



**New Ferries
for Commercial and
Homeland Security Access
to Long Island**

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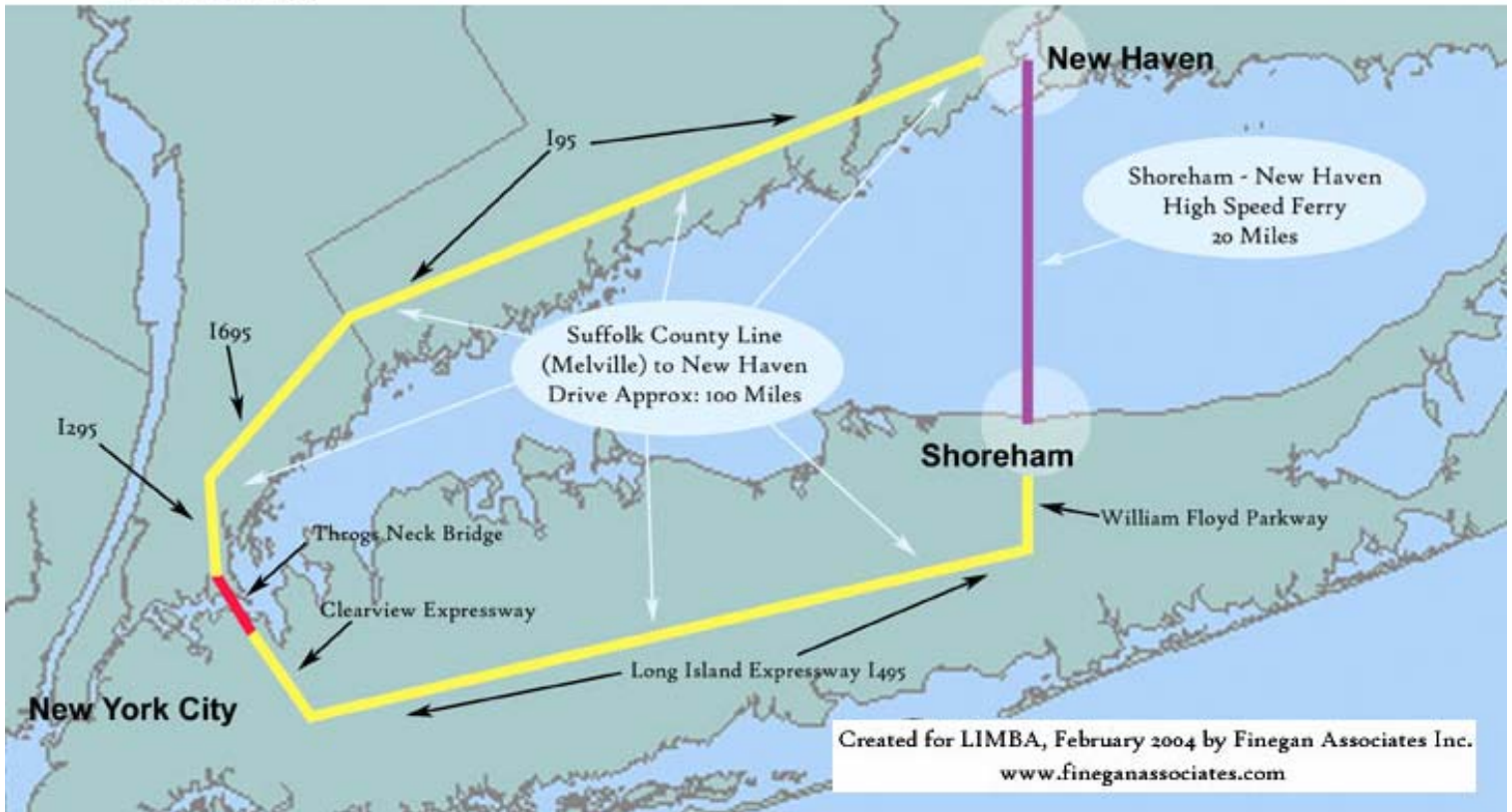
Long Island MidSuffolk Business Action

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Proposed Ferry Route: Shoreham to New Haven, CT



Catalyst for improving Long Island's transportation and economy



Shoreham: The proposed terminal location in Shoreham allows easy access to the William Floyd Parkway which connects to I-495 (Long Island Expressway).

