

APPENDIX



History and Homeland Security
How 350 years of New Jersey still speaks to us

Dr. Robert D. Higgs
Executive Director
Old First Historic Trust

September 10, 2014

New Jersey is 350!

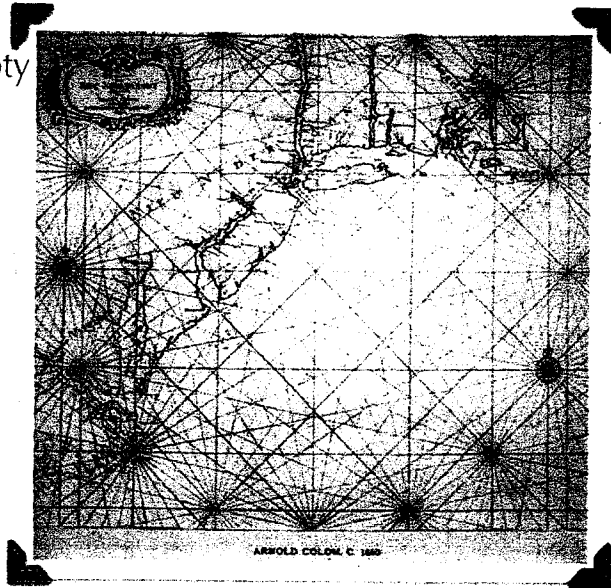
- ◆ Homeland Security
- ◆ History
- ◆ What do they have in common?



It is a great privilege to be with you during this 350th anniversary of the beginning of the state of New Jersey in the city of Elizabeth where our state was founded. It may seem strange to be discussing history before a committee tasked with the grave responsibility of promoting the safety and security of our state from a variety of natural and human-made threats, but in fact, the history of our state and the security of our state are intertwined to such an extent that the more aware we are of our history, the more secure we will be as New Jerseyans.

1664: Our Birth Year

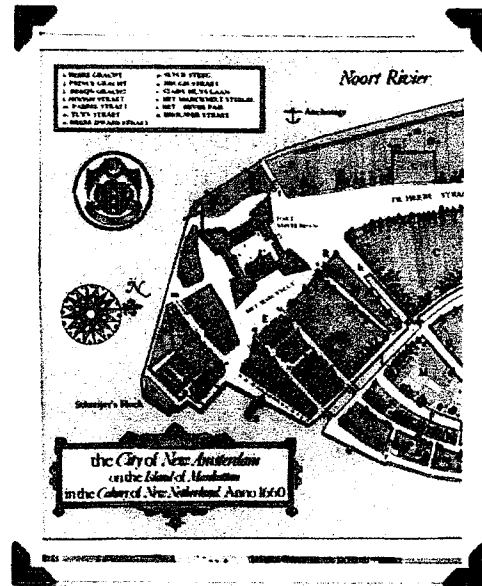
- ❖ Eastern seaboard empty
- ❖ Great Britain
 - ❖ Massachusetts
 - ❖ Virginia
- ❖ Netherlands
 - ❖ New Amsterdam



Let us begin with the founding of our state and this city in 1664. It was all about security. As we know, the eastern coast of North America was sparsely populated in those days. Only a few European nations had shown interest in planting colonies. Great Britain had two: Massachusetts and Virginia. In between, the Netherlands had established a colony they called New Amsterdam headquartered on an island called Manhattan.

Great Britain Expands

- ❖ King Charles II 1660
- ❖ Brother James, Duke of York
- ❖ Navy conquers Dutch New Amsterdam 1664



After many years of Civil War in Great Britain, King Charles II ascended to the throne in 1660 and with his brother James, Duke of York, saw an opportunity to expand his land and create new economic opportunities for his nation. Accordingly, James sent the royal navy to take over the Dutch city of New Amsterdam, which was promptly renamed New York in his honor.

New Jersey Begins

- ❖ John Ogden first official British settler
- ❖ Given permission by Gov. Richard Nicholls of New York
- ❖ Negotiates with Lenape



Now our story begins. Watching these events from his home on Long Island was a man named John Ogden. Ogden was an Englishman who had originally moved to Massachusetts in the 1630s but was constantly looking for a better place to farm and do business. With the arrival of the British and their capture of New York, Ogden saw his opportunity. He wasted no time in introducing himself to Richard Nicholls, the Governor of New York, and requested permission to negotiate settlement privileges for the land south of the Hudson River.

