

**Testimony of the New York City Economic Development Corporation
New York City Council Committees on Economic Development and Transportation
and Infrastructure
Oversight – NYC Ferry
September 10, 2024**

Good morning, Chairs Farías and Brooks-Powers, and members of the Economic Development and Transportation and Infrastructure Committees. My name is James Wong, and I serve as an Executive Vice President for the New York City Economic Development Corporation and as Executive Director of NYC Ferry. I am joined by my colleagues, Franny Civitano, Deputy Director from the NYC Ferry team, and Michele Lamberti, Vice President of Legislative Affairs in our Government and Community Relations department, along with Ricardo Rodriguez, Assistant Commissioner of Intergovernmental Affairs at the New York City Department of Transportation.

The New York City Economic Development Corporation (EDC) works to create a vibrant, inclusive, and globally competitive economy for all New Yorkers. Our work is guided by four strategic priorities: strengthening business confidence, growing innovation industries with a focus on equity, building neighborhoods as places to live, learn, work and play, and delivering sustainable infrastructure. As part of this mission, EDC oversees the City’s passenger ferry system—NYC Ferry, which provides New Yorkers and visitors alike with a convenient and affordable transit option connecting communities to jobs, recreation, and each other.

The NYC Ferry system provides more than seven million riders annually with safe, dependable, affordable, and accessible transit access across the five boroughs. With six routes that touch every borough, 25 landings, and 38 vessels, the system spans over 70 nautical miles and is the largest passenger-only fleet in the nation, based on hours of service and fleet size.

We value the Council’s partnership and support of NYC Ferry and thank you for the opportunity to testify about our work.

Ferry Forward Update

In 2022, Mayor Adams and EDC unveiled “NYC Ferry Forward,” a plan to make NYC Ferry more equitable, accessible, and fiscally sustainable citywide. The plan’s main strategies included:

- an expanded discount program for NYC Ferry;
- expanded outreach to NYCHA residents;
- easier access for New Yorkers to take their bicycles onto ferries;

- a competitive procurement process for a new ferry operating contract and increased public engagement to improve equity; and
- creative opportunities for revenue generation to improve financial sustainability.

NYC Ferry is pleased to now provide a brief update on the plan's implementation to date.

Expanded Discount Program

In the two years since the NYC Ferry Forward plan was announced, the program has successfully introduced and expanded the Discount Program to make NYC Ferry more accessible to New Yorkers. The NYC Ferry Discount Program offers reduced-fare rides for seniors and people with disabilities. Additionally, any rider that participates in Fair Fares NYC, a program supporting low-income residents, is also eligible for the NYC Ferry Discount Program.

Since the program's expansion in 2022, nearly 18,000 New Yorkers have enrolled, and we've seen a 600% increase in the use of discounted tickets since we introduced the single-trip discount ticket option.

Our fare analysis has shown that lowering the upfront cost of participating in the discount program and introducing a ten-trip pack has led to increased trip frequency among our returning customers, including minority and discount riders.

Student Discount Program

The Student Discount program has been a critical component of our equity and accessibility efforts and expanded discount program. Before I go any further, I want to take this opportunity to publicly thank you, Chair Farías, for your leadership and commitment to NYC Ferry. We greatly appreciate your collaboration on a variety of issues, most notably expanding NYC Ferry's Discount Program to include NYC high school students.

We are excited about this program and have been promoting this new, affordable weekday commuting option to high schoolers living or going to school near the NYC waterfront. Since enrollment in the program opened on August 1, 2024, NYC Ferry has worked diligently to make students and their families aware of this program. To date, 535 students have registered for the program and over 400 student discount tickets have been purchased since the program went live last week.

We have implemented an extensive engagement strategy to boost participation. Just last week, NYC Ferry was pleased to join Chair Farías and her team and NYC high schoolers at the Soundview landing for a NYC Ferry Student Discount launch event. We appreciate Council's enthusiasm and support and look forward to enrolling students for whom the ferry is a convenient means of transportation to and from school.

Additionally, to advance this effort, in the month of August alone, NYC Ferry held 11 in-person tabling events about the Student Discount Program across New York City, including at Council Member Rivera’s office, libraries, and CBO back-to-school events. We are happy to partner with the Council on future events and activities to help spread the word to your young constituents and their families. These events are in addition to NYC Ferry canvassing around our landings to provide information to local communities about the ferry system. In August, NYC Ferry canvassed in 15 neighborhoods, sharing information on the Discount Program. These efforts have been bolstered by our promotion of the program across NYC Ferry’s social media channels.

There are nearly 50 public, private, and charter schools within a half mile of a NYC Ferry landing and we have begun outreach for tabling and presentation opportunities to reach eligible students. To further these efforts, we have worked collaboratively with our colleagues at the Department of Education (DOE) to reach students and families. We’ve ensured that each parent of an eligible student received a banner message in their NYC Schools Account portal notifying them of their child’s eligibility for the program, we posted flyers on how to apply for the program in 10 different languages on the DOE webpage and pushed out an email blast on the program to all NYC High School parents. As the school year begins, we look forward to increased engagement with high schools, local Community Education Councils and school-based parent organizations and will continue exploring additional avenues of engagement to promote the student discount program.

Expanded Outreach

To expand our ridership base to be more racially and economically diverse, NYC Ferry has developed a robust community outreach campaign. In the last year, NYC Ferry’s community outreach teams have engaged over 19,000 New Yorkers through 100 canvassing sessions, 20 career fairs, and almost 200 presentations, sponsorships, and tabling events. As part of our new operating agreement with Hornblower, NYC Ferry now has a full-time employee solely dedicated to NYCHA outreach, including meeting with Tenant Associations and residents, promoting NYC Ferry at family days and other NYCHA-related events, canvassing at and near developments, promoting NYC Ferry as a service and as a career opportunity, and volunteering with tenant associations and related organizations.

Reduce Impediments for New Yorkers to Bike to and from the Ferry

To reduce impediments for New Yorkers looking to take their bicycles on the ferry, NYC Ferry eliminated the \$1.00 bike fee in September 2022. While bike capacity is still limited on vessels, we instituted this change to better connect NYC Ferry with other environmentally sustainable modes of transit and encourage ridership among New Yorkers who want to use bicycles as a “last mile” transportation option.

New Operating Agreement and Public Engagement to Improve Equity

When we last testified before your committees in September 2022, we had just released an RFP for a new ferry operator. After a successful and highly competitive process, we entered into a new 5-year operating agreement with Hornblower in October 2023, a major achievement for the system. The new contract includes major business improvements, including a framework to partner with a corporate name sponsor to re-brand the system and further drive down the subsidy, upgraded ridership experiences like free onboard Wi-Fi, and behind-the-scenes system upgrades to increase transparency and efficiency. The contract has an initial five-year term with two three-year expansion options, furthering the system to remain a permanent fixture of the New York City landscape.

NYC Ferry has undertaken an expanded public information campaign – through digital and in-person outreach – to familiarize New Yorkers with the benefits of the system and encourage them to experience and ride NYC Ferry.

In addition to our community engagement efforts, a key strategy for this has been our social media outreach. We've seen NYC Ferry brand engagement grow with creative, and sometimes viral, social media moments. NYC Ferry's social media engagement has grown organically with an over 500% year-over-year social media growth without spending any money on ads.

Creative Revenue Generation for Financial Stability

NYC Ferry has successfully implemented creative revenue generation to improve the system's financial stability. NYC Ferry has been committed to creatively engaging advertisers and passengers alike, improving the ridership experience and generating positive financial returns to the system.

In just the past year, NYC Ferry launched exciting new partnerships and activations to generate additional revenue and engage audiences including a collaboration with [Spotify](#), partnering with the [Harry Potter](#) play for Hogwarts-branded ferries, and a collaboration with [Gay Pride Apparel](#) for a capsule collection of merchandise for Pride Month. We've also opened up advertising space on digital tickets via our app, opening an additional advertising market to the over 2 million people who have the NYC Ferry app.

To further boost revenue, this summer EDC released an RFP to find a sponsorship agency that can help NYC Ferry secure a naming rights and sponsorship partnership that we hope will lead to a multi-million-dollar deal for NYC Ferry, helping to reduce the system's overall operating costs.

Improved Rider Experience

As part of NYC Ferry's new operating agreement with Hornblower, we've rolled out a series of rider improvements, many of which make system information more accessible to riders, including:

- Expanded language access in the NYC Ferry app and on the NYC Ferry website;
- Automated onboard audio and visual announcements to expand rider accessibility and alerting riders of the next stop;
- Free Wi-Fi across all NYC Ferry vessels;
- Ability to text or call to get real-time schedule information for each NYC Ferry landing; and
- In-app view of real-time seat and bike spot availability for every vessel.

Reduced Subsidy and Fare Changes

EDC and NYC Ferry are dedicated to improving the long-term financial sustainability of the system. Increased ridership supported by improved rider experience and additional revenue opportunities, have driven down the system's per-passenger subsidy.

NYC Ferry has the lowest subsidy of any publicly funded passenger ferry system in the country. In FY23, NYC Ferry saw its lowest per-passenger subsidy at \$8.55, down 30% from its peak. We have reduced the cost of the ferry system and have improved our efficiency per hour and per rider as a system. Of the major transit systems in the New York City region, NYC Ferry has the third lowest subsidy behind the MTA's local bus and subway system, ahead of the Long Island Railroad, commuter and express buses, and Metro-North and is the only transit system to lower its per passenger subsidy since the pandemic.

To continue the growth of NYC Ferry ridership while also remaining sound financial stewards of the system, NYC Ferry announced a new fare policy in August, which went into effect yesterday. Under the new fare policy, there is a modest increase in the single ticket base fare from \$4 to \$4.50 and a slight increase to the 10-trip pack and discount tickets to match MTA subway and bus per-trip fares at \$2.90. In this fare structure, tourists and occasional riders pay a little bit more, while the 10-trip pack and discounted fares remain accessible to our frequent riders.

Workforce

NYC Ferry is dedicated to not just making its system more equitable and accessible to riders, but also driving employment in the maritime industry, and serving as a critical component of the City's maritime employment pipeline. As of June 2024, NYC Ferry employed 450 individuals, 75% of whom are people of color and 21% of whom are women or gender nonconforming. More than 90% of employees are NYC residents.

One of the reasons Hornblower was selected as our operator in 2023, is their commitment to nurturing maritime careers. Hornblower invests in their employees, providing job growth opportunities and creating good jobs that have competitive salaries and benefits to similar outfits in the harbor. They are also deeply committed to internal promotions and career growth. More than half of our currently trained and licensed captains started as deckhands.

In 2024, NYC Ferry completed the first ever NYC Ferry career fair in partnership with NYCHA and this fall NYC Ferry is launching its first ever apprenticeship program to attract more talent to careers in maritime. We are excited to continue and broaden these initiatives to bring more New Yorkers into the maritime industry.

Record Ridership and Summer Service

One of the key strategies of the Ferry Forward Plan was to drive ridership by improving our operations and service. We are proud to say that NYC Ferry has continuously hit ridership records over the past year, with over 7 million riders in Fiscal Year 2024 – an 8 percent increase in ridership from Fiscal Year 2023. And those who rely on NYC Ferry the most, our five-day-a-week riders, are 47% non-white.

Since 2022, NYC Ferry has worked to enhance the NYC Ferry experience during peak seasons by introducing new services such as the Rockway Rocket, Rockaway Reserve, and South Brooklyn Faster Connections. This past summer, ridership has been particularly robust with the return of the Rockaway Reserve and the launch of the Rockaway Rocket from Greenpoint and Long Island City.

NYC Ferry set summer ridership records across the system, with more than 3.1 million boardings between Memorial Day and Labor Day – a 7 percent increase from Summer 2023. Summer weekend travel to Rockaway Beach remained popular, and premium ticketing programs brought additional revenue back into the system. In July alone, the Rockaway Reserve and Rocket generated approximately over \$300,000 in revenue back to the system. We will have data on August ridership and revenue in the coming days and expect these numbers to be consistent, if not higher.

Council Introductions and Resolution

As you've heard today, NYC Ferry is always looking for ways to improve the system. We have been focused on shoring up the NYC Ferry system by increasing ridership, driving farebox revenue, making our operations more efficient, and finding ways to ensure fiscal sustainability.

While we do not currently have plans for expansion, we greatly appreciate the enthusiasm and interest in the system and we continue to look for ways to optimize our system, such

as through improved schedules and route configurations to efficiently and quickly get riders to their destinations.

With respect to Introduction 321 and the proposed expansion of ferry service to Willets Point, as I just outlined, NYC Ferry does not have any current plans for system expansion. However, as part of the comprehensive Willets Point development process, EDC committed to the Queens Borough President that we would undertake a study to evaluate a potential landing at this site.

With respect to Introduction 864, and its proposed study and report on the expansion of ferry service along the Rockaway Peninsula, EDC has previously evaluated the expansion of ferry service to this area and has determined that system expansion further into the Rockaways was not viable for NYC Ferry. NYC Ferry vessels are unable to safely and reliably pass under the A train bridge that crosses Broad Channel as there is insufficient clearance. While the swing bridge could open for marine traffic, this would significantly disrupt subway service to the Rockaways. As for alternative ferry sites on the ocean side of the peninsula, such locations cannot be safely utilized as they are extremely challenging due to water depths, high winds, and ocean swells.

With respect to Preconsidered legislation 2438, seeking a study and report on the feasibility of a direct ferry to Coney Island, EDC has conducted significant work related to Coney Island ferry service. In 2019 we began work to launch a Coney Island route but in late 2021, EDC paused work on its Coney Island Creek ferry landing due to navigational and safety concerns related to sand build-up in the Creek. In 2022, we conducted a feasibility analysis to assess other landing options to serve Coney Island. For any proposed ferry landings on the ocean-facing shoreline, there are serious concerns that exposure to ocean swells and strong southeast winds would make any service unreliable as a landing there would be inoperable under many weather and ocean conditions. Although protection could be provided by an offshore wave attenuator structure, such a project had projected capital costs that were estimated to be approximately \$250 million. After an exhaustive look at different location options for a Coney Island Ferry landing, we could not find an operationally reliable or financially responsible location to deliver the service.

Finally, with respect to Resolution 400 proposing ferry service to LaGuardia Airport, EDC and the Port Authority of New York and New Jersey (Port Authority) both previously studied the viability of a ferry landing at the airport. In 2023, the Port Authority's study, to which NYC Ferry contributed data, did not recommend ferry option service at Bowery Bay or Flushing Bay as the study concluded that both sites would attract a very low level of ridership and were not an effective means of transportation to the airport. EDC has previously stated that any consideration for airport service would need to be considered at market-rate costs, but even then, the finances are unlikely to pencil out.

Closing

In closing, we are very proud of our work to implement Mayor Adam's NYC Ferry Forward plan and are excited to continue to provide a safe, affordable, and accessible transit system to New Yorkers.

We welcome the opportunity to work with the Council and all partners to further advance the accessibility and fiscal sustainability of the system.

Thank you for the opportunity to speak with you today. My team and I are happy to answer any questions you may have related to NYC Ferry.



PUBLIC TESTIMONY OF THE WATERFRONT ALLIANCE

September 10, 2024

New York City Council Committee on Transportation and Infrastructure and Committee on Economic Development Oversight Hearing RE: New York City's Ferry System

Submitted by Tyler Taba, Director of Resilience, Waterfront Alliance

Thank you, Chair Brooks-Powers, Chair Fariás, and Council Members, for the opportunity to testify. I am Tyler Taba, director of resilience at the Waterfront Alliance. Waterfront Alliance is an alliance of more than 1,100 organizations, businesses, and individuals, and we are the leader in waterfront revitalization and climate resilience advocacy for the New York-New Jersey Harbor region.

Waterfront Alliance is committed to sustainability and to mitigating the effects of climate change across the region's hundreds of miles of waterfront. We convene the Rise to Resilience Coalition of 100+ groups advocating for policy related to climate resilience, we bring climate resilience education to students in NYC DOE schools through our Estuary Explorers program, and we developed and operate the Waterfront Edge Design Guidelines (WEDG®) program for promoting innovation in climate design. Additionally, Waterfront Alliance has been a longstanding advocate for public access to the water, particularly in communities that have been cut off from their waterfronts.

Before the re-establishment of the NYC Ferry in 2017, Waterfront Alliance wrote the plan and guide for how to bring back a five-borough ferry system. We are a major supporter of NYC Ferry and continue to encourage the City to envision the Ferry as part of its climate, transportation, and economic development goals.

Our testimony today focuses on what Waterfront Alliance considers the keys to success for the NYC Ferry, which we refer to as **The Five E's: Expansion, Economics, Electrification, Emergency Services, and Equity.**

Waterfront Alliance supports Intro 0321-2024, Intro 0864-2024, and Res 0400-2024 on the legislative calendar. The testimony below indicates our strong support for ferry expansion across the five boroughs, including the sites under legislative consideration, as well as additional areas without active legislation.



Brief History of Ferry Service in New York City

Ferries have long zipped through the New York Harbor region and have connected residents across the Hudson and East River for centuries. As early as 1642, Dutch settlers were operating ferries from Manhattan to Brooklyn Heights.¹

The early 1900's was truly the peak of New York City's ferry service, when the City of New York acquired the ferry route between Whitehall and St. George. By the mid 1920's, New York City was running more than a dozen ferry lines between the five boroughs and parts of New Jersey. Formal municipal ferry service was established under Mayors McClellan and Hylan between 1904 and 1925.² Ferry service in New York City began to dwindle as a result of the 1929 stock market crash. After the crash, the ferry service was among the many municipal services to be cut. Public spending was shifting toward automobile infrastructure, including many bridges and tunnels that replicated ferry routes. For example, the Triboro Bridge replaced the Astoria Ferry route between East 92nd Street to Astoria, which had operated for more than 15 years. The Classon Point (Bronx) and College Point (Queens) ferry was discontinued following the construction of the Bronx-Whitstone Bridge—a route which had operated for nearly two decades. Sadly, by 1945 there was only one municipal ferry route that remained in operation—the Staten Island Ferry.



College Point: 14th Avenue Ferry Station, Not Operating (Source: [New York City Municipal Archives](#))

There have been several private ferry operators over the years who have continued the legacy of moving New Yorkers by boat. Most famous are the NY Waterway and NY Water Taxi, which began operating in 1986 and 2002, respectively. The success of these two services paved the way for the establishment of NYC Ferry in 2017.

¹ <https://www.ferry.nyc/routes-and-schedules/landing/atlantic-avenue-brooklyn-bridge-park-pier-6/>

² <https://southstreetseaportmuseum.org/naming-new-york-ferries/>



Today, the NYC Ferry is a staple among New York City's transportation systems. The NYC Ferry hosts six routes across every borough, with a total of 25 landings and 38 vessels. The system spans over 70 nautical miles and is the largest passenger-only fleet in the nation, based on hours of service and fleet size, according to the New York City Economic Development Corporation.³

The history of ferry service, from the 1600's to today, is a reminder that we are a waterfront city. With more than 520 miles of coastline, the NYC Ferry offers connectivity between our diverse and beautiful waterfronts.

Expansion: Newer, Faster Transportation Options

Waterfront Alliance envisions several new routes that would serve New Yorkers with newer, greener, and faster transit options and would reshape transportation in the region.

The NYC Ferry ridership numbers continue to grow each quarter and year-over-year. Last year, the NYC Ferry serviced more than seven million riders. For a system that has been in existence for only seven years, this is a clear indicator of demand.

Ferries offer an opportunity to reach neighborhoods in transit deserts. Many of the newest ferry landings have successfully reached communities facing this challenge, including the Astoria, Bay Ridge, and Throggs Neck ferry landings. Each of these landings has significantly simplified commutes for residents who may otherwise be serviced by a single form, or unreliable, of transportation.

Commuting from the South Bronx to Wall Street in under 45 minutes with no transfers was an unimaginable commute for Bronx residents just a few years ago. Before NYC Ferry hit the waterways, the last time The Bronx enjoyed ferry service was in the 1930s. Similarly in Queens, NYCHA's Astoria Houses residents appeared with Mayor Adams at the Astoria Dock at Halletts Cove in 2022, when the landing opened, to describe how the 10-minute commute from Astoria to the Upper East Side is improving the well-being of New Yorkers commuting to work and school every day.

"Astoria Houses residents are grateful for the ferry. It's an added transportation option that is now even more affordable to those who need it most," said NYCHA Astoria Houses Resident Association President Vanessa Jones-Hall. "Not only does the ferry provide easy access to get downtown to go to work, it offers residents a nice ride along the waterway, and it allows New Yorkers to visit Astoria and see all we have to offer..."

³ <https://edc.nyc/press-release/amidst-record-ridership-nycedc-announces-new-initiatives-support-nyc-ferry-forward>



These successful expansion projects serve as indicators of success that New York City should capitalize on. Waterfront Alliance supports widespread expansion of the NYC Ferry, with priority to the following:

1. Brooklyn to Staten Island, via Bay Ridge Line

In August 2021, [NYC Ferry launched its St. George route](#), which travels from a new dock adjacent to the St. George Ferry Terminal taking commuters to and from stops in Battery Park City and on Manhattan's West Side at 39th Street. This route connected Staten Island to Midtown Manhattan, and vice versa. Yet no service for Stand Islanders to Brooklyn, and Brooklynites to Staten Island, exists. The commute from Staten Island to Downtown Brooklyn, an emerging center for job growth, takes about 90-minutes each way via public transit.

