

Testimony of the New York City Economic Development Corporation
New York City Council, Committees on Transportation and Economic Development
Hearing: Oversight—The JFK Redevelopment Program
January 13, 2023

Good afternoon, Chairs Farías and Brooks-Powers, and members of the Economic Development and the Transportation Committees. My name is Andrew Genn, and I serve as the Senior Vice President of Transportation for the New York City Economic Development Corporation (“EDC”). I am joined by my colleague Mikelle Adgate, Senior Vice President in our Government and Community Relations department. With us today are also, Charles Ukegbu, Assistant Commissioner, Regional and Strategic Planning and Diniece Mendes, Director, Office of Freight Mobility from the Department of Transportation as well as Deputy Chief Michael Pilecki and Director, Michael Clarke from the New York City Police Department. Thank you for the opportunity to testify about EDC’s role in the JFK Redevelopment Program.

The John F. Kennedy International Airport is critical to New York City’s economy. It supports tens of thousands of direct and indirect jobs, generates over \$40 billion in economic activity, while connecting city residents to the world and bringing the world to us. Prior to the pandemic, in 2018 JFK accounted for nearly 41,000 direct jobs and 278,000 indirect jobs.

During the height of the COVID-19 pandemic, as you can imagine, JFK suffered tremendous losses, with total passenger volume shrinking by 70 percent. However, JFK and the other regional airports rebounded just like New York City, and has since regained passengers. In November 2022, JFK saw an increase of 34.5 percent in passenger volumes over the previous year. This included a 15 percent increase in domestic passengers and a healthy 65 percent increase in international travelers. These monthly increases followed even stronger recovery months through the first half of the year, reflecting a rebound in air travel following the disruptions that occurred in the two previous years due to COVID.

JFK and New York City have enormous competitive advantages that the airport continues to capitalize on. First, New York City is by far the nation’s largest consumer market, with a diverse population that reflects the entire world. It is a gateway for millions of tourists and provides New Yorkers with access to every corner of the globe. In 2019, the airport served a

record 62.5 million passengers, over half of whom were international passengers, also a record. Even in 2021, during the recovery from COVID, it served more than 30 million travelers.

JFK is also a major gateway for trade. Shippers with goods destined for the metropolitan area, New England, the Mid-Atlantic, and beyond, often make JFK their first choice. And JFK has the most international traffic of any airport in the United States. Every international flight to New York City can carry cargo in the hold. Well over 50 percent of JFK cargo comes in the belly of commercial aircraft, with the rest arriving on dedicated freighter aircraft. This enormous “lift” provides shippers with a cost advantage out of JFK for many foreign markets. Frequent service, with multiple flights per day, is available to key cargo gateways in Europe, the Middle East and elsewhere. Additionally, JFK has specialized facilities that can handle almost every type of cargo. JFK has an unparalleled network of freight forwarders, customs brokers, and trucking companies that can process and ship this cargo and that are familiar with ever-changing customs and security regulations. Lastly, JFK has enormous room and potential for growth. With almost 5,000 acres, JFK can accommodate forecast demand for cargo facilities for the next 30 years.

I now want to turn to the role that the City of New York, and EDC, plays with JFK. The City of New York owns the land that both LaGuardia and JFK are located on. We at EDC represent the counterparty to the City’s lease agreement with the Port Authority of New York & New Jersey (PANYNJ) for both sites. The current lease began in 2004 and was set to expire in 2050, before the 2021 lease extension extended the time to 2060. Under the terms of what’s known as a triple net lease agreement, the Port Authority has complete operational control of the airport. Through its operational control, the Port Authority oversees capital planning, such as renovations, as well as the current redevelopment program. The Port Authority is also responsible for all aspects of airport functions, including airside operations, asset management, maintenance, customer experience, capacity utilization, environmental stewardship, safety, security, and community relations. Many of these activities it carries out through subleases, vendor agreements and concessions.

On the other hand, the City, and by extension EDC, have a far more limited role under the terms of the lease agreement. To monitor the Port Authority’s performance, however, the 2004 Lease created an “Airport Board” which is empowered to “review Municipal Air Terminal operations against certain financial, operational, and performance standards” that were

established by the City and the Port Authority. The Board includes four Mayoral appointees and four representatives from the PANYNJ. The Airport Board provides an enhanced ability for the City to engage with the PANYNJ using key performance metrics, including market share for passenger and freight relative to competing airports, passenger and freight air services by global region, delays, and capital investment,

As I previously mentioned, in 2021, the City, in close coordination with local elected officials agreed to extend the lease 10-years through 2060, to facilitate the ambitious redevelopment of JFK that envisions a unified, interconnected world-class airport with the capacity to handle a forecasted 100 million passengers by 2050. The JFK Redevelopment will result in the construction of four new terminals at Terminals 1, 6, 4 and 8 supported by \$15 billion in private investment and a \$3 billion investment by the Port Authority.