Elizabethtown (Northern New Jersey)

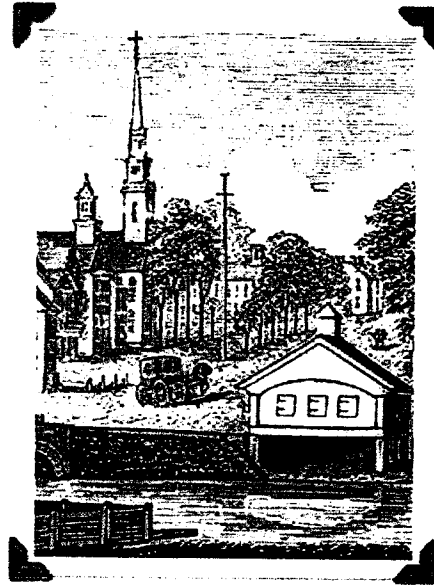
- ❖ Ogden receives land from Delaware River to Arthur Kill
- ❖ Bounded by Passaic (N) and Raritan (S) Rivers
- ❖ Named Elizabethtown after Elizabeth Carteret



This permission Nicholls granted in the summer of 1664 and by October, Ogden had obtained from the Lenape Indians the right to all the land from the Arthur Kill to the Delaware River, and south of the Passaic and north of the Raritan Rivers. Thus the gap between Massachusetts and Virginia began to be filled. The British Colonies started to become more secure.

Elizabeth, First English Settlement

- ❖ Ogden chooses site along Elizabeth River
- ❖ Protected Harbor
- ❖ River extends miles inland
- ❖ Establishes mills and shipyard



Ogden and his Associates, about 150 people in all, began to relocate to this area, building their meetinghouse only a few hundred yards from here where the sanctuary of the First Presbyterian Church is located and next to what is now the Union County Courthouse. Why here? Because in those days, it was possible to sail an ocean-going ship up the Elizabeth River all the way to where the courthouse is today and the river then extended miles into the interior of what is now Union County so farmers could easily transport their crops to market. Ogden saw this particular location as an ideal place to launch New Jersey and began to sell small (hundred-acre) plots of land, called freeholdings, all along the Elizabeth River. The idea was simple, anybody who had the means to get to New Jersey — from anywhere, could obtain land and start farming.

New Jersey Grows

- ❖ Carteret and Berkeley policy of tolerance
- ❖ Welcome small farmers
- ❖ English settlers overtaken by Scots, Irish, and other nationalities



Needless to say, New Jersey was a hit from the beginning and people from many nations started to arrive. Under Lords Carteret and Berkeley, friends of King Charles II who were awarded the bulk of the state's land by his majesty, New Jersey practiced a policy of openness and toleration. Sadly, of course, slaves also came to our state as early as the 1680s in accordance with the custom of the time. Yet, New Jersey's policy of encouraging small farmers helped make the colony strong and prosperous — ensuring our security. Our history of encouraging small-farmer freeholdings helps explain why our state is so fierce on home rule and local government. Despite our population of over 8-million, our largest city has only 250-thousand people. We don't like "bigness" in our towns.