A Change.org petition titled "[Time for a Staten Island-Brooklyn Ferry!](#)" has picked up steam, garnering more than 4,230 signatures to date. The petition is led by The St. George Civic Association, who has long supported a connection from the St. George to Bay Ridge landing. There is support for this connection among local leaders, like Senator Andrew Gounardes, Council Member Jusin Brannan, and former Staten Island Borough President James Oddo, which has helped amplify the demand from residents and community groups.

Waterfront Alliance strongly supports the St. George Civic Association, Bay Ridge Environmental Group, and other advocates and residents calling for this necessary ferry connection.

Recently, the New York City Economic Development Corporation announced the [North Shore Action Plan](#) for Staten Island, which includes \$400 million of investment in along the neighborhoods of St. George, Tompkinsville, and Stapleton. At the same time, Brooklyn is poised to see major investments along the waterfront from the City and State's investments in offshore wind power. Just north of the Bay Ridge Ferry landing is the [South Brooklyn Marine Terminal](#) (SBMT) project, a 73-acre construction project that will create a staging and pre-assembly site for offshore wind turbines components and an onshore substation to connect wind power directly into the New York City grid.

The results of both projects will result in a growing demand to (1) visit new waterfront revitalization projects and (2) connect residents to thousands of good-paying, green jobs. The City Council should work directly with the New York City Economic Development Corporation to make Brooklyn to Staten Island the next NYC Ferry expansion.

2. City Island, via Soundview Line

Nestled in The Bronx, City Island has a long history of being a seaport and fishing village. Today, City Island has evolved from a village to a thriving residential neighborhood. However, accessing City Island can be quite challenging. The island has only one entry and exit point: a single-lane two-way bridge that frequently experiences traffic congestion. The entry and exit points of the City Island Bridge are often compromised due to changing climate conditions and increased rainfall, leading to frequent flooding.



Despite the community's many assets, transportation to and from the island is an ongoing challenge, and public transportation options are limited to the BX 29 bus.

A ferry landing on City Island would provide an alternative method of transportation for residents and visitors. The ferry ride could reduce the commute by an hour to Midtown or Lower Manhattan: "Most residents no longer work in the boat-building industry, and a significant portion (about 9 percent) commute daily to Manhattan with some even traveling farther into Brooklyn," shared John Doyle, President of [City Island Rising](#), in an [op-ed in Welcome2TheBronx™](#).

In 2019, NYC Ferry conducted an expansion feasibility site assessment for City Island and determined that overall ridership would be low. Residents and community groups say otherwise. Additionally, it's important to note that any transportation studies pre-COVID pandemic do not reflect the new era of transportation and commuting. In many cases, residents are still being introduced to the NYC Ferry. The 2019 study is now five years old and does not reflect the post-COVID growth of the ferry service.

A Change.org petition titled "[Extend the Ferry Service to City Island!](#)" has gained momentum, garnering more than 2,075 signatures to date. The ferry landing at City Island would benefit non-City Islanders as well because it would make the island more accessible from all areas of the city.

3. LaGuardia, via Soundview Line connection via East 90th Street

As LaGuardia airport undergoes major renovations and improvements, there is a unique opportunity to rethink the mobility and transportation options to get to and from LGA. As the City and State continue to look for ways to connect residents and tourists to the airport, a ferry landing at Terminal A would be significantly less costly and more expeditious than other transit options.

Possible stops on this ferry could include Pier 11 in Lower Manhattan, East 34th Street in Midtown, and East 90th on the Upper East Side. Queens Borough President, Donovan Richards, has supported calls for an LGA ferry, citing the benefits of reducing emissions and taking cars off the road.

A ferry landing at LaGuardia would likely be attractive to tourists who are visiting New York City, as the ferry offers unique views and scenery along the city's waterfronts.

Other expansion projects to consider include extending the St. George line to Upper Manhattan, adding a landing in Jamaica Bay with potential connection to JFK, adding additional landings along and across the Rockaway Peninsula (in line with Intro 0864-2024), adding a landing along the South Shore of Staten Island, adding a landing at Canarsie, and adding a landing at Randalls Island, and adding a landing at Willets Point (in line with Intro 0321-2024). Each of these landings should be studied for their environmental impact, ridership potential, and ability to integrate with existing forms of transportation.



Overall, the City should have an abundance mindset when it comes to public transportation. Expanding the NYC Ferry does not come at the expense of other important forms of transportation, like biking, buses, or trains. Rather, all these forms of transportation should be integrated and work together to support New York City's micromobility.

Economics: Subsidies that Provide Value for People

The NYC Ferry is often under criticism for the subsidy that comes with its operation. Waterfront Alliance has long stood in defense of the subsidy, especially considering that NYC Ferry was established just seven years ago. This is the newest form of public transportation to reach New Yorkers and it deserves support as it rolls out in full.

Amid all the criticism for the NYC Ferry subsidy, Mayor Adams and the New York City Economic Development Corporation launched the *Ferry Forward* program in 2022. *Ferry Forward* was aimed at identifying new strategies for improving the system, building on successes, and incorporating lessons from the prior five years of operations. Waterfront Alliance commended the Mayor and Economic Development Corporation for this vision.

In just two years since the launch of *Ferry Forward*, the per passenger subsidy has been lowered by over 30 percent from its peak to \$8.55. Of the major transit systems in the region, NYC Ferry has the third lowest subsidy, behind the Metropolitan Transportation Authority's subway and local bus system. NYC Ferry is also the only transit system to lower its per-passenger subsidy since the pandemic.⁴

The NYC Ferry reached a record 7,100,000 riders in FY24. This growing form of public transportation is rapidly becoming a popular way for New Yorkers to commute.

Let's be very clear. We pay for and subsidize things that provide value to people.

The NYC Ferry has been on the receiving end of unfair criticism when it comes to the subsidy. Comparing ferry subsidies to bus or train subsidies is misleading and misguided. Instead, we should look to other ferry services across the country.

In comparison to other ferry services in the nation, like Seattle, Boston, New Orleans, and San Francisco, the NYC Ferry's operating expenses per revenue hour are the lowest. Prior to the \$4.00 fare, the NYC Ferry's fare revenues per hour were lower than all the cities, except New Orleans. The Economic Development Corporation is seeking additional revenue generating mechanisms, including finding a name sponsor, which is expected to be a multi-million-dollar deal. While we do support a competitive

⁴ <https://edc.nyc/press-release/amidst-record-ridership-nycedc-announces-new-initiatives-support-nyc-ferry-forward>



fare revenue per hour, the NYC Ferry still has lower fares than many other systems across the nation (in Boston, fares can be up to \$9.75, and San Francisco can be up to \$11.25). Waterfront Alliance strongly encourages NYC Ferry to keep prices low and to reduce barriers for low-income riders.

There are several health benefits associated with taking the ferry as compared to other forms of transportation. Enjoying the views and scenery while waiting for the ferry is often far more enjoyable than waiting for a bus in the middle of a highly trafficked, polluted street.

The user experience on the ferry is special. The feeling of being at New York City's waterfront is second to none. By supporting the growth and expansion of the NYC Ferry, we are connecting New Yorkers to their waterfronts. By connecting New Yorkers to their waterfronts, we are building awareness and appreciation for the important uses along the 520 miles of shoreline.

Waterfront Alliance supports continued investment in the NYC Ferry, and we encourage the City Council to consider the social, health, and environmental benefits that ferries provide—not just economics.

Electrification: Greener and Cleaner Vessels

In 2021, Waterfront Alliance launched a [First 100 Days Priorities](#) for the next Mayoral Administration. In the platform, we called for the City to commit to piloting an electric ferry and to assess routes where this would be feasible. We are pleased with the announcement of a hybrid-electric ferry to Governors Island, which includes the installation of shoreside rapid charging infrastructure to support fully electric operations.⁵

To fulfill the *First 100 Days Priorities*, we encourage the City to pilot a fully electric NYC Ferry.

Waterfront Alliance envisions a fully electric ferry service throughout New York City. To ensure that the NYC Ferry system is prepared to do this, we call for the City to invest in one fully electric ferry to test the system. This pilot will provide the City with insights into the needs for a scalable electric ferry. Waterfront Alliance encourages the City to strongly consider the user and commuter experience when testing electric ferries; for example, the time it takes to charge the ferries while on route. If electric ferries require charging times that disrupt the flow, or require long docking periods, the City should consider adding additional vessels to the fleet.

The first electric ferry in the United States is operated by Hornblower, who operated NYC Ferry.⁶ The Gee's Bend Ferry makes daily trips across the Alabama River. The nation's first hybrid-electric passenger ferry is also operated by Hornblower in California, connecting visitors to Alcatraz Island at the Golden

⁵ <https://www.nyc.gov/office-of-the-mayor/news/919-23/mayor-adams-nyc-receives-7-5-million-federal-funding-electrify-governors-island>

⁶ <https://alabamane.wscenter.com/2019/02/15/gees-bend-has-the-nations-first-electric-ferry/>



Gate National Recreation Area.⁷ Hornblower has the experience and industry knowledge to operate electric ferries, and we encourage the City to work with Hornblower to bring that knowledge to the New York Harbor.

There are several federal funding programs that can support the successful pilot of an electric ferry program. For example, the Environmental Protection Agency (EPA) has a [Clean Ports Grant](#) to fund zero-emission port equipment and infrastructure. The New York City Economic Development Corporation has requested \$430 million from this program, with some of that funded dedicated to supporting new electric vessels for the NYC Ferry.

Waterfront Alliance has submitted letters of support for this funding, and we encourage the City Council to indicate support to the Economic Development Corporation's grant with local Congressmembers.

Emergency Services: Transportation Redundancies and Backup Capacity

Ferries are the transportation solution that performs like no other during some of our gravest civic emergencies, such as the terrorist attacks of September 11, 2001, or the 2009 Miracle on Hudson, when US Airways Flight 1549 landed in the waters adjacent to the Javits Convention Center. During the 2003 blackout, it was the ferry service that served as the only transit link between Manhattan and New Jersey, carrying 160,000 people in one day.⁸

The need for resilient, waterborne transit will grow only more acute in the years to come, when sea-level rise and extreme-weather events, both driven by worsening climate change, will make flooding that intermittently knocks out other transit modes more frequent. As we saw when tropical storms caused massive flooding last fall, ferries are vital not only as a primary means of transportation, but also to provide crucial redundancy when emergency backup capacity is needed.

Last September, Tropical Storm Ophelia brought another major rainstorm that shut down subway lines and flooded streets—impacting bus routes. During that event, the NYC Ferry was one of the only forms of public transportation that remained in full operation. The image below shows a packed NYC Ferry during the rainstorm (Credit: Pippa Brashear, Principle, SCAPE)

⁷ <https://www.nps.gov/articles/000/alcatraz-hybrid-ferries.htm>

⁸ <https://nywaterway.com/UserFiles/Files/35th%20Anniversary%20NY%20Waterway%20-%20CP%20updated.pdf>



Equity: Accessible in All Forms

The final recommendation for a successful NYC Ferry is one that should be integrated within all the other recommendations—equity.

The NYC Ferry must remain equitable and accessible in all forms. All the vessels and ferry landings are compliant with the Americans with Disabilities Act (ADA) and New York City Local Law 68.

The cost must also be accessible for everyday New Yorkers, especially as we encourage residents to utilize the NYC Ferry for commuting. Waterfront Alliance strongly supports the Ferry Discount Program, which offers discounts to senior citizens, persons with disabilities, current participants in the Fair Fares NYC program, and NYC High School students.⁹ Additionally, as the City explores potential revenue generating opportunities to reduce the subsidy, we continue to call for affordable ferry fares to ensure the NYC Ferry is serving all New Yorkers.

When thinking about expansion of the ferry service, communities and residents who have been underserved and have faced historical disinvestment should be where the City prioritizes for new landings. Often, these communities are served by limited transportation alternatives or unreliable services. The NYC Ferry can offer opportunities to add options in transit deserts.

Waterfront Alliance would like to thank the Chair Brooks-Powers, Chair Farías, and all the Council Members for this opportunity to testify in support of the NYC Ferry system. We remain committed to growing the City's transportation network, sustainability goals, and emergency preparedness. We stand

⁹ <https://www.ferry.nyc/discount/>



ready to work with your offices to ensure that New Yorkers are better connected to the waterfronts that make our city unique and beautiful.



September 10, 2024

**Testimony of Randy Peers
President & CEO
Brooklyn Chamber of Commerce**

Before the

New York City Council Committee on Transportation & Infrastructure and Economic Development

Regarding

NYC Ferries

Good morning, members of the New York City Council Committee on Transportation and Infrastructure and the Committee on Economic Development. My name is Randy Peers, and I am the President and CEO of the Brooklyn Chamber of Commerce, the largest trade association in our borough, representing over 62,000 businesses. I appreciate the opportunity to speak before you today regarding our city's ferry system.

Our chamber believes a strong and connected ferry network is not just a transportation service but an essential part of our economic infrastructure. Brooklyn's waterfront is a bustling hub of activity and potential, and the expansion of ferry service can significantly amplify its prosperity.

One of the most pressing needs we face is that of a direct, fast ferry route between Staten Island and Brooklyn. This service would not only enhance connectivity between two major boroughs but also stimulate economic activity by fostering new commercial opportunities and enhancing business operations on both sides of the harbor. Additionally, a comprehensive ferry system is crucial for traffic mitigation. With congestion on our roadways, expanding ferry services offers a sustainable alternative to alleviating the burden on our roads and bridges.

Ferry service is a powerful tool for business development. Brooklyn's diverse neighborhoods stand to gain from increased accessibility and mobility. Enhanced ferry connections can attract more visitors, drive foot traffic to local businesses, and create new economic opportunities across our borough.

Brooklyn's waterfront is a treasured asset, with destinations like Canarsie Pier and Coney Island drawing both locals and tourists. Expanding ferry routes to these and other waterfront communities would improve access and create areas of recreation and leisure. As we look to capitalize on the borough's natural and cultural attractions, integrating ferry service into our broader tourism strategy is essential.

And, to fully realize the potential of our ferry system, it is key that we integrate ferry services with other transit options. A seamless connection between ferries and existing public transportation networks, including buses and subways, is vital for ensuring that ferry service complements and enhances our overall transit infrastructure.

I urge the Council to support the expansion of our ferry system, including the introduction of a fast ferry route between Staten Island and Brooklyn. With this investment, we can reinforce Brooklyn's position as a dynamic and interconnected hub within New York City.

Thank you for your attention to this matter.



September 10, 2024

**Testimony of Linda Baran
President & CEO
Staten Island Chamber of Commerce**

Before the

New York City Council Committees on Transportation & Infrastructure and Economic Development

Regarding

NYC Ferries

Good morning. Thank you Council Committee Chairs Brooks-Powers and Farías and the entire Committees for the opportunity to share testimony today on New York City's ferry system. I am Linda Baran, President and CEO of the Staten Island Chamber of Commerce, the largest trade association on the island representing the interests of more than 14,000 businesses. New York City's ferry system and the need for its expansion is a significant topic for our borough's future.

Staten Island has long struggled with limited transportation options and some of the longest commutes in the country. Our residents and workers rely primarily on cars or express buses, which are costly and time-consuming. While Staten Island has finally been included in the NYC Fast Ferry service, we have limited access to the West Side of Manhattan; and no access to the East Side which provides connections to routes servicing Brooklyn, the Bronx, and Queens. Plus, the Staten Island Ferry only connects us to Lower Manhattan, leaving a significant gap in connectivity to other key commercial and residential areas within the city. These services, while valuable, fall short in addressing the transit needs of Staten Islanders, particularly those who commute to Brooklyn and other parts of the city. Expanding ferry service to include more routes to and from Staten Island is a necessity, and would provide easy access to residents, tourists, shoppers, students, and commuters alike.

A direct ferry route between Staten Island and Brooklyn would provide New Yorkers with a much-needed alternative to road-based transit, cutting commute times and easing the heavy traffic burden on the Verrazano-Narrows Bridge and Gowanus Expressway. Every day, thousands of workers commute between Staten Island and Brooklyn, and ferry service would reduce the strain on our roads while offering a more reliable, efficient way to get to work.

The economic impact of expanding ferry service would be profound. Ferry service would connect our island more efficiently with Brooklyn's diverse business hubs, enabling our local businesses to tap into new markets. By linking Staten Island more directly with other boroughs, specifically Brooklyn, we would see increased foot traffic to local businesses and more opportunities for tourism and recreation on Staten Island. Our waterfronts, which include attractions like the Staten Island Ferryhawks, Staten Island Museum, local restaurants, Snug Harbor Cultural Center, and the Staten Island beaches, would become more accessible, bringing in new visitors and boosting the local economy.

With the implementation of Congestion Pricing looming, it is more important now than ever to ensure equitable transit options for all Staten Islanders. Expanding ferry services is not just a transit solution; it is a long-term investment in the future of our borough and the greater New York City region. We must seize the opportunity to enhance connectivity between Staten Island and Brooklyn, foster economic growth, and mitigate traffic congestion. Our residents have waited long enough for expanded transit options, and a fast ferry between Brooklyn and Staten Island would be a transformative step in the right direction.

I urge the City Council to prioritize the expansion of the NYC Ferry system to include this critical route. Thank you for your time, consideration, and attention to this important issue.



240 West 35th Street ■ Suite 302 ■ New York, New York 10001

Testimony on NYC Ferry

Submitted to New York City Council Committee on Economic Development and
Committee on Transportation and Infrastructure

September 10, 2024

Sean Campion, Director of Housing and Economic Development Studies, Citizens Budget Commission

Good morning. I am Sean Campion, Director of Housing and Economic Development Studies at the Citizens Budget Commission (CBC), a nonprofit, nonpartisan think tank and watchdog dedicated to constructive change in the services, policies, and finances of New York City and New York State. Thank you for the opportunity to testify on NYC Ferry's finances and its impact on the finances of the New York City Economic Development Corporation (EDC).

In September 2022, after EDC's Ferry Forward plan was first proposed, CBC [testified before the Council](#) that its success "should be evaluated by whether and how much the subsidy—per ride and in total—is reduced, with evidence that the remaining subsidy above what is provided to other transit users is well targeted to those in the greatest need of transit options and affordability."

Two years later, Ferry Forward has steered NYC Ferry's finances in the right direction. EDC has reduced the ferry subsidy, both per ride and in total, due to the combination of fare increases and more efficient operations. Importantly, fare increases did not reduce ridership; in fact, ridership hit record levels, even adjusted for the addition of new routes.

However, despite these improvements, NYC Ferry remains one of the [most heavily subsidized transit options in New York City](#), and one of the [most subsidized public ferry systems](#) in the country. Furthermore, the available data are limited, so we do not know how much of the subsidy—still [\\$8.55 per ride in fiscal year 2023](#)—is flowing to riders with the greatest need for transit options or affordability. Finally, the still-large \$56.5 million annual total subsidy diverts substantial resources from EDC's core economic development mission.

While NYC Ferry importantly serves many regular commuters in neighborhoods without fast or reliable transit service to Manhattan, the majority of its ridership base continues to be leisure-oriented, including some who may be willing to pay more than \$4.50 for their occasional rides. EDC's

[2023 ridership survey](#) found that only 32 percent of NYC Ferry riders, but 60 percent of weekday peak riders, ride the system 3 or more days a week. The survey also found that NYC Ferry riders view the ferry as an improvement over alternative modes: 73 percent of respondents said they ride the ferry because it offers better or faster service than other transportation options.

That is why CBC continues to recommend a still-higher fare for non-commuting rides to offset NYC Ferry's high operating costs and free up EDC resources for economic development. NYC Ferry's one-time fare could match the \$7 fare for MTA express bus service, a similarly high-cost transit mode that offers a premium service.

CBC's new analysis of NYC Ferry's pre-pandemic finances in fiscal year 2019, compared to fiscal year 2023 finances, finds both improvements and continued shortcomings.¹ On the positive side, EDC's Ferry Forward plan:

- **Increased Ridership—And Increased Revenue Even More:** NYC Ferry ridership increased 17 percent between fiscal years 2019 and 2023, while revenue increased 29 percent, due in part to higher fares on one-time and occasional riders.

When NYC Ferry launched, the fare was set to match the price of subways and buses at \$2.75; the fare remained at that price until September 2022, when EDC raised fares to \$4 for one-time riders. As of September 9, 2024, one-time fares on commuter routes are \$4.50, with reduced fares of \$2.90— matching the current price of buses and subways—available for frequent riders. Discounted per-trip fares of \$1.45 are available for seniors, persons with disabilities, high school students, and participants in the Fair Fares program.

- **Reduced Operating Expenses Even While Increasing Service:** Over the same period, operating expenses fell 5 percent overall and 12 percent per revenue hour, indicating greater efficiency. These savings appear primarily from maintaining COVID-era reductions in service on the longest and costliest routes, and lower spending on purchased transportation, which includes the cost of renting ferry boats to provide additional, money-losing service in peak-demand periods. These savings more than offset higher fuel and management costs.
- **Reduced Subsidy Overall and Per-Trip:** The result of strong revenue growth and reduced expenses is a reduction in the subsidy. Between fiscal years 2019 and 2023, the per-trip subsidy fell 26 percent, from \$11.50 to \$8.55, while the overall subsidy declined from \$65.2 million to \$56.5 million.
- **Eliminated Draw Downs on EDC's Reserves or the City's Budget:** As a result of the savings, EDC was able to fund the NYC Ferry fiscal year 2023 subsidy using only rental income from City-owned land in Times Square and its Maritime Portfolio, rather than drawing down its cash reserves, as it had to do in the years prior to the pandemic or relying on a funds from the City's budget.
- **Allowed EDC to Balance its Budget:** EDC also managed to operate at a surplus in 2023 and 2024 after operating at a loss for several years prior to the pandemic due to the need to subsidize NYC Ferry.

