

CITY COUNCIL
CITY OF NEW YORK

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TRANSCRIPT OF THE MINUTES
Of the
COMMITTEE ON TRANSPORTATION

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June 28, 2013
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HELD AT: 250 Broadway - Committee Rm
14th Fl

B E F O R E:
JAMES VACCA
Chairperson

COUNCIL MEMBERS:

Gale A. Brewer
Daniel R. Garodnick
David G. Greenfield
G. Oliver Koppell
Jessica S. Lappin
Darlene Mealy
Ydanis A. Rodriguez
Deborah L. Rose
James G. Van Bramer
Vincent M. Ignizio
Peter A. Koo
Eric A. Ulrich

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

James S. Oddo
District 50
Council Member

Kate Slevin
Assistant Commissioner of
Intergovernmental Affairs
New York City Department
of Transportation

James DeSimone
Chief Operating Officer
Staten Island ferry

Lyle Frank
Committee Counsel

Linda Barron

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President
St. George Civic Association

Sandy Wolff
Staten Island Economic
Development Corp

Linda Eskenas
Community Board 1
Staten Island, New York

Frank Murano

Nicholas Zvegintzov
Chair
Staten Island Ferry Riders
Committee

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

Harrison Peck

Ferry Transit Advocate

Metropolitan Waterfront

Alliance

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COMMITTEE ON TRANSPORTATION

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CHAIRPERSON VACCA: Okay.

Everyone please take their seats. It is now two minutes after one on Friday, June 28th. I'd like to welcome everyone to the Transportation Committee meeting of the New York City Council, and today we're going to consider Intro 1049-2013, a local law to amend the Administrative Code of the City of New York in relation to Staten Island ferry service.

Good afternoon, everyone.

Welcome. My name is James Vacca, and I'm the Chair of the Committee on Transportation. And today, we will hear testimony on Intro 1049 of 2013, a piece of legislation that is extremely important to my colleagues in the Staten Island delegation who requested that I convene this hearing in an expeditious way, and that's why we're here. This is expeditiously done.

And I want to single out Council Member Oddo, our Majority Leader... Minority Leader.

COUNCIL MEMBER ODDO: Hey, hey, hey.

CHAIRPERSON VACCA: See, I would love to promote him anyway, but he is...

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2 COUNCIL MEMBER ODDO: Can we go
3 back in time and reverse some of those votes?

4 CHAIRPERSON VACCA: Our Minority
5 Leader and Council Member Vincent Ignizio, and
6 Council Member Debbie Rose, who I think is here and
7 will be back. They jointly introduced this bill and
8 asked for the expeditious hearing which aims to
9 simply expand service for the Staten Island ferry to
10 operate every half hour, 24 hours a day, 365 days a
11 year.

12 As a Council Member who represents
13 communities that are underserved by public
14 transportation myself, I understand and support
15 Staten Island's bid for this service and have signed
16 onto the legislation.

17 As Chair of the Transportation
18 Committee, I can tell you that it's always a battle
19 to increase or change public transportation service
20 because in most cases we do not have the power to
21 legislate that. In this case, we do. Since the
22 Staten Island ferry is the only public transit
23 service that is operated by the New York City
24 Department of Transportation. The last time the City
25 Council was able to amend the ferry service was 2005,

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2 and even then we experienced considerable resistance
3 from the administration.

4 Today, we will discuss how we can
5 expand this service to accommodate the growing need
6 for it. The ferry is the means by which most Staten
7 Islanders travel to Manhattan, many commuting to
8 work. The city is always bustling with activity, and
9 many of these residents do not have typical nine to
10 five jobs. Thus, frequent and reliable ferry service
11 is a necessity at all times, even during off peak
12 hours.

13 Now, I want to turn things over to
14 the sponsors of the bill. I want to thank the
15 Council Members for introducing this legislation, and
16 I look forward to hearing testimony from people today
17 from Staten Island and from the New York City
18 Department of Transportation. I'd like to mention
19 we've been joined by my colleague to my right,
20 Council Member Oliver Koppell. So let me first
21 introduce Council Member Jimmy Oddo.

22 COUNCIL MEMBER ODDO: Thank you,
23 Mr. Chairman. And let me begin by thanking you for
24 taking a rather unusual step of scheduling a hearing
25 on the Friday after the budget adoption, the last

1 day... we never really go out of session, but
2 essentially the last day of our session. And I want
3 folks to understand that what the Chairman did is not
4 simply a courtesy to Council Members Rose, Ignizio,
5 and myself. There's a rule in the City Council that
6 we cannot vote on a piece of legislation until there
7 is at least one hearing.

9 So the reality is we satisfy that
10 today, and I think that's critically important
11 because that gives us the leverage we need moving
12 forward to let the administration know that they have
13 to put on their negotiating shoes and come to the
14 table and negotiate with us because this bill has 43
15 sponsors. This bill has a sympathetic ear in the
16 speaker. I'm not saying she is signed onto the bill
17 or supports it, but she certainly understands Staten
18 Island. She understands the Staten Island ferry.
19 She understands the history in how we improved ferry
20 service in '04 and '05. So, make no mistake about
21 it, the administration can come and test defying
22 opposition all they want today, but this bill will be
23 negotiated. We will not accept 'No' for an answer,
24 and the fact that the Chairman and my colleagues on
25 the Transportation Committee came out here on a

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2 Friday, again, is very much appreciated by the Staten
3 Island delegation, but it's more than an act of
4 friendship. It helps us in our negotiations with the
5 administration.

6 I want to throw a shout out to our
7 former colleague, former Council Member and former
8 Congressman Mike McMahon because the history, and
9 this is sort of Groundhog Day. The history was
10 Council Member, then Council Member McMahon
11 introduced the bill in '04. We passed it out of
12 committee, we passed it out of the council, the Mayor
13 vetoed it, we overrode the veto, and guess what, we
14 had a compromise, a piece of legislation that gave us
15 the service levels that we have now. And we as
16 legislators understand that the end is not
17 necessarily passing a piece of legislation. The bill
18 is a means to an end. The endgame here is to provide
19 a more adequate level of service for the ferry to
20 Staten Island. It's to the people who work on Staten
21 Island, the people who live on Staten Island and work
22 in Manhattan who have jobs that require
23 transportation at unconventional hours, for Staten
24 Islanders who want to use the ferry to take advantage
25 of other parts of the city.

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2 It shouldn't be a rite of passage.
3 You shouldn't become a fully fledged Staten Islander
4 by having the doors close in your face and having to
5 wait an hour. That shouldn't be a rite of passage.
6 All of us as Staten Islanders have experienced that
7 at some point, and for some folks it's an
8 inconvenience. For some folks who are coming back
9 from work and you miss that boat, it's another wait
10 of another hour, and that is simply unfair.

11 The genesis of this bill is about
12 getting more service today. I think, without
13 sounding too self-serving, I think that all of us
14 have couched this in terms of the context of the
15 Wheel and what's coming down the pike in terms of the
16 Wheel, in terms of the home port project, but the
17 reality is that we want and need better service
18 today.

19 And the borough president's right,
20 demand should dictate the level of service, and we
21 believe, and I think there are a lot of Staten
22 Islanders who believe, that the demand already
23 exists. There's a reason why Staten Island and the
24 North Shore haven't, you know, seen that renaissance
25 that Park Slope and Greenpoint and Long Island City.

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The Staten Island ferry, in addition to being a vital mass transit link, is an important factor in the renaissance of the North Shore. Consistent reliable transportation is part of the game plan that will revitalize the North Shore.

So, I can go on all day, I apologize for the rants, but I want to be as emphatic and as passionate as possible. This Staten Island council delegation fully expects to enact a piece of legislation. So, this is a nice way of saying to the administration irrespective of what is gonna be testified to at today's hearing, get ready to negotiate because we want, we need, and we're gonna get a higher and better and more adequate level of ferry service. Thank you, Mr. Chairman.

CHAIRPERSON VACCA: Thank you, Council Member Oddo. Council Member Ignizio?

COUNCIL MEMBER IGNIZIO: Thank you very much, Mr. Chairman, and thank you to all my colleagues who came in here today to have the hearing and as important as it is. You know, just for context, this is our subway. That's what the Staten Island ferry is to many of us, and if anybody told anyone of my constituents here in the council or

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2 anyone in the administration that we are going to now
3 run subways, one an hour, you would see outrage in
4 the city and rightfully so.

5 And while other boroughs have the
6 fortune of having a robust subway service that takes
7 them where they have to go, which supplanted ferries
8 and which supplanted buses in the early part of the
9 19th Century, we didn't do that. And because we are
10 not putting a subway in Staten Island across from
11 South Ferry to Staten Island anytime soon, the ferry
12 is our only mode of getting into the city. And for
13 those that preach that we are one city, that we all
14 have to pay taxes because it all has to go in
15 together and we all divvy up that piece, well Staten
16 Island pays an enormous amount of taxes as well. And
17 the city has no problem putting forward redundancy
18 alternative mass transit options such as the Eastside
19 ferry on places where they have great subway service
20 right now. So, how insulting is it to the people of
21 Staten Island that this administration would say
22 we're going to add an additional mass transit option
23 on an already great system on the Eastside when they
24 are telling the people of Staten Island that they're
25 going to have a ferry, one every hour? It's unfair,

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2 and all the people of Staten Island and all the
3 people here, my colleagues that are listening, is
4 what we're asking for is a level of equity that would
5 incorporate the people of the borough of Staten
6 Island along with Manhattan.

7 And by the way, the subway doesn't
8 only run one way. I mean it's two ways, and people
9 of Manhattan work on Staten Island and vice versa,
10 and that's an important part of our overall economy.
11 We're not saying to use the huge boats. We're saying
12 to find ones that would be less cost intensive, but
13 the fact that we're talking about one ferry every
14 hour should embarrass this administration that is
15 hell bent on increasing ferry service across the city
16 but not the ferry service that they run. Shame on
17 them for that, and as Jimmy apparently has
18 negotiating shoes, I didn't know that we have
19 negotiating shoes, but I'm going to get myself a pair
20 and ready to work with you, Council Member Oddo, and
21 my colleague, Council Member Rose, thank you.

22 CHAIRPERSON VACCA: Thank you.

23 We've been joined by Council Member Peter Koo, and
24 I'd like to call upon Council Member Debbie Rose for
25 a statement.

COUNCIL MEMBER ROSE: Thank you.

I apologize for being late. I missed the ferry.

Thanks. I just want to... I'm not going to read my

prepared statement, but I just want to say one minute

late is a one-hour wait. I want you to remember

that. One minute late is a one-hour wait, and I need

you all to understand that this is the major, the

major, source of transportation for thousands of

Staten Islanders. And it is not that all Staten

Islanders work nine to five, so the rush hour boats

would easily accommodate them with a headway of 20

minutes or a half-hour.

Our borough is comprised mostly of

blue collar workers, and we have people who go to

work very early in the morning who work in shifts,

and they are not taking the ferry only during rush

hour. And so, this is our major source of

transportation and it is the economic lifeline of the

people who depend on it to get and from work.

So I know my other colleagues have

already said that, and I want to thank them for

making this an issue that we're giving serious,

serious discussion to, and Jimmy's gonna let us know

about those shoes. Maybe we should be talking about

1 swimsuits too, but thank you. Sorry, thank you, Mr.
2 Chair.

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4 CHAIRPERSON VACCA: Thank you,
5 Council Member Rose. And we've been joined by
6 Council Member Jessica Lappin. Okay, Commissioner
7 Levin [phonetic]... Slevin, would you want to start off
8 please? Introduce yourself for the record and the
9 gentleman who's with you.

10 KATE SLEVIN: Good morning or good
11 afternoon, Chairman Vacca and members of the
12 Transportation Committee. My name is Kate Slevin,
13 and I am the Assistant Commissioner of
14 Intergovernmental Affairs for the New York City
15 Department of Transportation. I am joined by James
16 DeSimone, Chief Operating Officer of the Staten
17 Island ferry. We thank you for the opportunity to
18 testify today on Intro 1049 regarding Staten Island
19 ferry service.

20 While this bill is a well-
21 intentioned attempt to provide additional transit
22 options to Staten Islanders, DOT does not support it.
23 The Staten Island ferry carries over 22 million
24 passengers annually on a 5.2 mile run between the St.
25 George terminal in Staten Island and the Whitehall

1 terminal in Lower Manhattan. The ferry currently
2 runs 24 hours a day, 365 days a year, with 109 trips
3 on a typical weekday. It is a very reliable form of
4 mass transit with a peak on time performance of over
5 90 percent. We've been able to maintain this superb
6 level of service despite budget cuts to the agency's
7 operations.
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9 Currently, ferries run at least
10 every half-hour during most times of the week with
11 daily rush hour service running every 15 minutes.
12 During the overnight, the ferry runs hourly which
13 appears to meet the demand for service at that time.
14 Of the 70,000 people who ride the ferry on a given
15 day, total overnight ridership accounts for about
16 three percent of the daily average. On some nights,
17 the number of late night passengers utilizing the
18 ferry can range from the single digits to just a few
19 dozen. Given the demand for service during these
20 times, we do not support Intro 1049 to increase ferry
21 service to every half-hour 24/7.