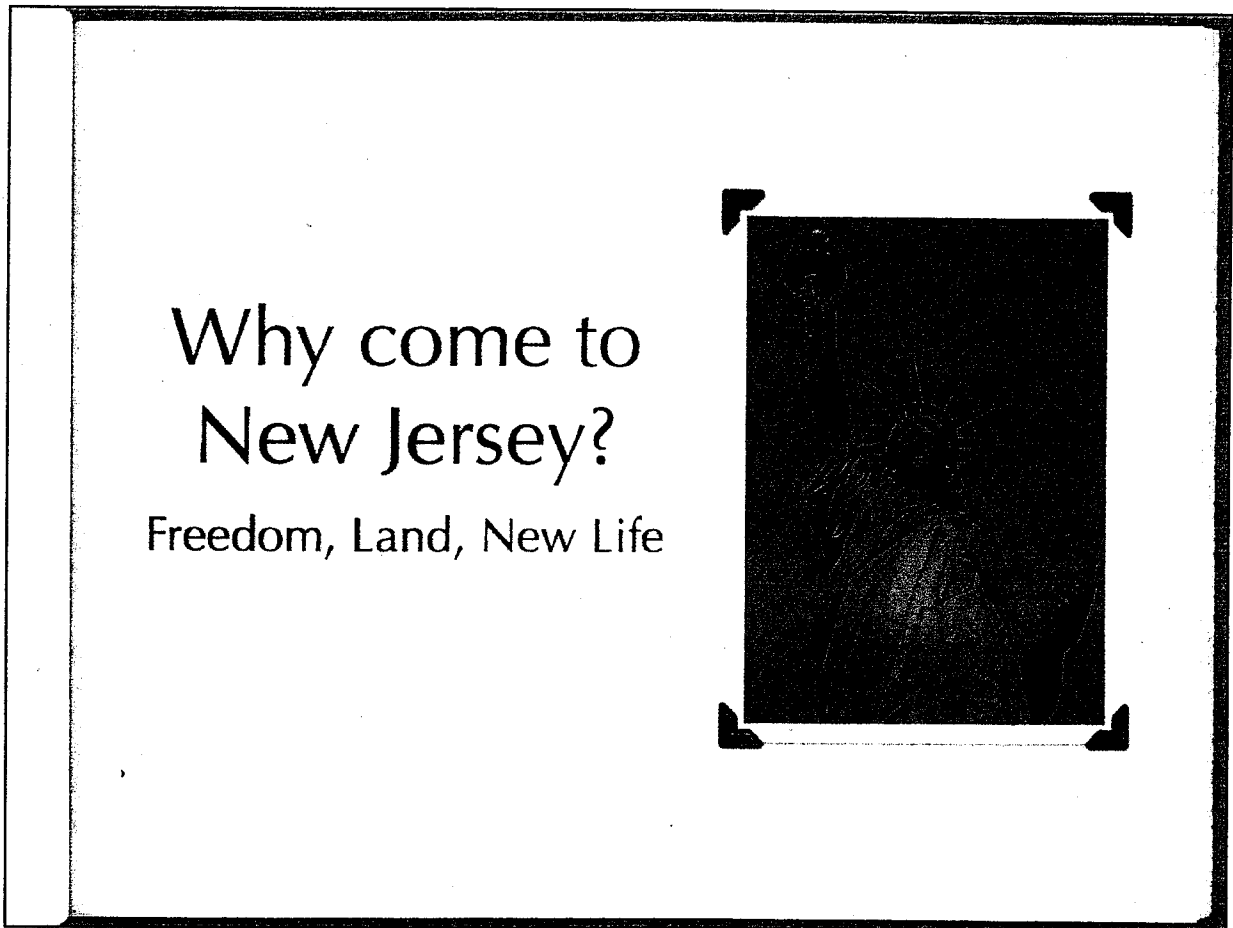
New Jersey at War

- ❖ Elizabeth plays key role
- ❖ British, Mercenaries, Loyalists on Staten Island
- ❖ Frequent raids for seven years
- ❖ People fought for their land



Rev. James Caldwell at B. of Springfield

How many of you know that in terms of national security, New Jersey played an indispensable role in winning the American Revolution? Over 60% of the encounters between British and American soldiers took place in our state, many within a 20-mile radius of Elizabeth. Why? Because only a mile from here is Staten Island and it was on Staten Island that British, Mercenary, and Loyalist troops made their headquarters throughout the entire war. From 1776 to 1783, as many as 40,000 soldiers were stationed there. In groups of various sizes, they would periodically cross the Arthur Kill and raid the land where we are meeting today. Over the course of the war, the small farms painstakingly established by colonists of many nationalities were destroyed. General Washington, who spent many months of the war in Morristown, stated no place in America was damaged as much as New Jersey, especially this section of New Jersey. The people fought and resisted and fought again for seven years. No place in America endured like we did. Why? Because as freeholders, they had something to fight for!