Multiple representatives from the City family participated in the negotiations that led to the lease extension, including EDC and elected officials. Through this broad participation in this negotiation by EDC and elected officials, a package of community benefits was identified, and ultimately secured.

With respect to workforce development, the City has set high expectations for the Port Authority to ensure that 30 percent of jobs are minority hires and seven percent are women hires across all construction trades, as well as a higher 40 percent minority hires among laborers. We require best efforts to hire first from zip codes around JFK Airport, followed by all of Queens.

We require new pre-apprenticeship programs prioritizing local residents in coordination with the Building & Construction Trades Council of Greater NY;

We also expanded the Council for Airport Opportunity (CAO) in downtown Jamaica and Far Rockaway to facilitate long term local hiring. The CAO is a nonprofit trade association whose mission is to place local residents in airport jobs through job training, job readiness and other services.

In addition, we also secured a commitment to fund an Office of Second Chance Employment to connect formerly incarcerated individuals or those with past involvement in the criminal justice system with jobs at the airport.

When it comes to business development, we secured a commitment for the Port Authority to engage with MWBE contracting across their financing, construction, design and operation needs, including prioritization of local MWBEs. We also required that they hire independent

MWBE compliance consultants to focus on meeting, monitoring, and reporting on MWBE goals, as well as develop a Business Development Opportunity Center to facilitate local capacity building and matchmaking focusing on local MWBEs.

To ensure that the redevelopment creates opportunities for youth in Queens, the City and elected leaders included a commitment for the Port Authority to create scholarship programs for local middle and high school students and establish an aviation focused STEM program at York College. These efforts also include the expansion of a summer minicamp in collaboration with the Eastern Queens Alliance that educates middle school students on environmental stewardship and sustainability; these students also participate in multiple high school career fairs annually; and have opportunities through a local internship program.

The 2021 lease also ensured commitments related to environmental sustainability. The Port Authority has committed to a minimum of LEED Silver at new terminals and that new terminals will transition diesel powered ground service equipment to electric. During redevelopment, the construction equipment is required to be lowest reasonable emissions use including limiting engine size, requiring electric vehicles wherever possible, and enforcing idling restrictions; implementing marine-based barging of materials to reduce local delivery trucks; and deploying low emissions vehicle shuttle service from Aqueduct to JFK for all construction crews. Taken together implementing these measures will result in a model for large-scale construction in New York.

In closing, I wish to restate our sincere commitment to working with the City Council and local stakeholders to ensure that JFK Airport not only is a premier international gateway for travelers and goods, but a continuing source of economic vitality to the community. We believe that the recent lease extension commitments, its reporting structures and strong community involvement provide the right framework to harness this economic engine for the betterment of the surrounding community, the borough of Queens and the entire city. Thank you for the opportunity to testify. Mikelle and I as well as our colleagues from DOT and NYPD are now available for questions.

Testimony By John Williams John.williams@autocase.com

In front of a Council Committee

City Hall, New York City

January 13, 2023

My comments are based on my experience as a practicing design professional in NYC since 1979, a veteran program manager for public private partnerships including the new Moynihan Train Hall, and a leader in the use of cost benefit and triple bottom line economic analysis for infrastructure and building projects.

At the beginning of my career, I was very interested in major transportation projects developed a few decades earlier.

Those projects were dominated by the vision and efforts of one man:

Robert Moses, the personality behind the story told by Robert Caro in his best-selling book entitled: THE POWER BROKER.

In the book, there was extensive detail as to the vision, planning, engineering, and ultimately, the birth of what we now refer to as highway, parkway, regional energy networks, and park systems.

These systems originated across New York State and were replicated in most other major cities and states across North America.

Moses planted the seeds that led to our current dependence upon personal automobiles and the demise of trolleys and streetcar systems by the middle of the last century.

When I started my career in 1979,
I joined a company that was part of a network of
engineering, architecture, and landscape architecture firms that
Moses turned to execute all his NY projects.

Over time, those firms grew and put down roots across the
nation.

I was and am incredibly proud of my start with Andrews &
Clark. Like its sister firms, there was a high level of emphasis on
professionalism and design excellence.

I could not have worked for a better employer.