While Ferry Forward has provided an effective course correction, NYC Ferry's financial outlook is not buoyant as it may appear. At least three issues cloud its financial situation:

- **Per-Trip Subsidy Excludes Substantial Debt Service Costs:** The official per-trip operating subsidy of \$8.55 includes only operating revenues and expenses. While this is a commonly accepted metric that allows for comparisons across transit systems, it fails to account for non-operating expenses like debt service, which can be a substantial cost for capital intensive infrastructure entities.

The City's expenditures on debt service for NYC Ferry capital costs are not included in EDC's operating subsidy, but they should be. Through fiscal year 2023, the City of New York committed \$429.2 million in capital for NYC Ferry to acquire ferry boats, improve docks and piers, and build two homeports. The associated debt service is paid for through the City's operating budget; there is no reimbursement from EDC or ferry farebox revenue.

Conservatively, the annual debt service on NYC Ferry capital commitments is \$26.4 million, or \$3.99 per trip, assuming level debt service payments on 30-year bonds issued at 4.5 percent. Therefore, the full per-ride subsidy is really \$12.54.

Furthermore, if NYC Ferry were a stand-alone entity, its debt service would equal to 25 percent of its operating budget and would be considered unaffordable.

- **EDC Buoyed by Big Increase in Times Square Rental Payments:** EDC collects rental payments and payments in lieu of taxes from properties in the 42nd Street Development Project on behalf of the City. The City allows EDC to retain rental income to fund its operations but requires it to pass through PILOT revenue and property taxes to the City's general fund. EDC uses these retained rental payments to subsidize NYC Ferry.

EDC's retained rental payments from the 42nd Street Development Project more than tripled between fiscal years 2019 and 2023, increasing from \$23.6 million to \$73.8 million. EDC diverted \$49.7 million of the \$73.8 million collected in fiscal year 2023 to subsidize NYC Ferry; the balance of the subsidy was paid from revenue generated by City-owned waterfront assets that EDC manages on the City's behalf, referred to as the Maritime portfolio.

Comparatively, in fiscal year 2019, the 42nd Street and Maritime rental payments were not enough to pay the \$65.2 million subsidy: even with the entire \$23.6 million 42nd Street rental payment and \$16.7 million from the Maritime Portfolio going to NYC Ferry, EDC had to fund a \$24.9 million shortfall out of its cash reserves. Without the significant increase in 42nd Street rental payments, either EDC or the City would have been on the hook to fill the gap in fiscal year 2023.

However, funding NYC Ferry out of the Times Square rental payments may be at risk in the future. Property owners in the 42nd Street Development Project have the [option to buy back their land](#) from the City for \$10 after 29 years; while none have exercised that right to date, several sites are now eligible to exercise their repurchase options. If they did, rental payments would decline.

- **EDC's Budget is Balanced but With Little Margin:** The continued need to subsidize NYC Ferry diverts funding that could otherwise support EDC's core mission of spurring the growth of New York City's economy. EDC's finances have stabilized post-pandemic, but its fiscal year 2025 budget has no slack. EDC's fiscal year 2025 adopted budget is balanced on a cash basis but shows a \$25 million deficit after accounting for depreciation. EDC's operating costs have also increased amid efforts to stimulate the City's post-COVID economic recovery, with personnel costs up 28.3 percent, or \$20.7 million, since 2023. If not for subsidizing the NYC Ferry, EDC would have more resources to devote to boosting economic growth.

EDC's Ferry Forward plan has steered NYC Ferry away from a fiscal abyss, but EDC and the City should take additional steps to reduce the ferry subsidy and ensure that EDC has the capacity to fulfill its core economic development mission.

CBC greatly appreciates EDC's successes. But moving forward, [CBC calls on EDC](#) to eliminate the lowest-ridership routes, target subsidies to those in the greatest need of affordable transit options, and increase fares for other riders to match those of comparable premium transit services, like the \$7 per trip charged for the MTA's express bus system. Furthermore, EDC should continue to hold the line on service expansions absent rigorous analysis that they would be financially feasible.

Thank you for the opportunity to testify, and I look forward to answering any questions you may have.

Further Reading

- <https://cbcny.org/research/swimming-subsidies>
- <https://cbcny.org/research/nyc-ferry-comparative-analysis>
- <https://cbcny.org/advocacy/testimony-nyc-ferry>

¹ Findings based on CBC analysis of New York City Economic Development Corporation, *Financial Statements, Required Supplementary Information and Supplementary Information Years Ended June 30, 2019 and 2018* (September 2019), www.abo.ny.gov/annualreports/PARISAuditReports/FYE2019/Local-LDC/NewYorkCityEconomicDevelopmentCorporation2019.pdf, *Financial Statements, Required Supplementary Information and Supplementary Information Years Ended June 30, 2023 and 2022* (September 2023), <https://edc.nyc/sites/default/files/2023-10/Tab%2020b.%20NYCEDC%20FY2023%20Ernst%20%26%20Young%20Certified%20Financial%20Audit.pdf>, *NYC Ferry Supplemental Financial Information* (November 1, 2023), <https://edc.nyc/sites/default/files/2023-11/NYCEDC-NYCFerry-Supplemental-Financial-Information-FY19-23.pdf>, and "Meeting Minutes of the Board of Directors of the New York City Economic Development Corporation" (June 18, 2024), <https://edc.nyc/sites/default/files/2024-08/EDC%20Board%20of%20Directors%20Minutes%206-18-2024%20-%20signed.pdf>.



**Testimony of Alia Soomro, Deputy Director for New York City Policy
New York League of Conservation Voters
City Council Committee on Transportation and Infrastructure
Jointly with the Committee on Economic Development
Oversight Hearing on New York City's Ferry System
September 10, 2024**

My name is Alia Soomro and I am the Deputy Director for New York City Policy at the New York League of Conservation Voters (NYLCV). NYLCV is a statewide environmental advocacy organization representing over 30,000 members in New York City. Thank you, Chairs Brooks-Powers and Farías, as well as members of the Committees on Transportation and Economic Development for the opportunity to comment.

NYLCV has steadfastly advocated for reliable, affordable, accessible, and clean transportation for all New Yorkers to improve residents' quality of life, cut down on air pollution, and work towards our City's climate goals. Waterborne transportation, including ferries, are a critical part of the City's climate and sustainability goals and help to better connect parts of the City that are not well-connected to the subway. Since the NYC Ferry was launched less than a decade ago, it has served millions of commuters annually across all five boroughs. NYLCV appreciates the Adams Administration prioritizing the ferry system with the launch of [NYC Ferry Forward: A Plan for a More Equitable, Accessible, and Financially Sustainable System](#). The plan's objectives include broadening outreach to NYCHA developments near the ferry landings and expanding the discount program to offer \$1.35 one-way tickets for seniors, people with disabilities, and other riders who participate in the Fair Fares NYC program.

As the NYC Ferry system continues to increase in ridership, NYLCV has the following recommendations:

Continue Expanding Ferry Service to Transit Deserts

The City has made great strides in its expansion of the NYC Ferry system, especially in transit deserts such as the Astoria stop near the NYCHA Astoria Houses and Clason Point Park, along the Soundview line connecting the Bronx to Wall Street. NYLCV broadly supports the bills being considered today (Intros 321 and 864; Reso 400; and pre-considered bill T2024-2438). Moreover, we echo the recommendations made by our partner, the Waterfront Alliance, calling for the City to continue making the ferry system more equitable by expanding it in transit deserts, especially in communities that have been historically underserved. For instance, new routes to consider include Staten Island to Brooklyn, an extension of the Soundview line to City Island and LaGuardia Airport, more routes to southeast Queens, and an extension to Randall's Island. We also urge the City to plan comprehensively by coupling ferry stops with expansions in

micromobility options, such as Citibike and e-scooter docks, as well as protected bike and bus lanes. This will allow more New Yorkers to access more forms of safe and clean transportation.

Continue Working Towards an Electrified Ferry System

NYLCV appreciated the [announcement](#) of a hybrid-electric ferry to Governors Island, which includes the installation of shoreside rapid charging infrastructure to support fully electric operations. NYLCV calls on the City to continue working towards an electrified ferry fleet for the whole NYC Ferry system. To start, we agree with the Waterfront Alliance in that the City should commit to piloting one fully electric ferry to test operations, charging infrastructure, maintenance, and user experience.

NYLCV looks forward to working with the City and fellow advocates to make the NYC Ferry system more equitable and accessible. Thank you for the opportunity to comment.

DOMENIC M. RECCHIA, JR.

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New York City Council Ferry Hearing Tuesday September 10, 2024

Improving Coney Island's accessibility is critical to its success as a destination . Reinstating ferry service to Coney Island ██████ would dramatically reduce travel times and vastly improve accessibility, greatly enhancing the viability and success of the Amusement District. A comprehensive transportation strategy for Coney Island would also include measures to address the need for parking, better circulation within the Coney Island Amusement District, and better bicycle access .

EDC must issue an RFP for a consultant to research how to introduce ferry service to Coney Island. The Community strongly supports this and other steps that would facilitate the creation of ferry service to Coney Island from Manhattan and other locations. In 2009 in the Coney Island rezoning in the Points of Agreement it was clearly stated that a Ferry feasibility study for Coney Island must take place within three years. This study did not happen because Coney Island was hit by Superstorm Sandy and EDC never did the study for the Coney Island Community as promised.

Today I am here before you to ask the City Council to require EDC to do the ferry study for Coney Island so that service may be implemented in the near future.



THE CITY OF NEW YORK
OFFICE OF THE MAYOR
NEW YORK, N.Y. 10007

ROBERT C. LIEBER
DEPUTY MAYOR FOR ECONOMIC DEVELOPMENT

July 21, 2009

Honorable Council Member Domenic M. Recchia, Jr.
New York City Council
City Hall
New York, NY 10007

Re: Coney Island Comprehensive Rezoning Plan – City Council ULURP Actions

Honorable Council Member Domenic M. Recchia, Jr.:

Please find attached to this letter a “Points of Agreement” reflecting recent discussions between you and the Administration regarding the City Council’s review of the Coney Island Rezoning Plan and related ULURP actions.

As we discussed, some of the items set forth in the “Points of Agreement” require changes to the zoning resolution which may be made by the Council now, while other items may require additional follow-up action by the Administration, the City Council, the Planning Commission and other parties. Where follow-up action is needed, such action would be subject to further review under applicable procedures, including land use and environmental review, and the receipt of additional approvals. We are confident that we can continue to work together to achieve the goals stated in this “Points of Agreement.”

The cooperation and input we have received from you and your staff has been extremely valuable in identifying City commitments that maximize benefits for Coney Island residents and businesses, and complement the Coney Island Rezoning Plan. We look forward to continuing to work with you and your colleagues in the Council as this project progresses.

Sincerely,

A handwritten signature in black ink, appearing to read "Christine Quinn".

cc: Speaker Christine Quinn
Honorable Council Member Melinda Katz

Points of Agreement
Coney Island Comprehensive Rezoning Plan
July 21st, 2009

AFFORDABLE HOUSING

The Administration agrees to the following:

- a. The rezoning plan shall include the mapping of Inclusionary Housing districts which provide an incentive for the construction of 20% of the housing as affordable on privately-owned properties.
- b. Commitment regarding new construction on Department of Housing Preservation and Development (HPD) owned sites:
 - HPD commits to developing an affordable housing project on its assembled site on Block 7060. Over 80% of the total project units on Block 7060 will be affordable and 50% of the affordable units will be units for homeownership, pending available financing. See attached 'Coney Island Rezoning – Affordable Housing Plan' with an approximate breakdown of expected unit counts.
 - HPD commits to providing 187 affordable housing units in the development known as Coney Island Commons. This development will also contain a 40,000 square foot YMCA.
 - The Surf Gardens NY Foundation for Senior Citizens project will be developed with 77 units of low-income senior housing.
- c. HPD will give a preference in its Home First program for up to 10 homes per year in Community Board 13 at \$15,000 per home for a total of \$750,000 over 5 years from commencement of the marketing of sales for the homeownership portion of the housing to be developed on Block 7060.
 - HPD pledges to working with NYCHA on Home First outreach.
- d. HPD commits to working with the Council Member and the cooperative board of the Luna Park Mitchell Lama located at 2879 West 12th Street toward putting together a refinancing package that would enable the rehabilitation and extended affordability of Luna Park.

PARKS

The Administration commits to the following:

- a. Abe Stark Rink
 - Replacement
The Administration commits to relocating the rink within the area. Additionally, the Administration commits that Abe Stark Rink will not be demolished prior to the period in which a new rink is constructed (unless the rink is replaced on site), with the goal of continuing normal ice skating activities until the replacement rink is complete. The Administration and specifically the New York City Department of Parks & Recreation will work with current users of the rink to ensure that their needs are accommodated. It is understood that Parks Department Property #B280, on the Shore Parkway Service Road between 25th Avenue and Beach 41st

Street has been mentioned as a potential replacement site for the Abe Stark Rink.

- Extension of the Current Concession Agreement

In the interest of keeping the Abe Stark Rink in functional condition, the Parks Department will work with its current concessionaire on an extension of the current license term subject to agreement on an appropriate level of investment in ongoing maintenance and capital repairs by the City (through additional New Needs capital funding allocations) and the concessionaire. The Parks Department intends to seek an extension of at least 5 years, but any extension shall also be subject to approval by the City's Franchise and Concession Review Committee. The Parks Department and Administration will recommend and support said extension for the current concessionaire.

- Ice Hockey Schedule

The ice hockey schedule at Abe Stark rink is set by the concessionaire, subject to Parks Department approval, and reasonably reflects an appropriate balance of time between ice hockey and recreational skating. The Parks Department has no objection to the current schedule of play divided between the Greater NYC Ice League and the Catholic High School Hockey League. The Department does not intend to seek a change in the current schedule for the foreseeable future provided these leagues continue to actively use their allotted time for team play and practices.

- Ice Hockey Rental Fees

Rental fees for ice time at Abe Stark are set by the concessionaire, but are subject to Parks Department approval. The Parks Department agrees that it will not seek an increase in the current fee structure while the current concessionaire operates the rink and will endeavor to keep rink fees affordable to all users in the future.

- Facilities for the New Rink

The Parks Department will establish a public review process so that all stakeholders, including the ice hockey leagues, local community board(s) and local elected officials, have an opportunity to comment on the facilities that will be included in a new hockey rink. This includes the adequacy of locker rooms, spectator areas, office spaces and other amenities. Furthermore, the Parks Department will provide these stakeholders with an opportunity to comment on any future Request for Proposals for a new rink concessionaire.

b. Boardwalk repair

The Parks Department has recently reconstructed the northern portion of the Coney Island boardwalk between West 12th Street and Stillwell Avenue and the northernmost 300 linear feet of the Steeplechase Pier. The agency is currently

funded and scheduled to additionally reconstruct the boardwalk between West 12th Street and Stillwell Avenue and the southern portion of the boardwalk between West 12th Street and West 10th Street commencing in the fall of 2009. The above work has been funded by the Administration at a total cost of approximately \$4.8M, and consists of wood decking over a concrete base.

The Parks Department will also undertake approximately \$15M in boardwalk reconstruction work funded as a result of the American Recovery and Reinvestment Act. The project will span West 31st to West 37th Streets, West 15th Street to Stillwell Avenue, and Ocean Parkway to Brighton 2nd Street. This work will consist of colored, scored concrete decking.

Finally, Assembly Members Krasny and Cymbrowitz have each allocated \$5M (a total of \$10M) for improvements to Brighton Beach. A portion of these funds will be used for additional boardwalk repairs. The Administration is committed to developing a schedule for the replacement of the entire Boardwalk.

c. Drier Offerman/Calvert Vaux

The Parks Department is funded to reconstruct Calvert Vaux Park under its PlaNYC Regional Park Program. The first phase of this project will include the construction of two synthetic turf soccer fields that will replace the two soccer fields at KeySpan Park in Coney Island. The project will also include new park pathways, sport field lighting, pedestrian lighting, improved park drainage, water fountains and landscaping. The total project cost is estimated at \$12M and is scheduled for completion in Summer 2010.

The second phase of the Calvert Vaux project will include the construction of four new soccer fields, a new comfort station, park lighting, improved drainage and landscaping. The second phase is in schematic design and is estimated to cost \$19M. Funding is scheduled in FY13. The Administration is committed to the completion of the entire park reconstruction at the earliest possible date.

WONDER WHEEL & WONDER WHEEL WAY

a. Wonder Wheel Way (“WWW”)

1. Modification to City Map Amendment Application: The City Council will modify the City Map Amendment application in relation WWW to substitute a 30-foot pedestrian walkway for the current 56-foot street between West 15th Street and West 16th Street and between West 12th Street and West 10th Street. Where WWW is narrowed to 30 feet, the park will be expanded to the new walkway boundary. The pedestrian walkway between West 12th Street and West 10th Street will be shown on a separate map from the other street mappings for Coney East (the “WWW Map”).
2. Filing of the WWW Map and Acquisition: The Department of City Planning agrees to not file the WWW Map subject to certain conditions and notice provisions, as reflected in the Term Sheet, attached hereto as Exhibit A. Such

Term Sheet also reflects agreements with respect to the City's acquisition of the property included in the WWW Map area.

b. Wonder Wheel Site

1. Modification to City Map Amendment Application: The Council will modify the City Map Amendment application to eliminate the park mapping of the Wonder Wheel Site and the narrow "Panhandle" (i.e. the sliver of property running east-west from West 12th Street); that is, all property owned by the Yourderis family south of WWW (hereinafter, the "Wonder Wheel Properties"), as well to add notes to the park map to (i) reflect where park use is subject to pedestrian and/or vehicular access easements related to operation of the Wonder Wheel; and (ii) show where the park shall be designed to provide pedestrian access to and from the Wonder Wheel. With respect to (1)(i), the City shall propose that the State legislation governing use of the City amusement park include authorization to grant such access easements for purposes of operation of the Wonder Wheel. The City will implement these and other understandings with the current operator of the Wonder Wheel regarding the City's potential acquisition of the Wonder Wheel Properties, as reflected in the Term Sheet set forth as Exhibit A hereto.

CONEY WEST

The Administration commits to the following:

- a. Future Action for Street Grade Change
The Administration commits to advance a mapping application as co-applicants with Taconic Investment Partners to complete grade changes in the Coney West subdistrict, along West 21st Street at Child's Restaurant and adjacent streets, to reconcile the difference in elevations between existing grades, base flood elevation and the Reigelmann Boardwalk. With the City as co-applicant, CEQR and ULURP fees would not be applicable.
- b. HRA relocation
The New York City Department of Citywide Administrative Services (DCAS) continually assesses the space needs of City agencies, including the Human Resources Administration (HRA), the current tenant of 3030 West 21st Street. DCAS is aware of the future plans to relocate the HRA facility located on West 21st Street, and NYCEDC and DCAS will work together to find a suitable replacement site in Coney Island at such time as the current space lease expires or the building is otherwise vacated, whichever occurs first.
- c. Supermarket
The Administration commits to including a supermarket as a potential retail use in a future RFP to be released for the disposition and development of a City owned site if a market study demonstrates sufficient neighborhood demand.
- d. Big Box Stores
Suburban models of the big box stores are discouraged due to their significant impacts on traffic and vehicular circulation. For instance, home improvement stores, if included as proposed tenants, should follow a more urban model of merchandizing and operations.

CONEY EAST

It is understood that:

- a. Amusement Park Leasing Process
The Council and the Mayor will enter into an agreement which will provide that the designation of an Operator/Developer (an "O/D") for the amusement park site will depend on the Council's having approved a "Coney Island Amusement Park Project Agreement" (the "CIAPPP"). The CIAPPP, to be prepared by the Department of Parks and Recreation and the New York City Economic Development Corporation ("DRP/EDC"), will include the essential terms for a lease to be negotiated and entered into by the City. In order for the lease to be valid, the lease will have to be consistent in all material respects with the CIAPPP approved by the Council at the designation stage. It is expected that the state legislation authorizing the lease alienation of parkland for amusement purposes will prescribe this requirement that any lease authorized by the legislation be consistent in all material respects with a CIAPPP to be authorized by the Mayor and approved by the Council. The agreement will be effective for twelve (12) years and will govern the relationship of the Council and the Mayor with respect to this project.
- b. Support of Park Alienation Legislation
The Speaker and the Council Member agree to support the State legislation necessary to the foregoing with respect to alienation of parkland in Coney West and authorization of a lease for the City amusement park in Coney East, as well as access easements for operation of the Wonder Wheel, and to work with the Administration to secure a Home Rule Message during the 2009-2010 State legislative session. The Speaker and Council Member agree to join with the Administration in support for such State legislation.
- c. Parking
 - The Administration agrees to work with the local Council member to identify and facilitate the development of viable parking sites in the area.
 - Block 7279, Lot 24 on West 8th Street is owned by the MTA and is licensed through 2012 to W8th St. Associates, LLC. The City commits to engaging the MTA on the future of this site as potential off site parking for the amusement area.
 - The Administration commits to conducting a parking analysis study five years after the permanent amusement park is open.
- d. Coney Island Amusement Park Community Participation and Ticket Utilization Plan
 - In addition to such other selection criteria that will be listed in the solicitation documents for an amusement Operator/Developer (including plans for utilization of M/WBE businesses, plans for local hiring outreach and targets, and other criteria), it will be required that respondents outline a Community Participation and Ticket Utilization Plan. This plan may include 1) plans for the distribution of discount tickets, 2) local benefit programs, and 3) participation in district marketing and other district programming, and such other criteria that may be deemed appropriate for inclusion in the solicitation documents.

