhanced for distribution. The other location on
4 Staten Island where we have this confluence of
5 incredible freight activity including, as I
6 mentioned, the Global Container Terminal as well as
7 the Arlington Rail Yard. There are other sites that
8 could be better leveraged we believe for future
9 distribution into New York City

10 CHAIRPERSON VALLONE: Well, I think
11 Staten Island—going across has been a big problem
12 from New Jersey to New York, and I think such you
13 mentioned Staten Island, I think there's such few
14 options. One of the ones you have mentioned, and we
15 talked was the Cross Harbor Tunnel. Do we have any
16 updated on—on where we are with the possibility of
17 going forward with the tunnel especially for freight
18 traffic?

19 RYAN WHITE: Sure. So, I just want to
20 mention that that is a Port Authority project that
21 they're overseeing, and they are in the midst of
22 their Tier 2 Environmental Impact Statement that
23 looks at two alternatives, one of which is the rail
24 tunnel, the other the enhanced car float operation. I
25 can't at this time speak about the status of that

2 EIS, that they're working on, but we can go back and-
3 and check with them to see what the status is. I-I do
4 know that that is a longer term solution to
5 addressing truck traffic into the city. Obviously
6 the-the rail tunnel itself would be a bigger
7 investment, but certainly, you know, impactful in
8 removing trucks from New York City streets.

9 WILL FISHER: And I would say as well
10 that the-the rail investments that EDC is considering
11 making through this plan would complement the-the
12 Cross Harbor Freight Program. Although they are
13 separate, we are being, you know, kind of staying
14 coordinated, and the-they would help each other.

15 CHAIRPERSON VALLONE: Well, I'm-I'm going
16 to zero back on I guess the site selection. It's
17 under the job creation, but we've been joined by
18 Council Member Lander and Council Member Menchaca.
19 So, I'd like a chance for Council Member Lander if
20 you have any questions and also for Council Member
21 Menchaca to vote when he comes back. Bill just
22 stepped out. So, when he comes back, we'll let you
23 vote on the Resolution. Council Member Lander.

24 COUNCIL MEMBER LANDER: Thank you, Mr.
25 Chair. So, this is a good segue because I'm going to

2 ask a little more about the tunnel and how it fits in
3 and, you know, I guess I have kind of a couple of
4 questions. Well, my question is what is it that we
5 are tracking and trying to achieve? Freight NYC has
6 a jobs goal, and jobs are good, but it feels like we
7 have a freight, a truck problem, a freight problem,
8 and it's not clear to me how we're measuring that it
9 looks like to actually improve on that. And then
10 part 2 in my sense is that as ambitious as it is,
11 that the Cross Harbor Rail Freight Tunnel Cross
12 Harbor Rail Freight Tunnel is the only thing that to
13 me sounds like it could have a really significant
14 impact in reducing trucks, and changing the way that
15 freight is brought into New York City. Now, it's got
16 a—it a big political hurdle. It has been for
17 decades. Thankfully, Congressman Nadler has stuck
18 with it or it would be gone from our sense of
19 political priorities. I think it's really only due
20 to his keeping it lifted up that we keep talking
21 about it, but it's got a set of challenges obviously
22 at this moment with this federal government. You
23 know, luckily the EIS is not due back until 2022, and
24 hopefully we'll have a different president and a
25 different Congress, and they will be serious about

2 infrastructure investment. But am I right that like
3 that's the thing that would actually make a
4 significant difference in reducing trucks and
5 changing our freight operations. If so, shouldn't we
6 be doing more to fight to make it happen, and if you
7 want to try to persuade me that actually Freight NYC
8 will have a bigger impact. Like there is nothing in
9 it that I'm unhappy with. It all seems good. It
10 just doesn't feel to me like it adds up to something
11 that has any significant--chance of really
12 significantly changing the modes that freight comes
13 in or solving the problems that we think exist.
14 That's a lot of sort of overlapping questions.

15 RYAN WHITE: No, thank you, Council
16 Member for the question. So, you mentioned sort of
17 measuring success and tracking various metrics. I
18 will say that, you know, this project Freight NYC
19 does fall under New York Works. So, our--our main
20 metric that we're tracking is job creation. So, that
21 is our biggest target for us, but it's not so say
22 that we certainly won't be considering truck
23 reduction and truck diversion because as we know that
24 is one of our biggest challenges and issues in terms
25 of ensuring that our, you know, economy continues to

2 hum along. In terms of the interventions that we've
3 outlined, you know, we think this a great and
4 strategic first start. You know, as you mentioned,
5 you know, we haven't, you know, seen the
6 infrastructure investments that we'd like from the
7 federal government, but this is our chance to—to
8 start this and to start modernizing our network and
9 to really rethink, you know, how we're moving goods
10 in New York City because we cannot depend on trucks
11 to do that. So, we're basically making these
12 investments in maritime infrastructure, in rail
13 infrastructure. We have this under-utilized network
14 of rivers and channels that could be moving freight
15 from one side to the and so, you know, our
16 development of a barge terminal is saying, look, we
17 think this is a smart decision. Let's get this going
18 and, you know, that's something that we're developing
19 with members of this North Atlantic Marine Highway
20 Alliance that has just formed, and from the rail
21 side, you know, you mentioned the Cross Harbor
22 Tunnel. That would absolutely have a huge impact on
23 sort of the more efficient movement of freight into
24 New York City. We think that, you know, just
25 ourselves here at the city, we can actually begin to

2 sort of lay the ground work so that that can happen,
3 and the way we do that is by enhancing and expanding
4 the sort of rail freight that we—the sites that we
5 have in the city. And so that when a train—when a
6 train for example comes into New York, it has—it will
7 have a place to put those rail cars, for example.
8 Because without it, you would just have, you know, a
9 train into the city. So, our rail facilities would -
10 would complement what the Port Authority is trying to
11 do—trying to do, but this is merely sort of a first
12 step in modernizing the network.