I recall walking around the office admiring the large
photographs of projects they were responsible for including:

The Brooklyn Queens Expressway and Brooklyn Heights
Promenade,

Park Avenue Tunnel,

UN Plaza,

Jones Beach,

Both NY World's Fair Grounds, and the

Northern State Parkway (to name a few).

There was one project that really got my attention:

**The Alexander Hamilton Interchange across the Harlem River
between northern Manhattan and the South Bronx.**

That interchange was just part of another famous –
I should say infamous project - the Cross Bronx Expressway.

This was a project from the 1950s (around the time I was born).
After the fact, I learned that it carved a canyon through a
vibrant community made up of people of:

color, new immigrants, and working-class families.

They were people who lived, worked, played, and prayed with
their neighbors
residing in the same community.

**Today we would think of it as one of premiere examples of an
environmental justice community.**

Their essential connectivity was sacrificed so that people
who owned cars and wanted to drive between New Jersey,
Manhattan, and the wealthy suburbs of Westchester County (or
to visit relatives in Boston) could do it as quickly as possible in
the comfort of their 1955 (the year I was born) Oldsmobile.

By the time Moses fell from power (around 1968)
his vision was cast in stone.

His methods and standard practices were replicated across the
country and evolved into the way things were done **UNTIL** the
National Environmental Policy Act of 1969 came along.

Prior to NEPA, Federal agencies were mission oriented. Results were all about building infrastructure on time and budget. Highways were to be over the shortest route possible **REGARDLESS** of who or what was in the way.

NEPA changed that by requiring that all Federal agencies evaluate the environmental effects of their actions. NEPA was the catalyst for environmental assessments and environmental impact statements.

State and NYC specific processes quickly followed, and they echoed NEPA's emphasis on how we assess environmental impacts.

In 1979, I was hired to be the community involvement person charged with helping to expand the Long Island Expressway (LIE) through the Borough of Queens.

The \$2.3B (1979 \$) project would stretch 3 miles along the edges of neighborhoods that remembered Moses and the construction of the original highway in the 1950-60s.

They recalled the letters to homeowners within the project path:

We need your home,

we will pay you \$X,

You must be out by this date.

PERIOD

Nearly 20 years later, we followed NEPA, elements of New York State's Environmental Quality Review Act State (SEQRA) and the City Environmental Quality Review process (CEQR) and by the end, received unanimous support from all five Community Planning Boards.

I was proud of that project – it reflected a NEW WAY of thinking about infrastructure and avoiding environmental impacts.

Fast forward to today and I would admit that

We – the process – missed something

Beyond reducing traffic spillover into adjacent neighborhoods, that huge investment did very little to improve the lives of the people who did not own cars or make use of the expressway. It did nothing to:

Create green space,

Improve mass transit,

Increase access to affordable housing, or

Lift up local people **while others drive** to homes on Long Island.

That reality haunts me. Those communities deserved more.

Working with community planning boards on the LIE project taught me that Community acceptance is key. Acceptance by key stakeholder groups goes a long way toward building community **equity into project design**, as well as avoiding protracted litigation, and ultimately securing support needed to see projects built and be profitable with benefits accruing to **facility users**.

Mr. Ward referenced a new model for sharing benefits associated with development of major transportation infrastructure – particularly public private partnership projects JFK.

Just as the environmental review process revolutionized project development over the last half century, **Community Equity Agreements (CEAs)** will revolutionize project development in this century. NEPA requires any federal agency considering approval of a project to take a hard look at the project's environmental impacts, consider alternatives, and incorporate mitigation measures. NEPA requires that a specific process be followed but **it does not mandate a specific result**. The process creates a structure for making decisions leading to better, more carefully thought-out projects **but not for the equitable distribution of benefits generated because of development**.

I should point out that the PANYNJ is exempt from detailed requirements of NEPA but, as Mr. Ward said, has a long history of engaging and investing in impact mitigation strategies.

Community Equity Agreements would help the PANYNJ and others respond to 21st Century realities by addressing ongoing benefits as an approach to deliberately considering environmental justice and community equity **early** in the project development process.

When we speak of community equity, what do we mean?

At its root is fairness and justice.

Not everyone starts from the same place and the differences should be acknowledged and imbalances corrected as opportunities arise. The beginning of the project planning and development process or, the renegotiation of a public private partnership linked to a long-term land lease is the perfect time.

CEAs will **voluntarily elevate** long-term community equity considerations at a point in project development when their input and support are essential.

It is one thing to design a project that does not disproportionately impact minority communities.

It is another thing to design projects with ongoing benefits to host communities.