- The Administration commits to funding the Coney Island Development Corporation (“CIDC”) in the amount of \$1M over four years. It is anticipated that the CIDC will play a continued role in the marketing and programming of the Coney Island entertainment district, as well as continue to forge linkages with local community groups and local elected officials for the purposes of providing greater access to the Coney Island businesses. It is anticipated that the CIDC and Council Member would work with the future Operator/Developer on engaging local stakeholders, community groups and local elected officials as it relates to the marketing of their site and distribution of tickets. The CIDC provided this service to Feld Entertainment and has to date distributed thousands of reduced admission and complimentary Circus tickets to local community groups, schools and public housing tenants.

MWBE PARTICIPATION & WORKFORCE DEVELOPMENT

The Administration commits to the following:

- a. The Administration is committed to encouraging Minority/Women Business Enterprise (“MWBE”) participation throughout all projects in Coney Island. In any future RFP, developers would be mandated to comply with Local Law 129. This law is designed to promote government contracting opportunities for businesses owned by minorities and women. The Administration will aggressively utilize all available marketing venues to promote contracting opportunities to M/WBEs. Moreover, the City will require aggressive Outreach Plans of developers selected by RFP, to encourage participation by MWBEs, local businesses and residents. Additionally, for City-issued development Request For Proposals (RFPs), the City will require respondents to include Minority and Women Owned Businesses and Targeted Hiring Initiative Plans for any new development. The Administration will also continue to work with its partners in Labor to set aggressive goals for local participation and recruitment.
- b. Local hiring & training program
Short term:
 - Connect jobseekers to Construction Commission programs and Kingsborough Community College training program in hospitality.
 - Host an event in Coney Island where CIDC, the local Council Member and community partners (Brooklyn WF1CC, NYCHA RES, HRA, Health Stat, JCCIGC, Astella, Kingsborough, etc) staff would screen residents for employment opportunities, occupational training programs, job readiness services, and connection to public benefits (i.e. housing assistance, child care, health insurance, etc).
 - Deployment of Workforce1 Center outreach teams to Coney Island to provide screening and job placement services with citywide employers and Coney Island specific employers (seasonal amusement park jobs, Coney Island Hospital, etc.)

Medium term:

- Leveraging the infrastructure of “Project Welcome”, the food service and hospitality management program operating at Kingsborough for the past 3 years, the Administration will seek to contract with Kingsborough Community College (KBCC) to serve 400 individuals, and placing 200 individuals in jobs over a 2 year period.

The program will be comprised of six (6) programmatic areas and the contract will require partnering with a local Coney Island-based community based organization (CBO) to assist in the delivery of services:

1. Community Outreach and Recruitment of Coney Island residents (CBO)
2. Assessment of participants (KBCC)
3. Training (occupational, workshops, etc) (KBCC)
4. Referrals to job opportunities in hospitality and food service positions (KBCC)
5. Support services as required (KBCC)
6. Retention services for up to 1 year after placement (KBCC)

The program per participant cost is between \$2,500 and \$3,000 for training and placement services for a total of up to \$600,000 over the life of the 2 years. Some participants will be directly placed into employment, however the majority will receive training and workshop services. For those non-English speaker (Spanish, Chinese, Russian) services can be delivered in other languages.

The program will be between 6-12 weeks (time of enrollment to placement) depending on the training requirements. Training in hospitality will focus on customer service and the food service will focus on food handling and food serving.

Since the program infrastructure is in place, the ramp up period should be minimal. There would be no cost to participants in this program.

Long term:

- Develop partnerships with major amusement operators, retailers, and other new businesses that emerge in Coney using NYC Business Solutions
- Market customized training to future Coney Island employers

SUPPORT FOR LOCAL SCHOOLS

The Administration commits to the following:

- a. Hold Block 7052, Lot 56 for a school site

The Department of Housing Preservation and Development is holding a site for a potential future school in Coney Island. This site is Block 7052, Lot 56 on the northeast corner of Surf Avenue and West 29th Street.

The School Construction Authority (SCA) will work with the local Council Member to explore making the creation of this school on site a reality.

- b. P.S. 188 Gym

There is \$5.5M in the Department of Education's (DOE) FY10-14 capital plan for the construction of a gym at P.S. 188. Design will begin in 2010.

INFRASTRUCTURE

Work is currently progressing on a comprehensive Amended Drainage Plan (ADP) for the Coney Island area and is tentatively scheduled to be completed in the first half of calendar 2010. When completed, the ADP will be evaluated and capital construction projects proposed that will provide the necessary storm water outlets as well as meet the needs of the proposed rezoning. The infrastructure improvements will include, but not be limited to:

1. New storm outfalls and storm sewers, as required.
2. New or rehabilitated sanitary sewers, as required.
3. New trunk water mains, as required.
4. New distribution water mains, as required.

In the 2009 September Plan, Department of Environmental Protection (DEP) will allocate \$137M to initiate design and construction of the ADP. It is anticipated that the ADP will outline multiple phases of work and those phases will be funded in subsequent years.

DEP and the Administration recognize the need to examine the drainage in other areas of Coney Island and will work with the Council Member to address those needs.

TRAIN SERVICE

Upon completion of the ULURP process, the Administration will formally engage the Metropolitan Transportation Authority and New York City Transit to discuss express train service to Coney Island on the Sea Beach Line and/or the Culver Line. The Administration hopes to engage the Council and receive their support in these discussions.

FERRY STUDY

The City commits to undertaking a ferry feasibility study for Coney Island within the next 3 years.

HISTORIC PRESERVATION

The Administration supports the calendaring of the Shore Theatre by the Landmark Preservation Commission (LPC) in 2009.

NY AQUARIUM

The Administration believes that the Aquarium and its proposed shark exhibit are valuable elements in the redevelopment of the Coney Island amusement area. Currently \$40 million in City capital funds is committed. The Administration and Department of Cultural Affairs commits to working with the local Council Member and Wildlife Conservation Society to determine a plan for the NY Aquarium and to making the shark exhibit a reality.

CONEY ISLAND HOSPITAL

The Administration and the Health and Hospitals Corporation (HHC) agree not to reduce the \$26.1M funding for capital projects delineated in the Coney Island Hospital Infrastructure Improvement Status Report dated July 17th, 2009. Further, the Administration and HHC agree to accelerate the initiation of the renovations of inpatient units and the purchase of smart pumps so that project completion and purchases occur in FY11.

In addition, the Administration and HHC will add \$3.9M to the hospital's Capital Plan for other capital projects to be completed in FY11.

HHC agrees to apply for Heal-NY grant funding and to any other appropriate funding sources to enhance Coney Island Hospital's capital program.

HHC and Coney Island Hospital leadership agree to periodic meetings with the Council Member and Council staff to provide status reports on the hospital's capital program.

UNION LABOR PARTICIPATION AGREEMENT

The Administration commits to the attached Union Labor Participation Agreement.

Coney Island Rezoning – Union Labor Participation Agreement
July 21, 2009

Coney North (bounded by West 20th Street to the west, Stillwell Avenue to the east, Surf Avenue to the south and Mermaid Avenue to the north)

Building Trades:

- HPD will include language in any Request for Proposals (“Coney Island North RFPs”) for the redevelopment of land owned by the City of New York in Coney North issued following ULURP approval and in the contract(s) with the developer(s) ultimately selected as a result thereof, requiring the developer(s) to use contractors that pay prevailing wage and hire workers from state-certified apprenticeship programs.
- Except as provided in the next paragraph, these requirements will apply to all non-residential construction and residential high-rise construction in Coney North. In this context “high-rise” construction refers to structures 13 stories and above.
- These requirements will not apply to buildings containing a significant amount of affordable housing. In this context a building shall be deemed to contain a “significant amount of affordable housing” if 50% or more of the units are deemed affordable, with “affordable” being defined as 165% of the Department of Housing & Urban Development Income Limit and below.
- We expect the Building Trades to publicly commit to meeting the hiring, training and apprenticeship goals contained in “Coney Island for All: A Platform for Equitable Development.”

Building Service Workers:

- HPD will include language in any Coney Island North RFP(s) for the redevelopment of land owned by the City of New York in Coney North issued following ULURP approval and in the contract(s) with the developer(s) ultimately selected as a result thereof, requiring the developer(s) to pay prevailing wage for building service workers and security guards employed at the project site.
- This requirement will not apply to buildings containing a significant amount of affordable housing. In this context a building shall be deemed to contain a “significant amount of affordable housing” if 50% or more of the units are deemed affordable, with “affordable” being defined as 125% of the Department of Housing & Urban Development Income Limit and below.

Retail:

- HPD will include language in any Coney Island North RFP(s) providing that HPD will view favorably redevelopment plans that maximize the number of retail jobs that meet the City’s living wage and health benefits standards (“living wage jobs”). The living wage is defined by Local Law 38 of 2002 as \$10.00 per hour as of July 1, 2006. In addition, living wage jobs require the employer either to provide health benefits, as defined in the Local Law, or in the alternative, to provide a supplement to the hourly wage of a value equal to or greater than \$1.50 per hour as of July 1, 2003. RFP respondents must explain how their proposed retail tenancing plan maximizes the number of jobs that meet these criteria.

- Suburban models of big-box stores are discouraged, due to their significant impacts on traffic and vehicular circulation. For instance, home improvement stores, if included as proposed tenants, should follow a more urban model of merchandizing and operations.

Coney West (bounded by West 22nd Street to the west, Parachute Way to the east, Riegelmann Boardwalk to the south and Surf Avenue to the north)

Building Trades:

- NYCEDC will include language in any Request for Proposals ("Coney Island West RFPs") for the redevelopment of land owned by the City of New York in Coney West issued following ULURP approval and in the contract(s) with the developer(s) ultimately selected as a result thereof, requiring the developer(s) to use contractors that pay prevailing wage and hire workers from state-certified apprenticeship programs.
- These requirements will apply to all non-residential construction and residential high-rise construction in Coney West. In this context "high-rise" construction refers to structures 13 stories and above.
- We expect the Building Trades to publicly commit to meeting the hiring, training and apprenticeship goals contained in "Coney Island for All: A Platform for Equitable Development."

Building Service Workers:

- NYCEDC will include language in any Coney Island West RFP(s) for the redevelopment of land owned by the City of New York in Coney West issued following ULURP approval and in the contract(s) with the developer(s) ultimately selected as a result thereof, requiring the developer(s) to pay prevailing wage for building service workers and security guards employed at the project site.

Retail:

- Except as provided in the next paragraph, NYCEDC will include language in any Coney Island West RFP(s) providing that NYCEDC will view favorably redevelopment plans that maximize the number of retail jobs that meet the City's living wage and health benefits standards ("living wage jobs"). The living wage is defined by Local Law 38 of 2002 as \$10.00 per hour as of July 1, 2006. In addition, living wage jobs require the employer either to provide health benefits, as defined in the Local Law, or in the alternative, to provide a supplement to the hourly wage of a value equal to or greater than \$1.50 per hour as of July 1, 2003. RFP respondents must explain how their proposed retail tenancing plan maximizes the number of jobs that meet these criteria.
- This provision will not apply to small scale retail uses of under 500 square feet (e.g., bicycle rentals, beach equipment, candy stores).
- NYCEDC will include a supermarket as a potential retail use in any Coney Island West RFP(s) for the redevelopment of land owned by the City of New York in Coney West issued following ULURP approval, if a market study demonstrates sufficient neighborhood demand.
- Suburban models of big-box stores are discouraged, due to their significant impacts on traffic and vehicular circulation. For instance, home improvement stores, if included as proposed tenants, should follow a more urban model of merchandizing and operations.

Coney East (bounded by KeySpan Park to the west, the Aquarium to the east, Riegelmann Boardwalk to the south and the subway tracks to the north)

Building Trades:

- The New York City Economic Development Corporation ("NYCEDC") will include language in any Request for Proposals ("Coney Island East RFPs") for the permanent redevelopment of land owned by the City of New York in Coney East issued following ULURP approval and in the contract(s) with the developer(s) ultimately selected as a result thereof, requiring the developer(s) to use contractors that pay prevailing wage and hire workers from state-certified apprenticeship programs.
- These requirements will only apply to non-residential construction in Coney East. As used herein, "non-residential construction" shall mean a free-standing building which does not contain any residential units and which is intended only for the following uses or combination of uses: a hotel, a theater showing motion pictures (standard format or IMAX), a bowling alley or eating and drinking establishments contained within any of the foregoing.
- These requirements will not apply to the construction of any open or enclosed amusements.
- We expect the Building Trades to publicly commit to meeting the hiring, training and apprenticeship goals contained in "Coney Island for All: A Platform for Equitable Development."

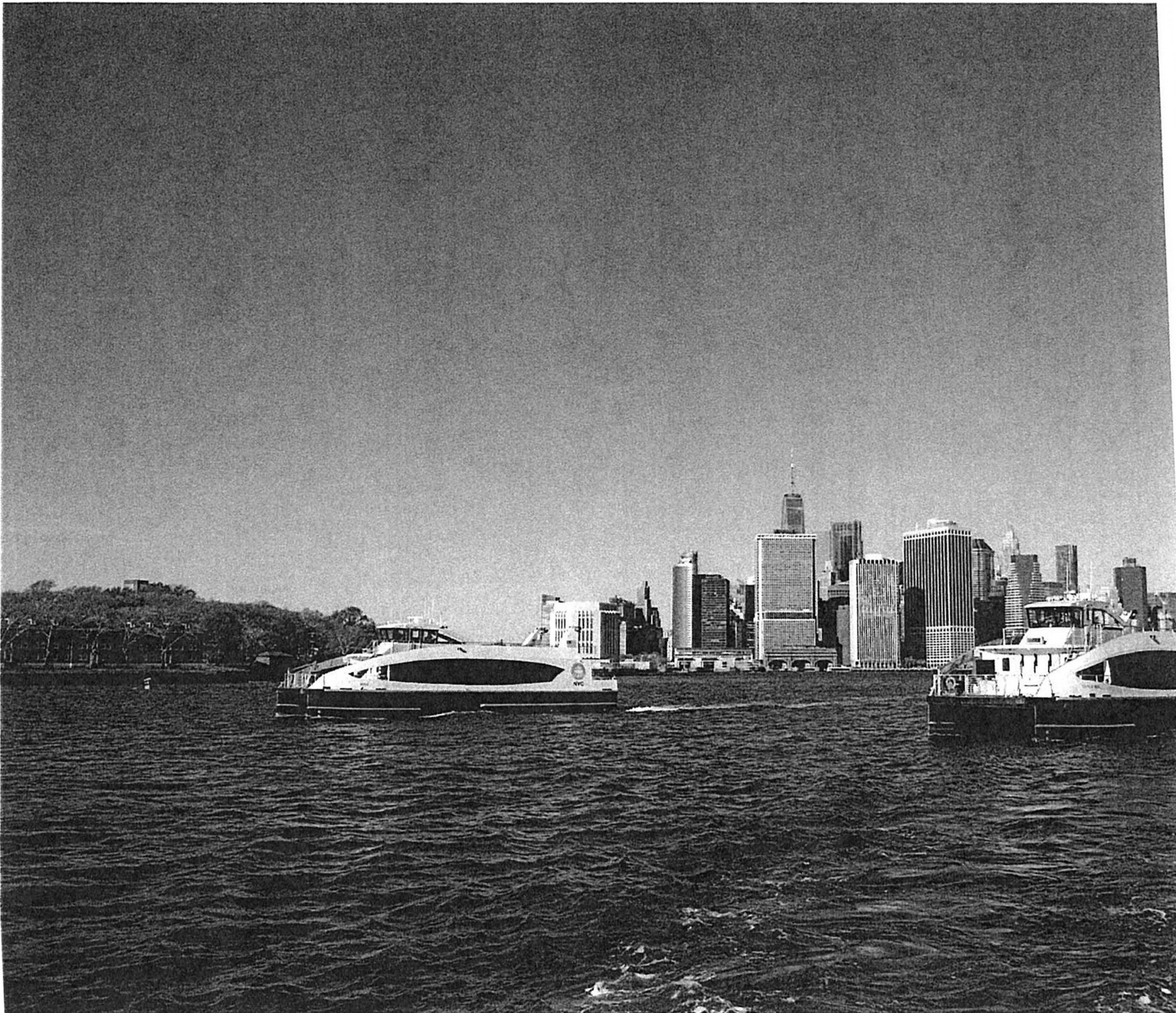
New York Hotel Trades Council:

- NYCEDC will include language in any Coney Island East RFP(s) for the development of a hotel(s) on land owned by the City of New York in Coney East issued following ULURP approval and in the contract(s) with the developer(s) ultimately selected as a result thereof, requiring the developer(s) or their management companies, to pay the prevailing wage for all employees engaged in the operation of their hotel(s).

Retail:

- Except as provided in the next paragraph, NYCEDC will include language in any Coney Island East RFP(s) providing that NYCEDC will view favorably redevelopment plans that maximize the number of retail jobs that meet the City's living wage and health benefits standards ("living wage jobs"). The living wage is defined by Local Law 38 of 2002 as \$10.00 per hour as of July 1, 2006. In addition, living wage jobs require the employer either to provide health benefits, as defined in the Local Law, or in the alternative, to provide a supplement to the hourly wage of a value equal to or greater than \$1.50 per hour as of July 1, 2003. RFP respondents must explain how their proposed retail tenanting plan maximizes the number of jobs that meet these criteria.
- This provision will not apply to amusements (both open & enclosed) and other uses (e.g., arcades, billiards/bowling, ferris wheels, water parks, simulated gaming) in Use Group A or to small scale retail uses of under 500 square feet (e.g., bicycle rentals, beach equipment, candy stores).

2018 NYC Ferry Expansion
2019 Feasibility Study



NYCEDC

January 11, 2018

Dear Mayor de Blasio,

Since its launch in 2017, NYC Ferry has substantially improved transportation access and quality of life for residents living in 20 waterfront communities across our city. To date, close to eight million riders have traveled along the service's six routes, with landings spanning from Soundview in the Bronx to the Rockaways in Queens. The New York City Economic Development Corporation (NYCEDC) is proud of its role in launching a system that has fundamentally transformed accessibility in neighborhoods that have historically been considered transit deserts. This work has meant increased physical mobility for New Yorkers from all backgrounds, which translates to access to opportunity and the promise of a brighter future.

Recognizing this promise, neighborhood leaders from all five boroughs have requested that NYC Ferry also serve their communities. You responded to their call and this summer instructed NYCEDC to study the feasibility of expanding the system. After six months of rigorous analysis, I am pleased to present the results of that work. This document represents a data-driven analysis of 35 expansion opportunities in all five boroughs, including assessment of physical feasibility, ridership and transportation benefits, and potential for integration into the NYC Ferry system. It presents several viable near-term options for growth that could substantially extend NYC Ferry's benefits to thousands more New Yorkers, and potential future adjustments to improve service further. This study also identifies the efforts that will be needed, and the costs that must be borne, to implement all of these changes successfully.

At a time of record population growth, New York needs infrastructure investments to meet our current and future transit needs. NYCEDC stands ready to help meet that need through additional ferry service.

Thank you for your continued support and recognition of the importance and potential of New York City's waterways.