22 As we have stated at previous
23 hearings, the extra nighttime service proposed in
24 this bill is not warranted given not only the low
25 demand for service but also the corresponding costs

1 involved. Our current overnight schedule costs the
2 city approximately \$3 million annually with a
3 corresponding cost per passenger of 4.59 per trip.
4 This bill is to require a half-hour service at all
5 times would cost the city the additional \$23 million
6 annually for operating costs, including \$2.6 million
7 in annual fuel costs alone. This figure does not
8 include the cost associated with additional wear and
9 tear of the boats. This cost comes at a time of
10 decreasing federal and state funding for
11 transportation, exacerbating an already difficult
12 situation.
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14 That being said, if demand for
15 ferry service begins to exceed the current service
16 schedule, whether overnight or during any other time
17 of the day, DOT would be happy to explore ways to
18 make additional service financially and operationally
19 possible.

20 Lastly, with regards to providing
21 increased overnight service, the MTA's bus, subway
22 and Staten Island railway schedules are all built
23 around meeting Staten Island departures and arrivals.
24 If these entities do not choose to incur the
25 additional cost of increasing transit service to

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2 match the proposed ferry schedule, there would be no
3 transit links to serve the passengers on the
4 additional boats.

5 While we'd be happy to work with
6 the council to develop ferry service levels to meet
7 future demand, we do not support mandating a specific
8 ferry schedule by law. Thank you again for the
9 opportunity to testify, and we would be happy to
10 answer any questions you may have at time.

11 CHAIRPERSON VACCA: Thank you or I
12 should say "No, thank you." I mean... you know, the
13 criteria you use would be one that would say to
14 neighborhoods that since you have no crime, you're
15 not entitled to police protection. And neighborhoods
16 like mine and people on Staten Island have heard that
17 for years. So we have low crime so you don't need
18 police officers. We have to wait for crime to go up
19 and then maybe you'll get a police officer. The fact
20 of the matter is, is that taxpayers are entitled to
21 service even if they live in a geographically
22 isolated community. Our trains have very few people
23 on them at two in the morning, but our trains have
24 service because people are entitled to access. So
25 what do we do even if the amount of people is not

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2 what it is during a rush hour situation, why are
3 those people not entitled to a transportation
4 accessibility?

5 It's incumbent upon the City of
6 New York. Not all transportation entities are
7 moneymaking operations. You know how much the City
8 and State of New York put into the pot to make
9 express bus service in the city viable. Express bus
10 services are only viable because of subsidies. It
11 can't pay for itself. But the city saw a public good
12 and a public need that those express buses met, so
13 your statement which focuses totally on the numbers
14 of people doesn't answer the question about public
15 transit access for a community that has no other
16 means to reach a big part of our city, the business
17 part of our city, the economic engine of our city.
18 So I want you to address that.

19 KATE SLEVIN: I mean as I said in
20 my testimony, it's the finances of the proposal.
21 We'd be happy to look into additional options for,
22 you know, expanding ferry service, but we can't
23 support a bill that would mandate \$23 million in
24 extra costs for us at this time.

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2 CHAIRPERSON VACCA: Does that cost
3 include the revenue you would get from people who
4 would use the ferry even though you say the amount
5 would not be a huge amount of people? Wouldn't there
6 be...

7 KATE SLEVIN: The ferry's free.

8 CHAIRPERSON VACCA: No, I know
9 it's free, but we're talking about economic money
10 that the city would be getting based on income,
11 people who could come to Manhattan and maybe stay
12 late after a show, people who could give... whose tax
13 dollar would provide business revenue for the city?
14 I mean there's an offset to that \$23 million, I
15 think. If people are allowed to have access they
16 will spend money where they're going, and there's
17 sales tax revenue involved for the City of New York.

18 KATE SLEVIN: Like I said, if we
19 were provided additional resources, you know, I think
20 we'd be happy to consider proposals.

21 CHAIRPERSON VACCA: Well, I'll
22 tell you something, if there's a law in the books,
23 the city has to find the resources to fund the
24 mandate. Well, that's where I'm coming from. If
25 there's a law in the books, the city has to find the

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2 money. I'm not an accountant. I only know that we
3 had a budget surplus this year, and we probably will
4 have budget surpluses going forth, but even in tough
5 fiscal times, to do the right thing, if there's a law
6 on the books which the council enacts then there has
7 to be a wherewithal to do it.

8 KATE SLEVIN: Our transportation
9 budget has declined in recent years. Federal and
10 state funding has also declined for transportation,
11 and we've been able to maintain existing levels of
12 service for the Staten Island ferry despite that.
13 So, we really are doing the best that we can given
14 the financial situation in the city.

15 CHAIRPERSON VACCA: I understand.
16 I don't agree. I don't agree. I think that where
17 there's a will, there's a way. DOT has raised
18 revenues over the years also, and you have raised
19 revenues by increasing parking meter rates
20 consistently, so we have felt the pinch.

21 Okay, I go onto questions.
22 Council Member Oddo?

23 COUNCIL MEMBER ODDO: Thank you,
24 Mr. Chair. I mean it really is like Groundhog Day.
25 When, in previous years and previous testimony,

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2 Tamara Coombs, who was the chair of the Ferry Riders
3 Committee, actually testified at one of the hearings
4 and said every time the ferry riders have talked
5 about the need for more frequent service, the two
6 arguments against it are always the same. It's a
7 matter of money or it's a matter of ridership as
8 expressed here today.

9 So, let's talk about the level of
10 demand and let's talk about the cost. I sent a
11 letter to Commissioner Sadik-Khan on June 13th
12 talking about a provision in the bill that the Mayor
13 signed into law, the compromise bill. Local Law 55
14 contains a provision, Subsection C, that required DOT
15 to conduct certain ridership studies and report them
16 to the city council. Council staff has been
17 unsuccessful in getting these studies, so it's
18 unclear whether they actually performed them. So,
19 did DOT perform these studies as per Local Law 55,
20 and if so why haven't they shared it with us, and the
21 bigger point, give us some data about so called
22 levels of demand.

23 KATE SLEVIN: Thanks for your
24 letter, Council Member. We did receive it, and it's
25 our understanding that we provided you in 2005 with

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2 some ridership information. We're reviewing your
3 letter now, and we'd be happy to provide you with
4 additional information when we respond.

5 COUNCIL MEMBER ODDO: Okay, so the
6 Law said the commissioner shall provide the council
7 with comprehensive ferry ridership numbers for each
8 departure timeslot on the ferry schedule every two
9 months for a continuous 12-month-period. And then it
10 goes on and on in more detail. So it, you know, it
11 wasn't about a one-time act. It's data that I think
12 that we want. In '05, it was a compromise. We knew
13 we were going to come back to have a conversation.
14 Those levels weren't optimal back then, but it's what
15 we could compromise. So it's hard to have a
16 conversation about demand without actual data, so we
17 would appreciate getting that information.

18 In '06, in the original fiscal
19 impact previously when we had this conversation, the
20 city quoted the price around \$3-and-a-half million.
21 Now it's quoting a price of 23 million. I mean I
22 know, you know, restoring firehouses went from \$10
23 million to \$60 million. You know, all of our 401K's
24 should grow at such a rate, but can you... I mean

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2 that's a huge increase from \$3.6 million to \$23
3 million in costs, can you explain that?

4 KATE SLEVIN: Yeah, we would need
5 about 35 more people or three crews to provide the
6 additional services required by the proposed
7 legislation. That's the bulk of the costs. Add to
8 that 2.6 million in fuel costs and additional NYPD
9 personnel.

10 COUNCIL MEMBER ODDO: We get that.
11 I mean can we all understand that services, fire
12 services, library services, youth centers, senior
13 centers, and things cost money, and where there's a
14 need in Community A, the city fills that need. So, I
15 mean we're sensitive to additional costs. We get it,
16 but that's not an excuse not to increase service.
17 So, you end your testimony by saying while we'd be
18 happy to work with the council to develop ferry
19 service levels to meet future demand, we do not
20 support this bill. What exactly does that first part
21 of the sentence mean? While you'd be happy to work
22 with the council to develop ferry service levels to
23 meet future demand?

24 KATE SLEVIN: Well, we think our
25 service right now meets the demand that is out there,

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2 but if that should grow in the future and if
3 additional resources should be provided to us, we'd
4 be happy to have that conversation with you.

5 COUNCIL MEMBER ODDO: Well, we
6 know it's going to grow in the future. You're
7 putting 450 units of housing at the Seaport, you have
8 outlets, you have a restaurant coming right next to
9 the terminal that's supposed to be a 24-hour-a-day
10 restaurant, yet you hold to the myth that demand
11 isn't there. Demand is clearly coming. You know,
12 this administration is the strongest proponent of the
13 Wheel Project, and they say it's gonna draw in 4
14 million tourist instead of 2 million. We know
15 demand's coming, so that shouldn't even be a
16 question. But the reality is there is a need for it
17 today, and I don't know how we articulate to you that
18 the lack of consistent mass transit is holding back
19 the rebirth of this community. I don't know how we
20 calculate that or demonstrate that to you to convince
21 you that if, you know, if you provide better service
22 it takes away so many of the arguments against
23 businesses and other things happening on the North
24 Shore. It is key and I'm not sure what it's going to

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2 take to make the administration appreciate that
3 point.

4 CHAIRPERSON VACCA: Well, if I
5 could interject, the New York City Department of
6 Transportation is very willing to implement pilot
7 programs when it comes to bicycle use, I know. And
8 my only question is why don't we have a pilot program
9 for ferry service expansion on Staten Island? See,
10 I'm not here for my good looks, you see? I just...
11 [crosstalk]

12 JAMES DESIMONE: No offense
13 intended but I'll accept that.

14 CHAIRPERSON VACCA: Alright,
15 that's okay. I'd like to know what cri... why wouldn't
16 this qualify as a pilot program for Staten Island?

17 JAMES DESIMONE: I think the
18 biggest hurdle with a pilot program would be to staff
19 up for it. Right now, if we were to, for example,
20 increase service, and we agreed today that by 2016
21 you have to increase service, we would have to start
22 hiring captains today. It's not something that you
23 just pick people off the street. They have to be
24 brought in. They have to be trained, and we're
25 talking probably at least 18 months to get a person

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2 up to speed, which was the reason when we increased
3 service in '05 there was a two-year lag before we
4 were able to complete the increase because of
5 staffing. So there is... [Interpose]

6 CHAIRPERSON VACCA: But a pilot
7 program, couldn't it operate with people on overtime?

8 JAMES DESIMONE: Right now to
9 create the service, the additional service that we
10 edit in '05 and '07, was done entirely on overtime,
11 and we are maxed out. The Coast Guard will not let
12 our crews work in excess of 12 hours a day, and we
13 don't have any more personnel to be able to do
14 anything on overtime, which is driving the cost
15 estimates to this. If we have to add more service to
16 the level that this bill would suggest, we are
17 talking three full crews to meet that. We don't have
18 any more overtime available.

19 CHAIRPERSON VACCA: If we have a
20 pilot program that does a little less than what this
21 bill suggests?

22 JAMES DESIMONE: We would have to
23 look at that, but right now I could not honestly tell
24 you that we have the staff. Right now, in fact, our
25 only relief now is people who are in the port office,

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2 port captains that are supposed to be doing other
3 things, they're not supposed to be running the boats.
4 So... [Interpose]

5 CHAIRPERSON VACCA: Because under
6 a pilot program you're not tied to doing what the
7 bill suggests. I think what we're saying is that we
8 would like something done to accommodate the need..
9 [Interpose]

10 JAMES DESIMONE: Yeah, but what
11 I'm saying is for us to add another boat... there's no
12 way we could do a pilot program to the level at which
13 the bill is asking. Even to, how would I put this,
14 even to implement half-hour service say on
15 weeknights, that would require another full crew, and
16 we don't have that slack in the system right now.