That's the goal: deliver a portion of project benefits over - the life of the project – to host communities that pay an ongoing price for their development.

This broader perspective is already evolving among sophisticated developers working with communities to create new frameworks for engagement.

Allow me to offer this fictitious example focused on the creation of a new air cargo facility at JFK. For the project developer or investor, equity can mean an ownership interest in the facility. It can also mean a seat at the table when decisions are being made (early in the process).

For community members, equity means more than just avoiding disproportionate impacts. Will the community have a stake in the success of the project (they will host the facility, provide workers for operations, be home to supply chain links between the airport and final cargo recipients)?

What might that stake look like?

How long will benefits flow to the host community? As long as the facility ground lease lasts?

How will the economic benefits enjoyed by the developer of the facility be shared with its host community?

Will the community's views be sought in advance, or treated as an afterthought in response to opposition to the project?

If the community's views are sought, what process will be followed, and will it be accessible and transparent?

Will the project developer be open to thinking more broadly about the project's value to the community than would typically be the case (construction jobs and procurement preferences during construction)?

Could the project create opportunities for education and job training (beyond construction related training)?

Could the project address childcare and healthcare needs within the community?

Could it contribute to strengthening schools and other community resources?

In short, how will social and economic benefits of the project be measured, shared, and monitored over time?

How will people whose voices have not been front and center in the past be afforded a real chance to make their points of view known on an equal footing with better resourced stakeholders?

This may sound overwhelming but, I remind you that communities are left in the wake of major infrastructure projects in ways that can be overwhelming for generations to come (i.e., the Cross Bronx example) OR they can invest in engagement. That was clearly the case – a huge difference between the Cross Bronx Expressway – and the construction of the BQE through Brooklyn Heights. Engagement on the BQE resulted in a major highway beneath a spectacular promenade and gardens attached to the most influential communities in NYC.

Private sector companies (i.e., the developer of that example JFK air cargo facility or new terminals) and host communities can thrive if they work together. This is an example of the broader movement of private sector engagement in environmental, social, and governance issues.

Companies can learn from the communities in which they operate. Engagement in these issues is good for business and for the communities.

So, when you think of a Community Equity Agreement, created at the beginning of the development process, think of it as a process for community engagement starting with public notices, involvement of elected officials, and community organizations; definition of the area to be impacted by the project; and possibly funding community representatives to retain advisors.

The process could take several months. The result would be a negotiated agreement that clearly defines its purpose and the process leading up to it. It would address amenities and services; local hiring and wages; local contracting and materials procurement; education and workforce training; housing development and subsidies; and climate resiliency measures.

The benefits could be linked to the economic success of the project, with the community having a direct stake in the project's profit margins.

The agreement could include monitoring and dispute resolution procedures to resolve disagreements through mediation instead of litigation.

Sophisticated developers are already thinking along these lines increasing the odds of this becoming a best practice.

Project development initiatives that leverage public private partnerships are ideally suited to play a catalytic role. Project locations such as JFK are in a unique position to tap the economic potential of influence over global supply chains that depend on access to metropolitan NY to complete the journey to our doorsteps.

We all benefit from that access, yet some pay a higher price (the community surrounding major transportation hubs). Let's make those economic opportunities a path to equitable communities. Thank you

END

Testimony By Chris Ward chrisoward@gmail.com

In front of a Council Committee

City Hall, New York City

January 13, 2023

Testimony from Chris Ward

My name is Chris Ward, Executive Vice President for Business Development at Bravo Inc., an MWBE firm offering architectural and engineering services.

From 2008 thru 2011, I was the Executive Director of the Port Authority of New York and New Jersey and prior to that I was Chief of Planning and External Affairs at the Port from 1997 to 2002.

I also served as the Commissioner of the Department of Environmental Protection for the first term of the Bloomberg administration.

I thank you for the opportunity to share my thoughts on the emerging role of equity and environmental justice in economic development and public infrastructure, specifically with regards to the upgrade and redevelopment of the region's airports.

We should be clear today that these questions extend throughout public and private investment.

I would like to begin with a couple of observations that will help frame the issue in terms of the Port Authority and the future of JFK International Airport.

First, the Port Authority has long been viewed as a huge but largely opaque agency operating outside of local influence and responsiveness. Ironically, this perception was likely the very result of its own creation in 1927.

As a progressive era creation, the Port was specifically created to avoid the undue influence of politics and corruption. The role of the two Governors and the Board was to make long term public investment decisions without “fear or favor” to local interests. While that perception persists - and sits at the heart of this critical issue, I will argue that since essentially the 1960s, the Port has recognized its local role and responsibility and worked to address that challenge.