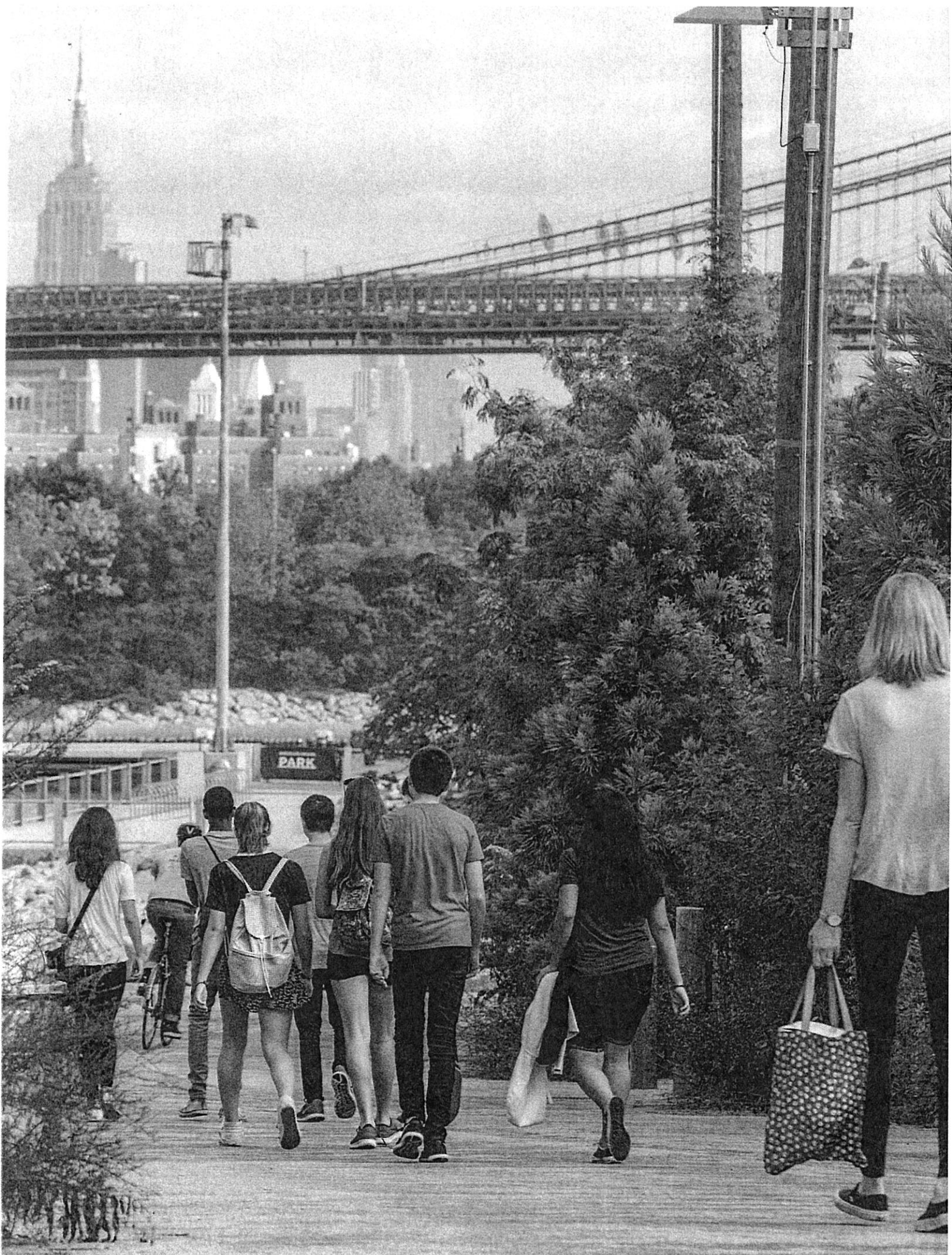
Sincerely,



James Patchett
President and CEO
New York City Economic Development Corporation

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EXECUTIVE SUMMARY

NYC Ferry provides an affordable, enjoyable way for New Yorkers to connect to jobs and leisure activities around New York City. Since its 2017 launch, NYC Ferry has enjoyed overwhelming success, serving nearly 8 million riders as of this writing and enjoying favorable reviews from 93% of riders. New Yorkers have responded to that success with a desire for new ferry landing sites and routes to expand the reach of the ferry system and their own mobility. Following the completion of the Lower East Side route in August 2018 (the sixth of the current system), Mayor de Blasio instructed New York City Economic Development Corporation (NYCEDC) to examine opportunities for NYC Ferry's growth. This feasibility study is the result of that effort.

This study is informed by NYCEDC's 20 months' experience running NYC Ferry (and six years' experience running the predecessor East River Ferry). It builds upon previous NYCEDC ferry studies undertaken in 2011 and 2013, while accounting for new data that informs ferry ridership estimates, operational and travel time calculations, information on development and neighborhood growth, and growing pressure on other transit modes.

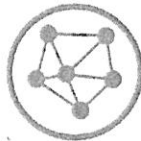
This study is not itself a set of recommendations for new ferry landings or routes. Rather, it is an objective, data-driven analysis of expansion opportunities to inform policy decisions by the de Blasio administration. Over the course of six months, NYCEDC, supported by third party consultants with expertise in maritime transportation planning and ridership modeling (collectively, the "planning team"), analyzed dozens of landing site recommendations made by members of the public. In reviewing these, the planning team was guided by three goals that have driven NYC Ferry since its inception:



Provide affordable and convenient transit for communities, improving overall transportation options



Support growing neighborhoods and connect people to jobs and economic opportunities throughout the city



Increase the resiliency and redundancy of the city's transportation network

Through a three-stage screening process, the planning team has identified opportunities to: (1) extend the existing Soundview route; (2) create two viable new NYC Ferry routes to serve Staten Island and Coney Island; and (3) in the event a Coney Island route is created, adjust the existing South Brooklyn route to improve its performance for riders. Each of these opportunities comes with unique challenges and costs, discussed in further detail below, which will inform the administration's decisions on whether or not to proceed.

THE PROCESS



PUBLIC OUTREACH

In September 2018, NYCEDC issued an open call to New Yorkers seeking recommendations for new NYC Ferry landing sites. Community members and their elected officials, informed by local knowledge of opportunities and constraints, responded online and in person with 3,500 suggestions of neighborhoods and sites to include in the study. The planning team sorted those suggestions by site and ranked them based upon popularity, resulting in an initial study list of 35 sites and neighborhoods for consideration.



SITE ASSESSMENT

The planning team assessed the 35 potential sites in three stages. First, the team reviewed operational and physical constraints, such as bridge clearance heights, shipping channel traffic, and water depths that could cause a site to be unsafe or otherwise infeasible for ferry service. This resulted in the elimination of nine sites. Second, the planning team reviewed the remaining 26 sites using factors that affect potential ridership demand, such as neighborhood population, existing transit options, surrounding land uses and development potential, and accessibility of the potential sites to pedestrians and others modes (where appropriate). Other factors used in the analysis of sites were existing in-water infrastructure, along with navigational considerations at and around the site that could influence travel time and maneuverability. The planning team identified 11 of the 26 sites having sufficient ridership demand base and physical viability to model into study routes for potential NYC Ferry service. Site assessment findings are shown on the following page.

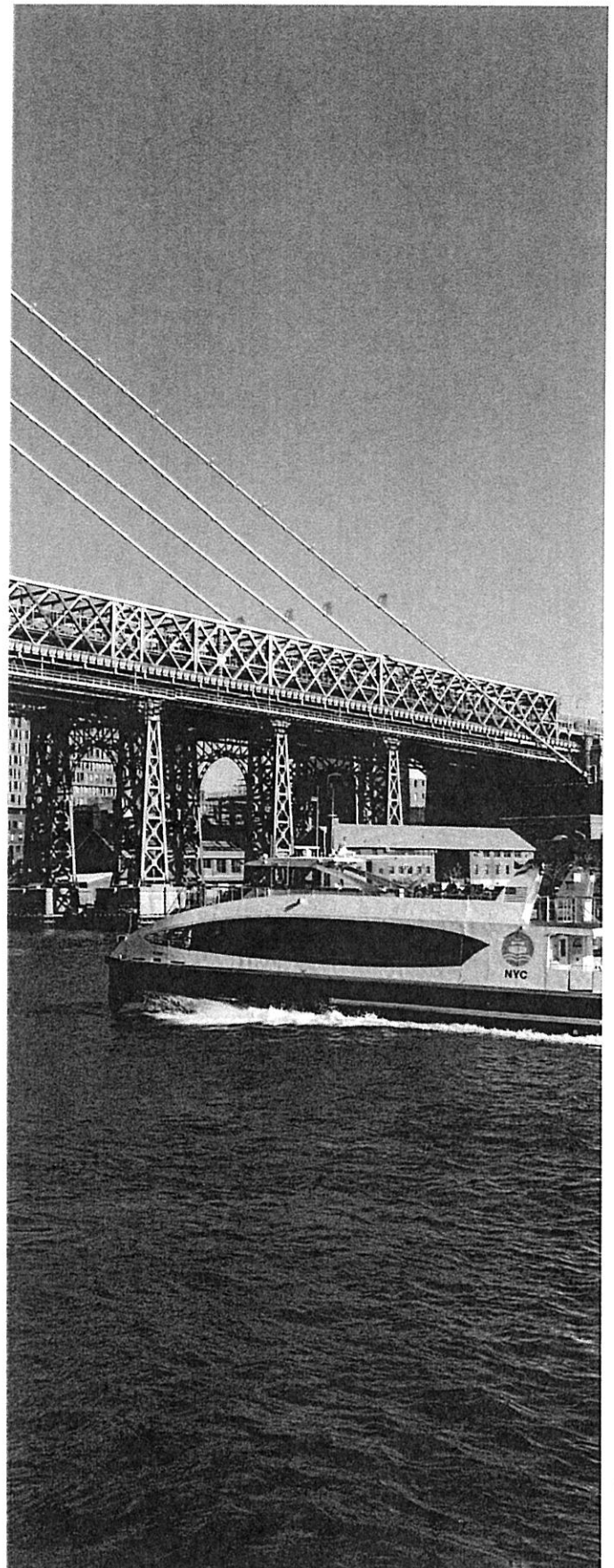


ROUTE DEVELOPMENT AND EVALUATION

Next, the planning team clustered the 11 landing sites into three geographic regions of the city, to analyze as a potential ferry route (or routes, as many of these areas had multiple iterations):

- Staten Island – Hudson River: St. George, Stapleton, Great Kills, Chelsea (Pier 57), West 70th Street, Battery Park City, Midtown / West 39th Street
- Southern Brooklyn: Coney Island Creek, Bath Beach
- Upper East River: Ferry Point Park / Throgs Neck, College Point

The planning team analyzed various combinations of the sites within each region as routes, assessing characteristics such as distance, travel time, frequency of departures, operating hours, and seasonal schedules. These factors informed the ridership modeling profile, which projected how many people would use the service (ridership demand) and the cost of the service to operate.



Site Assessment Findings

	STAGE 1	STAGE 2	STAGE 3	STUDY SITES FOR ROUTE EVALUATION
THE BRONX	City Island / Orchard Beach	City Island / Orchard Beach		The Ferry Point Park / Throgs Neck area has limited transit options. A ferry would provide another transit option with competitive travel times to Lower and Midtown Manhattan for neighboring communities.
	Ferry Point Park / Throgs Neck	Ferry Point Park / Throgs Neck	Ferry Point Park / Throgs Neck	
	Yankee Stadium	Yankee Stadium		
	Mott Haven			
	Co-op City			
BROOKLYN	Coney Island Creek	Coney Island Creek	Coney Island Creek	Coney Island Creek could provide a faster transit alternative to Manhattan for the local community in an isolated part of the peninsula.
	Canarsie Pier	Canarsie Pier		
	Bush Terminal	Bush Terminal		A ferry landing at Bath Beach could provide the adjacent neighborhoods with more transit options when traveling to Lower and Midtown Manhattan.
	Sheepshead Bay	Sheepshead Bay		
	Bath Beach	Bath Beach	Bath Beach	
	Coney Island Beach			
	Gowanus			
MANHATTAN	West 70th Street	West 70th Street	West 70th Street	The West 70th Street site is adjacent to high-density residential buildings, offering an alternative to the subway to Lower and Midtown Manhattan.
	West 125th Street	West 125th Street		
	Inwood / Dyckman Street	Inwood / Dyckman Street		Chelsea could provide another transit option to an area experiencing rapid growth. Pier 57 is currently being redeveloped as commercial space, and a ferry landing could provide access to jobs at this location. This site is also within walking distance of the popular High Line Park.
	Randall's Island	Randall's Island		
	East Harlem	East Harlem		
	Chelsea (Pier 57)	Chelsea (Pier 57)	Chelsea (Pier 57)	Battery Park City and Midtown / West 39th Street are existing ferry terminals that connect to jobs in Lower and Midtown Manhattan on the west side.
	West Village (Christopher Street)	West Village (Christopher Street)		
	Battery Park City	Battery Park City	Battery Park City	
	Midtown / West 39th Street	Midtown / West 39th Street	Midtown / West 39th Street	
QUEENS	College Point	College Point	College Point	A ferry from College Point could provide a faster trip to Lower and Midtown Manhattan for communities adjacent to the landing in another isolated part of the city with fewer public transit options.
	Fort Totten / Bay Terrace	Fort Totten / Bay Terrace		
	LaGuardia Airport	LaGuardia Airport		
	Flushing Bay	Flushing Bay		
	Whitestone	Whitestone		
	JFK Airport			
	Far Rockaway			
STATEN ISLAND	St. George	St. George	St. George	St. George Ferry Terminal is a multimodal hub that connects all of Staten Island to Manhattan via the Staten Island Ferry. NYC Ferry could provide travel time savings for passengers traveling to the west side of Lower Manhattan or Midtown Manhattan.
	Stapleton	Stapleton	Stapleton	
	Great Kills Park	Great Kills Park	Great Kills Park	A landing in Stapleton could provide a faster alternative for those in the neighborhood traveling to Manhattan. The site offers a connection to the Staten Island Railroad and proximity to the New Stapleton Waterfront development.
	Tottenville	Tottenville		
	New Dorp Beach / Midland Beach			
	Prince's Bay			
	West Shore			

SUMMARY OF ROUTE FINDINGS

STATEN ISLAND – HUDSON RIVER

While the Staten Island Ferry has long served the southern tip of Manhattan, via the Whitehall Terminal, a NYC Ferry route could provide a direct transit connection for Staten Island residents to Manhattan's lower and midtown west side, with significant savings in travel time compared to existing commute options. Of the five routes evaluated within the Staten Island – Hudson River corridor, the St. George to Battery Park City to Midtown / West 39th Street route clearly shows the most promising ridership relative to operating costs. The inclusion of additional sites along Manhattan's west side would reduce overall ridership and extend travel times, making ferry service undesirable relative to alternatives.

CONEY ISLAND

In Southern Brooklyn, a Coney Island route would have the potential to improve transit options for residents of that neighborhood. The Coney Island Creek site presents challenges to constructing a landing able to withstand the sandy environment and maintain reliable service throughout the year. However, Coney Island was the most frequently requested Brooklyn site during NYCEDC's public engagement process, indicating promising ridership potential. Adding Bay Ridge to a new Coney Island route would also provide a faster, more direct trip to Manhattan for riders who today must pass through four different stops on the South Brooklyn route. Additionally, moving Bay Ridge to a new Coney Island route would make the current South Brooklyn route more compact, creating opportunities to modify and improve it further in the future. While many Brooklyn residents expressed interest in service at Bath Beach, that site failed to achieve the travel time savings necessary to justify its inclusion in a new Coney Island route.

THROGS NECK / FERRY POINT PARK

The planning team also considered sites in the Upper East River region as additions to the existing Soundview route. A Ferry Point Park / Throgs Neck site has long had the support of neighborhood advocates and elected officials, and it was the most requested site during the public engagement process in the Bronx. Although Ferry Point Park would be a unique park-and-ride site, it has ample on-site parking available. College Point, Queens was also studied as an additional possible extension for the Soundview route, but the inclusion of other sites on the route would offer limited ridership and extend overall travel times to an unacceptable degree. The College Point site also lacks the parking necessary to support ferry service in that neighborhood.

NEXT STEPS

Implementing a new route requires constructing vessels as well as designing, permitting, and constructing in-water and upland infrastructure at landings. Additionally, reliable and efficient ferry service requires a fleet of well-maintained vessels and operationally efficient terminals to move people quickly and on schedule. Adding service to an existing system requires careful consideration of the total ferry fleet size, management of that fleet through maintenance programs and overnight moorage, and modifying schedules to optimize service for its users. System optimization is ongoing following the launch of the latest new routes and NYC Ferry continues to expand transportation options to the communities of New York City.

PURPOSE

The de Blasio administration launched NYC Ferry in 2017, building off the success of the East River Ferry pilot service and guided by the 2013 Citywide Ferry Study. NYC Ferry quickly established a new waterborne public transit system reaching New Yorkers in traditionally underserved neighborhoods and providing accessible transit in waterfront areas where jobs and housing are growing. Based upon the success of NYC Ferry's existing system, this study examines the feasibility of potential new sites and routes to expand the system to other parts of the city.

NYC FERRY GOALS

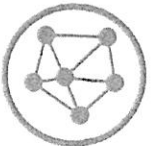
Three principle goals drive NYC Ferry, and inform the current study:



Provide affordable and convenient transit for communities' improving overall transportation options



Support growing neighborhoods and connect people to jobs and economic opportunities throughout the city



Increase the resiliency and redundancy of the city's transportation network

NYC Ferry also aligns with the goals of Mayor de Blasio's "One New York: The Plan for a Strong and Just City," which aims to create economic growth and improve New Yorkers' lives by improving citywide connectivity. Whether it is Rockaway residents gaining direct access to growing industry and jobs in Sunset Park and Lower Manhattan, or Soundview residents who have seen their commuting times cut in half, NYC Ferry is supporting economic growth, job access, and development along waterfront neighborhoods.



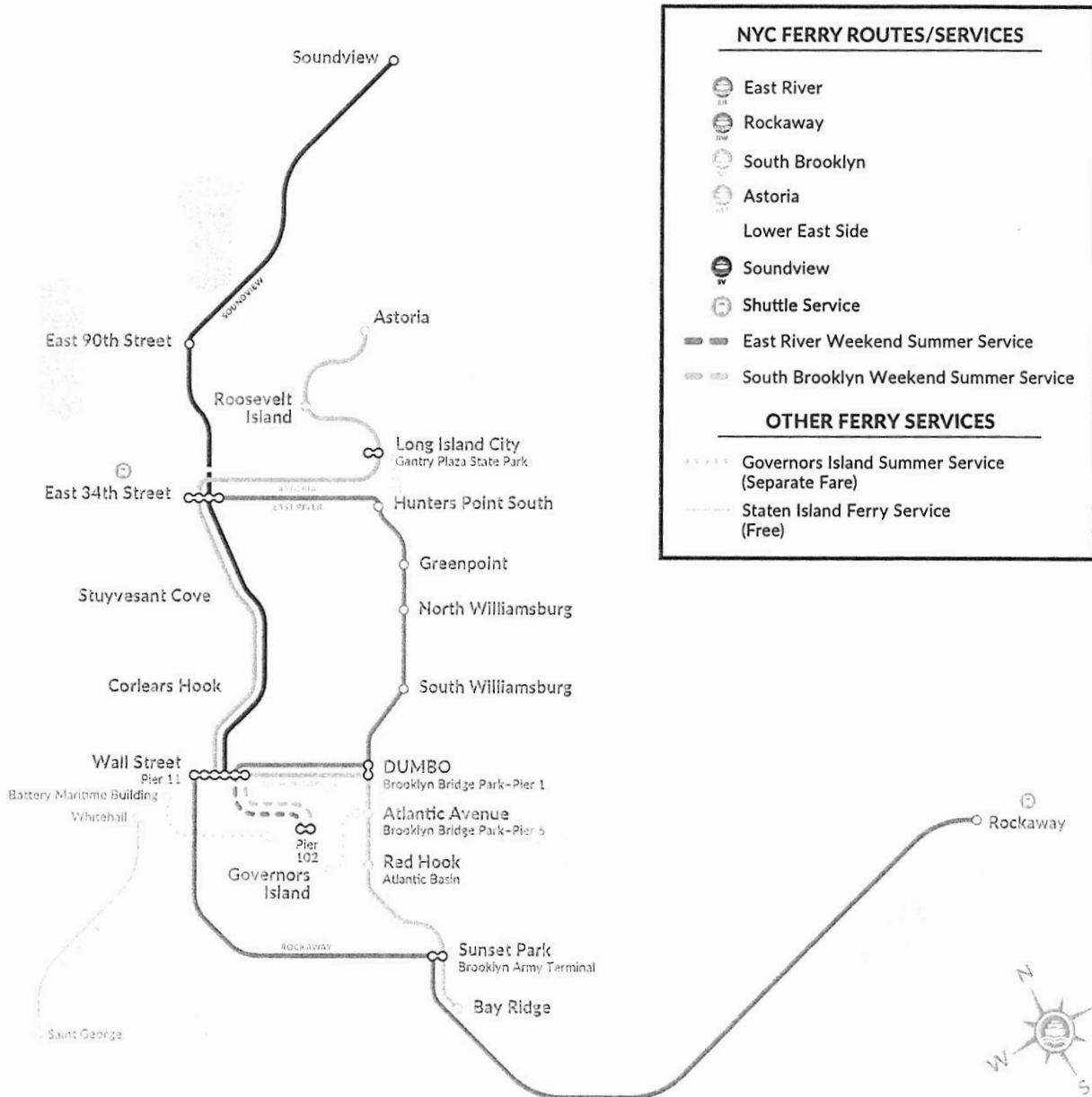
In reaching more communities and connecting residents to jobs, NYC Ferry also has modernized and expanded one of the city's most resilient transit modes. The passenger ferry fleet in the New York Harbor has played crucial roles in providing emergency access, most notably during 9/11 and after Hurricane Sandy, when flooding of the subway system caused significant transit interruptions.

Finally, NYC Ferry increases overall connectivity in isolated neighborhoods, and also offers New Yorkers direct connections to many of the City's open spaces, which help boost the economic impact to those areas (such as the Rockaways).