17 CHAIRPERSON VACCA: There is no
18 flexibility in the entire DOT budget to do anything?
19 I know you have... [Interpose]

20 JAMES DESIMONE: It's not a matter
21 of the budget; it's a matter of the personnel. We do
22 not have sufficient captains, chief engineers, and
23 assisting captains to add any more vessels at this
24 point. We were successful in '05 and '07 by adding
25 on overtime. All of that service was added on

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overtime, the additional service that was put in the schedule. And as I said, our constraint is the Coast Guard.

CHAIRPERSON VACCA: Alright, so how much overtime do you give now? '05 and '07, those people... you're not still continuing those people on overtime based on what you did in '05 and '07, are you?

JAMES DESIMONE: Those crews that are providing the service which was added...

[Interpose]

CHAIRPERSON VACCA: Yes.

JAMES DESIMONE: ...is all on overtime.

CHAIRPERSON VACCA: Since '05 and '07?

JAMES DESIMONE: That's correct.

CHAIRPERSON VACCA: Why haven't they... why aren't they on a regular payroll, why are they still on overtime? That was an agreement that the administration made at that time because it's regular service. [crosstalk]

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2 JAMES DESIMONE: We are allowed to
3 work up to 12 hours a day. That's the Coast Guard
4 mandate, right?

5 CHAIRPERSON VACCA: Yes.

6 JAMES DESIMONE: We can't work
7 them anywhere past that. So to suggest that we
8 should be hiring a bunch of people who would not
9 necessarily be working, we would probably be
10 criticized for that as well. The point is we are
11 able to staff our current schedule on overtime
12 without exceeding the Coast Guard work hour
13 limitations. If we hired more people then they would
14 be sitting around doing something and we'd be
15 criticized for that. So we're sort of at a balance.
16 Our employees work about 40 hours a week. By
17 contract, they're supposed to work 32. So they...
18 basically each employee averages about eight hours a
19 week of overtime. [Interpose]

20 CHAIRPERSON VACCA: But then, sir,
21 all this time, since '05 and '07, the city has not
22 trained the people that they should've trained. If
23 we had trained the people that we should've trained,
24 we would not have those people all still on overtime.
25 That agreement of '05 and '07 is not going anyplace,

1
2 so therefore, the overtime should not have been
3 continued. We should have had people trained and
4 then we could've had overtime for something like this
5 because the entire need was not met by the agreement
6 of '05 and '07.

7 JAMES DESIMONE: I think we're
8 sort of talking past each other here. If we had
9 hired more people we would have people sitting around
10 doing nothing, and we would be criticized for that.
11 We have tried to optimize our staff by recruiting the
12 people we did and implementing the overtime, our
13 staff on average is working 40 hours a week, which I
14 think we can call agree that's a normal work week.
15 Okay, it happens to be that the union contracts call
16 for 32-hour work week, alright? So they're working
17 an average of 40 hours a week, and I think we can all
18 agree that's probably a more cost-efficient strategy
19 than hiring people who would not be fully utilized.
20 So, you know, I'm more than willing to sit down with
21 you and explain exactly how the crew works.

22 [Interpose]

23 CHAIRPERSON VACCA: My last
24 statement and I don't mean to take time away from my
25 colleagues, these people not being fully utilized

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2 does not wash with me, because we are implementing
3 ferry service throughout the City of New York, and if
4 these people were not fully utilized on the Staten
5 Island ferry then you have other ferries now
6 servicing Brooklyn and the Rockaways, they would be
7 utilized elsewhere. It doesn't make sense to me that
8 we still have people on overtime from 2005, 2007,
9 because people would be doing nothing. You have
10 other DOT operations, aren't there other ferries
11 that... [Interpose]

12 JAMES DESIMONE: Yes, city DOT
13 does not operate any ferry other than the Staten
14 Island ferry. [Interpose]

15 CHAIRPERSON VACCA: Staten Island,
16 you're right.

17 JAMES DESIMONE: So therefore
18 these employees could not be put to work on other
19 ferries throughout the city. I'm not aware of any
20 arrangement that I could send city employees...
21 [Interpose]

22 CHAIRPERSON VACCA: There's
23 nothing else... alright, I stand corrected. There's
24 nothing else that those employees could do besides
25 work on the Staten in all of DOT?

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2 JAMES DESIMONE: No. The Civil
3 Service work rules. We, just like you, are obliged
4 to comply with all of that. You can't just put a
5 captain up at DOT headquarters doing something that
6 he's not, you know, is not called for in his title.

7 CHAIRPERSON VACCA: Okay, I stand
8 corrected.

9 JAMES DESIMONE: So we just try to
10 do the best we can. This is the most cost effective
11 strategy.

12 CHAIRPERSON VACCA: Councilman
13 Ignizio... Councilman Oddo?

14 COUNCIL MEMBER ODDO: Can I just
15 say one other question, so we all know that the
16 outlet project, the triangle property, the Wheel, the
17 home port, and any sort of ancillary and associated
18 growth that, you know, we're hoping that's gonna lift
19 all boats, forgive the pun, you know, that rising
20 tide, so you know that's coming down the pike, what
21 is DOT doing now in terms of readying itself for
22 terms of hiring?

23 JAMES DESIMONE: Yeah, we have
24 engaged the city agencies we need to. We're deep
25 into discussions and to see to it that if this whole

1
2 thing comes to pass as it appears it will and at the
3 levels it will that we're prepared for it. We've had
4 several meetings already with the agencies we have
5 to, and I can assure you we're keeping... [Interpose]

6 COUNCIL MEMBER ODDO: Can you... I
7 don't know who is... [crosstalk]

8 JAMES DESIMONE: Like OMB.

9 COUNCIL MEMBER ODDO: OMB, okay.

10 JAMES DESIMONE: And obviously EDC
11 and City Hall. We've been meeting regularly with
12 them because we do have concerns, and we want to make
13 absolutely certain that if this comes to pass to the
14 level that which everyone would like it to, that the
15 ferry is not going to be impacted. [Interpose]

16 COUNCIL MEMBER ODDO: So there's
17 detailed analysis based on you've projected certain
18 growth, ridership numbers, and with that translates
19 in terms of the need of your personnel, you have all
20 of that analysis done?

21 KATE SLEVIN: Yeah, it's in the
22 environment review for the project.

23 JAMES DESIMONE: Yeah, and, my
24 word, we're keeping a very close eye on it. The last
25 thing we want to see is something... let's put it this

1 way. I think everyone's happy that the development's
2 planned and it looks like it's gonna take place. On
3 the other hand, from where I sit, I want to make
4 absolutely certain that the ferry is not impacted and
5 that we can perform the service we're supposed to do
6 in a timely manner. So I don't even know how many
7 meetings we've had so far, so... and we will continue
8 to.

10 COUNCIL MEMBER ODDO: My last
11 question, Mr. Chairman. So if we reach a compromise
12 in September of 2013 for increased service, let's say
13 from seven, eight, nine, ten, eleven, midnight, 1a.m.
14 in the morning, half-hour service, let's just... how
15 much time do you need, do you anticipate, to go out
16 and hire the personnel that you say you need?

17 JAMES DESIMONE: I would say that
18 to increase that level of service, I'm sure we would
19 need at least a year to 18 months. That will, you
20 know, as soon as you get filled up, all of a sudden
21 three captains come up and say they're retiring. You
22 know, so it's that sort of thing that you're always
23 dealing with a certain amount of attrition, and
24 you're limited by the number of headcount that the
25 city will permit you. But, in any case, like we did

1
2 in '05 and '07, it's going to take a period of time
3 in there so that we could staff up.

4 COUNCIL MEMBER ODDO: What... break
5 that 12 to 18 months down for us, what... why 12 to 18
6 months, what?

7 JAMES DESIMONE: I mean to train a
8 captain is not something that gets done ex... yeah, and
9 we do not put anyone forth as a captain unless they
10 have served the minimum of one year as an assistant
11 captain. [crosstalk]

12 COUNCIL MEMBER ODDO: Is there
13 lead up time for that training that we can be doing
14 right now and then once there's a compromise reached,
15 let's say, boom, you snap... you know, you flip the
16 switch and the potential captains are there and
17 everything? All the lead up time... [crosstalk]

18 JAMES DESIMONE: I mean we're
19 always training people. What has to happen first is
20 that if you start at the mate level, they have to go
21 and take a Coast Guard exam to what is called
22 pilotage for the New York harbor. That's a special
23 endorsement on their license. It says First Class
24 Pilot and, you know, then the exam brings you up to
25 the battery hypothetically.

1
2 So it takes so many trips to do
3 that. They have to file the paperwork with the Coast
4 Guard. They have to sit for the exam. They have to
5 pass the exam. Only then do we start their training,
6 and then they would start being trained as an
7 assisting captain, and after so much training,
8 depending on the person's aptitude and our sign off,
9 then it would get moved up to assisting captain, and
10 at that point, as I said, we don't promote anyone to
11 captain unless they have one full year at least as an
12 assistant captain. So that's sort of the timeline.

13 Any one of our mates that says,
14 listen, I'm going to sit for my pilotage. As soon as
15 they get the pilotage we start training them. But,
16 as I said, just when you think you're a little bit
17 flush, two or three captains come up and retire, like
18 Chris Cabela [phonetic] who was certainly one of our
19 finest captains who has been involved in a lot of
20 great things; he just retired. We have another one
21 that's going to retire in the fall. We didn't expect
22 either of them, and so that's... every time you think
23 you're there all of a sudden someone comes in and
24 says, guess what, I'm retiring, and then you're
25 playing catch up again.

1
2 CHAIRPERSON VACCA: Council Member
3 Ignizio then Council Member Koo. Rose... oh, Koo,
4 sorry.

5 COUNCIL MEMBER IGNIZIO: Thank you
6 very much. Listen, some of the concerns was that and
7 what you have said was that so even if this bill is
8 passed and everybody supports it, the minimum
9 implementation time is 18 months?

10 JAMES DESIMONE: I don't want to
11 be, you know, say that absolutely because I'd have to
12 understand what the exact service is because all of
13 that is predicated. If you say, okay, we're gonna do
14 a half an hour around the clock, 24/7, 365 days a
15 year, that's quite different from something that
16 might be negotiated that might be less than that. So
17 without knowing exactly what the... I'm saying, okay,
18 365 days a year, half an hour service, we would have
19 to take every bit of 18 months to get enough people
20 in-house trained to the level that they need to.

21 On the other hand, if there was
22 something less than that then obviously we'd probably
23 be able to wrap up a little sooner.

24 COUNCIL MEMBER IGNIZIO: Okay.
25 And at the... a couple weeks ago, the Mayor did an

1 announcement where he was expanding what I call fast
2 ferry service, commuter ferry service, in other areas
3 of the city which I recognize is not DOT, and in the
4 course of the conversation or his press conference,
5 he said, well, these are economic development tools,
6 this is great for the local community and provides
7 for the growth and good transportation. It's the
8 lifeblood of the community. It is the
9 administration's position is that's not the case or
10 not as important to Staten Island as it is in these
11 other communities?
12

13 KATE SLEVIN: No, I think that we
14 provide the service that the ridership demands, and
15 we'd be happy to share some overnight ridership
16 numbers with you, you know, at a later date and show
17 you exactly what we're talking about.

18 COUNCIL MEMBER IGNIZIO: Right,
19 but I mean this was similar in vein, I'm saying, that
20 the Mayor said that they had subway service already
21 which was adequate, they were adding additional ferry
22 service and additional ferry runs and saying that
23 this ferry service would add to the economic vitality
24 and revitalization of this community which is why he
25 was investing in it. Is that not as important as in

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2 St. George as it is in the other communities that he
3 was referring to.

4 KATE SLEVIN: That's equally
5 important across the city.

6 COUNCIL MEMBER IGNIZIO: Okay,
7 well if it's equally important then we would have
8 equal access. So, clearly it's not equally
9 important, and I recognize that we're not gonna have
10 this bill is, in my view, gonna go forward. This
11 bill is not gonna get debated or negotiated in this
12 form. I recognize this is going to be at a different
13 level, but I just, you know, I think it's... I think
14 it's shameful that we're in 2013 and we're discussing
15 hour long service and that's acceptable by DOT when
16 they want... when their priorities want to be
17 implemented they move heaven and earth to implement
18 them, but when it's something that a community
19 outside of the one-mile-zone around City Hall is
20 interested in and/or people that have difficult
21 commutes then they're not as interested, so that's
22 not for you to comment on. That's just what I
23 believe and, you know, I think the bill is the right
24 way to go.

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2 I think we ought to pass it as
3 soon as we can, Mr. Chairman, and elections are a
4 very interesting thing as my colleague (inaudible)
5 Oddo says, and it's my hope that all candidates in
6 the upcoming mayoral race see us and understand that
7 this is an important part of Staten Island's future,
8 understand the failings of the previous
9 administration and how they let us out to dry despite
10 getting huge margins, and they will make good on the
11 promise to ensure that we have adequate
12 transportation that has not been provided by previous
13 administrations.