13 WILL FISHER: And Council Member, frankly
14 I would also add from the—from the kind of maritime
15 perspective as well, you know, we saw through the
16 research that we did in regards to—to writing this
17 plan that, you know, other cities around the country
18 are 60% maybe 70% relying on trucks whereas New York
19 City is 90% and that's all despite the fact that we
20 are a city of islands and surrounded by waterways.
21 So, you know, both in looking at the rail access to
22 the city, but also the maritime, and how we can kind
23 of open up the water ways. You know, we're looking
24 at Hunts Point as a-as a place that again is
25 surrounded by water and one of the main food hubs for

2 the city. We think there is a real opportunity there
3 for—for some more maritime shipping and, you know, we
4 know that once you get goods onto a barge, it's 7 to
5 9 times more environmentally friendly in terms of
6 emission reductions and all that. So, there is
7 absolutely a lot that we would love to see come out
8 of the Cross Harbor Program, but I think, you know,
9 right now in order to kind of look at where New York
10 City is in comparison with the rest of the country in
11 terms of what our mode share is right now to kind of
12 push in that direction as best as we can with the
13 city's letters (sic) that we have.

14 COUNCIL MEMBER LANDER: So, I love, you
15 know the maritime investments as well the rail
16 investments, and I, you know, though I think the
17 Cross Harbor Rail at scale has had different
18 potential for impact. I'm all for the things that
19 that we can do. I just want to get clear. In terms
20 of your metrics, which I think would—would be both
21 mode shift or we, you know, which, you know, it's
22 frustrating to measure even if a lot of, you know a
23 whole lot of barges still only are one percent. So,
24 I mean if you would want to have those be in, you
25 know, in containers and metric tons as well as in

2 percentage modal shift so that it just doesn't feel
3 as depressing as like well, we got .3% reduction,
4 but, you know, I'm open, but if, and maybe if—I guess
5 I'd love to understand a little better whether we
6 have those or we're looking at those. I'm—I'm pro-
7 jobs, but I don't think that is like saying this is a
8 jobs program. Like we could create 5,000 jobs by
9 like, you know, stacking containers and unstacking
10 them. Like if—if the goal here is to—if we know we
11 have a significant problem, and we are trying to
12 achieve mode shift, we need to be tracking those
13 setting goals that are as ambitious as we can for
14 what can move on the barges, and what can move on the
15 rail. But some of that is also being honest because
16 if we can't—if the plan we have as—as good as it is
17 and as much of the details are right, is pretty
18 modest in the impacts that it has, and if those
19 impacts are harmful for the city and are going to get
20 worse, then I guess this is like—I appreciate what
21 you said, but the things you're doing are
22 complementary to Cross Harbor. But I—I don't feel
23 good with thinking of it as like here's what the city
24 is doing, and here is what the Port Authority is
25 doing. The Port Authority is not doing Cross Harbor.

2 If we want it to happen, we are—we'll have to build a
3 movement and political consensus and political will
4 and push for funding for it, and it doesn't feel to
5 me like we're doing that. It feels to me like we're
6 saying, yeah, we're for it, go Jerry, and thinking in
7 the back of our heads it's never going to happen so
8 why put our energy into it? And if—I guess I'd
9 either—I don't think we should say that out loud like
10 if that's actually what people think, they should say
11 it and if what we think is we really need it, then we
12 need to orient ourselves around a set of metrics and
13 a set of politics, but in the long run like this plan
14 is not—we're not going to have Cross Harbor in the
15 time of the de Blasio Administration, but if the de
16 Blasio Administration thinks this is a critical
17 priority for the future of our city, let's do more to
18 make it clear, to measure it, to articulate it. To
19 push so that next mayor sees it as a critical
20 priority, too, and so we all get on board with what's
21 necessary.

22 CHAIRPERSON VALLONE: Which kind of
23 summarizes what type of job creation do you envision
24 for this I think is a good summary to what Council
25 Member was saying, and maybe we can expand upon that.

2 WILL FISHER: And—and actually really
3 quickly what Council Member Lander was saying, I-I
4 definitely want to be really clear that we—we did
5 think it was a priority for the region, and we—we
6 really appreciate your support, and the fact that,
7 you know, we—that we want to make this plan as
8 ambitious as possible because we are dealing with a
9 very real problem here. The—the statistics that we
10 came up were that that freight volumes by 2045 would
11 increase by nearly 70%. So, whether the city responds
12 or not, this is happening. You know, whether the
13 city responds or not to these industry trends, to the
14 construction boom that happening here, there's a lot
15 of goods that's coming in here, and it's only going
16 to get thicker. So, whether the city—the city
17 responds or not, it's happening, and we need to make
18 sure that we're making the proper investment. So,
19 absolutely, we'd love to convene the conversation on
20 how we can be more ambitious here and continue to,
21 you know, actively quantify these goals, and, you
22 know continue to push and push and push. Thank you.