If the Port has lagged in this work, it has been the dynamic transformation of the regional and national economy with all the resulting social and public policy issues that has created this problem.

Second, from a Port Authority financial perspective, it is running on the fumes of the auto industry. The toll and fare structure which underpins the Port’s entire operation has reached its financial and political limits. In short, the widespread perception that the Authority is continually

flush with cash must come to an end; the institution will be unable to spend its way out of its challenges.

With those two thoughts in mind, how should elected and local officials think about addressing the very real community impacts

- as well as the potential opportunities - of JFK airport?

I think recent Port history can provide a guide and a framework for the development of a new model of engagement that considers the fact that JFK is a lynchpin in global commerce and the future of our on-line economy whereby economic traffic is shifting from tunnels and bridges to airways and local streets. There is a social, environmental, and economic cost being paid by communities surrounding JFK that goes largely uncompensated as compared to the economic benefits that are generated by the airport.

To develop this new model of engagement, it is essential that we recognize that these examples are the result of the economic and social preconditions of the time. In the history of Port Authority, the largest community impact project would have to be the creation of the World Trade Center and the Port agreeing to take over the failing PATH system, a straight quid pro quo for the financial and community impacts of the project on a wide scale. Today, the Port

Authority continues to subsidize PATH fares at more than \$300 million a year. Those subsidies accrue to an established community of users that gain enhanced access to and from Manhattan as a result.

In the early 1970s, as the City was falling into financial default, unemployment and inflation, Peter Goldmark transformed the Port's mission to specifically include industrial job development in impoverished communities, from Yonkers to Brooklyn. Again, a straightforward response to the larger need for community revitalization. Both examples are clearly more regional in the approach but nonetheless demonstrate that the Port has over time sought to address important social questions.

Building on that history, the Port was also an early innovator on the more localized community level given certain large-scale projects. Two come to mind:

- a local environmental mitigation fund to address the potential negative ecological impacts of the fifty-foot channel deepening project. In all, the Port funded more than \$60 million in vital restoration projects.
- The other project hues most closely to the issue of today: the JFK Airtrain project. Recognizing the construction disruption and long-term impact, the Port provided a \$90 million mitigation fund for greening the Van Wyck Expressway, job development and site

restoration. Without this critical innovation the project might likely have failed to gain approval.

The last example is the most critical as we move forward into the increasingly challenging economic landscape: the Port's PILOT (payment in lieu of taxes) paid to local communities. In effect, these payments are a community investment fund, albeit on a Citywide level.

Today, the Port pays New York City \$100 Million in pilot payments which go into the general fund and are spent according to citywide, not local needs. Created during a particular period when the focus was more macro not local, there is no reason why the pilot could not fund on an annual basis, specific local community projects to address equity and environmental justice.

Most importantly, it is an existing funded obligation that if redirected would not increase the Port Authority's financial risks.

I have provided these projects and framework to illustrate that contrary to popular opinion, the Port has worked to address the community impacts of its infrastructure. I worry that it is not enough; even with the opportunity of redirecting the PILOT.

Not enough in that environmental justice communities often make contributions to regional transportation infrastructure including JFK, that far surpass the long-term benefits they receive as host communities. Also, construction jobs, apprenticeships, and procurement preferences are viewed as compensation for impacts. They sunset as development is completed while economics benefits are generated throughout the life of the assets the communities host.

Michael Harrington, the great American social critic, said that a fair and just society is based on an economy of surplus and the democratic means of distributing it. With more than \$30 billion in private investments being spent at JFK by the private sector we must develop a model of funding built on that investment and long-term returns to those who contribute to making them possible. In the same way the private sector prices any project, the new model must embed as a fixed cost these community impacts.

END

Testimony of Rev. Dr. Diane Edwards

Perpetual Praise Tabernacle, Saint Albans, NY

January 13, 2023

Committee on Transportation and infrastructure Joint Committee w/ Eco Development

Good Afternoon All,

My Testimony as one who has served in the Local Church for over two decades and in the streets as a Law enforcement Officer. I have been privileged to birth and raise my five children in this incredible boro of Queens. My homes have always been in the flight path of the runway, (LOL) so I personally am truly affected by this major redevelopment project of JFK Airport. But today I not only speak for myself but for the surrounding communities that are directly affected by this project. Last night I carefully listened to Governor Hochul's press conference celebrating this project. I listened to all the excitement expressed by the keynote speakers I.e., US Congressman Meeks, Gerrard Bushell, and Gary LaBarbera to name a few. My concerns here today are as follows:

1. Enhanced Disability accommodations, stronger wheelchair staff.
2. Accommodations for the disabled to be transported from their terminal to pick-up and/or drop-off a rent a car.