New Haven: The proposed terminal location in New Haven would be located at the junction of I-95 (east and west) and I-91 (north), allowing easy access to major highways throughout New England.

Recognition of Need

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We have lamented the pitifully inadequate access to New England for a long time. The need for a new substantial crossing has been recognized since the days of Robert Moses. The Oyster Bay-Rye Bridge was supposed to substantially increase access to New England. The people that were in its path quashed the plans for that bridge. That link would have connected Rt 135 (Seaford-Oyster Bay Exp.) to Interstate 287 in Rye. Perhaps it was not the best idea to begin with, but the need for a new crossing is obvious.

Later, several other bridge locations were discussed. Including a bridge proposed for a crossing that would connect Shoreham to New Haven. This idea was “still born” yet it was, and is, a good idea. The beneficial reasons cited for this bridge, included, air quality enhancement, economics, access to markets, and reduced road congestion, and they all continue to be good arguments for this bridge. The resistance to that bridge was enormous, but something has changed.

Since September 11th 2001 we see our region as being more vulnerable than we ever before.

What happened on that day was bad enough, but we began thinking about the myriad of devastating scenarios that could be possible. If the western Long Island routes to and from Long Island were for any reason unusable, how would we be able to maintain the food supply and the supply of needed commodities to Long Island residents? How would we move defense industry products off Long Island to serve the nations needed defense systems? These questions move the debate of a new crossing from the arena of economics and air quality, to our basic existence in the case of a Homeland Security emergency.

The problem is that the parochial nature of Long Island politics dictates that if anything is built within 10 miles of a persons home, it is not wanted.

Politicians are often constrained by the views of their constituents. A grass-roots movement is needed to support a political initiative in Albany, with the support of the federal government.

We must avoid shortsighted objections to needed infrastructure. We must stop appeasing the few at the expense of the majority.

The solution to this problem is to frame the question differently. Homeland Security is something that concerns us all, and we all want to do what is necessary to insure our national safety. Having an efficient mid Suffolk bridge, or a high speed, high volume ferry system in conjunction with the existing ferry lines will create a more stable and efficient supply route. In the event that there was an emergency, it would be difficult, and impractical, if not impossible to evacuate the people off Long Island, but a robust ferry system would be useful in supplying the region with what it takes to provide for our health and safety.

An Elegant Solution

A practical solution exists by tying the Interstate Highway systems in Connecticut (Routes 91 and 95), to the Interstate leg on Long Island (LIE Route 495), using the William Floyd Parkway as the connecting link. The only thing missing is the water link over the LI Sound. That link could be achieved by the use of a first class ferry system. The ferry system itself would be part of the Interstate Highway System. The proposal must be part of the planning for Homeland Security and local Emergency Management Offices. Together they dictate that the safety of us all, takes precedence over the smaller concerns of some of us.

At the same time, we must listen to the local populations that are directly affected by the planning. Connecting the William Floyd Parkway with the ferry terminal at Shoreham, will dramatically reduce the impact of increased traffic to the local communities. Additional opposition to any plans will be addressed with satisfactory solutions, but the greater good of the entire population must be the determining factor in moving forward.

New Ferry Technology

New ferry technology has been developed that allows for high speed; while at the same time addressing traditional problems of fuel consumption and the damage caused by vessel wakes.

Speed

Present high-speed ferry technologies require enormous horsepower, and consume huge quantities of fuel. Speed is an important element in the new ferry operation, and new technology exists that would allow large vessels to move at a high rate of speed with a significant reduction in the traditional horsepower requirement.

This technology would allow for one way crossing times of about 30 minutes, compared with current crossing times of about 80 minutes.

Wake

The wave action produced by the forward motion of a vessel is known as wake; and the size of the wake is directly affected by the vessel weight and speed. Wake from high-speed and traditional ferries has become a major problem in coastal cities. The wake produced from existing ferries can range from three to four feet, and result in significant damage to shoreline property. New air-assisted catamaran technology allows a vessel to reduce displacement, and therefore reduce the resulting wake. The air assist feature would enable a vessel to operate 200 feet from shore at 45+ mph, and generate a wake of less than 18 inches.