14 CHAIRPERSON VACCA: Council Member
15 Koo?

16 COUNCIL MEMBER KOO: Thank you.
17 If I understand you correctly, you just said all the
18 crewmembers for Staten Island ferries, they got paid
19 eight hours overtime every week?

20 JAMES DESIMONE: They average
21 about 10 hours over... excuse me, eight hours overtime
22 a week, but their base, what they are required to
23 work, is 32 hours a week. In other words, their
24 normal work week is 32 hours. So with the overtime,
25 it comes up to 40 hours a week.

1
2 COUNCIL MEMBER KOO: So why do you
3 sign a contract with the union for all intent to work
4 only 32 hours a week?

5 JAMES DESIMONE: That was signed
6 long before this administration came into office,
7 okay.

8 COUNCIL MEMBER KOO: So, if that's
9 the case, you can hire more employees then to avoid
10 the overtime. [crosstalk]

11 KATE SLEVIN: I think the point
12 that we made is that we need additional resources if
13 we're going to do anything because this costs money.

14 COUNCIL MEMBER KOO: Just operating
15 the boat then, that's a high skilled task?

16 JAMES DESIMONE: Excuse me?

17 COUNCIL MEMBER KOO: Operating a
18 pilot, like driving the airplane or?

19 JAMES DESIMONE: It is very much
20 so. If you'd like to come over sometime, I can show
21 you our simulators. I can show you everything. I
22 happen to have a Masters license issued by the Coast
23 Guard, and I got that after sitting for a four-and-a-
24 half-day examination. It's a very, very skilled
25 position, and it takes an awful long time to achieve

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2 the level of expertise that you're going to carry a
3 couple thousand people around. We've had a couple of
4 incidents with the ferry, and thankfully our crews
5 are now trained to a level and skilled enough that
6 there's been basically no injuries. So this is not
7 something the DOT or I would argue that the council
8 on Staten Island is interested in, you know, going
9 cheap on or saying it is not something that we're
10 going to do the very best we can because that's my
11 mandate is to operate the ferry as safely and as
12 efficiently as possible.

13 COUNCIL MEMBER KOO: Well, I don't
14 think this is a big problem. If you want to operate
15 a school to train all those crewmembers (inaudible)
16 how you many years you need to train a member to
17 become a captain or assisting captain?

18 JAMES DESIMONE: I, and most of
19 the officers at the Staten Island ferry, are
20 graduates of maritime academies. I graduated from
21 the State University of New York Maritime College in
22 the Bronx. It is a four-year program. In fact, the
23 chairman there I think hales from that part of the
24 Bronx. The Maritime College is the oldest maritime

1 academy in the nation. It's a four-year unit of the
2 State University of New York. So... [Interpose]

3
4 COUNCIL MEMBER KOO: So this is a
5 college degree, four years?

6 JAMES DESIMONE: Absolutely,
7 that's right.

8 COUNCIL MEMBER KOO: And so how
9 many people you need on the boat, two?

10 JAMES DESIMONE: No, we have a
11 crew of about 15 on a large ferry. Obviously,
12 they're not all officers, but that is the driving
13 force behind any kind of timeline for us to ramp up.
14 Obviously deckhands and oilers, what we would call a
15 more, you know, unlicensed unskilled level takes much
16 less time to train and get up to speed. Our issue is
17 with the captains, assisting captains, chief
18 engineers, and first assistant engineers.

19 COUNCIL MEMBER KOO: So in the
20 future maybe we can encourage more of the high school
21 kids to go to the academy. It's a good paying job?

22 JAMES DESIMONE: I do everything I
23 can with my alumni and the harbor school.

24 COUNCIL MEMBER KOO: So that we
25 don't have to pay overtime for them.

1
2 JAMES DESIMONE: Well, that's
3 another issue.

4 COUNCIL MEMBER KOO: I have one
5 more question. I have heard most of the passengers
6 on the... I mean not most, a lot of the passengers on
7 the Staten Island ferries, they are tourists and they
8 don't get charged for, so why don't we charge the
9 tourists five dollars a trip because it costs us
10 almost five dollars to subsidize the trip, so maybe
11 we'll start it out as a pass, they can use the pass
12 to go through, and all the tourists they have to pay
13 at the entrance, five dollars or ten dollars. So use
14 that money to subsidize (inaudible) programs.

15 [Interpose]

16 KATE SLEVIN: Councilman Oddo,
17 what do you think of that idea?

18 COUNCIL MEMBER ODDO: Council
19 Member Koo, I raised this issue back in '04, '05,
20 because when folks from Indiana and Italy and Israel
21 and wherever come to the city and pay seven...
22 Istanbul, that's right, pays seven bucks for a
23 Frappuccino, I thought two bucks could go a long way.

24 [Interpose]

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2 COUNCIL MEMBER KOO: Looking for
3 five dollars though (SIC). [Interpose]

4 COUNCIL MEMBER ODDO: Well, two,
5 five, ten, but interestingly enough DOT at the time
6 opposed it, and quite interestingly many Staten
7 Islanders didn't embrace the idea the way I thought
8 they would. In fact, there's a famous video from New
9 York One where they interviewed a Staten Islander,
10 and the woman said, oh, it's the only thing left
11 that's free, let them have it. I've tried to find
12 her since, but she's with Snowden somewhere. But
13 it's... [crosstalk]

14 COUNCIL MEMBER KOO: I think this
15 is one way (inaudible)... [Interpose]

16 COUNCIL MEMBER ODDO: I thought it
17 was frankly, in all seriousness, Council Member Koo,
18 I thought it was revenue, better that folks from out
19 of the city reach into their pockets to pay than a
20 taxpayer here in the city. The DOT at the time was
21 opposed to it, and now I think there'd be some folks
22 who'd be opposed to it in that they might think that
23 there would be a chilling effect on the efforts to
24 draw tourists from off the boat to these amenities

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COMMITTEE ON TRANSPORTATION

that are slated for the North Shore, so we have not revisited that argument.

COUNCIL MEMBER KOO: I don't think the tourists will complain if we charge them five dollars to go to Stat... It's relatively cheap for five dollars, and then there would be a bigger amount to subsidize the luxury of every half hour. I have one more question. On the overnight service, you said there's not enough demand for it. So what's the average number you think the overnight service, a hundred people or ten people?

KATE SLEVIN: Something like that. We can get you that after the hearing but it's something like that.

COUNCIL MEMBER KOO: So in that case you can use a smaller boat then you don't incur so much on the fuel and the crew costs. Use a smaller boat.

JAMES DESIMONE: We do.

KATE SLEVIN: We do.

JAMES DESIMONE: We do use a smaller vessel.

COUNCIL MEMBER KOO: Yeah.

1
2 KATE SLEVIN: But it still has a
3 capacity of a thousand... [Interpose]

4 JAMES DESIMONE: About a thousand.

5 KATE SLEVIN: ...thousand people or
6 so.

7 COUNCIL MEMBER KOO: Alright,
8 thank you.

9 CHAIRPERSON VACCA: We need all
10 this data from you because we do intend to proceed to
11 have further discussion, and you know DOT always says
12 that we want to discourage people from using their
13 cars and we want people to use alternate means of
14 transportation, so giving ferry service would
15 discourage people from using their cars. People who
16 work in Manhattan, people who work in Brooklyn... or, I
17 mean Manhattan, I'm sorry, but people who work in
18 Brooklyn now drive, but people who live on Staten
19 Island and work in Manhattan, this gives them a way
20 to get there to their second jobs or to their evening
21 out without using their car, and on that basis it's
22 consistent with what the policy of the city has been.

23 KATE SLEVIN: We'll provide you
24 with that data.

1
2 CHAIRPERSON VACCA: Okay. Council
3 Member Rose?

4 COUNCIL MEMBER ROSE: Thank you,
5 Chair. You gave a figure of \$23 million additional
6 if this proposal was to be voted into law. Is this
7 dollar figure based on the use of the smaller boats
8 at the off peak hours with a 30-minute headway, and
9 if not, what would the diff... and if so... if not, what
10 would the difference be?

11 JAMES DESIMONE: It is predicated
12 on the larger boats because you cannot use the small
13 boats all the time. In other words... [Interpose]

14 COUNCIL MEMBER ROSE: No, no, no,
15 I said the smaller boats off peak.

16 JAMES DESIMONE: You can't use the
17 smaller boats off peak because if you, for example,
18 we run into like say on a Friday night or something,
19 you'll have periods of time where we're at say the
20 1:30 departure from Whitehall, you might have, you
21 know, over a thousand people on that boat, so...
22 [Interpose]

23 COUNCIL MEMBER ROSE: So, you see,
24 that's why it's really important that we have those
25

1 figures that we've been trying to, you know, find
2 out. [Interpose]

3
4 JAMES DESIMONE: I mean in the
5 middle of the night, you are having, you know, the
6 numbers will show you that they're quite low, but to
7 say that you're just going to plug in a small boat
8 for all of the half-hour slots, it doesn't work for a
9 number of reasons. Number one, what we call the
10 shoulders of the run which might be 12:00, 1:30, 5:30
11 in the morning, that's when things start to ramp up,
12 which basically makes it not possible. We actually
13 did look into the use of high speed ferries during
14 our preliminary design investigation, and because of
15 the volume on what they call the shoulders, which as
16 I said, is the late, you know, midnight, 1:00 in the
17 morning and then 5:30 in the morning, you would have
18 to have a 900-passenger high speed ferry, which the
19 cost, the fuel, and you would still only get 40-
20 minute headways.

21 COUNCIL MEMBER ROSE: So did you
22 do these various commutations being that you know
23 that we have these very high usage points that are
24 out of the off... out of the peak, you know, commuters
25

1
2 schedule, so did you do varying commutations so that
3 this figure would be more realistic?

4 KATE SLEVIN: Well, we were just
5 responding to the legislation so that's how we got
6 that figure.

7 JAMES DESIMONE: I mean basically
8 the schedule... [Interpose]

9 COUNCIL MEMBER ROSE: No, but you
10 know, we just asked for 30 minutes 24 hours a day...
11 [Interpose]

12 JAMES DESIMONE: Yes.

13 COUNCIL MEMBER ROSE: We didn't
14 say what size of boat. We... we wanted to know that...
15 we know that's a possibility. [Interpose]

16 JAMES DESIMONE: In order to
17 provide 30-minute service around the clock 365 days a
18 year, we know we would have to add three full time
19 crews. And the use of the smaller boats, for
20 example, when we hit gale force winds, the small boat
21 has to be taken out of service. Okay, that's 34
22 knots which is really not a lot of wind, which means
23 that a big boat has to be put on. You have to have
24 sufficient crewing to be able to crew the big boat.
25 We also have periods of time where one of the small

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boats is in the shipyard, so it's just... they're not always available, so...

COUNCIL MEMBER ROSE: Okay, so, you know, like so what do you do right now? We use smaller boats in the early hours of the day or on weekends, and what happens if you have a gale force wind?

JAMES DESIMONE: We bring in a big one.

COUNCIL MEMBER ROSE: You bring in a big one?

JAMES DESIMONE: That's right.

COUNCIL MEMBER ROSE: And you are able to staff it, right?

JAMES DESIMONE: We close up a couple of the decks and we staff it primarily with overtime.

COUNCIL MEMBER ROSE: Well, that would be the same case here.

JAMES DESIMONE: Not when you're going to be running a big boat. For example, on Saturday evening or Sunday evening between seven in the evening and midnight, you're gonna have to be running a large ferry, okay?

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2 COUNCIL MEMBER ROSE: You're gonna
3 have to because the ridership is there? [Interpose]

4 JAMES DESIMONE: No, there's a
5 cost associated with bringing the... this gets really
6 down into the weeds. [Interpose]

7 COUNCIL MEMBER ROSE: No, no, no,
8 I'm really trying to understand...

9 JAMES DESIMONE: Okay.

10 COUNCIL MEMBER ROSE: ...you know,
11 without having the figures, the numbers in front of
12 us, I'm trying to understand the logic.

13 JAMES DESIMONE: Okay, the logic
14 is, put it this way, someone designed two small
15 ferries around 1985, okay?

16 COUNCIL MEMBER ROSE: Uh-hm.

17 JAMES DESIMONE: We had nothing to
18 do with that. Believe it or not, it's actually
19 cheaper to run a large ferry around the clock than a
20 small ferry, because the small ferry comes out at
21 10:00 at night on overtime. It takes overtime to get
22 the engine started, warm it up, bring it out,
23 alright? Then there's a big boat that gets laid up
24 around 1:30 in the morning on overtime. There is
25 another big boat that gets brought out at about 4:30

1
2 in the morning on overtime, and the little boat
3 that's been running all night gets put away on
4 overtime. So that overtime cost is significant over
5 a 30-year life cycle, okay?