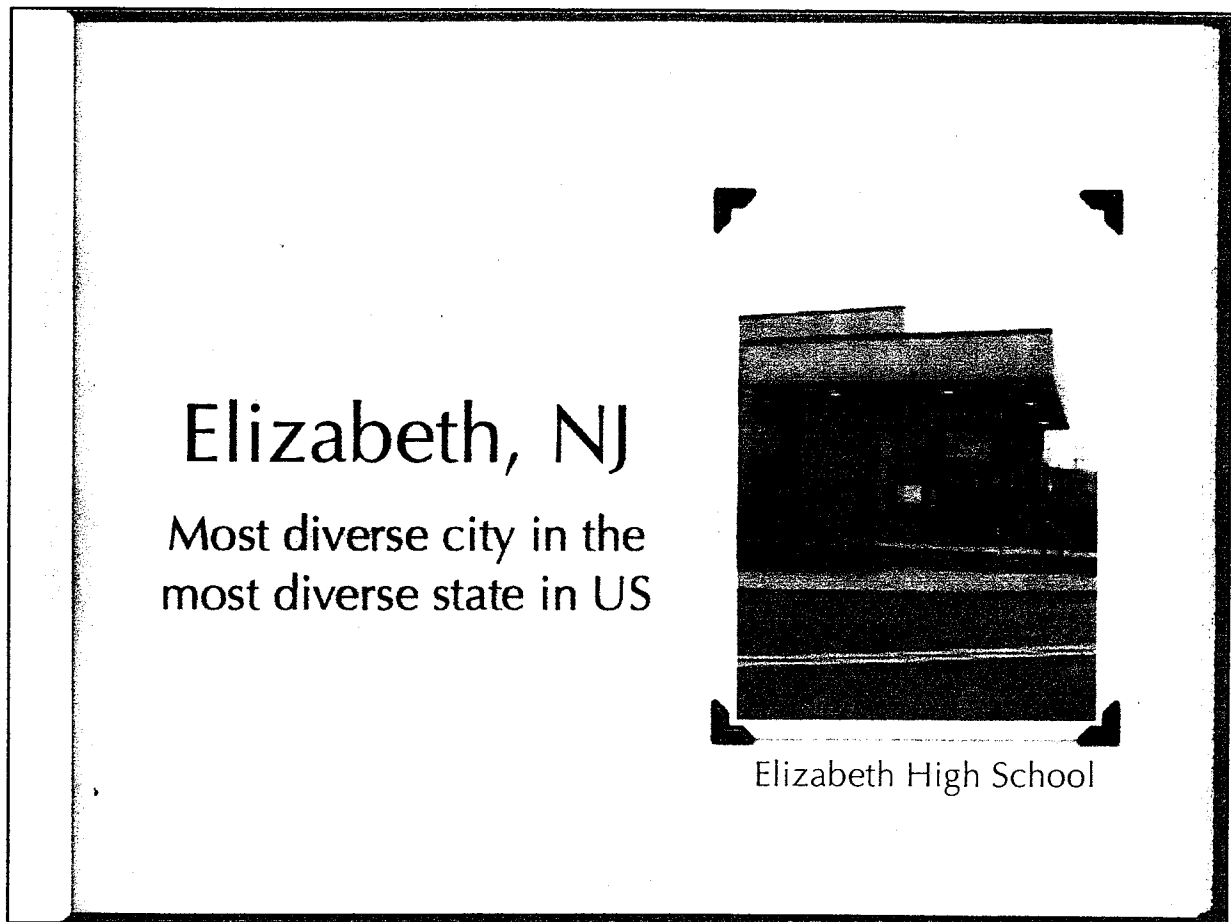


For over one hundred years, people from many lands were coming to New Jersey to settle. Some bought farms and stayed. Others found new homes and moved further west. But they all came to this land with the hope of starting a new life and freeing themselves of oppressive systems in their former homes.