My past experiences as a disabled individual traveling in JFK has taught me that getting on the free train to the plane is not an option for the handicapped population. Accommodations are needed to be established for a more airport friendly experience for the disabled.

3. Medical Triage on Airport premises. In case of emergency (I personally observed as a former Security Supervisor working in the Security control room) that in a medical emergency the response time for the outside ambulance to arrive is way to long.

4. Expand Chapel to include on site Ministers to provide comfort to passengers that find themselves in need of the services.

5. On site Mental Health & Wellness services or made available.

6. How does the MWBE connect to benefit from the mass, economic opportunities?

How to connect with or offer Training Development opportunities?

Where, when, and how can the small SouthEast Queens vendors take advantage of this multi billion dollar community project?

"A simple decision to try" JFK per Gov. Hochul.



SOUTHEAST QUEENS CHAMBER OF COMMERCE

115-42 Sutphin Boulevard, Jamaica, NY, 11434

Email: info@seqcoc.org

1/12/2023

TESTIMONY ON JFK REDEVELOPMENT -OVERSIGHT

Dear Council Members & Community Leaders,

I am Reverend Roxanne Simone Lord, president of the Southeast Queens Chamber of Commerce. I am on several of the JFK Redevelopment committees and would like to give my testimony.

I represent hundreds of small businesses of color in Southeast Queens, predominantly African-American business owners. When speaking to many of them about the airport opportunities, I have found that many still do not know about the many opportunities at the airports. By holding meetings, conducting outreach and MWBE/ACDBE training sessions we strive to reach more entrepreneurs of color in SEQ.

The Southeast Queens Chamber of commerce were contacted by managers Tunisia Morrison and Rachelle Antoine after the pandemic and we were encouraged to help reach many more entrepreneurs in the community. They were both very passionate about this cause and renewed hope and optimism in my board and I that people of color in tiers 1 and 2 of the JFK airport would indeed be able to take part in and benefit from the JFK Redevelopment. The SEQ Chamber was motivated by these two young women to get more involved to make the goal of getting more Black and Brown business owners certified and getting contracts from the redevelopment.

The chamber partnered up with RISE and York College SBDC to lead more outreach in Southeast Queens in order to produce higher numbers of MWBE's. It was a winning plan, however in the middle of it all, we learnt that Tunisia Morrison was fired for no apparent reason. Both the work and our enthusiasm halted. We knew that Ms Morrison was zealous in her approach to get more Black and Brown people certified and we felt that we could trust her in this common mission. We the chamber would like to know why she got fired. In addition to that, the proposal that the chamber and RISE initiated was also shot down and no reason was given. We know our community and we know our people need community leaders who see us, can identify and know our struggle. We believe that the Southeast

Queens Chamber, Rise and York College working together would cause a huge paradigm shift in people of color really being able to be nurtured and groomed to rise to the occasion of becoming MWBE/ACDBE certified, building capacity to receive contracts and excel when given the opportunities.

In conclusion, we believe that the systems in place at the JFK Redevelopment to provide opportunities to businesses in Tiers 1 and 2 are broken and are not meeting the needs of Southeast Queens small businesses. We need overseers and managers with real power at the JFK Redevelopment Center who live in the community of SEQ, who understand the needs of the small business men and women of Southeast Queens and who are not just catering to the desires of entrepreneurs with money in high places. Our small businesses of color need someone to hold their hands, understand that we have special needs and cater to us so that we can reach and attain some of the development money and break cycles of poverty, barriers to capital, struggle and stress. This way we can access capital and be able to provide for ourselves, our families and our employees. Thank you.

**Testimony of Zach Miller
Metro Region Operations Manager
Trucking Association of New York**

Before the

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

Regarding

JFK Redevelopment

Good afternoon, Chairs Brooks-Powers and Fariás and members of the Transportation and Infrastructure and Economic Development Committees. My name is Zach Miller, I am the Metro Region Operations Manager for the Trucking Association of New York. Since 1932, TANY has advocated on behalf of the trucking industry at all levels of government, providing compliance assistance, safety programs, and educational opportunities to our members, and in the process, creating jobs, supporting the economy, driving safety, and delivering a sustainable future.

I testify today regarding the JFK Redevelopment Project as we have an opportunity to create a world class logistical and integrated supply chain and ensure New York City remains the center of global commerce.