6 COUNCIL MEMBER ROSE: So, yes, and
7 we... [Interpose]

8 JAMES DESIMONE: So a small boat
9 is not the magic bullet, alright? The big... actually
10 we would have a much more efficient operation running
11 a large boat around the clock.

12 COUNCIL MEMBER ROSE: But we can't
13 afford to run a larger... yeah, a larger boat all the
14 time. So... and it's going to take a year and a half
15 you said to get the staff at the levels where we
16 could do this?

17 JAMES DESIMONE: I would say about
18 that, yeah.

19 COUNCIL MEMBER ROSE: Okay. So
20 with the staff that we had, if this was... this law was
21 passed and we used the smaller boats as you do now,
22 you... I'm trying to find out the cost differential in
23 utilizing the smaller boat, based on the numbers that
24 you know and understand, what would be the cost
25 differential?

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2 JAMES DESIMONE: It's more
3 expensive to use the smaller boat. Okay, that's... I
4 think, as I said, I could come to your office and lay
5 this all out.

6 COUNCIL MEMBER ROSE: It's more
7 expensive with the fact that only because you're
8 utilizing overtime staff?

9 JAMES DESIMONE: Well, the boat
10 has to be... no, you're missing the point. It has to
11 be brought out at a certain hour in the evening. In
12 other words, the little boat, it's activated at about
13 10:00 at night. That activation is on overtime,
14 okay? The crew comes, starts the engines up, maybe
15 an hour or two before the vessel is supposed to be on
16 the run, and then when they lay it up in the morning
17 again it is past their seven-hour-shift a day, okay?
18 So they're on overtime when they lay the boat up,
19 alright? The additional part... [Interpose]

20 COUNCIL MEMBER ROSE: So you're
21 telling me that the smaller boat with less staff, but
22 at the cost of overtime wages, is equivalent to the
23 larger boat?

24 JAMES DESIMONE: I can't just...
25 it's not... we're not comparing apples and oranges

1 here. I guess that's what the difference...

2 [Interpose]

3
4 KATE SLEVIN: Council Member,
5 maybe we should do a followup meeting to explain it
6 in a little bit more detail. [Interpose]

7 COUNCIL MEMBER ROSE: Okay. Just
8 for my elucidation does anybody understand what
9 they're saying right now? I just want to know. I
10 remove the question but... [Interpose]

11 JAMES DESIMONE: No, I mean...
12 [Interpose]

13 COUNCIL MEMBER ROSE: ...so I'll
14 move onto my next question.

15 CHAIRPERSON VACCA: Can you
16 clarify regarding smaller versus bigger, is that...

17 COUNCIL MEMBER ROSE: It really is
18 okay. I'm going to have a meeting in my office...

19 [Crosstalk]

20 KATE SLEVIN: We'll follow up with
21 you... [Crosstalk]

22 CHAIRPERSON VACCA: If you want an
23 answer, I want to help you get the answer.

24 COUNCIL MEMBER ROSE: But I'm
25 looking at the faces out here and... [Interpose]

1
2 KATE SLEVIN: I think the point is
3 the main cost... [Crosstalk]

4 JAMES DESIMONE: I think the point
5 is, is we've looked at it very closely and the idea
6 that we're just gonna be able to put a small boat in
7 and it's the magic bullet, it doesn't work that way,
8 okay?

9 COUNCIL MEMBER ROSE: Okay.

10 JAMES DESIMONE: We can't just
11 push a small boat in at a certain time of the day
12 which our director of operations has looked at. For
13 example, on weekends, I had said to him several years
14 ago, could you run the small boat later on like on a
15 Saturday or Sunday morning, and the answer is, yes,
16 we could, but if you'll look at these days here where
17 suddenly the traffic is bumped up in excess of the
18 capacity on that, you can't just then sudden... we
19 don't know what the capacity is going to be at
20 certain times of the day, and there were many times
21 of the day, obviously throughout most of the day,
22 that the capacity or the demand exceeds the size of
23 the small boat.

24 CHAIRPERSON VACCA: But let me
25 clarify, the hours we're talking about, expanding it

1 are hours that you say that there's not a demand for,
2 so I'm only following up on Council Member Rose's
3 question. If you have determined that what the
4 council members from Staten Island propose, if you've
5 determined that those are hours of low usage and
6 therefore it's not advantageous for the time to do
7 it, why don't we have, as Council Member Rose
8 suggested, a smaller vehicle? You're not gonna fill
9 up the big vehicle according... the big boat according
10 to you. [Interpose]

11
12 JAMES DESIMONE: Okay, let me
13 explain it to you. Between... [Interpose]

14 CHAIRPERSON VACCA: But would that
15 save money? Would that need less people?

16 JAMES DESIMONE: No, on a weekday
17 right now, we're running one-hour service between
18 1:30 in the morning and 5:30, okay? So what she's
19 suggesting is we just put another small boat in
20 between 1:30 and 5:30, right? That would give you
21 half an hour service. Okay, now let's move onto
22 Friday... or Saturday evening between seven and I think
23 we go on one-hour service at seven in the evening,
24 and the same thing on Sunday. Just push a small boat
25 in there. For a multitude of reasons it doesn't work

1
2 out. First off, the crew is... you don't put the crew
3 on for five hours. You just don't shove a boat in...
4 [Interpose]

5 COUNCIL MEMBER ROSE: But it has
6 to warm up in other words.

7 JAMES DESIMONE: It all has to
8 line up. On Saturday, for example, crews come in at
9 certain times of the day. Boats are brought out to
10 basically satisfy the schedule. So you can't just
11 take these little snippets of time that are in half-
12 hour... excuse me, hour intervals and just say we're
13 gonna shove a small boat into that. Basically what
14 you're gonna do is completely reconstruct the
15 schedule and you're gonna be running big boats more
16 often than you are now. You can't just keep pulling
17 them in and out, alright? And I think that's what's
18 being missed here. You don't just pull a boat in and
19 then bring a big one out, and it just doesn't work
20 that way.

21 COUNCIL MEMBER ROSE: No, you
22 could alternate. You could have the big boat on the
23 hour and the little boat on the half-hour, but we
24 will have a meeting in my office... [Interpose]

1
2 JAMES DESIMONE: It doesn't work
3 that way, and we can have that discussion.

4 [Interpose]

5 COUNCIL MEMBER ROSE: ...so that I...
6 I can understand that. And so with the Wheel and the
7 Outlet Mall coming, the number of tourists is going
8 to increase, and so... or from 2 million to 4 million.
9 That's going to impact the loading time and the
10 headway for all of the boats. So, what are we doing
11 to take that into consideration and make sure that
12 we're not losing, we're not losing, boats because of
13 the loading time that is coming into... that will come
14 into effect?

15 KATE SLEVIN: You may have missed
16 this. We addressed it earlier. We've already been
17 meeting with our sister agencies... [Interpose]

18 COUNCIL MEMBER ROSE: I was on the
19 boat.

20 KATE SLEVIN: ...about it and we are
21 very committed to making sure that any impacts from
22 development don't affect Staten Islanders. So, we've
23 been working with our sister agencies. As you seen
24 in the Environmental Review, we've already documented
25 what the impacts are going to be or what we think

1
2 they might be, and so that'll give us a starting
3 point for conversations with our sister agencies.

4 COUNCIL MEMBER ROSE: So, it's
5 going to give us a starting point and even with that...
6 [Interpose]

7 KATE SLEVIN: It's been assessed
8 and we're working on it.

9 COUNCIL MEMBER ROSE: ...and we know
10 that that's happening, so we... you have already looked
11 into bringing on more staff because of that, right?

12 KATE SLEVIN: We haven't quite
13 gotten there yet, but we have been talking to our
14 sister agencies about options, yes.

15 COUNCIL MEMBER ROSE: Okay. That
16 doesn't sound like... [Interpose]

17 KATE SLEVIN: It's just the
18 beginning of the conversation, the Environmental
19 Review just came out so it's really the beginning of
20 the discussion. The, you know, the proposal hasn't
21 even... [Interpose]

22 COUNCIL MEMBER ROSE: But we know
23 that the Wheel is going to be a reality, and so...
24 [Interpose]

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2 KATE SLEVIN: Yeah, and we've
3 identified the potential... [Interpose]

4 COUNCIL MEMBER ROSE: So why
5 wouldn't DOT... [Interpose]

6 KATE SLEVIN: Well, we just
7 haven't gotten there yet. We're working on it. We
8 are on top of it, we're working on it, but it's a
9 process so we've begun that process.

10 COUNCIL MEMBER ROSE: And how long
11 are we going to wait before we have that
12 conversation?

13 KATE SLEVIN: Which conversation?

14 COUNCIL MEMBER ROSE: The
15 conversation about needing additional staff or the
16 additional, you know, to accommodate... [Interpose]

17 KATE SLEVIN: We're already having
18 the conversations with other agencies and, you know,
19 that that's... that's essentially where the process is.
20 [Crosstalk]

21 COUNCIL MEMBER ROSE: And that's a
22 budget matter?

23 KATE SLEVIN: It is. That's one
24 of the big considerations, yes.

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2 COUNCIL MEMBER ROSE: And so we
3 should see and hear something about that by the next
4 budget cycle?

5 KATE SLEVIN: You know, it's
6 possible. We've already started conversations so we
7 might know something by then.

8 COUNCIL MEMBER ROSE: And DOT gets
9 state and federal funds, could you tell me what for,
10 what the state and federal funds are used for?

11 JAMES DESIMONE: The federal
12 funds, for example, when the terminals were
13 completely reconstructed and the three new ferry
14 boats built, that was a total cost of about \$500
15 million, and of that, \$400 million came from the
16 federal government, alright?

17 COUNCIL MEMBER ROSE: So are there
18 any state and federal funds that are used for
19 operations?

20 JAMES DESIMONE: We get a certain
21 amount of state, what is called 17-A funds, which is
22 in the scheme of things is sort of minimal. The
23 ferry's operating budget's around \$100 million and,
24 you know, I'd have to get back to you with the exact
25 amount that the 17-A state funds, but primarily the

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budget is out of the city's operating budget. We do get about 5 million a year from the federal government, FTA, and what we call a force account for maintenance, so that a certain amount of the maintenance staff is actually charged against the federal government, but the vast majority of our budget, our operating budget, is out of the city's general fund.

COUNCIL MEMBER ROSE: And state and federal funds for equipment? Do you get state and federal funds... [Interpose]

JAMES DESIMONE: We get a certain amount of state funding. As I said, I'd have to get back to you. It's not that much. As far as the federal funding goes, we get... I think it's about \$5 million a year.

COUNCIL MEMBER ROSE: So have you put in a request for additional operating funds and equipment monies from the state or federal entities?

JAMES DESIMONE: The state's 17-A funds are... it's not like you put in for additional money. It's predicated on the numbers of passengers that we carry so it's not like we go to the state and

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2 say oh we need an additional 10 percent on our
3 budget. That's not the way it works.

4 KATE SLEVIN: It's based on the
5 formula (inaudible) federal government at the state
6 level. A lot of that funding is based on formulas,
7 and that money and the funding available has declined
8 in recent years. [Crosstalk]

9 COUNCIL MEMBER ROSE: So have we
10 shared with them the projections of the increase from
11 2 million to 4 million?

12 JAMES DESIMONE: We would not
13 share anything with them. They will not respond to
14 you unless the ridership goes up, and at that point
15 the formula might kick in and you might get an
16 incremental amount more. It's not like going...

17 COUNCIL MEMBER ROSE: So you can't
18 be proactive, you have to wait... [Interpose]

19 JAMES DESIMONE: Not at all.

20 COUNCIL MEMBER ROSE: Okay. I do
21 have more questions, but Council Member Garodnick
22 needs to go.

23 CHAIRPERSON VACCA: He had to
24 leave. Lyle, why don't you summarize the question he
25 had?

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COUNCIL MEMBER ROSE: I'm sorry.

CHAIRPERSON VACCA: Lyle, yeah,
summarize it. Lyle Frank, Committee Counsel.

LYLE FRANK: Lyle Frank, Committee
Counsel. His question was that in the testimony it
says there are 70,000 people who ride the ferry on a
given day and that overnight ridership is three
percent, so that would be 2100 passengers for
overnight rides, and that would mean since there are
five boats overnight that would be 420 people a boat,
so his question was about is that accurate because
what's discussed is that there are single digits,
just a few dozen on some boats, according to those
numbers it would be about 420 people.