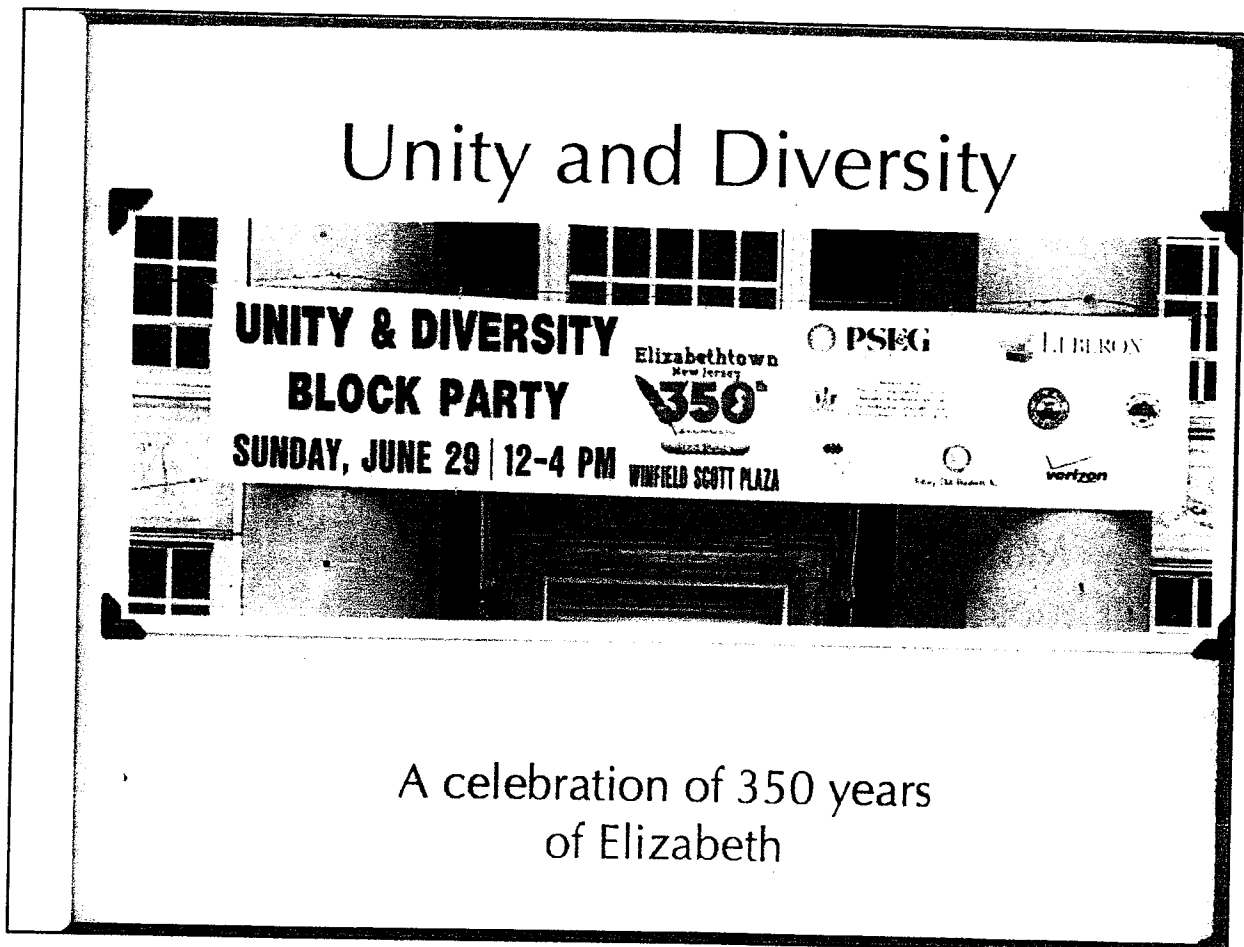
Roots



This is where history meets security. Republican or Democrat, liberal or conservative, we forget to our peril that the reasons that people came to New Jersey and to Elizabeth for 350 years are the reasons people are still coming here today.



Friends, we are meeting in the City Hall of the most ethnically diverse city in the most ethnically diverse state in our nation. Elizabeth High School educates students who speak in at least 40 different languages.



A celebration of 350 years
of Elizabeth

Yet, Elizabeth remains a remarkably peaceful city, a testimony to the fact that people from all nations can live and work together. To celebrate our unity in diversity, our 350th anniversary committee organized a celebration this summer outside of City Hall, bringing together an amazing cross-section of the people who live here.