CURRENT NYC FERRY SYSTEM

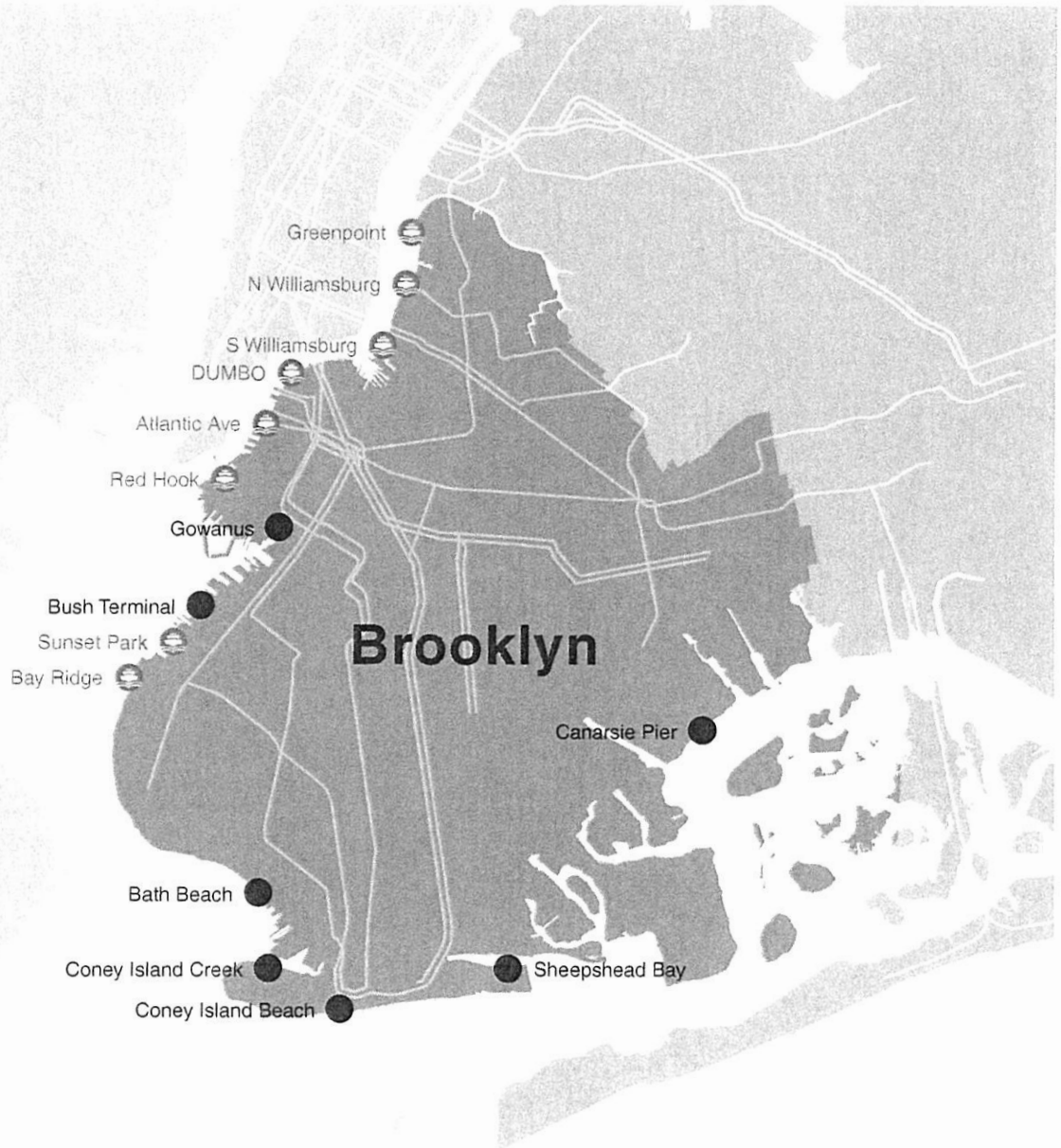
NYC Ferry, originally called "Citywide Ferry," launched in the summer of 2017 with four new routes including the existing East River Ferry route, which began as a pilot service in 2011. NYC Ferry has since grown to six routes across four boroughs, with daily service to 20 landings and a fleet of both 150- and 350-passenger vessels.

Existing 2018 NYC Ferry Map



BROOKLYN

Building upon the existing landings along the East River within Brooklyn, the most frequent request from elected officials and community members was to extend service to southern portions of Brooklyn. Support from elected officials and members of the public led to the analysis of seven Brooklyn sites in this study: Gowanus, Bush Terminal, Bath Beach, Coney Island (creekside and oceanside), Sheepshead Bay / Manhattan Beach, and Canarsie Pier.



Existing NYC Ferry Landing



Study Site

After gathering the list of 35 sites to consider, the planning team evaluated the sites to assess their potential for successful integration into the NYC Ferry system. The team also revisited some sites analyzed in previous NYCEDC ferry studies, to assess any changes in growth patterns or community needs. This chapter includes a summary of these findings, while Appendices B and C provide the detailed profile for each site reviewed.

STUDY SITES

The Bronx

- City Island / Orchard Beach
- Ferry Point Park / Throgs Neck
- Yankee Stadium
- Mott Haven
- Co-op City

Queens

- College Point
- Fort Totten / Bay Terrace
- LaGuardia Airport
- Flushing Bay
- Whitestone
- JFK Airport
- Far Rockaway

Manhattan

- West 70th Street
- West 125th Street
- Inwood / Dyckman Street
- Randall's Island
- East Harlem
- Chelsea (Pier 57)
- West Village (Christopher St)
- Battery Park City
- Midtown / West 39th Street

Staten Island

- St. George
- Stapleton
- Great Kills Park
- Tottenville
- Prince's Bay
- New Dorp Beach / Midland Beach
- West Shore Staten Island

Brooklyn

- Coney Island Creek
- Canarsie Pier
- Bush Terminal
- Sheepshead Bay
- Bath Beach
- Coney Island Beach
- Gowanus

STAGE 1

The planning team screened **35** sites for physical limitations and environmental factors that could limit safe passage of a vessel and would be difficult to overcome. Insufficient water depths and low clearance bridge are examples of major physical limitations that resulted in nine sites being screened out at this stage.

Coney Island Beach, Gowanus, Far Rockaway, JFK Airport, Co-op City, the sites on the south and east shores of Staten Island (except Great Kills Park), and the west shore of Staten Island each had physical or operational challenges that made it dangerous or infeasible to provide ferry service at these locations. More details about these sites and their limitations can be found in Appendix B. Following the Stage 1 assessment, the planning team moved 26 sites forward to Stage 2.

Site Assessment Findings

	STAGE 1	STAGE 2	STAGE 3	STUDY SITES FOR ROUTE EVALUATION
THE BRONX	City Island / Orchard Beach	City Island / Orchard Beach		The Ferry Point Park / Throgs Neck area has limited transit options. A ferry would provide another transit option with competitive travel times to Lower and Midtown Manhattan for neighboring communities.
	Ferry Point Park / Throgs Neck	Ferry Point Park / Throgs Neck	Ferry Point Park / Throgs Neck	
	Yankee Stadium	Yankee Stadium		
	Mott Haven			
	Co-op City			
BROOKLYN	Coney Island Creek	Coney Island Creek	Coney Island Creek	Coney Island Creek could provide a faster transit alternative to Manhattan for the local community in an isolated part of the peninsula. A ferry landing at Bath Beach could provide the adjacent neighborhoods with more transit options when traveling to Lower and Midtown Manhattan.
	Canarsie Pier	Canarsie Pier		
	Bush Terminal	Bush Terminal		
	Sheepshead Bay	Sheepshead Bay		
	Bath Beach	Bath Beach	Bath Beach	
	Coney Island Beach			
	Gowanus			
MANHATTAN	West 70th Street	West 70th Street	West 70th Street	The West 70th Street site is adjacent to high-density residential buildings, offering an alternative to the subway to Lower and Midtown Manhattan. Chelsea could provide another transit option to an area experiencing rapid growth. Pier 57 is currently being redeveloped as commercial space, and a ferry landing could provide access to jobs at this location. This site is also within walking distance of the popular High Line Park. Battery Park City and Midtown / West 39th Street are existing ferry terminals that connect to jobs in Lower and Midtown Manhattan on the west side.
	West 125th Street	West 125th Street		
	Inwood / Dyckman Street	Inwood / Dyckman Street		
	Randall's Island	Randall's Island		
	East Harlem	East Harlem		
	Chelsea (Pier 57)	Chelsea (Pier 57)	Chelsea (Pier 57)	
	West Village (Christopher Street)	West Village (Christopher Street)		
	Battery Park City	Battery Park City	Battery Park City	
	Midtown / West 39th Street	Midtown / West 39th Street	Midtown / West 39th Street	
QUEENS	College Point	College Point	College Point	A ferry from College Point could provide a faster trip to Lower and Midtown Manhattan for communities adjacent to the landing in another isolated part of the city with fewer public transit options.
	Fort Totten / Bay Terrace	Fort Totten / Bay Terrace		
	LaGuardia Airport	LaGuardia Airport		
	Flushing Bay	Flushing Bay		
	Whitestone	Whitestone		
	JFK Airport			
	Far Rockaway			
STATEN ISLAND	St. George	St. George	St. George	St. George Ferry Terminal is a multimodal hub that connects all of Staten Island to Manhattan via the Staten Island Ferry. NYC Ferry could provide travel time savings for passengers traveling to the west side of Lower Manhattan or Midtown Manhattan. A landing in Stapleton could provide a faster alternative for those in the neighborhood traveling to Manhattan. The site offers a connection to the Staten Island Railroad and proximity to the New Stapleton Waterfront development. A landing at Great Kills Park could provide a faster trip for neighborhoods within a short driving distance of the park.
	Stapleton	Stapleton	Stapleton	
	Great Kills Park	Great Kills Park	Great Kills Park	
	Tottenville	Tottenville		
	New Dorp Beach / Midland Beach			
	Prince's Bay			
West Shore				

The route findings were a culmination of efforts—from the initial community input and data gathered for the site profiles, to the ridership projections and cost estimates that accompanied each route configuration. Each step in the process provided the planning team with information to assess the viability of potential routes. The site combinations reviewed for each region included:

STATEN ISLAND – HUDSON RIVER

- St. George > Battery Park City > Midtown / West 39th Street
- Stapleton > Battery Park City > Midtown / West 39th Street
- St. George > Battery Park City > Midtown / West 39th Street > West 70th Street
- St. George > Battery Park City > Chelsea (Pier 57) > Midtown / West 39th Street
- Great Kills > Battery Park City > Midtown / West 39th Street

SOUTHERN BROOKLYN

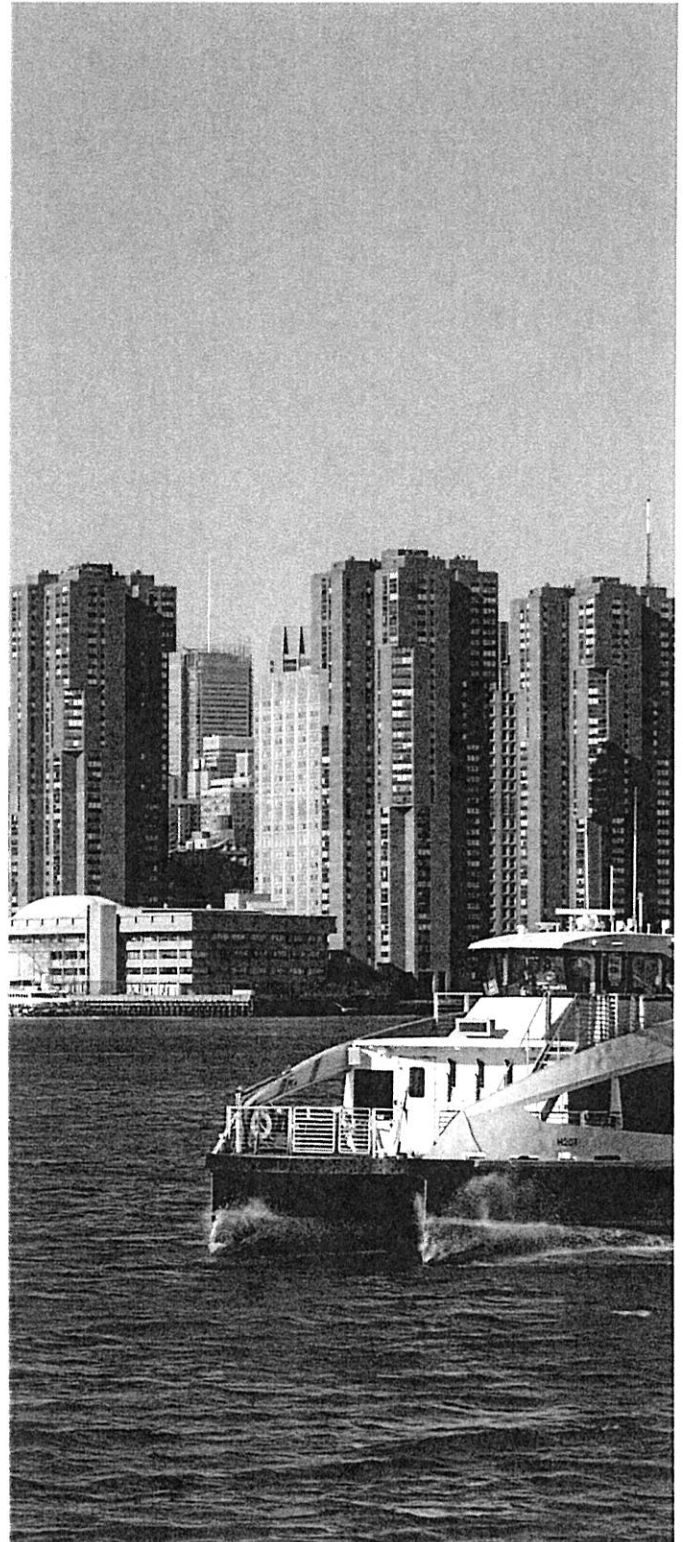
The route combination explored for the Southern Brooklyn route included the Coney Island Creek and Bath Beach landing sites. Routes variations tested by the planning team include:

- Coney Island Creek > Bay Ridge > Wall Street / Pier 11
- Coney Island Creek > Bath Beach > Bay Ridge > Wall Street / Pier 11

UPPER EAST RIVER

Sites within the Upper East River region included Ferry Point Park / Throgs Neck and College Point. Based on proximity to the existing Soundview route, the study team evaluated these sites as possible additions to the Soundview route. The routes evaluated include:

- Ferry Point Park / Throgs Neck > Soundview > East 90th Street > East 34th Street > Wall Street / Pier 11
- College Point > Soundview > East 90th Street > East 34th Street > Wall Street / Pier 11



SOUTHERN BROOKLYN

Of Brooklyn study sites, Coney Island Creek and Bath Beach were carried forward to route profile development. A Coney Island route via Bay Ridge could provide another transportation option supporting resiliency and redundancy in the network as well as improving access to economic opportunities around New York City. A variation of this route added Bath Beach as well, but the time travel savings for that site on this route was less competitive with existing transit, and weather exposure at this site added to concerns over safe and reliable service.

Coney Island Creek > Bay Ridge > Wall St / Pier 11

25 MIN
PEAK
HEADWAYS

4
VESSELS

~20 MIN
TIME SAVINGS

~0.4 M
ANNUAL RIDERS

~\$42 M
CAPITAL COST

~11 M
ANNUAL
OPERATING
COST



Main NYC Ferry
Manhattan Terminal

Other Main
Manhattan Terminal

Existing NYC
Ferry Landing

Study Site

SOUTHERN BROOKLYN

CONEY ISLAND CREEK > BAY RIDGE > WALL STREET / PIER 11

A Coney Island Creek route could offer significant travel time savings to the Coney Island community, with a 35 minute ferry ride to lower Manhattan. This landing would serve approximately 7,000 residents within a half mile area, including 4,000 NYCHA residents.

If the existing Bay Ridge stop moved from the South Brooklyn to the Coney Island route, Bay Ridge riders would enjoy an even faster (15-minute) trip directly to Wall Street / Pier 11. Coupled with this change is an opportunity to further modify the existing South Brooklyn route, shortening the number of landings by removing Bay Ridge and DUMBO (which is well-served by the East River route). These modifications would reduce the travel times for all passengers traveling on the South Brooklyn route to Lower Manhattan, smooth out operations at DUMBO (one of the most congested landings), and reduce operational expenses on the South Brooklyn route.

Challenges

- Shifting sands and potential dredging for reliable waterside access

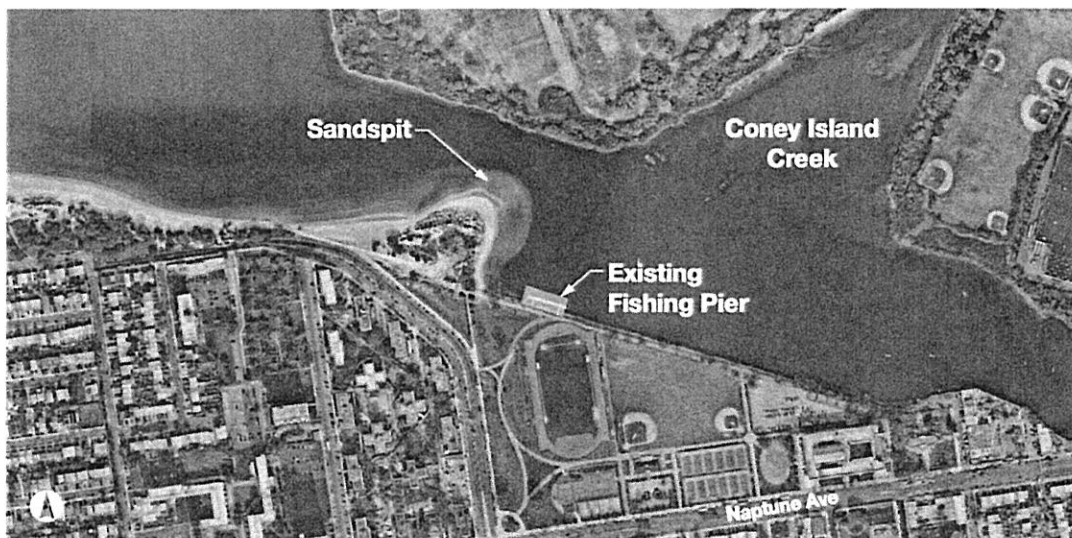
Community Benefits

- Improves transit options

CAPITAL INVESTMENTS

Coney Island Creek Site

Potential landing sites at Coney Island Creek have challenges with distribution of sand to the west of the sandspit and the width of entry to the creek. Both present operational risks that will need careful consideration to mitigate during any design and planning phase.



Vessels

Based on the ridership demand forecast, 150-passenger vessels would likely be sufficient to meet demand for most times of the year. Summer weekends may bring an increase in recreational trips and larger vessels may be needed on occasion.

IMPLEMENTATION CONSIDERATIONS

A landing at Coney Island Creek presents operational risks and is a challenge to design, likely requiring higher maintenance costs due to the dynamic coastal environment. Careful design and planning are required to determine the exact siting during an implementation stage.

Coney Island Beach

SUMMARY

Coney Island is located at the southernmost point of Brooklyn, bordering the Atlantic Ocean. Coney Island is currently in the midst of a revitalization process, which is stimulating local neighborhood development and attracting visitors from locations beyond the peninsula. Steeplechase Pier has been considered as a possible future ferry landing, but general conclusions below apply to the whole southern shoreline of Coney Island.

Siting a ferry landing on the southern shoreline of Coney Island is problematic. The primary concern is the exposure to ocean swells and strong southeast winds, which would lead to the landings being inoperable under certain weather and ocean conditions. Although some protection could be provided by an offshore wave attenuator structure, this has very large capital costs. Given these constraints an alternative site at Coney Island Creek, which is more protected from weather, is also being considered in this study.



Gowanus

SUMMARY

The Gowanus Canal is a 1.8-mile-long canal in Brooklyn. The canal is used occasionally for the movement of goods by small boats, tugs, and barges.

Operating a ferry around the Gowanus Canal is problematic for several reasons, primarily related to vessel navigation of the bay and canal. There is inadequate water depth and channel width for an NYC Ferry vessel to operate safely, making docking and departing difficult. In addition, the narrow dimensions of the canal and bay would significantly reduce the speed at which a vessel could navigate thus the ferry commute time would not be competitive with other transportation alternatives.



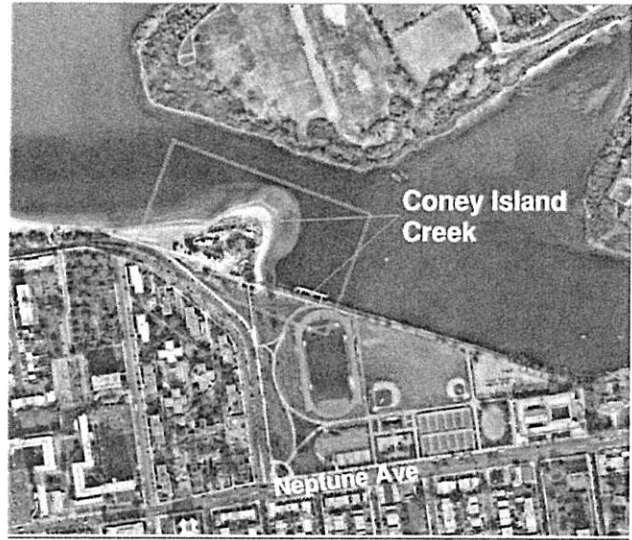
Coney Island Creek

SUMMARY

The Coney Island Creek site is located at the western end of Coney Island in Brooklyn. This creek is somewhat sheltered from weather-generated sea conditions, which is an important reason why other sites on the southern beach side of Coney Island are not suitable for a ferry landing.