KATE SLEVIN: Well, the ridership
varies greatly depending on the time of day, and so
the lowest ridership is on the weekdays overnight as
you can imagine. That's when we see the lowest
ridership. It's a little bit higher on the weekends
overnight, as would make sense. So it's not
consistent, you know, per boat.

JAMES DESIMONE: The data is
there. I mean it will be provided and we've shared

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2 it with you. We've sat in your office and we've gone
3 over this.

4 COUNCIL MEMBER ROSE: It's been a
5 while.

6 JAMES DESIMONE: Yeah, but it
7 hasn't changed, yeah.

8 COUNCIL MEMBER ROSE: Well, I'll
9 be glad to see it. And advertising revenue, who
10 benefits from the advertising?

11 JAMES DESIMONE: We have a
12 contract with Ferry Ad. We charge them a certain
13 amount each year that we get for it, and that's the
14 way it's set up.

15 COUNCIL MEMBER ROSE: And what is
16 that money... those monies used for, does it go into
17 the general coffers, the pot?

18 JAMES DESIMONE: Yeah, it goes
19 back into the general fund. It certainly... yeah, it
20 goes into the general fund just like the rents or
21 anything else from the terminals.

22 KATE SLEVIN: And the current
23 contract runs through 2016.

24

25

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2 COUNCIL MEMBER ROSE: Through
3 2016? And so you're not anticipating increasing the
4 revenues generated from the advertising?

5 JAMES DESIMONE: I'm sure at that
6 point in time they will be increased. I would assume
7 that.

8 COUNCIL MEMBER ROSE: Thank you.

9 CHAIRPERSON VACCA: Do you
10 maintain counts for every boat? Do you maintain a
11 passenger count?

12 JAMES DESIMONE: Yes.

13 CHAIRPERSON VACCA: As part of our
14 discussions I'd like to look at that.

15 JAMES DESIMONE: Well, let's put
16 it this way. The accounts are such that when you
17 walk into the terminal, you go through the
18 turnstiles, you are counted. So we have counts for,
19 in other words, each block of time. We can pull out
20 on a database say between 1:00 and 1:30 in the
21 afternoon there were X number of people in the
22 waiting room, thus X number of people got on the
23 boat. But that's how the counts are done. This
24 system, unfortunately, it's not one of these things
25 that you can just extract or query anything you want

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2 on it, so it becomes a manual exercise to pull out
3 specific data. For example, the runs that were added
4 and stuff like that. So we actually pull them for
5 one week each month. We do a pretty comprehensive
6 because otherwise the manual exercise and pulling the
7 data is just, it's overwhelming. But, as I said, the
8 numbers that we have will certainly be provided.

9 CHAIRPERSON VACCA: Okay. Okay,
10 we have no further questions. I'm sorry, I'm sorry,
11 Councilman Oddo, that's right.

12 COUNCIL MEMBER ODDO: Just to sort
13 of bring it back full circle real quickly. The first
14 thing is with respect to the studies, the analysis,
15 the conversations that the administration is having
16 specific to the Wheel projects and potentially
17 additional service, all of that information has to be
18 imparted to this delegation. I would ask you to take
19 back the City Hall the fact that we need to set up a
20 meeting where we're sitting around the table because
21 I'm telling you right now, I am not voting on a EULER
22 [phonetic] for the Wheel Project without having an
23 intelligent conversation, an in-depth conversation,
24 pack a lunch, I want to know specifics about that.
25 Because I will not vote yes on a project until... and

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2 the fact that, you know, the administration's having
3 these conversations, that's great. The fact that we
4 haven't heard about or been invited to the table yet,
5 maybe it's still early in the EULER Process, but
6 don't expect us to vote as a delegation on a project
7 sort of blindly. So all of that is important for
8 those projects, but it's also important for this
9 conversation for additional service in this piece of
10 legislation. That's one.

11 Two, I don't want to pick sort of
12 bike lanes against a ferry in anyway but a study came
13 out, and Staten Island is apparently like bike lanes
14 according to (inaudible) as much as the next guy, so
15 I'm not playing that game, but I think you will hear
16 in the testimony of the public of users of the system
17 that they wish that the department gave off the
18 impression that they embraced this ferry and this
19 institution with the same level of affinity that the
20 department and the same level of passion that the
21 department has shown for other things, whether it's
22 escalators that seem to be... is there such a words as
23 "unfixable?" Whatever, to other things that they
24 will testify to.

1
2 There is a... in fact, with all due
3 respect to the associate commissioner, the fact that
4 the commissioner wasn't here for a hearing on
5 something as important and as iconic as the Staten
6 Island ferry underscores and buttresses what ferry
7 riders believe is the attitude and the mindset of
8 folks in the administration who work in Manhattan.
9 So, you know, if it's bike lanes, you know, you put
10 the bike lane in to grow bike usage. Here, we have
11 to move heaven and earth to show you there's the
12 demand, and if you embrace the Staten Island ferry
13 with the same level of passion, you would be figuring
14 out, you know, how to get additional service, how to
15 grow the Staten Island ferry service, and that speaks
16 to a mindset in a culture that we believe manifests
17 itself in other ways.

18 And lastly, and I think Council
19 Member Ignizio made this point, we're not going to
20 negotiate this bill here, but we are rational at this
21 side of the table. I don't know if we need, you
22 know, increase ferry service at 3a.m. in the morning.
23 You know, I don't know, but I certainly know on a
24 Saturday at 8:00 we do, and during the weekday at
25 11:00 we do, so we're going to be rational and with

1 the spirit of compromise on this side of the table.

2 We just ask that you take that back to the

3 commissioner and the folks at City Hall.

4
5 KATE SLEVIN: We will relay your
6 concerns. But I would like to say one thing, that
7 we've seen a lot of cuts in funding, city, state, and
8 federal level, and we have still been able to
9 maintain the Staten Island ferry service at the
10 levels that we have and we're very proud of that and
11 very... [Interpose]

12 COUNCIL MEMBER ODDO: You're at
13 the levels, wait, wait, wait, wait. With all due
14 respect, Commissioner, you're at the levels you're at
15 because this institution led by former Councilman
16 McMahon forced you to be at those levels, so... and
17 you're not going to win any prizes with the people of
18 Staten Island to say that we haven't reduced the
19 ferry service. Actually Mayor Bloomberg did at one
20 point reduce ferry services years ago. So I mean
21 saying that, you know, be grateful for the status quo
22 is not going to resonate with the people of this
23 borough or this delegation or frankly this
24 institution. [Interpose]

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2 KATE SLEVIN: Councilman, we'll
3 relay your concerns.

4 CHAIRPERSON VACCA: Thank you, and
5 I too would've expected the commissioner to be here
6 to be honest, but I've become used to her not
7 attending my committee meetings. We now have
8 witnesses from the community who would like to speak,
9 and I'd like to ask DOT to stay that you'll listen to
10 the people from Staten Island.

11 KATE SLEVIN: I apologize, Council
12 Member, I cannot stay. I know that you have given it
13 in the past, but I have to go meet with your
14 colleague in Queens so that is... [crosstalk]

15 CHAIRPERSON VACCA: Well, I have
16 to say that that's discouraging. Who is staying from
17 your agency?

18 KATE SLEVIN: My two colleagues
19 here and the rest of my staff will be here. They
20 will be taking detailed notes... [Interpose]

21 CHAIRPERSON VACCA: They are
22 staying?

23 KATE SLEVIN: ...and we'll be
24 following up with you about any concerns.

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COMMITTEE ON TRANSPORTATION

CHAIRPERSON VACCA: Okay. As long as you have representation here, and please just... [Interpose]

KATE SLEVIN: We always have representation... representatives at the council meetings.

CHAIRPERSON VACCA: Please tell the commissioner I missed her.

KATE SLEVIN: I will let her know. Thank you.

CHAIRPERSON VACCA: Okay. Linda... Linda Barron [phonetic], is that Linda Barron? Okay. Theo Dorian [phonetic], would you come up? Sandy Wolff [phonetic], and Linda Eskenas, okay. I know you, of course. That's you. I see you all the time. Okay, come on up. Why don't we ask, Linda, would you start off please by introducing yourself? Each speaker will be limited to three minutes.

LINDA BARRON: Good afternoon, Chair Vacca. Thank you for hosting the hearing this afternoon. It's very frustrating, I have to say, sitting in my seat over there listening to the Department of Transportation, and on Staten Island, is an area that's so woefully underserved in regards

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2 to transportation, to not see any kind of commitment
3 to provide adequate service, fair service to Staten
4 Island. It's just so discouraging. I just have to
5 preface my comments with that. You know, and it's
6 unfortunate that the council has to force the city's
7 hand to do something that we deserve.

8 What I wanted to really talk about
9 is... and before I start some of my comments, I just
10 wanted to make a couple comments on the DOT
11 testimony. They talked about the large ships and the
12 small ships, and I have not seen their budget. I
13 don't know anything about it, but I know that I've
14 read in the paper that the new ships have, of course,
15 a lot of money and maintenance. So, you know, I
16 think that the DOT should be required to really look
17 at their budget and look where they're spending
18 unnecessary money that maybe can be allocated to
19 this. I don't know where the revenue comes from,
20 from the tax that's generated in new stores that
21 opened recently at the ferry terminal, but that's
22 something that should be looked at as well if they're
23 looking for money to increase service. I just really
24 wanted to talk about the fact that the importance to
25 our economy on Staten Island in terms of not only the

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2 visitors but the employees and business attraction
3 and retention.

4 You know, the only existing
5 alternative to Staten Island is Express Bus that
6 services intermittent during overnight and weekend
7 hours. Only three Express Buses, the X1, the X10,
8 and the X17 run seven days a week, but only the X1
9 provides overnight service. The X1's route is
10 incredibly limited as well. It runs from Eltingville
11 on Staten Island to midtown Manhattan, and commuters
12 face even longer wait times for decreased hours for
13 this bus service, and any evidence by Staten Island
14 is with the longest commute in the nation that even
15 the bus the whole time is extremely painful.

16 Many commuters who are struggling
17 with time constraints are faced with the choice of
18 shelling out \$50 for a cab to get home from Manhattan
19 or waiting an hour at the ferry terminal. Long
20 commute times preclude Staten Island businesses from
21 attracting quality employees from the other boroughs
22 and forces residents to rely particularly heavy on
23 driving, leading to congestion. Maybe not overnight
24 but, you know, 8:00 at night. Imagine just missing
25 the ferry on your way home from work at 2a.m. You

1 sit in the ferry terminal until the next boat arrives
2 which is an hour away, then you catch the train to
3 Great Kills or a bus to Mariners Harbor, a commute
4 that should take less than 60 minutes ends up taking
5 a total of two hours.
6

7 In the other boroughs, the wait
8 time for most subway lines during overnight and
9 weekend hours is no longer than 20 minutes. Even the
10 wait for the fast train to New Jersey is no more than
11 35 minutes. It is only fair that Staten Island
12 receive the same level of service as the rest of the
13 boroughs.

14 The ferry is our lifeline to
15 Manhattan and the rest of New York City, and without
16 it, commuters, residents, visitors are stranded.
17 They are left high and dry. There is no other
18 borough that has to wait an hour for public
19 transportation within New York City.

20 In terms of over the past few
21 years, St. George area has begun to see a
22 renaissance. Staten Island has sought out new and
23 innovative projects like The Wheel, Empire Outlets,
24 RSA Development, and we have a new port house coming.
25 We have many people that are going to work on these

1 projects, so something needs to be set in place
2 before, not when this project is implemented. We're
3 going to have workers that are going to be traveling
4 construction overnight that needs to get to work
5 every day, and they can't be taking an Express Bus,
6 and in terms of even just when somebody talks about
7 the fact that, you know, you have too many
8 connections and that the MTA would have to put up
9 extra service, there are people on Staten Island that
10 would be extremely happy to go pick up their husband
11 or wife or their daughter or son at the ferry
12 terminal at 2:00 in the morning so that they would
13 know that they could get home in a timely fashion.
14 They don't necessarily need to make that connection.

15
16 So, not only will Staten Island
17 suffer without increased ferry service, but the
18 success of these developments and, you know, I was a
19 at a board meeting yesterday with my chamber of
20 commerce, and people talked about all the activity in
21 the other boroughs, particularly in Brooklyn, the
22 Brooklyn Navy Yard, new startup businesses, why
23 doesn't that happen on Staten Island? It doesn't
24 happen on Staten Island because we have limited
25 transit options. This is one area where we actually

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2 have a transit hub where development could be a
3 success, so let's make it a success and let the city
4 council vote and force the hand of the city on this
5 please.