Remember!

- ❖ New Jersey schoolchildren only cover NJ history in 4th grade
- ❖ Nearby states have much greater emphasis on local history



Clara Barton

It is a shame that our schoolchildren know less about our city's and our state's history — its unity in our diversity — than do children in New York, Massachusetts, Pennsylvania, and Virginia, know about theirs. I say it is a shame because "Unity in Diversity" must be the cornerstone of homeland security.

Security without History

- ❖ Rejection of minorities
- ❖ Rejection of diversity
- ❖ Result: more violence, more death



We see the news. We know of the violence and killings and hatred in so many corners of the world. Over and over again, we see that so much of this finds its roots in ethnic and religious groups who have been made to feel excluded, hated, and rejected. Majority groups turn on their minorities of whatever background and tell them explicitly, "you are not one of us."

Their Story is Our Story

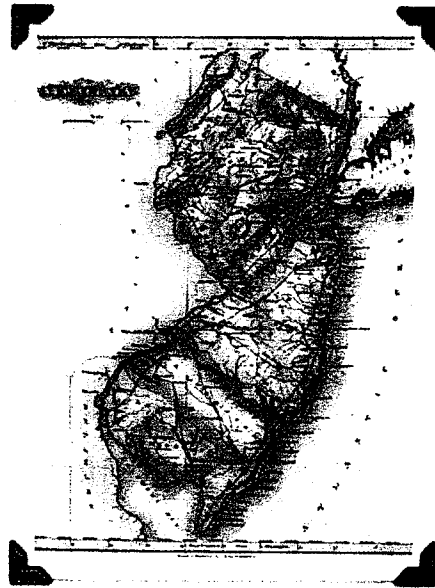
- ❖ Principles that motivated colonists still bring people to New Jersey now
- ❖ Freedom
- ❖ New Life
- ❖ New Opportunity



I believe the one of the most effective yet inexpensive ways your committee can increase our homeland security is remind New Jerseyans — all New Jerseyans — whether newly arrived or descended from the founders — that the story of the colonists and the story of the revolutionaries is their story today. The reasons people came here so long ago is the reason people are coming today — and will come tomorrow. The more we can do to make sure people of all backgrounds are welcome and included means the less we will have to worry that our schools, hospitals, roads, ports, and refineries will be attacked. When “we” are truly “us” there is no “them” to attack.

Promote NJ History

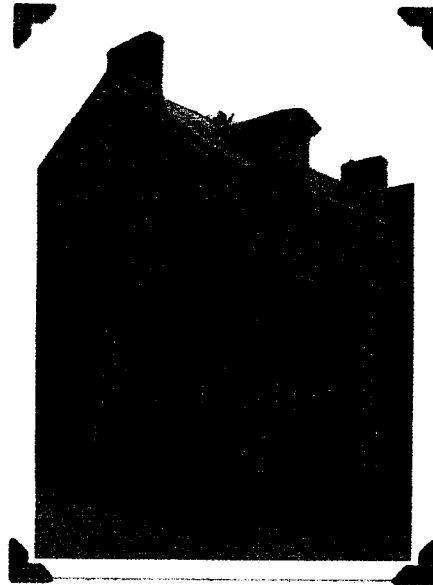
- ◆ Study not just in 4th grade
- ◆ Textbooks written by NJ authors
- ◆ Incorporate NJ History into US History studies



For the sake of Homeland Security, I urge you to work with your colleagues on the Education Committee to promote the teaching New Jersey history from kindergarten to college.

Promote NJ Tourism

- ❖ Study examples of nearby states
- ❖ Historic Tourism brings in money
- ❖ Increase pride in New Jersey



Alice Paul Museum, Mt. Laurel

For the sake of Homeland Security, I urge you to work with your colleagues on the Tourism Committee to remind our own people what a great state we are and they should go out and discover it for themselves.

Build Community

- ❖ Security is found in community
- ❖ Unity in our Diversity
- ❖ No more "them"



For the sake of Homeland Security, I urge you to seek out and build bridges of welcome and friendship to people of all backgrounds, using the city of Elizabeth as an example what can happen when we realize we have much more in common than what makes us different.

350 Years of New Jersey

Celebrate Our State!