Fuel Costs

Fuel consumption is not a simple equation determined by the weight of the vessel. Design, hull shape, displacement, engine type, and propulsion methods are among the engineering criteria. New air-assisted ferry designs reduces drag, which allows for faster speed with less horsepower. In larger ferry configurations this new ferry technology can reduce fuel consumption by as much as 500 gallons per hour, while still allowing the vessel to travel at higher rates of speed.

Benefits of the New Ferry

Economics:

Presently Newark is our main port of entry. A high volume high speed ferry will make New Haven a viable port of entry for Long Island. The savings on goods coming in from New Haven will result in lower costs of imports for Long Island residents.

Fuel Savings for Vehicles:

An earlier study performed in 1981 showed that 14% of all traffic that crossed the Queens Nassau border from Suffolk County had a destination in New England that would benefit from a mid-Suffolk crossing. The potential daily market at that time was 23,000 vehicles. Today because of growth in Suffolk County, particularly on the East End, that potential daily market has increased substantially. However, not enough motorists take advantage of existing ferry routes because of their terminal locations and long crossing times. A shorter and easier ferry commute would attract a significant portion of the potential daily market, and have a positive impact on Long Island road congestion. The resulting vehicle fuel savings would be enormous.

Sales of LI Agricultural Products to New England:

Suffolk County is still the largest dollar volume agricultural county in New York State, and having this important ferry link would be a tremendous boost to the local agrarian economy, and stimulate further commerce between Long Island and Connecticut.

Access to Long Island's Tourist Destinations:

Most of the tourist business for Long Island enters through the west end bridges. If we could accommodate those valuable contributors to our economy with a faster and more efficient ferry service, annual revenue for Long Island tourist destinations would increase substantially. The new ferry would also have the positive effect of reducing traffic that flows through Nassau County.

Air Quality:

By reducing the congestion on the highways that run through Nassau County we can reduce pollution from the vehicular traffic. A March 2007 report by Newsday indicated that pollution from vehicle emissions on Long Island ranks among the worst in the Nation.

Homeland Security and Emergency Response:

In a disaster situation, whether man made or naturally occurring, Long Island is in a precarious situation. During these events, if the western bridges and tunnels are blocked or closed, the residents of Long Island will find themselves completely isolated. Even if the western approaches are not blocked off, the enormous traffic congestion would prevent any kind of massive evacuation. The lack of a viable evacuation plan is what helped defeat the Shoreham Nuclear Power Plant in the first place.

While this one new ferry terminal may not be enough, it would be a vast improvement over the current situation, and gives emergency planners more options.

Re-supply and rescue missions could be conducted quickly and efficiently with these new fast ferries, which could be deployed to numerous locations throughout the Long Island coastline.

Summary

The transportation needs of Long Island were created as a reaction to what is already in place. That approach to transportation systems always puts the region in a position of trying to catch up to what has already been built. Here we have an opportunity to take advantage to what is already in place.

A rationally planned system of rails, roads, and ferries that link together is the idea behind the Inter Modal Transportation legislation that was crafted years ago under the visionary guidance of Senator Daniel Patrick Moynihan.

In looking at this proposed ferry system we have, almost by coincidence, elements of existing infrastructure, which lends itself to this concept. Some will argue that the best way to tie Long Island to Connecticut and the rest of the Northeast is with a bridge. A bridge probably is best, but the cost and delays associated with building a bridge make it prohibitive. A fixed bridge also does not allow for flexibility of deployment in a disaster scenario. A first class ferry system is 1/10 the cost of a bridge, and that's a big factor in opting for an Interstate Highway/ Ferry system combination. In addition to the exorbitant cost, a fixed bridge would probably take 20 years or more to plan and build. With proper Federal, State, and local cooperation this interstate road / ferry link could be implemented in less than five years.

This will be a visionary use of the waterfront property at Shoreham with restaurants that overlook the Sound. Adding fishing piers and gardens and enhancing the area could make this terminal site a destination of its own.

The Board of LIMBA has formally endorsed this important initiative, and we call upon other business groups to endorse this project as well. We will seek to build a consensus among federal, state, and local government officials, as well as local community and industry groups to begin implementation discussions. Funding should be made available as soon as possible to conduct thorough economic and environmental impact assessments.

The time to act is now, in order to make this important solution a reality.