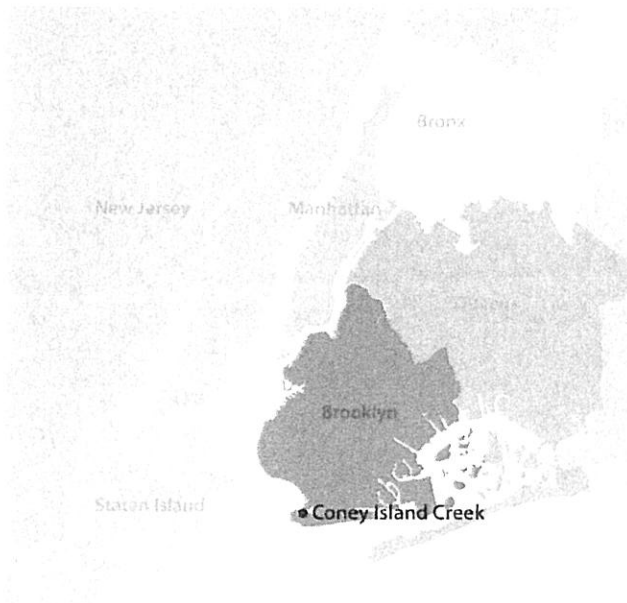
Ferry service here would help Coney Island residents to commute more quickly into Manhattan and would provide a new mode of transportation for people to visit Coney Island's attractions.

Placement of a landing needs careful consideration as shifting sands, fog, and high winds would be an ongoing challenge to maintaining safe and reliable commuter ferry operations here. A ferry landing on either side of the sandspit is included in the study, though both options present operational and navigational risks, requiring careful design and mitigation.



MARKET AREA

The market area for potential ferry trips from Coney Island Creek includes the area south of Belt/Shore Parkway and west of Shell Road.



- » **Daily Commute Transit Trips:** ~6,500
 - **Trips to Lower Manhattan:** ~700
 - **Trips to Midtown Manhattan:** ~400
- » **Transit Access:** Bus and Subway
 - **Bus:** B36 and B74 adjacent to the site
 - **Subway:** D, F, N, and Q lines ~1.3 miles from the site
- » **Ferry Travel Time to Manhattan:** 25- 36 minutes faster than other transit to Lower and Midtown Manhattan.

Coney Island Creek

BACKGROUND INFORMATION

Neighborhood Characteristics

The neighborhood surrounding the potential landing is primarily residential with a strip of commercial shops along Mermaid Ave. West of the landing is the private community of Sea Gate. South and east of the landing is a mixture of residential homes and medium density public housing. Farther east are cultural and entertainment amenities including restaurants, MCU Stadium, Amusement District, and New York Aquarium.

Adjacent Properties / Waterway Use / Special Sites

Adjacent parcels are zoned R5 and R6 for low to medium density housing (low-rise attached houses, to apartment buildings).

Recent and Planned Substantial Development near Potential Site

While no specific plans were identified, in December 2017, Brooklyn borough president Eric L. Adams, unveiled his recommendations as part of a Uniform Land Use Review Procedure (ULURP) response to approve with conditions an application submitted by the SP North of North Limited Partnership in Coney Island to facilitate a zoning map amendment to rezone portions of a block bounded by Mermaid and Neptune avenues at West 29th Street. The proposal would facilitate the development of the Harbor Houses project, including two eight- and seven-story buildings with a total of 153 residential units, all of which will be affordable including 25 percent permanently affordable units. A residential development including 311 units is currently under construction at 3514 Surf Avenue and will be delivered in 2019.

Latitude,	40.581254,
Longitude	-74.000703
Census Tract	336/330
Approx. Location	W 33 Street and Bayview Avenue; Brooklyn, NY 11224
Previously Studied by EDC	2013
Borough	Brooklyn
Borough President	Eric Adams
City Council District	47
Council Member	Mark Treyger
Community Board	13

PHYSICAL AND NAVIGATIONAL CONSIDERATIONS

Upland Access

There is an existing sidewalk and trail along Bayview Avenue. There is limited street parking along Bayview Avenue.



Coney Island Creek

Existing Infrastructure

There is no existing infrastructure for a ferry landing in Coney Island Creek Park, requiring upland improvements that would allow access from the street to the vessel.

However, if the landing was located inside the creek, there is an existing fishing pier of approximately 180 feet long by 10 feet wide, which would need to be carefully considered in relation to a ferry landing.

Waterside Access

Located on the northwest side of Coney Island, the potential sites would be accessed from Graveshead Bay. There are prominent and shifting sands in this area that have the potential to be an ongoing challenge to ferry operations.

Site Option 1: Ferries approaching the Coney Island Creek site to the west of the sandspit would have easy/direct access, but the water depths are shallow on this approach due to the build up of sand along the shore. This site would require a new pier of significant length, adding to its exposure and perhaps requiring dredging to ensure adequate depths are maintained. This approach would also be exposed to occasional bad weather coming from the northwest which may impact reliability of service.

Site Option 2: Access to the Kaiser Park site (east of the sandspit) would require transiting the channel into Coney Island Creek, with a navigational channel less than 120 feet across, but with good water depths once through the channel all the way to the fishing pier. This landing possesses deep water and is protected from ocean swells, with adequate maneuvering area. However, the channel passage would likely represent unacceptable navigating risk without a mitigation solution like dredging.

Some small-scale recreational boat activities occur inside the creek and would need to be taken into consideration.

- » **Ownership:** NYC Parks and Recreation
- » **Zoning:** PARK

Implementation Requirements

- » A fixed pier and landing barge would need to be constructed on the Coney Island Creek Park side of the spit.
- » If the Kaiser Park Fishing Pier were used, improvements would likely be required to the existing pier.
- » The Coney Island Park site would require a relatively lengthy pier or gangway, or inshore dredging, to ensure adequate water at low tides. The Kaiser Park site may necessitate some dredging of the channel to accommodate transit.
- » Mitigation efforts could be accomplished in Coney Island Creek area with existing marine wreck removal.
- » **Approvals needed:** Environmental review; New York State Department of Environmental Conservation and United States Army Corps of Engineers in-water construction permits; and an agreement with Department of Parks and Recreation
- » **Estimated Capital Cost:** \$8-12 million, plus addition cost for a pier structure depending on length.

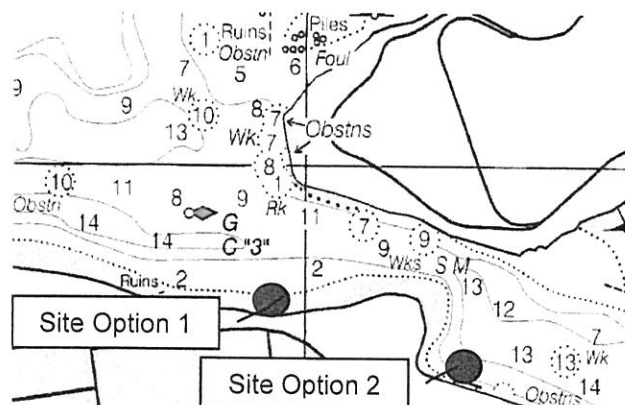
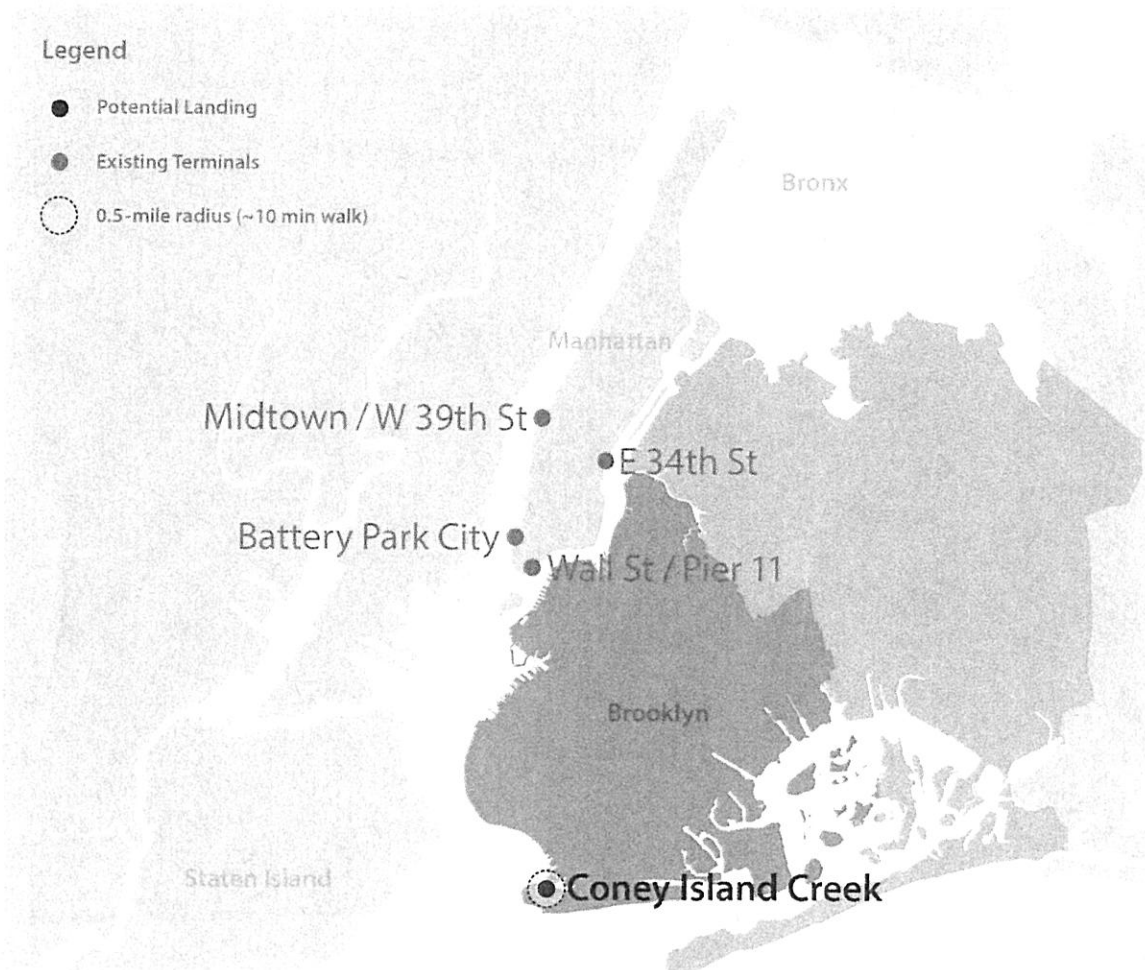


Figure shows water depth in feet at mean lower low water. NYC Ferry planning uses a minimum of 12 feet water depth when evaluating sites.




Coney Island Creek

TRAVEL TIME COMPARISON

A direct ferry trip to Manhattan would offer a faster trip time than public transit from this location, but the inclusion of a Coney Island Creek stop in a route with other stops would dictate whether ferry service would be time competitive.



The table below shows approximate travel times to Lower and Midtown Manhattan from a central address in the study neighborhood, including some walk time to/from transit or ferry.

Destination	 Car	 Transit	 Direct Ferry	Direct Ferry vs. Existing Transit
Lower Manhattan (Battery Park City)	30-75 min / \$7.47	(1 transit leg) 76 min / \$6.50	(~7 miles) 40 min / \$2.75	-36 min
Midtown West (Midtown / West 39th Street)	40-100 min / \$9.10	(2 transit legs) 77 min / \$2.75	(~ 10 miles) 52 min / \$2.75	-25 min

[REDACTED]

From: ANTHONY PALUMBO <aptigers@aol.com>
Sent: Thursday, September 12, 2024 5:31 PM
To: Testimony
Cc: John Doyle
Subject: [EXTERNAL] Ferry stop

[REDACTED]

To whom it may concern;

I Anthony A. Palumbo co-owner of Tonys Pier Restaurant Inc. 1 City Island Avenue Bronx New York 10464 Established 1959. I am writing this testimony in regards to the Ferry stop for City Island. I personally believe it will be great for all businesses. Bringing an influx in revenue whether it may be dining patrons ,shoppers ,fishing, boating, and more. Also enabling residents and non residents to travel to and from without the traffic being a major concern also cutting into travel time a great deal. On the other side of the spectrum parking might be a little bit of an issue in the summer months simply because City Island and Orchard Beach are tourist attractions and considered seasonal. Regardless of whatever pros and cons there might be I personally believe the pros will outweigh the cons. Thank you for your time.
Sincerely yours, Anthony A.Palumbo

The New York City Ferry System Hearing

September 13, 2024

Dear Councilwoman, Selvena Brooks-Powers,

April C. Jackson

[REDACTED]
Far Rockaway, NY 11691

As a resident of Far Rockaway since 1976, I mainly utilized a vehicle and the Express Bus as my main forms of transportation.

Ferry Shuttle Bus

I would take the QM17 from Beach 36th first bus out of Far Rockaway and noticed the Ferry Shuttle Bus. If the Ferry located on Beach 108th Street is supposed to be accessible for the entire Rockaway Peninsula, then why would the first stop for the Ferry Shuttle Bus be located at Beach 36th Street? If someone from Mott Avenue wanted to take the ferry, they would not have access to the Ferry Shuttle Bus.

Please consider extending the Ferry Shuttle Bus to Mott Avenue with a few stops along the way so that all east-end residents can utilize the Ferry Shuttle Bus.

Ferry Rockaway Route

The Rockaway Ferry Route starts and ends at Beach 108th Street.

Please consider extending the Rockaway Ferry Route closer to Mott Avenue.

Closing Statement

If the New York City Ferry System is supposed to be for all residents on the Rockaway Peninsula, then let it be accessible to all residents not just those living in certain areas.

Sincerely,

April C. Jackson

[REDACTED]

From: Barbara Zahm <barbarazahm@gmail.com>
Sent: Thursday, September 12, 2024 2:21 PM
To: Testimony
Subject: [EXTERNAL] Ferry to City Island

[REDACTED]

I very much support a ferry to City Island. It would help me to get to Manhattan and I think it would be more convenient for my friends and family who live in the City to visit me.

Barbara Zahm

Sent from my iPhone

[REDACTED]

From: charles moore <chamoore44@gmail.com>
Sent: Thursday, September 12, 2024 10:25 AM
To: Testimony; cityislandrising@gmail.com
Subject: [EXTERNAL] City island ferry

[REDACTED]

Hi, my name is Charles Moore and I am a lifetime 3rd generation member of the city island community.

I will keep it short and direct City Island itself has a proud nautical tradition dating back to its beginnings and this pride remains today. The people here love boats/boating and anything to do with the water from the youngest to the eldest person I've spoken to about the ferry it's been a resounding positive excitement at the idea of being able to access such a great form of travel. Those that know about the current ferry program always talk about the distance to our closest stops, soundview and ferry point park, and the relative lack of public transit for us to use to get there and those who don't are surprised and excited to learn about it.

In a community that exist partly because of its relation to manhattan and the other boroughs we are woefully underserved transportation wise leaving many with few options but to drive (many who would prefer public transit) and this works in both directions. City island is a "hidden gem" in New York City but even if you know about it a hard sell for many to visit on public transit robbing local businesses of much needed foot traffic that they require to continue serving their local clients.

All this to say that a local ferry stop would be a welcome addition to our neighborhood I and many other young people agree and look forward to it

Thanks,
Charles Moore

[REDACTED]

From: DM Mlvy <girlscouts3031@gmail.com>
Sent: Friday, September 13, 2024 6:55 AM
To: Testimony
Subject: [EXTERNAL] September 10th Joint Meeting of the Economic Development and Transportation Committees

[REDACTED]

Good morning,

As I ride the ferry into Manhattan this morning from Ferry Point Park, I recognize the importance and positive impact a ferry stop at City Island would have, and bring, to our unique section of the Bronx.

I urge you to recognize and support the residents of our Eastern Bronx neighborhoods, who have such limited or multi step public transportation currently, to make our accessibility to work...and ability to support our communities' small businesses....by implementing a ferry stop at City Island. It's vital. And possible.

Thank you,
DaNell Mulvey

Tuesday, September 10th, 2024

To Whom It May Concern,

My name is Donna McGowan of City Island in the Bronx. I am a long time resident and small business owner for the past 28 years. I am advocating for a ferry stop on our island. I've been taking the Soundview and Ferry point ferry for years and love it! But it is out of the way for people of Co-Op City and Pelham Bay and so on.

First, we are an Island which a ferry stop should be, plus we're a bit isolated. It would be beneficial for the community to get to the city in a much easier way plus students since we have no High School and a lot of kids travel to Manhattan to school.

It's also would be an easier way for all Bronx residents from the inner Bronx to visit instead of driving which in the summer is very congested. It would also bring day trippers from the other borough's and invigorate businesses on our beautiful community similar to what it benefited Rockaway.

I hope you look into and consider the Benefits of this extension to the people of the Bronx.

Sincerely,

Donna McGowan



[REDACTED]

From: Felipe Castillo Trujillo <fcastillo85@gmail.com>
Sent: Thursday, September 12, 2024 3:31 PM
To: Testimony
Cc: Quigley, Jalissa; District7
Subject: [EXTERNAL] New York City's Ferry System Testimony 9/10/24

[REDACTED]

To whom it may concern,

I would like to voice my support for extending the NYC ferry services to new landings on existing routes:

- City Island in the Bronx
- Dykman Pier in Manhattan
- West Harlem Piers in Mnhattan
- Steeplechase Pier in Brooklyn

And the establishment of a new route:

- Wall Street Pier 11 to terminal A of LaGuardia on Bowery Bay in Queens.

While subsidies per ride remain high, ferry riders will offload strain from our overcrowded subways and buses and take cars off of our congested roads. I would also encourage the fares to be integrated with the MTA, allowing free or discounted transfers to or from MTA buses and subways.

As a resident of Council District 7 in Manhattan and a member of Community Board 9, I would love to support the NYC Ferry in its mission of providing more transportation options for more New Yorkers.

Felipe Castillo

FERRY COUNCIL HEARINGS 10 SEPT 2024

I WISH TO SPEAK ABOUT THE S.I. FERRY REGARDING THE PASSENGER CONNECTIONS BETWEEN THE BOATS AND THE BUSES WHICH AFFECT THOUSANDS OF COMMUTERS DAILY YEAR ROUND

INBOUND FERRIES CAN BE DELAYED TO WEATHER, CROSS CURRENTS AND CROSS TRAFFIC OF LARGE VESSELS AND THE RIGHT OF WAY REGULATIONS

BUSES GO TO THEIR ASSIGNED PICK UP POINTS, LOAD UP AND DEPART ACCORDINGLY THE DRIVERS SEE THE PASSENGERS, PICK THEM UP AND OFTEN LEAVE BEFORE THEIR SCHEDULED TIMES THINKING THAT THEY ARE THE CURRENT PASSENGERS NOT REALIZING THAT THEY CAME IN ON THE PREVIOUS BOAT MAYBE 20-30 MINUTES BEFORE SOMETIMES THE BUSES WILL BE JAMMED BACK WITH TWO BOAT LOADS OF PASSENGERS

A SIMPLE NO COST RESOLUTION IS TO HAVE THE S.I. FERRY DOCKHAND, ASSIGNED TO THE DOCK OFFICE ROUND THE CLOCK CALL THE M.T.A. BUS TOWER DISPATCHER AND REQUEST THAT THE BUSES BE HELD FOR THE ARRIVING PASSENGERS

AS A FORMER DOCKHAND WITH THE S.I. FERRY I'VE DONE THIS VERY TASK BEFORE AND PASSENGERS FEEL BETTER WHEN THE BUS IS THERE AND THEY DON'T HAVE TO WAIT FOR THE NEXT BUS (15-20-30-60 MINUTES LATER)

THIS IS AN INSTANT WIN WIN SITUATION THAT COSTS THE DOT AND THE MTA ABSOLUTELY NOTHING

I AM J. FRED RODRIGUEZ (CARONIA@10449@YAHOO.COM / [REDACTED])

RETIRED US MERCHANT MARINER OF 31 YEARS BROWN AND BLUE DOCKHAND S.I. FERRY FOR 8 1/2 YEARS AND I

THANK YOU FOR RIDING THE STAYEN ISLAND FERRY

FOR THE RECORD

[REDACTED]

From: jerry landi <landijerry@yahoo.com>
Sent: Wednesday, September 11, 2024 3:14 PM
To: Testimony
Subject: [EXTERNAL] Ferry

[REDACTED]

Good afternoon

I run and managed cinema on the sound in City Island . I realize that if we had the Ferry, we would have more people from the city coming to my business and to other businesses On The Island. I've spoken to other business owners and they agree we need to Ferry now.

we are also one of two existing movie theaters in the Bronx, this would enhance our business and the businesses that we depend on

Jerry landi

[REDACTED]

From: Jessica Sinclair <jessica.sinclair78@gmail.com>
Sent: Thursday, September 12, 2024 4:08 PM
To: Testimony
Subject: [EXTERNAL] September 10th Joint Meeting of the Economic Development and Transportation Committees

[REDACTED]

Hello!

I am writing as a 15 year resident on City Island to ask to have the ferry expanded to city island.

I use the ferry everyday and have been since it opened in 2018 in Soundview. I now take it from Ferry Point where I drive and park and take it all the way downtown to Wall Street. The ferry is an amazing mode of transit that is super safe with stunning views and easy access to downtown Manhattan where I work as a teacher. I support the Ferry to City Island and would utilize it everyday to get to Manhattan.