23 CHAIRPERSON VALLONE: If we could
24 continue the roll call for—for both of the Council
25 members--

2 COUNCIL MEMBER LANDER: [interposing]

3 Thank you, Mr. Chairman.

4 CHAIRPERSON VALLONE: --on the
5 resolution. Thank you.

6 CLERK: Continuation roll call,
7 Resolution 178-A, Council Member Menchaca.

8 COUNCIL MEMBER MENCHACA:
9 Enthusiastically, aye, and can you--and I would like
10 to be put on as a co-sponsor if I can.

11 MALE SPEAKER: Absolutely.

12 COUNCIL MEMBER MENCHACA: Thank you.

13 CLERK: [off mic] The final vote.

14 CHAIRPERSON VALLONE: Oh, and I--Lander,
15 did you vote? Okay, great, and now I think we have
16 some--

17 CLERK: [off mic] Can I do the final
18 vote?

19 CHAIRPERSON VALLONE: Absolutely, sir.

20 CLERK: The final vote on Resolution 178--
21 A now stands at 11 in the affirmative, 0 in the
22 negative and no abstentions. Thank you.

23 CHAIRPERSON VALLONE: And now questions
24 from Council Member Menchaca.

2 COUNCIL MEMBER MENCHACA: Thank you.

3 Thank you, Chair, and—and I'm—I'm—I joined the Chair
4 and the members of this committee and thanking you
5 again for coming here and talking about I think a
6 very important piece. Sunset Park is playing a very
7 critical role in this vision and implementing with
8 the first RFP, and what I want to really focus on in
9 thinking about this RFP is also in relationship to
10 the private spaces that are also kind of doing their
11 own market driven things very similar to the Sunset
12 Park Great Hub and thinking about Red Hook for
13 example and some of the Amazon et cetera spaces. So,
14 my first question to you is how are you analyzing not
15 just the Sunset Park/Brooklyn Army Terminal
16 location, but all of the market driven forces that
17 are popping up freight, and last mile delivery for—
18 for New York City. Some of those are not connected
19 to rail. Many of those are not connected to rail or
20 maritime, but are going to be bringing more trucks to
21 our neighborhoods. Tell me a little bit about how
22 you're thinking about that.

23 RYAN WHITE: Sure, thank you, Council
24 Member Menchaca about sort of—sort of analyzing the—
25 what's driving the market for these types of

2 developments. Is that—is that right. You know, we
3 know that vacancy rates are very low for modern
4 distribution space in New York City. It's about 5%.
5 It's actually below 2% if it's food related
6 processing. So, you know, real estate is incredibly
7 tight for this type of space, and we know at the city
8 that we have land that can address this—this
9 challenge and that—that should be, and we know that,
10 you know, in your district with the Brooklyn Army
11 Terminal that's—that's a great area in which we
12 cannot only sort of counter that vacancy rate, but
13 also create jobs for members—for—for your
14 constituents. So, we think that's—that's a great
15 opportunity. In terms of, you know, other metrics,
16 you know we can continue to think about that, and
17 perhaps get back to you but, you know, we think this
18 is just something that is happening. It's coming.
19 These are areas of the city that, you know, it's
20 historically had this type of activity. In a way
21 it's coming back because, you know, the—the market
22 know—truckers don't want to pick up freight in our
23 harbor, drive out to New Jersey, and then drive all
24 the way back. They want to be close to consumers.
25 They want to be closer to industrial businesses so

2 that they don't have to drive as far, pollute as much
3 congest as many roadways. So-so this is an
4 interesting time and we see it as a good thing.

5 COUNCIL MEMBER MENCHACA: And I guess
6 what I'm—I'm referring to and this—maybe I'll leave
7 this question if you have an answer to it, but what
8 I'm seeing here really connected to what Council
9 Member Lander was speaking to this, the tunnel, and
10 the tunnel is really the thing that's going to game
11 change the whole thing, but short of that, we are
12 going to rely on these big ships to come not to
13 Brooklyn. We're going—we're going to have our
14 limited capacity in South Brooklyn Marine Terminal,
15 which we're about to get activated, and the Red Hook
16 Terminal to do some barging back and forth. That's
17 growing, but at the end of the day these big
18 containers are going to go to New Jersey, and we're
19 going to ship them over here in some way, and that
20 the only thing that's really changing is these last
21 miles delivery pieces that big trucks are going to
22 come and dump stuff there, and then the small trucks
23 are going to go to the neighborhoods. We're not—
24 we're changing the way that this last mile is going
25 to look like, and I'm seeing a lot of green trucks,