It is a particularly acute opportunity for the trucking industry as we grapple with increased demand and the development project is the ideal time to focus on truck flow management and facilitating communication with each cargo facility, piloting technologies to streamline management, and coordination between airport and off airport partners. Port Authority and cargo facilities must work together to provide at minimum a single portal for more truck flow, better cargo pickup, and a longer pick-up window than the current 24-hour pickup one, all of which will result in fewer trucks parked off airport waiting for their moment to go on-airport.

This brings us to one of the unintended consequences of sidelining airport freight distribution, which is trucks parked overnight in the surrounding residential communities. Though JFK has one of the few truck parking facilities in the five boroughs, it is at capacity and therefore unable to accommodate the number of trucks that need parking, further it is restricted to vehicles on airport property and

unusable for trucks that need to park and wait for their pickup/delivery window. New truck parking facilities need to be added to both the airport and off-site to better facilitate commerce and remove trucks from residential areas.

JFK is not just a passenger airport but a major cargo hub and economic engine. Transportation routes and infrastructure improvements are desperately needed to facilitate the growing cargo needs while ensuring safe and livable streets for the surrounding communities. I want to thank our friends at Gateway JFK who provided us with valuable information. Gateway JFK, TANY, as well as the JFK Airport Customs Brokers & Freight Forwarders Association all look forward to a more effective working relationship with JFK Redevelopment.

As always, the Trucking Association of New York looks forward to ongoing collaboration and dialogue with the City Council.

Thank you for your time.

JFK Redevelopment – Hearing, April 13, 2023

Before the City Council

I, Fay D. Hill, a resident of Springfield Gardens for the over 45 years hereby submit my testimony as a resident and advocate for my community in reference to the redevelopment of JFK.

The residents in Springfield Gardens have suffered long enough with the noise and air pollution from airplanes coming in and take-off at JFK airport. Our residents have suffered with upper respiratory conditions, asthma and other unhealthy conditions caused by these planes. As people of color, we are being marginalized for a very long time and when big company comes in our into community they do not reach out the community as an whole. We are sick and tired of being marginalized and disrespected.

I remember when JFK airport was a micro site and seen it has grown and grown and they forget about their next-door neighbors who have been struggling to stay healthy and have to in live in unhealthy conditions. One would say, why not move where there are no health issues affecting that neighborhood. Yes, when big company comes into our neighborhood they must reach out to the

community where they plan to grow their businesses and see what they can contribute to make the community livable.

Now that JFK Redevelopment will be coming to our community, we would like to get some mitigation as a part of the development. Our businesses along the corridors of Farmers & Rockway Boulevards need to be restored/redeveloped. We must have our community well restored so we can continue to live here.

It is to my understanding that the site on which JFK airport is built on is owned by the city of New York. We have been asking for a while the need of a local hospital (which can be sound proof) a library in Springfield on the site of JFK to accommodate residents in Springfield Gardens, Rosedale, Laurelton and the Rockaways. Give residents funds to install sound proof equipment for their homes. Most of the residents who need to go to the hospitals have to either track to Queens or Jamaica Hospital or sometimes Nassau County if they have the means of a car.

The billions of dollars that are being allocated for the redevelopment of JFK airport could be shared with the community of Springfield Gardens and all surrounding communities. The quality of life is the **most** important aspect to our neighborhood like other neighborhoods in Queens, e.g., Forest Hills & Bayside.

Our streets are forever flooding and go into residents' basements on a regular basis. We had the condition recently in the Far Rockaways where the residents were flooded out. The town hall meeting that was presented to the residents were not given the assurance that these conditions would be rectified. It was a "lick & promise" effort on the part of these agencies that were sitting on the panel.

I am pleading with our local elected officials to get in a position of these billion dollars project and embark on the opportunity for our community.

Some of the Quality-of-Life Improvements Needed for Springfield Gardens

A hospital
A library
Restore our shopping areas – bringing them up with more attractiveness
Funds for students
Improve transportation
Environment awareness

Respectfully submitted,

Fay D. Hill
District Leader
Assembly District 31B
Community Advocate

JFK Redevelopment Program Hearing – January 13, 2023

Written Testimony

Gloria Boyce-Charles

Thank you, Councilmember Brooks-Powers, for hosting this JFK Redevelopment hearing. I regret that I was unable to attend the hearing in person as there are many thoughts that I could share about the JFK Redevelopment Project. My overriding sentiment is that the JFK Redevelopment Project shows little concern and makes little provision for the people who reside in the communities surrounding the JFK International Airport... the people who live within a six-mile radius of the airport, and those within the Southeast Queens communities of Brookville, Springfield Gardens, Rosedale and Laurelton. There is no consideration for these families as **stakeholders** with respect to this project or indeed with respect to the current day operations of the airport, which is under the auspices of the Port Authority. This is evident in the overall stated goals of the redevelopment project, which include enhancing efficiency of the roadways, upgrading and expanding terminals and expanding air cargo. These goals are designed to accommodate anticipated increases in airline passenger and cargo activity and revenue.