6 CHAIRPERSON VACCA: Thank you.

7 And, sir, would you introduce yourself please?

8 THEO DORIAN: Yes. Good

9 afternoon, Transportation Committee members. My name
10 is Theo Dorian. Twenty years ago... I'm the president
11 of the St. George Civic Association. Twenty years
12 ago I and some fellow ferry riders formed a ferry
13 riders committee that advocated for improvements in
14 the ferry service and terminals. In 2004 and 2005
15 when I was the committee's chair, as a result of our
16 years of lobbying, then Council Member McMahon along
17 with his colleagues, Council Member Oddo and
18 Councilman Lanza, the predecessor of Councilman
19 Ignizio, introduced a bill that was in all important
20 ways the one that's before you. It was approved
21 unanimously and vetoed by Mayor Bloomberg who then
22 whose veto you overrode unanimously again, and the
23 Transportation Committee, I recall meeting with in
24 Staten Island at the time, included two candidates
25 for mayor today, including one of your predecessors

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2 John Liu, who was the chair at the time. I certainly
3 hope that they'll see that this bill is even more
4 necessary today than it was.

5 When the city predicted that the
6 seatrain track construction would take years to
7 complete, I still remember the front page article in
8 the New York Times focusing on the plummeting real
9 estate values on the Upper West Side because of the
10 myths this one local train being taken out of the
11 effect. They could still walk to Broadway, they can
12 still walk to Central Park West, and of all these
13 other trains they still got the Main A-Line, but
14 because this one local was taken out, real estate
15 values plummeted to do point where it warranted
16 mention on the front page of the New York Times.
17 When the city afterward somehow remarkably got it
18 done in only a matter of months, the values went
19 right back up on their steep climb, and they've never
20 stopped since. So it is clear that the amount of
21 money, I don't care if it's \$3 million or if it's
22 more like \$21 million that they're talking about, the
23 few million that you spend on this will accrue to
24 untold hundreds of millions of dollars in property
25 values. Why is it I've been asked over the last 20,

1
2 30 years, why has Bed-Stuy turned around, why has Red
3 Hook turned around, why has Long Island City turned
4 around, and I've been quoted again and again in the
5 papers, is this the next up and coming area, and I
6 always say the same thing, not until they provide
7 adequate public transit, because that's the one thing
8 that those less attractive neighborhoods have.

9 It ain't that people don't want to
10 move to a beautiful, leafy, nice neighborhood like
11 ours. It's that they want to be connected 24 hours
12 to the city that never sleeps, and at significant
13 times we just don't have that operation. I got a
14 text a little... when this meeting started that... from
15 the person that I was just going over my notes with
16 who said that Councilman Oddo has just stolen your
17 entire testimony, so... but that's because it is so
18 well known. You get any Staten Islander up here.
19 They can just tell you what all of these members have
20 just told us.

21 It is so well known, and so to
22 have to sit here and listen to the arrogance of the
23 DOT that I just heard is appalling. The DOT has
24 already... if I hear one more word about how we have to
25 prove a need for our ridership before we get it, this

1
2 mayor came up with millions of dollars to supply
3 Brooklyn ferries to a neighborhood that already had
4 it, as you pointed out, Councilman Ignizio. And we,
5 though, we have to prove it. Maybe Ms. Slevin and
6 Ms. Sadik-Khan, wherever she might be today, have
7 never heard the expression "If you build it, they
8 will come". But if you provide the service, then the
9 people will use the service. The reason they don't
10 use it is because it's not in our vocabulary. We're
11 not going to risk sitting around at 2:30 in the
12 morning for another hour for the next ferry, and
13 incidentally I wish Captain DeSimone was here to
14 hear, but we hear reports all over that ferries are
15 being canceled. The hourly ferries are being
16 canceled at record numbers, that causes a two-hour
17 delay at that point. [Interpose]

18 CHAIRPERSON VACCA: I have to... I
19 have to interrupt.

20 THEO DORIAN: Yes.

21 CHAIRPERSON VACCA: You're doing a
22 great job, but I have to interrupt.

23 THEO DORIAN: You have to cut me
24 off?

25 CHAIRPERSON VACCA: I have to.

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2 THEO DORIAN: Okay, fine. Then I...
3 I guess you have to cut me off, you have to cut me.
4 There's some... let me just summarize by saying there
5 is so much to be said for this that I didn't even
6 touch on it, but I do want to say one thing as the
7 president of the Civic Association, that the value of
8 this service to business in our community, forget
9 about the lives of the people who are affected, who
10 incidentally are disproportionately minority and low
11 income people who are most affected by this lack of
12 service. And so I commend the leadership of the
13 Staten Island Council for putting this forth.

14 CHAIRPERSON VACCA: I thank you,
15 and I do have to say that DOT does have the mantra
16 "Build it and it will come" because DOT has built
17 bike lanes, and they have waited for people to come.

18 THEO DORIAN: Right, right.

19 CHAIRPERSON VACCA: They have bike
20 lanes, and sometimes they do and sometimes they
21 don't. But I have bike lanes in my district that
22 were built and there was no demand for it, but the
23 DOT said now there is an option for it and people
24 will come when they are built, so I do understand
25 that mantra. [crosstalk]

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THEO DORIAN: Right.

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CHAIRPERSON VACCA: Why it's not applied in this case is another question, but there is the mantra, there is the view that that is a policy of DOT.

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THEO DORIAN: There you go, and may I say that this is being... they're being very disingenuous here. In their report on The Wheel, they have said they're not going to mitigate any of the impact that's being caused by the additional tourism that they are predicting. They are predicting additional usage, and they're saying we'll repaint some lines and we'll retime some lights. If you all have ever been on Richman Terrace or Bay Street trying to get to one of the bridges knowing that the time is going to be doubled by their own statistics means car usage in the North Shore of Staten Island is now going to be impossible. We're going to rely all the more on public transit which they don't intend to provide.

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CHAIRPERSON VACCA: Thank you, sir.

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THEO DORIAN: Okay.

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2 CHAIRPERSON VACCA: Yes, would you
3 introduce yourself please?

4 SANDY WOLFF: Sure. Hi, I'm Sandy
5 Wolff. I'm with the Staten Island Economic
6 Development Corporation. I wish I could steal your
7 speech for the rest of it, but my statement is brief
8 but I strongly agree with what you've said and what
9 Linda has said. It's really very powerful stuff.
10 The SIEDC is proud to support the Councilman Oddo's
11 proposal to increase service on the Staten Island
12 ferry during overnights and weekends. SIEDC
13 encourages the city council to support this amendment
14 to the City Administrative Code and to continue to
15 provide vital transportation access for Staten Island
16 residents and tourists.

17 The major capital projects
18 underway in St. George and Stapleton, such as we've
19 discussed before, are incredible economic
20 opportunities for the borough as a whole, as well as
21 local businesses and cultural institutions, which we
22 haven't mentioned the cultural institutions on the
23 North Shore that are going to be, you know, greatly
24 impacted by all of the new developments with a lot of
25 tourism opportunities. However, without adequate and

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2 Staten Island with two and a half
3 million tourists, soon to double, who ride the Staten
4 Island ferry, one of the greatest tourist attractions
5 in the world, and the 500,000 people who live in this
6 borough and 40,000 commuters cannot be cut off from
7 public transportation which we encourage all people
8 to take. The St. George theater, art shows,
9 restaurants, bars, Staten Island Museum events, Snug
10 Harbor Cultural Center many, many events, and many
11 others have regular events that end at 11:00 at
12 night. People cannot have the hardship of missing a
13 boat and waiting one hour for another. This is
14 destructive to our economy in the midst of a fiscal
15 crisis, the well being and quality of life of people,
16 visitors and the people who pay taxes here, it is
17 wrong and it is not good for the city.

18 All that is asked is a ferry
19 service every half hour. If this were true of any
20 subway, it would be unthinkable. People who live
21 have guests and work, etc., and still have a 30-
22 minute trip once they board the ferry. It may be
23 added in all kinds of weather. And another trip
24 after they arrive on either landing.

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2 For many years I have been a
3 commuter, and I must attend many necessary meetings
4 and events. I can attest that this is extremely
5 difficult and a hardship.

6 Soon we will have a North Shore
7 waterfront greenway that will allow people to walk,
8 bike or ride along a historic waterfront that tells a
9 story of our country, and that is also a Native
10 American footpath. This North Shore is a place of
11 great historic sites and houses, historic waterfront
12 communities. The restoration of this historic
13 important waterfront is one of New York City's
14 greatest assets. This and public transportation of
15 millions of people cannot be destroyed. A great
16 future always sustainable because it's what people
17 need and want, and the well being of our people and
18 our city must not be harmed or compromised. Thank
19 you.

20 CHAIRPERSON VACCA: Thank you. We
21 were joined by Council Member Greenfield and Council
22 Member Rodriguez for the record. I'd like Council
23 Member Oddo, I think, has a question.

24 COUNCIL MEMBER ODDO: Just a
25 comment, and it's a thank you to the four witnesses,

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2 and also I was remiss earlier, not to mention the
3 fact that Council Member Rose and Councilman Ignizio
4 and I were at the point of, you know, talking about
5 how this mayoral race is an opportunity for us
6 representing little ol' Staten Island, and as we were
7 having those ongoing discussions as a delegation,
8 Rashinda Kramer and Nicholas, how do I say your last
9 name? Thank you, very well done. Rashinda and
10 Nicholas paid me a visit one afternoon, and it was a
11 fortuitous meeting of the minds for all of us, and I
12 just want to thank them and the Staten Island Ferry
13 Riders Committee for their advocacy in coming out,
14 and we make a good team. Thank you for the support.
15 It's very much appreciated.

16 CHAIRPERSON VACCA: Council Member
17 Ignizio?

18 COUNCIL MEMBER IGNIZIO: Yeah, I
19 wasn't going to speak again, but I think that last
20 comment from DOT just is insensitive and insensible.
21 I mean I am sitting here and I'm a slow bird, you
22 know, whereas Jimmy, he's... you know, he either
23 screaming at you or he's loving you, and, me, I'm a
24 slow bird, and I got to tell you...

25 THEO DORIAN: You're smoldering?

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COMMITTEE ON TRANSPORTATION

COUNCIL MEMBER IGNIZIO: Yeah, yeah, for DOT to come here and say be grateful for what you got because we didn't take anything away, you know, who the hell do they think they are? That's a little over the top and I hope it's being transmitted to them through you. I find it unbelievably offensive that DOT came here to this committee and to me as a representative of the community and to the Staten Island delegation and said be grateful for what you have because we didn't take anything away. Didn't take anything away from the subways either, but that was okay. Didn't take away from buses, that was okay. Didn't take away Goddamned from the bike lanes, but that was okay, but be grateful for what you had that we didn't come and take anything away? That's way over the top and deserves an apology to this delegation.

CHAIRPERSON VACCA: Thank you, I think, Councilman Ignizio. Now, we have three new speakers... [crosstalk] three more speakers. Okay, we have Harrison Peck, Frank Murano [phonetic], and Nicholas... Nicholas. That's... oh, that's the name that we just pronounced. Okay, well you know who you are Nicholas. I'll put it that way. You're here. Good

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2 to see you. Okay. Why don't we start off... why don't
3 we start off with Frank Murano. Would you want to go
4 first, Frank Murano.

5 FRANK MURANO: Whatever the
6 committee would like.

7 CHAIRPERSON VACCA: I have Frank
8 Murano first, okay. [Crosstalk]

9 FRANK MURANO: Thank you. I will
10 be brief but I prepared lengthier comments which I
11 hope you'll review at your leisure. Thank you, Mr.
12 Chairman, and I'd like to thank the overwhelming
13 majority of the members of the City Council. The
14 fact that there are 43 cosponsors of this legislation
15 at a time when so many New Yorkers and so many Staten
16 Islanders believe that government is way out of touch
17 is inspiring proof that there's hope for at least
18 some branch of government, and at least when it comes
19 to out-of-borough transportation issues like this one
20 that you're very much in touch, and I especially want
21 to acknowledge the three members of Staten Island
22 City Council delegation who I could tell you not only
23 are they friends of mine, but I believe they're the
24 hardest working, most effective, brightest delegation

1 Staten Island's ever seen in the City Council.

2 Again, that's just my view.

3 Also... you're welcome. Also,
4 obviously I want to echo what everyone else said in
5 thanking... I'll stop there. I want to echo what
6 everybody else said... [Interpose]

7 CHAIRPERSON VACCA: Maybe
8 (inaudible) better get on with the testimony here.

9 FRANK MURANO: ...in terms of
10 acknowledging Speaker Miller, Council Members McMahon
11 and Lanza in their efforts to do this previously. In
12 terms of my perspective, I've always worked odd hours
13 and perhaps I'm selfish because I stand to benefit
14 enormously by this, but the fact is I'm not alone by
15 any stretch of the imagination.