2 or clean trucks, but we're not solving the ultimate
3 problem. And—and so I'm just looking at it from a
4 different perspective from what Lander spoke to, but
5 I want to hear an analysis about that, and how—how we
6 can use other tools, Land Use, laws, Local Laws to
7 start shifting that market, and I know that EDC
8 always is squirmish about trying to make changes in
9 the market. There's a lot of fights that we're
10 having on a bunch of other things, but this is I
11 think going to be important for us to kind of have
12 holistic approach, and the Land Use piece is really
13 important because we're having a battle keeping
14 industrial—industrial—keep maritime—maritime, and I'm
15 thinking about Red Hook Terminal and the Basin and
16 what's happening there. One Councilman—the next
17 Council Member could shift that and—and—and if the
18 governor has a different vision than the next mayor.
19 We're—we're now losing these opportunities that
20 you're trying to invest in and we have some bigger
21 problems here, and if we don't create advocacy and
22 political power on the—on the land side with people
23 that don't even know about this stuff because this is
24 so analytical, then we're—we're going to lose these
25 battles in the land use on this floor here in the

2 City Council because Council Members have ultimate
3 power here, and I'm holding—I'm holding the—I'm
4 holding the line but I'm only one person and there's
5 some bigger interested here. I don't know if you
6 have any thoughts about that.

7 CHAIRPERSON VALLONE: NO, and that
8 brings up right but we were talking about was that
9 cost interagency Council, Community action on all
10 these projects and the holistic approach and how that
11 comes up at every one of our EDC hearings, and that's
12 a perfect question on what we were talking about so.

13 RYAN WHITE: I will say Council Member
14 Menchaca, that's a great point about land use in
15 terms of preserving the maritime and industrial
16 activity that we have in the city. This have through
17 this process coordinated with the Department of City
18 Planning, and we hope to do so more and ensuring that
19 the areas that have this industrial activity remain
20 and, you know, for example, I mentioned earlier
21 Maspeth being a very important part of the freight
22 ecosystem for New York City. We have Newtown Creek,
23 which is the most heavily used what we call secondary
24 channel in New York City. A lot of barging happens
25 on that channel A lot of aggregate fuel and other

2 materials are moved by barge up that channel and
3 serve businesses there, and that is a great example
4 of an industrial business being served by the water,
5 and there are no trucks bringing in, you know, to
6 serve that business. It's—it's coming in on a barge.
7 Those are—those are assets that we need to remember
8 and protect those—those sort of secondary channels
9 that I had mentioned earlier, and that, you know, we,
10 you know, have to be strategic and—and supporting a
11 lot of the distribution that has that, you know, rail
12 next to it or perhaps a creek next to it. So thank
13 you.

14 WILL FISHER: And I would add as well
15 just to really double down on the fact that, you
16 know, especially with this freight plan, the city is—
17 we are—we're taking a look and we just—it's
18 critically important to protect the industrial areas
19 that the city has and, you know, we see historically
20 that the—the use of waterways for—for freight
21 transportation has gone way down, that the use of
22 rail for freight transportation has gone way down,
23 and we think that this is really a place where we can
24 kind of reactivate those uses, but to do that, like
25 you said, Council Member, we need to maintain the

2 land use in those areas that makes this possible.

3 And I think in regard to kind of industry movement—

4 industry movement like you were talking about, we are

5 seeing a move where—where shippers are getting

6 frustrated like Ryan said with long trips back and

7 forth from New Jersey. Congestion is cost more and

8 more and more to these companies, which often times

9 are small businesses just trying to get raw materials

10 for their product, and there really is this move to

11 want to come back to New York City, and want to be as

12 close to the consumer as possible including the

13 construction of multi-level warehousing, multi-level

14 industrial spaces. We know that you've been a big

15 advocate for that, and that Brooklynn Army Terminal

16 in particular both the existing campus and what is

17 proposed to this RFP is sort of multi-level with

18 advanced manufacturing taking place in the same

19 building right upstairs from where distribution is

20 taking place. So, to the degree that EDC can both

21 like I said double down and—and work with our agency

22 partners to kind of protect these existing industrial

23 areas, but also have kind of market moving projects

24 like the one that we're proposing in your district

25 with the RFP that's out right now. You know, these

2 are great examples to set for the market that the
3 city is committed to, to keeping these jobs here, and
4 to keeping these sorts of land uses in the city.

5 COUNCIL MEMBER MENCHACA: Thank you and
6 the last thing I want to say before I hand it back to
7 the chair is program—or not programs but visions like
8 the Triboro—the Triboro RX, the rail plan, how does
9 that fit into how you're thinking about—because goods
10 are important to understand to connect to consumers,
11 but consumers in connecting to goods is also
12 important. I feel like that's the most
13 transformative idea right now that's out there not
14 the BQX, and—and we can be putting energy into
15 something like that where you already have
16 infrastructure and want to move people where there
17 are real transportation deserts in a big way, and so—
18 just throwing it out there. What—what—how does that
19 as a—because it's also commercial, and goods as part
20 of the plan to incorporate both consumer or people
21 transfer and then also good transfer, and really kind
22 of building that line might—might serve us. Is that
23 on your radar?