- ◆ Innovation
- ◆ Diversity
- ◆ Liberty



new jersey 350

innovation • diversity • liberty

The motto of our state's 350th anniversary is "Innovation, Diversity, and Liberty." What better way can insure our security than by continuing to build on these pillars.



THE OLD FIRST HISTORIC TRUST

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Testimony by Tiffany Haas, Office of Congressman Donald M. Payne, Jr.
New Jersey Assembly Committee on Homeland Security and State Preparedness Meeting
September 10, 2014

- Hello, my name is Tiffany Haas. I serve as Counsel to Congressman Payne, Jr. and advise him in his position on the House Committee on Homeland Security where he serves as Ranking Member of the Subcommittee on Emergency Preparedness, Response & Communications.
- So this committee meeting in honor of September as Emergency Preparedness Month is very fitting, and the Congressman is very sorry he could not be with you today. He is in Washington at a previously scheduled immigration conference that he is hosting. He does send his regards and best wishes, and commends the committee for their critical work in raising awareness around emergency preparedness within our communities.
- I will certainly share with him the events of today and any sentiments shared with me here today.

- Congressman Payne wanted me to first thank Assemblywoman Quijano for inviting him to attend today's proceedings. He also wanted me to thank the distinguished committee members as well as everyone in attendance today for their commitment to this important issue.
- Since coming to Congress, Congressman Payne has been strongly committed to emergency preparedness. Having been sworn in just months following Hurricane Sandy and shortly before that Hurricane Irene, he saw the need for strong representation of New Jersey on the Committee on Homeland Security.
- In fact, his being on the committee is very appropriate as he often tells the story of his memories of September 11, 2001. At the time he was the Essex County Director of Student Transportation. After the Twin Towers were hit that day, it was his responsibility to make sure that thousands of children returned home safely to their families. The day was so chaotic, so frightening, and such a shock – it took him all day to carry out this responsibility, and his last child made it home at 11pm.

- This really stuck with him. And, so many of his initiatives have been in response to his own experiences and the increasing number of natural and man-made disasters our state has experienced in recent history – to ensure that our cities, our state, and our country are prepared for whatever emergency that may occur.
- This Congress, he introduced the Safe in Our Schools Act, which would require every state that receives homeland security grant dollars – to at least make sure that they certify their schools have an emergency plan in place. To him, it is not too much to ask to make sure there are emergency plans in place that include a relocation plan, a reunification plan, a plan for children with disabilities, and a plan for multiple disaster – so that we protect the most vulnerable among us.
- Many times, it is our children who know more than adults about emergency preparedness. They are valuable resources to their parents and families. They are often the ones who learn more about emergency procedures in schools, and that is why we must continue many of the educational initiatives that are already

being carried out by FEMA and first responders within our communities.

- The Congressman has also introduced a bill that would modernize and upgrade our electric grid. Following Hurricane Sandy, power lines were knocked out for nearly two weeks. This meant people didn't have access to power. His Smart Grid Study Act would examine ways to strengthen the electric grid so that it can withstand these powerful storms, and protect us from ever increasing cyber attacks.
- He is proud to say that he passed this bill in this contentious Congress, and is hopeful that the Senate will do the same and that it will be signed by the president. If people can't watch the news on their TV or get emergency alerts on their phones, it is far more difficult to be prepared and respond in times of an emergency. His initiative would ensure that we learn from what happened following Hurricane Sandy.

- Finally the last thing I'll touch on that Congressman Payne has been a very ardent advocate is for continued funding for homeland security grants. With its high density population – and with Newark Liberty Airport, Port Newark and Port Elizabeth, and the many chemical facilities in his district – he has been an outspoken advocate for emergency preparedness funding for Northern New Jersey.
- Although budgets are strained, he has been able to help secure more than \$52 million in homeland security grant funding for fiscal year 2014. And he will continue to fight for more dollars to increase educational outreach efforts, to provide our first responders with the resources and manpower they need, and to ensure that our communities are protected.
- Again, the Congressman thanks you very much for your invitation and your initiative on emergency preparedness. Please do not hesitate to reach out to our offices for any help as it is a resource for the community.
- Thank you.