16 For two years I would work a late
17 night shift, and I would... my shift would end around
18 1a.m., and I could tell you, the last 45 minutes to
19 hour and a half were spent strategizing about how I
20 would make that 1:30 a.m. ferry, and I would have the
21 whole routine down. Pack up my things, sprinted out
22 the door like Fred Flintstone after that whistle
23 blows, and then make a tactical decision about
24 whether to go for the 1 train or the NR or if I'm
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2 more than a couple of minutes late because somebody
3 stopped to say hello to me as I was leaving building,
4 do I then do a cost-benefit analysis of taking a
5 taxi, will the taxi get me there in time? Well, is
6 it worth the \$12 cab ride from midtown to get
7 downtown, and then I can't tell you, at least half
8 the time I would arrive at 1:33, 1:34, 1:35 or 1:36,
9 only to have to wait an additional hour, you know, at
10 a time that hour is wasted, and I see the faces of
11 disappointment on rider after rider that would come
12 hoping that maybe the ferry would let them on a
13 minute or two after, and they knew exactly what they
14 were in store for. Because at least once a week,
15 what would happen when you get stuck in one of these
16 hour long furloughs, is you get told you have to
17 leave the ferry terminal because they're cleaning
18 everything. You actually have to leave.

19 So this is the case in December,
20 January and February when it's cold. You have to
21 leave and stand outside for an hour while they clean.
22 I mean I'm certainly not against cleaning, but it
23 only further underscores the need for more ferry
24 service.

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2 In terms of the 2005 version of
3 this bill which I very grateful at the time and
4 currently that the council the Mayor's veto on, there
5 was very much a need for this legislation then, and
6 at the time ferry ridership was only about 20 million
7 annually. Since then, it's over 22 million, so the
8 level of ferry ridership has gone up. When you talk
9 about demand justifying need, and yet the services
10 have remained the same. So it was needed then.

11 It's even more needed now, and if
12 you look at all the attractions which everybody has
13 done a wonderful job talking about that are coming to
14 the North Shore, the world's largest observation
15 wheel, the only retail outlet mall in the city,
16 hundreds of units of luxury housing, hundreds of
17 units of affordable housing, the Lighthouse Museum, a
18 new brewery, and scores of other attractions that as
19 Council Member Rose put it last week have Staten
20 Island on the precipitous of seeing a real North
21 Shore renaissance, the likes of which this city
22 hasn't seen at any time.

23 It's amazing to me that anybody
24 would consider not expanding ferry service in the
25 overnight hours. Now a lot has been said about

1 professional need for this. A lot has been said
2 about the tourism need for this, but in terms of
3 leisure, I can't tell you how many folks,
4 particularly young people in their early and mid
5 twenties, make the tactical decision to drive into
6 Manhattan for a night out instead of taking the ferry
7 because they know they're gonna have to wait an hour
8 when they come back home on a Saturday night, and
9 instead of doing the responsible thing and taking the
10 ferry, they'll drive in when they absolutely
11 shouldn't, and I'm certain and I have no data to back
12 this up other than anecdotally, I'm certain that
13 there have been added instances of drunk driving that
14 have resulted in a lack of overnight ferry service.

16 On top of that I know at least one
17 Staten Island elected official once told me that when
18 he was a younger person after having one too many at
19 the ferry terminal he fell asleep as many of us have
20 waiting an hour for ferry service, and not only was
21 his wallet robbed, but they stole his shoes. They
22 actually stole his shoes. Now no Staten Islander
23 should ever have to... or any person, should suffer the
24 indignity of having their shoes stolen while they're
25 waiting to get home.

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2 In terms of the economic benefit
3 of it, I, as well as everybody else, is very
4 sympathetic to the financial situation that the city
5 is in. Nobody wants the city to spend more money
6 frivolously, but I would estimate that conservatively
7 I've spent at least 20 hours a year waiting in off
8 peak hours for the ferry. That's... now, I'm not
9 alone. How many other people is that the case for, a
10 thousand, maybe even tens of thousands? So you're
11 talking a minimum of 20,000 hours of lost
12 productivity, and I'm almost done Mr. Chairman. I
13 realize my time is up.

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15 CHAIRPERSON VACCA: You know, for
16 some reason, the clock did not work during your
17 testimony.

18 FRANK MURANO: Oh good, good.

19 CHAIRPERSON VACCA: But I would
20 like... [Interpose]

21 FRANK MURANO: I'll start again.

22 CHAIRPERSON VACCA: I would
23 appreciate... no.

24 FRANK MURANO: I will bring this to
25 a close. But that's 20,000 hours that this city

1 loses of productivity. Additionally, one of the
2 other speakers mentioned, Linda Barron mentioned
3 Express Bus service which is now available overnight.
4 We only got that a couple of months ago. For years,
5 for decades, we didn't even have overnight Express
6 Bus service, but let's talk about those folks that
7 are now taking the Express Bus into Manhattan like me
8 instead of taking the ferry. That's an additional
9 \$12 a day just to get to work. That's about another
10 \$3,000 a year that you're shelling out to take the
11 Express Bus at two, three, 4a.m. instead of being
12 able to take the ferry for free. Now, that \$3,000
13 that you're saving all of these Staten Island
14 commuters would amount to essentially a \$3,000 pay
15 raise for all these New Yorkers. These are folks
16 that would spend that \$3,000 in New York City, in
17 their communities. It's not going to go into a
18 mattress someplace. It would be a neighborhood
19 economic stimulus, the likes of which we haven't seen
20 in a long time. So finally I would definitely.. and
21 that's to say nothing of cab fares or anything else,
22 which I eluded to in my written remarks which I hope
23 you'll review. I would urge the council not to
24 compromise on this legislation. I would urge you to
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fight the good fight, and I realize I'm preaching to the choir in terms of Staten Island's council delegation, but for folks... for the other 48 members of the city council, you know, we will absolutely remember where you stand on this issue, because it is that important, and when your community needs enhanced mass transit options or anything else, Staten Island and her elected officials will certainly be there for you and we hope you'll be there for us too.

CHAIRPERSON VACCA: Thank you.

FRANK MURANO: Thank you.

CHAIRPERSON VACCA: Is the clock working because... okay, I'll add it on my lesson, okay. Sir, would you identify yourself and you're next?

NICHOLAS ZVEGINTZOV: I'm Nicholas Zvegintzov. I'm the chair of the Ferry Riders Committee, which you can find us on Statenislandferryriders.com or on Facebook. I was absolutely astonished to hear the DOT say that the ferry service was meeting the necessary service levels. We put a petition onto change.org which is a computerized petition gathering system and contacted

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Staten Islanders. There was hardly a person who did not sign up on the petition for extra ferry service. Nobody said, no, we don't need it. So I'm here to produce 1468 signatures that we acquired, plus 222 comments which I won't read through, excuse me.

COUNCIL MEMBER ODDO: Nicholas, can I interrupt you for a second?

NICHOLAS ZVEGINTZOV: Yes, sir.

COUNCIL MEMBER ODDO: The Chairman had to step out and I wanted... and he gave me the podium. I just want to call a vote on the bill seeing that we have time [SIC]. Council Member Rose, how do you vote?

COUNCIL MEMBER ROSE: Aye.

COUNCIL MEMBER ODDO: Council Member Ignizio?

COUNCIL MEMBER IGNIZIO: Aye.

COUNCIL MEMBER ODDO: Council... [crosstalk]

COUNCIL MEMBER ROSE: Unanimously, right? [crosstalk]

NICHOLAS ZVEGINTZOV: So are we done or? [crosstalk]

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2 COUNCIL MEMBER ODDO: No, I know,
3 but the Mayor's representative, Mr. Flynn, needs an
4 AED in the back. He just had a coronary.

5 NICHOLAS ZVEGINTZOV: Okay, I'm
6 done. We filed with the petitions with the
7 committee, and of course the one boat schedule turns
8 into a no boat schedule, and the other thing we've
9 been collecting is stories of people who waited two
10 hours because if your vote is canceled, it sinks or
11 somebody has a medical emergency, it's two hours to
12 wait or three hours to wait if Captain DeSimone can't
13 find a crew for another... another boat in the middle
14 of the night. So it's just dreadful, dreadful. And
15 there isn't a person on Staten Island that doesn't
16 agree. Thank you.

17 COUNCIL MEMBER ODDO: Thank you,
18 sir.

19 HARRISON PECK: Good afternoon,
20 I'm Harrison Peck. I'm the Ferry Transit Advocate at
21 the Metropolitan Waterfront Alliance. I work
22 coalition of over 730 organizations committed to our
23 waterways. Staten Island is a transit-starved
24 borough where residents often find themselves
25 disconnected from other parts of the city. The ferry

1 provides a crucial link to Manhattan Central Business
2 District as well as the rest of New York City which
3 is why despite the borough's population of less than
4 half a million people, the ferry has the largest
5 ridership of any ferry system in North America moving
6 21 million commuters between lower Manhattan and St.
7 George every year.

9 And after super storm Sandy, the
10 Staten Island ferry, together with other services
11 that were implemented by the EDC and the DOT was a
12 lifeline for hard hit areas hit by the storm and New
13 York's disabled transit network. Sandy served to
14 underscore the importance of ferries to the city's
15 contingency plans and the growing need for water mass
16 transit citywide. With ferry advocacy taking shape
17 in waterfront communities in the five boroughs, now
18 is the time to improve and expand existing ferry
19 service including and especially the Staten Island
20 ferry. Staten Island is growing rapidly with new
21 projects ranging from parks to community and
22 residential development slated for completion in the
23 next few years. Staten Island Community Board 1
24 recently approved the Mayor's plan to build the
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1 world's largest Ferris wheel and a major retail
2 complex on the North Shore.

3
4 These developments will bring new
5 populations to the North, East and South Shores who
6 rely on the ferry to provide dependable service to
7 and from Manhattan. However, at present, the ferry
8 operates to infrequently during off peak hours to
9 effectively accommodate either commuters or tourist
10 needs. Without more frequent service the Staten
11 Island ferry will not be able to accommodate future
12 demands for water mass transit and inter-borough
13 connection with Staten Island. So, of course, this
14 additional ferry service can be costly but it is
15 possible to offset these costs.

16 For example, as was said earlier
17 today, late at night when ridership is lower, the DOT
18 could run boats, smaller boats less than a thousand
19 capacity, which will demand less fuel and fewer
20 staffers thereby reducing some of these costs or
21 moreover by offering more flexible travel options, a
22 more consistent and reliable schedule will also
23 encourage tourists to leave the ferry terminal and
24 actually explore the island itself because they'll be
25 less concerned with their ability to get back to

1
2 Manhattan in a timely manner, and they'll be
3 encouraged to spend money at new attractions like the
4 Wheel as well as well-established institutions like
5 Snug Harbor and diverse neighborhoods across the
6 entire island. And these tourists, as was also
7 mentioned, could even potentially be charged a
8 smaller fee to help subsidize more reliable service,
9 a free service to Staten Islanders. I believe an
10 agreement like this exists on the bridge, on the toll
11 bridges already, by agency agreement.

12 So easier access to and from
13 Staten Island will be a boon to the borough in an
14 economic and a social boon to the borough, and we
15 therefore urge the city council to amend this code
16 regulations governing the Staten Island ferry to
17 provide more frequent, reliable and efficient
18 operations for passengers to and from the island.

19 CHAIRPERSON VACCA: Thank you.
20 Any questions from the council members?

21 COUNCIL MEMBER ODDO: Mr.
22 Chairman, Mr. Murano's voice sounds familiar. Your
23 voice sounds familiar, do I hear you on the radio?

24 FRANK MURANO: I appreciate you
25 mentioning that, yes. So I would encourage everybody

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COMMITTEE ON TRANSPORTATION

to listen to AM 970 where tonight you can actually hear me continue the rest of my testimony beginning at 1a.m. tonight.

COUNCIL MEMBER ODDO: Chair, he's out of order. Can we please rule him out of order please?

CHAIRPERSON VACCA: Somehow I think Councilman Oddo knew the answer to that question. Now, before Councilman calls the roll on this question, there would be no further speakers. I want to thank those who attend, and I want to thank the council members. I want to thank everyone for coming today, and there would be no further business, it is now a quarter to three on Friday, and this hearing is officially adjourned [gavel].

C E R T I F I C A T E

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



Date 07/11/2013