24 RYAN WHITE: Yes, absolutely. I think
25 we've actually sat down with—with RPA several times

2 to discuss this. It's a--it's a great proposal they
3 have, and would make a big difference for the Bronx
4 and for Central Queens and for Central Brooklyn like
5 you said to be able to connect on a passenger basis
6 some of these--these places that typically, you know,
7 you have to go all the way into the city to transfer
8 between. I think, you know, right now our position
9 on it is that the--the activities that we're proposing
10 on the Bay Ridge Line do not preclude that--that
11 proposal and we are excited about the proposal
12 although we--we do feel that it's very important to
13 protect freight rail transfer within the city
14 because, you know, like I was saying, the--with trends
15 over the past few years showing that maritime and
16 rail are far below capacity in terms of how we're
17 moving freight, we do feel that it is important to
18 kind of protect the freight right-of-way that we do
19 have. However, and I think, you know, also to add to
20 that I would say that the--the city is ready to make
21 investments there now, and while, you know, the
22 Triboro RX project is a little bit farther off in
23 terms of how funding would be identified, et cetera.
24 That said, you know, the proposals that we are making

2 to make small incremental improvements along the Bay
3 Ridge Line do not preclude that project.

4 CHAIRPERSON VALLONE: Thank you, Council
5 Member Menchaca. I—I should always give a special
6 thank you to the EDC for test—you probably have the
7 longest testi—testimony for all the hearings because
8 with 13 Council Members, there's no way to not got
9 over an hour and a half with the first panel. So, I
10 apologize, but this is all really relevant and
11 pertinent questions for everybody's district, and I
12 think that's why everybody fights to be on the EDC
13 Committee because it's—it's one of the fewer areas
14 where such a—a viable impact to every community and
15 how we can have a voice in that. So, all these
16 topics generate so much interest, and we appreciate
17 you guys staying for the whole duration. Council
18 Member Rivera, is there anything you wanted to add
19 before I finish up my questions? So, the—I think
20 the Newtown Creek is a—is a good example of like a
21 future incorporation to this project, and then I
22 think then I'll ask the question really: What needs
23 to be done to do that? Do we have to like dredge the
24 creeks? Do we have to—is there offsite docks there
25 that can be used? Do we have to have increased—what

2 will be the impact of that? You know, what do we
3 need to get that ready for that, or was it ready to
4 go.

5 RYAN WHITE: So, interestingly, Newtown
6 Creek, as I mentioned, it's the most heavily used
7 secondary channel. A lot is being moved. It also
8 happens to be an EPA Superfund Site. So, there--there
9 would be some collaboration needed, not just at the
10 local level, but the federal level--

11 CHAIRPERSON VALLONE: [interposing] And
12 that's ongoing now. I know that's a big concern.

13 RYAN WHITE: Correct, yes. So, as of now
14 I'm not able to comment too much on, you know, the
15 sort of EPA's position with the Channel, but we
16 certainly like to just remind everyone how--how
17 important it is, as a maritime asset for the city,
18 and--and just remind folks that there's a lot of
19 businesses on that channel that rely on that waterway
20 to move product in and out, and barges take a lot of
21 trucks off city streets. So those are--those are great
22 to have in the city. There's also other locations in
23 the city like East Chester Creek and Flushing Bay
24 that have businesses that use their waterways, and
25 those are typically funded--the dredging of those

2 channels is typically funded by the federal
3 government and overseen by the U.S. Army Corps of
4 Engineers so--

5 CHAIRPERSON VALLONE: [interposing] Do
6 we have any input on the--on the priority of the
7 sites? I know that it took 20 years for Congress
8 Member Crowley to get the Flushing Bay dredged, which
9 was finally done, which is a huge--it made a huge
10 difference to all the businesses and the communities
11 around. Does EDC have a role in that?

12 RYAN WHITE: Yeah, so we like to, you
13 know, engage other stakeholder to--to work on this
14 collectively and collaboratively because, you know,
15 it is--it is a big issue. So, we'd be happy to work
16 with you and others to--to advocate for the continued
17 dredging of these places to support businesses, but
18 yes it takes a--it takes a lot of work. There is only
19 so much federal money that--that is allocated towards
20 dredging, but we certainly advocate for increased
21 dredging of our channels here in New York City.

22 CHAIRPERSON VALLONE: Well, I think that
23 might be one of those airport collaborations because
24 as La Guardia has to expand and grow, so does JFK.
25 There's a--there's an opportunity here for funding

2 that is in place that we may be able to use for these
3 type of scenarios knowing we want to make that a
4 maritime barge facilitator for light rail that we're
5 trying to get in some of that capital funding for
6 that purpose. So, I always like to think beyond and
7 out of the box for opportunities now that we may not
8 have once those projects are over. And then I'd ask
9 a lot for those communities to revisit the continuous
10 construction of certain sites and areas. There's
11 always a concern when we talk about environment
12 studies whether it's Newtown Creek or any—College
13 Point, Brooklyn and Bronx, we're always going to have
14 opposition to the possibility of that, but if we can
15 show the elimination or the reduction of the
16 commercial truck traffic, then the growth of business
17 while we minimize that, I think that's where I think
18 the site selection process can be collaborative and
19 work well even though obviously we'll always have
20 some opposition because then it gives a chance for us
21 to explain exactly what we're saying here. I think
22 that's where the site selection process can be
23 advantageous when we work with the environmental
24 study, the DOT impact study to bring a project to say
25 we've done that. We've done that homework. Here's

2 the results. Here's how it will benefit the
3 community, and it will—the community can benefit by
4 that. I think that these are the goals that I'm
5 seeing of a wonderful project like this, and how we
6 can go forward in the site selection process.