Respectfully Submitted,

Ernest M. Fazio, Chairman



Solutions in Action

The Port at Shoreham

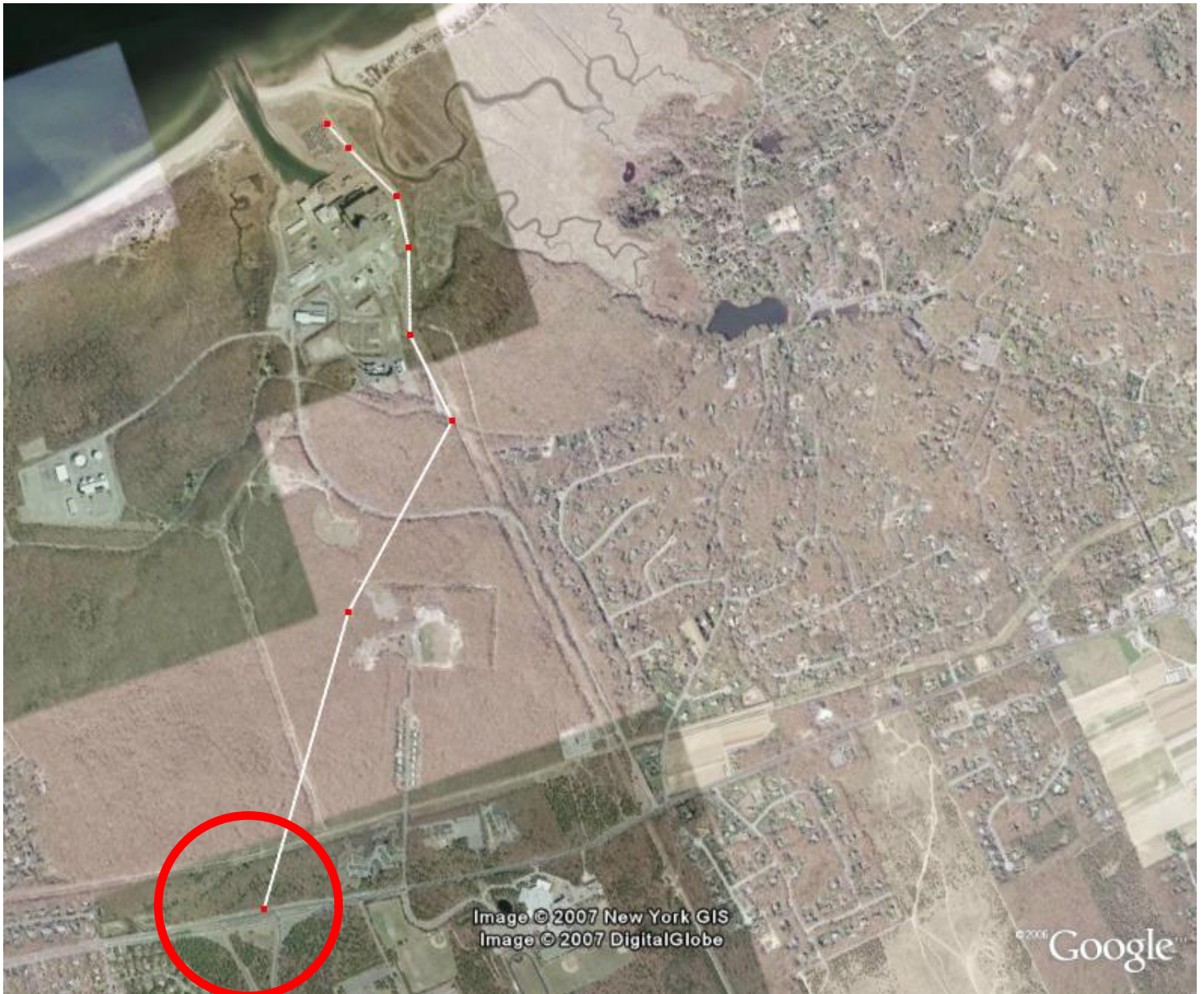


Existing inlet would need to be widened and dredged



Existing site access road to 25A

Terminal Access from Route 25A



Highlighted area is the northern end of William Floyd Parkway where it meets Route 25A.

A highway bridge or tunnel would be built at this junction to direct traffic directly to the ferry terminal, without impacting the local communities.