We are in a transportation desert and bringing a Ferry to City island would allow all the people to get to Manhattan and other boroughs easily. I know that people worry about it adding traffic, but I do not believe many people outside of City island would come to this stop to board over Ferry Point park. There is ample free parking at Ferry Point and those outside of NYC who commute would much rather an easy parking situation. Those who would come to City Island would be looking for explore the taste of New England in the Bronx. With great shops to explore, amazing restaurants to eat at.

Believe me, I talk with the same people on the ferry every day who would never try to find parking on City Island over grabbing a free spot in ferry point. The people who's would ride it would be commuters and those who want finally have an easy way to come and visit this area of the Bronx.

It could also become a way for local businesses that have parking to rent spots during the workday when there is less business if necessary. Winter is slow for many restaurants and they could have an added source of income if they rented our daily or monthly spots for those who do wish to drive to city island and take the ferry.

With rising crime on the subways I feel so much safer taking the ferry. Our current means of transport is a bus ride to a train or private car. The bus and train ride is long. City Island is surrounded by water and would be an ideal space to expand and help our residents have more options for transit.

The ferry would improve the CI life, bring foot traffic (which could decrease car traffic) and help with connecting us to the rest of NYC. The business on City Island Ave would get a boost from the foot traffic which would help our local economy. My friends could finally visit without feeling like it's an epic journey to get here.

Another reason for the ferry. It would improve PS 175 the local PreK-8 school. The only way our students can get off of city island for a field trip is by yellow bus. Those busses can be difficult to secure. And they have very short hours that they can run for field trip since they have to be on time to pick up students and transport them home. This really limits where teachers can bring students since it is a short time period. The ferry would extend their learning borders beyond the city island community much easier for teachers and students to explore other parts of NYC.

Thank you for your consideration,

Jessica Sinclair

Sent from my iPhone

[REDACTED]

From: Joe McGowan <joemcgowan763@gmail.com>
Sent: Thursday, September 12, 2024 7:47 PM
To: Testimony
Subject: [EXTERNAL] City Island Ferry

[REDACTED]

As a native of city Island, I strongly support the addition of ferry service. Living in New York City now, the trip from lower Manhattan would be much easier by ferry service. It would also bring financial and business benefits to the island, which are much needed.

Thank you for your consideration and support.

Joe McGowan.

Sent from my iPhone

[REDACTED]

From: Maureen Kearns <kearnsmaureen6@gmail.com>
Sent: Thursday, September 12, 2024 2:33 PM
To: Testimony
Subject: [EXTERNAL] We Desperately Need a Ferry

[REDACTED]

Good afternoon,

It's amazing that this island does not have a ferry and worse yet, there are people opposed to it. Crazy. The ferry would open up many opportunities for people on this island. First and foremost we could travel to Manhattan and enjoy all the benefits that Manhattan offers. We could also connect to Brooklyn. Many of us have family in those boroughs too. As far as commuting goes, a ferry would open up more job opportunities to us.

I am sure the struggling businesses of City Island would also welcome the business that people from off the Island could bring. The reasons to support a ferry are countless. Please bring one to us!

Best,
Maureen Masterson

Testimony of Michael C. Harwood - Joint Meeting of Committees of Economic Development and Transportation regarding Service of the NYC Fast Ferry - September 10, 2024

My name is Michael Harwood. I am a resident of the North Shore of Staten Island for over 30 years, and a member of the St. George Civic Association and the Association's Ferry Riders Committee. As pleased as I am to have the NYC Fast Ferry service between Staten Island and Manhattan, I fear that it is doomed to failure because the EDC and Hornblower have not learned from history. And because they do not listen to the riders who are best positioned to advise on how to make the service better and more user friendly and attractive.

Back in the 1990's, we had a fast ferry from St. George to Midtown East in Manhattan, which filled a gap for connectivity from the ferry to the East Side. The terminals at both ends were comfortable and protected from the weather and the boats were comfortable with television screens and snacks. This service was well used from the beginning. Until someone decided to change the contract to a new provider that only served the West Side, largely duplicating the regular ferry and the 1 train. The new terminal in Manhattan was not weather protected and there were no services on the boats. The company failed as ridership plummeted.

Once again, thanks to the EDC, we now have a single line ferry to the West Side with no connectivity to the rest of the system, whether in Brooklyn or the East Side of Manhattan. My colleagues are speaking to the need for service to the East Side and Brooklyn but the EDC has told us they have no plans to expand the service. Yet this summer, the Sea Streak ferry added a weekend ferry from St. George to the Sandy Hook beaches in New Jersey, even though Sea Streak had no prior connection to Staten Island. Yet when NYC Ferry added summer service to the Rockaways, it did so for Brooklyn, which already had subway service to the Rockaways, but not from Staten Island, which has no public transportation to the Rockaways. So the EDC is being selective - and dismissive of Staten Islanders - in deciding when to expand service.

And to add insult to injury, the EDC has made clear that it will do nothing to respond to our requests to correct the low hanging fruit problems. We have asked NYC Ferry to add wifi service to the boats for working commuters, and they said some time in the future. We asked them to protect the ticket machines in Staten Island from the weather so people don't have to stand in the rain to buy tickets - note that the Manhattan ticket machines are all indoors. They said they have no plans to spend any money to correct this problem. We asked them to add tarps to protect the ferry landings from the wind driven rain that frequently pelts the docks while people on the Staten Island side wait outside for the boats. Again, they said no. We asked them to at least let passengers board the boats a little earlier when it's raining. Again they said no. It is as if the EDC is setting this route up for failure by reducing ridership and then using it as an excuse. And if this is not their intent, the only other explanation is indifference and incompetence.

I call on these Committees to ensure that the EDC and Hornblower respond to the reasonable, and well-informed requests of riders with action and not with dismissiveness.

[REDACTED]

From: Peter Coyle <coyle.peters@gmail.com>
Sent: Thursday, September 12, 2024 2:48 PM
To: Testimony
Cc: CityIslandRising@gmail.com
Subject: [EXTERNAL] Re: September 10th Joint Meeting of the Economic Development and Transportation Committees

[REDACTED]

Dear the Economic Development and Transportation Committees,

Re: SUPPORT for CITY ISLAND FERRY STOP

I am writing to express my support for a NYC Ferry stop on City Island. I am currently a resident in Astoria, Queens but originally grew up on City Island. As such I often travel from Astoria to City Island to visit friends, be a part of the sailing community and go to restaurants. Unfortunately, this route (Astoria <--> City Island) is not well served by any public transit currently. I currently do not have a car so must rely on an expensive Uber to head to and from City Island.

The ferry stop would be a great new addition to the city's public transit system. I believe it would be a great aid to the sailing community on City Island. Additionally it will open up opportunities for other City residents to gain much needed access to water activities (including fishing and boat rentals). Please include this project in your capital planning!

Sincerely,
Peter Coyle

[REDACTED]

From: Philip McDonnell <philip.mcdonnell@gmail.com>
Sent: Friday, September 13, 2024 8:30 AM
To: Testimony
Cc: CityIslandRising@gmail.com
Subject: [EXTERNAL] Supporting Ferry Service To City Island

[REDACTED]

Good morning.

I'm writing regarding the City Council's September 10, 2024 joint meeting of its Economic Development and Transportation Committees, specifically addressing the oversight hearing on New York City ferry service.

I want you to know I wholeheartedly support establishing ferry service to City Island, in my home borough of the Bronx.

Ferry service would shorten our presently overbearing commute to other parts of the City.

It would also accommodate more visitors here and help revitalize our business community.

And during an emergency, ferries would provide an alternative evacuation route to the already frequently overcrowded City Island Bridge.

As proud as I am to live here, at times traffic congestion, noise, and air pollution on our main street, City Island Avenue, can be unbearable. So expanding ferry service to City Island would greatly improve the quality of life for all us City Islanders and New Yorkers.

Philip McDonnell

[REDACTED]
Bronx, NY 10464

[REDACTED]

From: Shelley Mulhearn <shelleymulhearn@gmail.com>
Sent: Thursday, September 12, 2024 2:06 PM
To: Testimony
Cc: City Rising
Subject: [EXTERNAL] ferry service

[REDACTED]

I am in favor of Ferry service for City Island to Manhattan. (referring to the September 10th Joint Meeting of the Economic Development and Transportation Committees.)

Shelley Mulhearn

[REDACTED]

From: Susan Hayes <lazysusans@hotmail.com>
Sent: Thursday, September 12, 2024 7:10 AM
To: Testimony
Subject: [EXTERNAL] Sept 10th joint meeting of economic development and transportation committees

[REDACTED]

Good morning to whom it may concern:

I listened in on the hearing on September 10th regarding nyc ferry extension. I live on city island and own a business here for 27 years. There are many reasons a ferry stop at the south end of city island would benefit both islanders and other nyc residents. After hearing Mr Doyle's testimony and reading others I don't feel the need to reiterate. Also after hearing the testimonies from other city locations that are vying for a ferry, it is my thought that we should ALL get one! We are fortunate to live in a city surrounded by water and we should take full advantage of the opportunities that presents to us.

Thank you for your time.

Susan Hayes
Sent from my iPhone

FOR THE RECORD

Tamer Mahmoud
[REDACTED]

Staten Island, NY 10301

Tamer.Mahmoud@rocketmail.com

NYC Council Hearing on NYC Fast Ferry System Oversight

Tamer Mahmoud, Chair of the Ferry Riders Committee; St. George Civic Association
September 9th, 2024

I am writing this testimony as circumstances prevented me from attending the joint council hearing on NYC Fast Ferry system oversight but I wanted to provide my thoughts on the NYC Fast Ferry system as it currently stands. My name is Tamer Mahmoud and I am a lifelong resident of St. George, Staten Island and a sitting Board Member of the St. George Civic Association and Chair of the Ferry Riders Committee within the Civic.

I join my fellow neighbors and Staten Islanders in calling for the resurrection of ferry service between Staten Island and Brooklyn, a service that historically existed until 1964 when the Verrazano Narrows Bridge opened. Since then, the population of Staten Island has more than doubled with thousands of residents from Bay Ridge, Dyker Heights, Coney Island, and Bensonhurst moving to Staten Island. This contributed to the North Shore of Staten Island topping 180,000 residents and witnessed a growth rate of 7.9% between 2010 and 2020. Resurrecting ferry service to Brooklyn as part of the NYC Fast Ferry system would allow for residents of both Boroughs to connect with one another and maintain familial ties.

Furthermore, the Verrazano Narrows Bridge should not be thought of as a bridge that only connects Staten Island with Manhattan, it also serves as a crucial link to Bay Ridge. As of 2022, over 15,000 commuters rode the s53, s93, or s79 to get to Bay Ridge and 15,100 vehicles (of the 200,000 vehicles that cross the bridge daily on average) get off at Bay Ridge. Those 15,100 vehicles in turn contribute to the congestion that plague streets like 4th and 5th Ave in Bay Ridge. With ferry service to Brooklyn, it allows commuters an alternative option to connect to a neighborhood like Bay Ridge while reducing congestion.

From a job perspective, job opportunities are no longer only concentrated in Manhattan, but also in Brooklyn. Brooklyn has witnessed greater job growth than any other parts of the City since the pandemic, with Bay Ridge and the Brooklyn Army Terminal serving as major concentrations of job growth. On the Staten Island side, the North Shore, particularly the downtown area of Staten Island, is facing rezoning and development

along with the growth of the New York Container Terminal and potential for wind farms to be placed on the Island, will result in the need of workers in the maritime, construction and energy industries. Ferry service between Staten Island and Brooklyn allows for industrial development on both sides of the harbor.

Environmentally speaking, bringing back ferry service between Staten Island and Brooklyn will help New York City reach its Paris Accord Commitments. Cars and trucks contribute to New York City's air pollution as the second biggest factor. In fact, emissions from those vehicles have only decreased by 1% since 2005. A single car in New York City emits 4.6 metric tons of carbon dioxide annually. With ferry service reinstated, air pollution will be decreased at a much more significant rate.

These are just some of the major reasons why it is important that our City Council to work in conjunction with the New York City Economic Development Corporation to expand fast ferry service to Brooklyn from Staten Island.

Sincerely,

Tamer Mahmoud



WHR CONSULTING SERVICES

Architect, *Engineer* & *Building Code Consultant*

667 NASBY PLACE
Far Rockaway, NY 11691

Email: dwrconsultsrvc@gmail.com

21st CENTURY FAR ROCKAWAY DESIGN CONCEPTS

September 10, 2024

Dear Councilwoman, Selvena Brooks-Powers,

Per our previous meetings and quick conversations about the development of the Rockaways, I wanted to provide some of my 21st-century design concepts.

Below are some of my ideas and design concepts:

- **Level 1 Trauma Center**

To build a Level 1 trauma center with an educational program, with a residential tower. This would be a private, federal, state, and city-operated facility. Can be a combination of the Veterans Hospital, St. John's Hospital, Presbyterian Hospital, etc. To include JFK airport access and hospital ship access. It also consists of a 300 – 400-bed facility. We must include a 100% educated and employed Peninsula.

- **Water Taxi Route**

Develop a water taxi route extending from Rockaway Park to the Five Towns area. How do we work with the Army Core of Engineers to assist in design development?

- **Promenade/Emergency Evacuation Route**

Develop an evacuation route/Egress using the rock garden concept as a retaining wall. How do we work with the Army Core of Engineers to assist in design development? Additionally include elevating Brookville (Snake Road) and tying the Promenade back to Woodmere.

- **Immediate Residential Flood Wall Funding**

Create immediate flood wall funding for homeowners to prevent flood damage. Redirecting the water flow away from houses using a “knee wall” concept. A rock garden concept can be used as a retaining wall (Jetty). This can also serve as a marine life habitat.

Thank you in advance for your consideration and cooperation.

Sincerely,
Wayne H. Richards

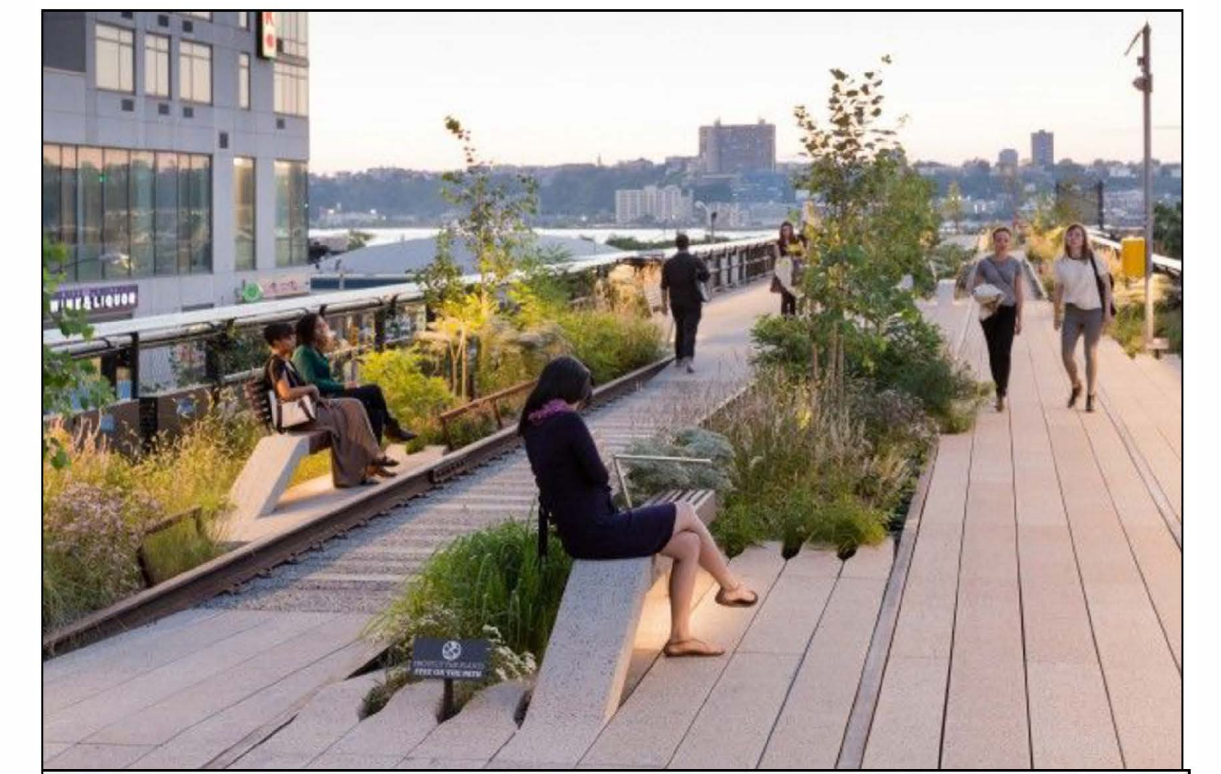
FAR ROCKAWAY CONCEPTUAL DESIGNS



Walkway / Bike Ideas



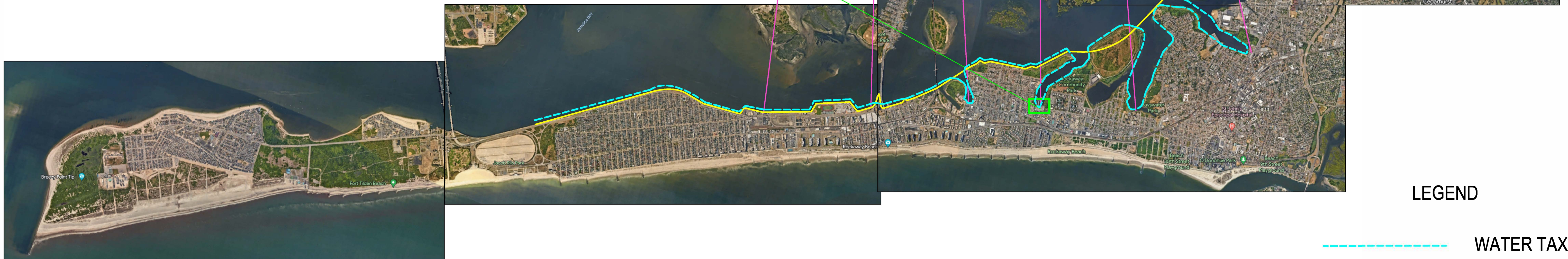
WATER TAXI



Class I : Trauma Center and Residency



ROCKAWAY PARK ROCKAWAY BEACH ARVERNE MARINA EDGEMERE FAR INWOOD ROCKAWAY



LEGEND

- - - WATER TAXI
- WALK/BIKE
- TAXI STOPS

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Rose Uscianowski

Address: _____

I represent: St George Civic Ferry Riders' Committee,
Transportation Alternatives

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 9/10/2024

(PLEASE PRINT)

Name: Michael Harwood

Address: _____ ST 10301

I represent: St. George Civic Area - Ferry Riders Committ

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 9-10-24

(PLEASE PRINT)

Name: Jack Epter

Address: _____ Far Rockaway

I represent: Community Board 14

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition

Date: 9/10/24

(PLEASE PRINT)

Name: Ricardo Kramay

Address: _____ SI, 10301

I represent: Ferry Riders Cafe

Address: Staten Island 10301

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition

Date: 09-10-24

(PLEASE PRINT)

Name: J. FRED RODRIGUEZ JR.

Address: _____ SI NY 10301

I represent: SI FERRY RIDERS COMMITTEE MEMBER - EX CHAIRMAN

Address: ST GEORGE, SI NY 10301

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition

Date: 9/10/2024

(PLEASE PRINT)

Name: RANDY PEERS

Address: _____

I represent: Brooklyn Chamber of Commerce

Address: 253 36th St. Bklyn 11232

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Marie Mirville-Shahzada

Address: [Redacted] Brooklyn, NY 11209

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: ROBERT CORNAGY Former Council Member

Address: _____

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Domenick Rocca, A Former Council Member

Address: _____

I represent: _____

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 9/10/24

(PLEASE PRINT)

Name: John Regan

Address: 55 WATER ST

I represent: DOT

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 9/10/24

(PLEASE PRINT)

Name: Rick Rodriguez

Address: 55 WATER ST

I represent: DOT

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 9/10/24

(PLEASE PRINT)

Name: Michelle Lamberti

Address: _____

I represent: FDC

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 9/10/24

(PLEASE PRINT)

Name: Franco Civitano

Address: _____

I represent: EDC

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 9/10/24

(PLEASE PRINT)

Name: James Wong

Address: _____

I represent: EDC

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 9/10/24

(PLEASE PRINT)

Name: Sean Campion

Address: 240 W 35th St NY NY

I represent: Citizens Budget Commission

Address: same

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 9-10-27

(PLEASE PRINT)

Name: Robert Brown

Address: [Redacted] Stuyvesant 10314

I represent: Stuyvesant Island Chamber of Commerce

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: John Doyle

Address: [Redacted] Bronx, NY, 10464

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 9-10-27

(PLEASE PRINT)

Name: Anthony Batista

Address: [Redacted]

I represent: Myself

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 9/10/2024

(PLEASE PRINT)

Name: RUBEN LITVANSKI

Address: 108 SOUTH OXFORD AVE., BROOKLYN, NY 11217

I represent: WATERFRONT ALLIANCE'S Committee

Address: 250 W 26th St, NEW YORK, NY 10018

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

19

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Art Steln

Address: [Redacted] Inwood

I represent: Self

Address: " "

Please complete this card and return to the Sergeant-at-Arms