7 WILL FISHER: Oh, yeah, they're—they're
8 great suggestions and I think, you know, like I said
9 before that the timing and scheduling of this is
10 great because you know, we're kind of kicking off
11 this off. This feels like a good kickoff for a—for a
12 10-year vision. There's a lot of opportunities still
13 for here—for us to collaborate with you, and to
14 receive suggestions like that, and to obviously
15 continue discussions with our agency partners, both
16 at the city level and--

17 CHAIRPERSON VALLONE: [interposing] And
18 the last thing I'd ask you is just a quick summary of
19 the—of the \$100 million breakdown for the funding.
20 Where is—is that coming? Is it straight through EDC?
21 Is it federal, state, local?

22 RYAN WHITE: In terms of funding for NYC
23 so the \$100 million was allocated via city capital
24 funds. So that is—that is city money, but, you know,
25 we'll certainly as we move along look for, you know,

2 state and federal grant opportunities, funding
3 opportunities, as well as unlock private sector
4 capital to in essence, you know, create an
5 opportunity for public/private partnerships as we
6 move forward.

7 CHAIRPERSON VALLONE: Well, that—that's
8 always I think a bright spot as we look for those
9 partnerships. Do we envision anything with the
10 existing like we mentioned at Staten Island where
11 there is—whether it's Amazon or any company that's
12 actually impacting this issue. Does EDC envision a
13 future partnership with other companies to work with
14 this program as they expand into New York City?

15 RYAN WHITE: Yes, absolutely. So, one
16 example is working with New York State on developing
17 the rail transit facilities that happens to be on the
18 New York State property, but we are working with them
19 on how to best develop these locations.
20 Additionally--

21 CHAIRPERSON VALLONE: [interposing] Oh,
22 I like that. I like bringing New York State down to
23 talk to us about how they're impacting New York City.
24 I think that's a future hearing right off the bat.
25 We were talking about working with New York State EDC

2 and bringing them down on an update on those types of
3 projects?

4 RYAN WHITE: Uh-hm, as well as site on
5 Staten Island that is actually owned by a railroad
6 company, a private company, but that we'd work--want
7 to work with them on how to best perhaps co-develop a
8 site as well.

9 CHAIRPERSON VALLONE: Perfect. Anything
10 in closing that you'd like to add before we let you
11 go?

12 WILL FISHER: Well, to--to your point
13 earlier Mr. Chair, I just want to thank you for
14 having us and--and the fact that there's so many
15 council members who want to speak on this topic, I
16 think we really appreciate the support, and I want to
17 just add in particular the--the comments that a few of
18 you made about a need to look and be more ambitious
19 that we've already been in this point. It was great.
20 We know that--that we have your support, and we hope
21 to continue to engage with you as we move forward in
22 this--

23 CHAIRPERSON VALLONE: [interposing] It's
24 a clear example.

25 WILL FISHER: --this process and strategy.

2 CHAIRPERSON VALLONE: It's a clear
3 example of—of this is just the first step. You know
4 like we're building on this. This is—it's a hearing
5 but it's things that we need to follow up on as we're
6 talking about the future, and I said we're not sure
7 where super Council Members or mayors or whoever is
8 going to have an impact. We want to make sure the
9 good that we're doing is enabled to go forward, and I
10 think the last thing since I—I wasn't sure of the
11 difference, I guess the Inland Ports. Could you
12 explain the difference between the Inland port and
13 another distribution facility because I was—just had
14 some questions I just didn't understand the
15 difference.

16 RYAN WHITE: Sure inland ports are
17 essentially large distribution facilities that are
18 typically located far from the coastline or harbor
19 where real estate values tend to be quite high.
20 We're seeing inland ports crop up outside of places
21 like L.A. or in places like Virginia that are
22 connected typically by a rail line, and the—the
23 difference between just a typical warehouse and
24 perhaps an inland port is that connection that direct
25

2 rail connection between a container terminal and a
3 warehousing sort of distribution.

4 CHAIRPERSON VALLONE: Do we have an
5 existing one now that we use?

6 RYAN WHITE: We don't have an existing
7 one in New York City, but it's something that we're
8 certainly looking at as a potential future solution,
9 and so that's something that, you know, wouldn't be
10 right out of the gate like our interventions we
11 talked about today, but it's something we certainly
12 want to think about as we move into the future.

13 CHAIRPERSON VALLONE: Yeah, I think you
14 have limited options of some of the sites we've
15 talked about going forward. So that might need to be
16 incorporated as we talk about those sites before you
17 lose those opportunities.