Certainly, the project has included the requisite environmental assessments that are “designed” to assess harms to the people on the ground; yet these tasks have been performed in a perfunctory manner, often using disputed data and largely focused only on assessing the immediate environmental impacts of associated construction activity. What about the ongoing impacts to our surrounding communities?

A redeveloped JFK supports increased airport activity. That brings with it the potential for increases to numbers of flights per hour, increased air pollution and noise pollution from low-flying planes. It also means increased truck traffic in support of the coveted air cargo revenues that are so aggressively chased by the Port Authority. All of these treasured goals benefit the Port Authority, the airlines, the City, the State and the developers. But where are the benefits to the stakeholders on the ground, especially relative to the harms that they are being exposed to?

Some would argue that the benefit is **JOBS**! And in fact, this is an area of major focus for the JFK Redevelopment Program. Administrators, and even our elected officials, seem to believe that providing contracts and jobs to local people and businesses should be sufficient compensation for the environmental burdens to which we are being subjected. The fact is that some of these jobs will go away once the redevelopment has been accomplished. And while other jobs will remain, what won't go away are the environmental burdens. While airplane passengers enjoy a quiet intercontinental flight and the luxury of a modern new JFK terminal, airport workers who live in nearby communities will come home to the noise of low flying planes and the congestion caused by 53-foot trucks illegally traversing their streets at all hours of the day and night. Please see <https://www.nydailynews.com/opinion/ny-oped-get-these-hulking-trucks-out-of-our-neighborhood-20220906-r3rcaoinvvhijlsxhikijjpdmm-story.html> for a personal account of the impact of these tractor-trailer trucks on a Brookville community.

Our children play in parks and attend schools where low flying planes drown out their voices as they breathe in fumes of airplane fuels. What are the possible impacts to their health and their ability to learn? Our children can barely safely cross our streets for the tractor trailer trucks that block their views and make hairpin turns on our local residential streets. Much, if not all this activity is illegal and unmonitored. It is known to the appropriate agencies, each of which points fingers to the other as the responsible entity (DOT, NYPD, EDC, PANYNJ).

JFK Redevelopment Program Hearing – January 13, 2023

Written Testimony

Gloria Boyce-Charles

The Port Authority expresses little to no concern for addressing these concerns. They devote no resources to supporting the community as we struggle to assess the extent of the damage being caused by these harms and attempt to address them with constructive and meaningful interventions.

These are just some of my thoughts about the JFK Redevelopment Program, accompanied by my dismay at the neglect, disregard and disrespect that is suffered by the people on the ground, who are one of its most consistent and impacted stakeholders.

Thank you for your consideration.

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

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

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Khaled M. Anderson Assembly member

Address: _____

I represent: _____

Address: _____

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

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

☐ in favor ☐ in opposition

Date: 1-13-23

(PLEASE PRINT)

Name: LEROY COMPTON

Address: _____

I represent: NYS Senator 14SD

Address: 11343 Thomas Ave

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

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

☐ in favor ☐ in opposition

Date: 1/13/23

(PLEASE PRINT)

Name: Ray G. Fung

Address: _____

I represent: Research Group

Address: same as above

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: 11/13/2023

(PLEASE PRINT)

Name: DINIECE MENDES

Address: NYC DOT

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: 1-13-2023

(PLEASE PRINT)

Name: Charles Ukegbu

Address: NYC DOT

I represent: NYC DOT

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Michelle Adgate

Address: NYC EDC

I represent: _____

Address: _____

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Andrew Genn

Address: _____

I represent: NYC Economic Development Corp.

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: 1-13-23

(PLEASE PRINT)

Name: Deputy Chief Michael Pilecki

Address: 1 Police Plaza

I represent: NYPD

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: 1-13-23

(PLEASE PRINT)

Name: Director Michael Clark

Address: 1 Police Plaza

I represent: NYPD

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: _____

Name: NYS Senator James Sanders Jr (PLEASE PRINT)

Address: _____

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: 1/13/2023

Name: Chris Ward (PLEASE PRINT)

Address: _____

I represent: Citizen

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: 1/13/2023

Name: John Williams (PLEASE PRINT)

Address: _____

I represent: Autocase

Address: _____

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