18 RYAN WHITE: Yes.

19 CHAIRPERSON VALLONE: And I know that
20 the huge costs of the existing businesses in New York
21 City through using the trucks to go through
22 interstate traffic is one of the top reasons a
23 business like in my district Crystal Window is the
24 largest-smallest employer in the city. Their cost of
25 exporting and bringing the windows is higher than any

2 other window company in the country because of the
3 cost of commercial traffic going to and from and the
4 tolls and the cost of the truck. So, these type of
5 plans are critical in keeping our future businesses.
6 So, thank you, gentlemen. I'd like to on behalf of
7 my staff for preparing and I thank you for that, and
8 I'd like to give—we have one panel from the
9 Waterfront Alliance Karen Imas. We'll give her a
10 chance to come up. She's waited patiently to—to
11 speak. So, I think that concludes our testimony with
12 EDC today.

13 WILL FISHER: Thank you.

14 CHAIRPERSON VALLONE: Thank you for
15 waiting, Karen.

16 RYAN WHITE: Thank you.

17 CHAIRPERSON VALLONE: Thank you.

18 [pause] Yeah, that's—that was good. That's what
19 we're saying, this was a good hearing. Obviously,
20 two sets of eyes. It's the more we hear about these
21 topics, the more we'll have from Karen to discuss
22 about. Good afternoon, Karen. Welcome.

23 KAREN IMAS: Oh, good afternoon.

24 CHAIRPERSON VALLONE: Just click that
25 on. There you go.

2 KAREN IMAS: Thank you. I'm Karen Imas,
3 the Senior Director of Programs at the Waterfront
4 Alliance. Thank you for holding this hearing today.
5 As you know, the Waterfront Alliance is a non-profit
6 civic organization and coalition of more than 1,000
7 community and recreational groups, educational
8 institutions, businesses and other stakeholders. Our
9 mission is to inspired and enable resilient,
10 revitalized and accessible coastlines for all
11 communities. New York's preeminence as a business
12 capital is a direct consequence of its ports.
13 Preparing for a future of complex supply chain
14 logistics demands that we increase our focus on
15 waterborne cargo. This has been an underlying goal
16 of the Waterfront Alliance for some time. Ninety
17 percent of the cargo moving through New York City, as
18 was mentioned, is delivered by truck and Freight NYC
19 is a win for our region in several different way,
20 less pollution improving health, decreasing
21 congestion and more good paying maritime jobs.
22 Freight NYC is not only a local issue, but a regional
23 issue with global implications. We commend the city
24 for looking at how to create a regional barge network
25 to offer alternatives from transporting goods to the

2 northeast, not just between New York and New Jersey,
3 but also up into New England. We support increased
4 investment to bring our region's maritime assets to a
5 state of good repair, and to enhance multi-modal
6 freight systems. This is a priority, and we were
7 pleased to see that the Red Hook Container Terminal
8 had its lease renewed recently, and will continue to
9 serve as the local shipping hub, and we also look
10 forward to the activation of the Sustainable South
11 Brooklyn Marine Terminal very soon. Investment is
12 needed in vital maritime and rail infrastructure not
13 only in order to create economically competitive
14 barging in our harbor, but in order to ensure that
15 our maritime assets are resilient for a future of
16 climate change and rising sea levels as well. Also,
17 of importance to the city's future is dredging to
18 maintain channel depths for the safe navigation of
19 ocean going vessels and for future potential ferry
20 routes. Through Freight NYC the city has an
21 opportunity to grow good paying skilled jobs
22 inspiring the next generation of freight industry
23 leaders, maritime and supply education at schools
24 like Urban Assembly, Harbor School could be
25 replicated across other educational institutions.

2 While many policy proposals are laid out in detail in
3 Freight NYC, one common element is essential for
4 success and that is political will. If there's a
5 shared vision of an economically significant and
6 resilient maritime industry in the New York and New
7 Jersey region, leaders need to take actions to affirm
8 the commitment to this vision. First, we'll success
9 not only because of market opportunities, but due to
10 support from and coordination with their local and
11 regional public institutions governing infrastructure
12 development project permitting and trade promotion.
13 Waterfront Alliance engages with maritime
14 stakeholders in an effort to understand that is
15 needed by both public and private stakeholders for
16 success and putting the appropriate policies in
17 place, and would hope to be a continued resource as
18 Freight NYC takes shape. Thank you for your time.

19 CHAIRPERSON VALLONE: Thank you for
20 always being—we're big supports of the Waterfront
21 Alliance. As you mentioned, the Harbor School, and I
22 think it's a perfect—I was so struck when I first
23 went to that school and then maritime opportunities
24 for the students that the very first middle school in
25

2 College Point we teamed up with the Harbor School to
3 expand that, and the kids were so excited--

4 KAREN IMAS: [interposing] Yes.

5 CHAIRPERSON VALLONE: --and here is the
6 prefect example of job opportunities through a city
7 program with EDC than can directly impact the future
8 students the next generation in a good way. So, we
9 thank you for that. Anything Council Member Menchaca
10 before we close?

11 COUNCIL MEMBER MENCHACA: Yeah, thank
12 you, Chair. I have a couple things, and actually you
13 just reminded me in the Harbor School the Harbor
14 Middle School will be coming to Red Hook, which is
15 really exciting, just a stone's throw away from what
16 should be Brooklyn property, but right now is
17 Manhattan property, and I'm going to be leading an
18 effort to--to have the Governor's Island secede
19 Manhattan and come to Brooklyn because this is
20 closer. I hope Chair, you can support me on that--on
21 that. I think the Charter is getting revised right
22 now, but the--the--I think one thing I just want to
23 pull up that is just really important and it was in
24 one of the questions that I asked earlier, and I
25 think this is something the Chair talks about a lot

2 in this conversation about multi-agency approaches to
3 now we think about economic development is that will
4 on the ground, and from our neighborhoods. And so, I
5 think the Alliance has done such a good job of
6 organizing the blue space, and how do we—how do we
7 think about bringing in the land based entities that
8 probably never see themselves because we've done a
9 horrible—we have a horrible history in the city of
10 putting the walls and the barriers to our water and
11 accessing our water, and organizations like yours and
12 Port Side are organizations that—that are on a
13 mission. You're on a mission to really build that
14 political power so when we have those land use issues
15 or there's an ACOM that wants to bring a MTA train
16 station to Red Hook because, you know, they just want
17 to throw something in the air, incredibly
18 disingenuous of them that this is—this is driven by
19 real estate, and instead bring in that local power to
20 understand what's happening to be part of the
21 conversation. How does the Alliance do that right
22 now in bridging that gap?

23 KAREN IMAS: Thank you. That's a very,
24 very good question. I thin the Alliance has
25 historically worked across many different sectors

2 from grassroots community organizations and community
3 boards up to designers and engineers and architects
4 and developers and trying to find a way to marry the
5 different—sometimes competing interests but also
6 interests that can be very collaborative. One
7 example that I think is probably most directly
8 related to you questions is something that the
9 Waterfront Alliance has worked on recently, which are
10 called the Waterfront Edge Design Guidelines. The
11 acronym is WEDG, and we have a lot of information on
12 our website about it, but what WEDG really tries to
13 do is set a matrix for smart development on the
14 waterfront, and by smart development, we don't mean
15 just resilient design that architects and designers
16 would deploy, but we also mean what kind of
17 community, waterfront access comes out of this
18 development, and how has the design been sort of
19 arrived out, process wise. It's a little bit like a
20 Lead Certification for buildings, but think
21 waterfront with more of a community aspect kind of
22 built into it, and there are a number of projects
23 across the city that have been certified through this
24 matrix. It's a voluntary program. You don't get
25 like a tax incentive out of it or anything. It's

2 really right now it's more about good stewardship,
3 and one of the things that we're trying to do with
4 this next is do something called WEDG Neighborhoods
5 where we take this model to different community
6 boards that have waterfront in their geography and
7 meet with the chairs or the land use chairs or, you
8 know, the different appropriate entity, and think
9 about are there resolutions within the community
10 board that could be adopted or at least have those
11 community board members informed that these are good
12 stewardship guidelines that when a project comes to
13 ULURP for something in front of them, they know that
14 this is out there, and has that developer whomever
15 check these boxes. So, it's something we can
16 certainly brief your offices more on if you want to
17 do it.

18 CHAIRPERSON VALLONE: Well, I-I think
19 that's a great idea because what Council Member
20 Menchaca is alluding to is so many of the community
21 board votes are with a stipulation on amendment from
22 the community concern, which is exactly what you're
23 saying--

24 KAREN IMAS: [interposing] Yes.

2 CHAIRPERSON VALLONE: --and unless there's
3 the Good Stewardship with that plan, there is no
4 teeth or way to ensure--

5 KAREN IMAS: [interposing] Right.

6 CHAIRPERSON VALLONE: --that there is.
7 So, maybe even in the RFP process we can incentivize
8 those in the Good Stewardship Plan to have an actual
9 incentive to do this. I think that would be great.

10 KAREN IMAS: Yeah, and so I'd be happy to
11 first send your offices some information, and then
12 perhaps we could set up a meeting and we'll keep you
13 apprised of when we go into your--but both--both of
14 your communities will obviously be part of our WEDG
15 neighborhood outreach.

16 COUNCIL MEMBER MENCHACA: Thank you,
17 Karen. That's--that was--that's--that's--we'd love that
18 I think just to follow up on that. The last question
19 EDC or how has EDC engaged you in the Freight Plan?
20 Question mark?

21 KAREN IMAS: Yeah, sure. I think we have
22 a--a really I think positive productive working
23 relationship with EDC. I'm relatively new to the
24 Waterfront Alliance, but historically, I think we
25 have a very open door sort of conversation and a lot

2 of times I think because of the Alliance is very much
3 a partnership of hundreds of different community
4 groups, we're able to take some of EDC's or the
5 city's proposals and kind of collect what we're
6 hearing and report back. So, it's not so much that
7 there's like a formal channel by which the Alliance
8 is consulted, but I would say we have a very
9 productive working relationship with the staff at EDC
10 and we do inform each other, and I think were their
11 opportunities sometimes for some sort of task force
12 or working group, the Waterfront Alliance is
13 generally represented in those bodies.

14 COUNCIL MEMBER MENCHACA: Thank you for
15 being here and for doing your work.

16 KAREN IMAS: Thank you.

17 COUNCIL MEMBER MENCHACA: This is good-
18 good work. Thank you, Chair.

19 CHAIRPERSON VALLONE: Thank you Council
20 Member Menchaca, and with that, we conclude our
21 hearing today. Thank everyone. [gavel]

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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 November 7, 2018