Written Testimony of Clifton R. Lacy, M.D.
for the
New Jersey State Legislature
Assembly Homeland Security and State Preparedness Committee

September 10, 2014
City Council Chambers, Elizabeth City Hall, 50 Winfield Scott Plaza, Elizabeth, New Jersey

Good Afternoon, Committee Chair Assemblywoman Annette Quijano, Committee Vice-Chair Assemblyman Upendra Chivukula, Committee Members Assemblywoman Nancy Pinkin, Assemblyman David Russo, and Assemblywoman Holly Schepisi.

Thank you for the opportunity to make this presentation about the Rutgers Institute for Emergency Preparedness and Homeland Security and to highlight its missions and activities.

The Rutgers Institute For Emergency Preparedness and Homeland Security was recently established to play a national and international leadership role in developing and implementing initiatives to protect the lives, health, and well-being of individuals and populations of our state, our nation, and the world.

The Institute brings together experts from the broad spectrum of disciplines, schools, departments, and centers that exist across the statewide campuses of Rutgers, The State University of New Jersey – and with federal, state, national, and international partners in the public and private sectors – to address all aspects of emergency preparedness, disaster response, and homeland security.

The Institute coordinates and facilitates academic, scientific, technological, innovative, and entrepreneurial interactions between and among Rutgers faculty; among Rutgers faculty, staff and students; and between the University and outside entities.

Mission of the Institute: The Rutgers Institute for Emergency Preparedness and Homeland Security is a University wide multidisciplinary center of excellence, blending expertise and experience in the sciences and humanities from all campuses statewide, to protect and enhance the life, health, and wellness of individuals and populations – and to safeguard the physical, economic, and societal infrastructure – through national and international collaboration in research, education, community outreach, and practice.

Vision of the Institute: To bring together a multidisciplinary group of subject matter experts whose efforts help to optimize prevention, protection, preparation, mitigation, response, recovery, and resiliency for all-hazards emergencies, disasters, and terrorism – whether of natural, accidental, or intentional origin.

Our robust cadre of subject matter experts span the spectrum of disciplines including health care, behavioral health, public health, biosafety and biosecurity, emergency medical services, emergency management, law, public safety, criminal justice, homeland security, transportation science, engineering, pharmacology and drug development, computer science and cybersecurity, mathematics, environmental and exposure science, business, and public policy, among other areas having a nexus to preparedness and response.

The Institute is an umbrella entity that encompasses existing centers located across all campuses of Rutgers University. Collaborating centers include, among others, the Center for Advanced Infrastructure and Transportation; the Center for Discrete Mathematics and Theoretical Computer Science; the Center for Dynamic Data Analysis; the Center for Transportation Safety, Security, and Risk; Command, Control, and Interoperability Center for Advanced Data Analysis; the CounterACT Research Center of Excellence; the Center for Exposure and Risk Modeling; the Institute for Families; the Police Institute; and the University Center for Disaster Preparedness and Emergency Response.

The Institute is a University-wide, multidisciplinary initiative of Rutgers, The State University of New Jersey, spanning all of its schools and centers to provide opportunities for collaboration, cooperation, and consultation with subject matter experts in a wide variety of disciplines through a single point of entry.

Organizations outside the University can contact the Institute with their needs and they will be matched with appropriate subject matter experts. Our expertise and experience have both spectrum and depth, and we offer a one-stop portal to address educational, clinical, research, and community outreach needs.

Individuals and centers within the University and among our affiliates who perform work in areas related to emergency preparedness and homeland security can become engaged in and collaborate with our Institute. The Institute can assist in developing collaborations, identifying shared resources, seeking funding, and guiding project development and management.

To summarize, the Institute's major features include: fostering collaboration among Rutgers faculty, students, and staff; developing collaboration between Rutgers University and outside public and private entities; serving as a single portal to connect with Rutgers experts; and featuring a one-stop capability for access to the full breadth and depth of expertise in the relevant subject matter.

Institute Contact information is as follows:

Address: Rutgers Institute for Emergency Preparedness and Homeland Security (IEPHS), 106 Somerset St., third floor, New Brunswick, NJ 08901; Telephone: 848-932-1515; Email: iephs@rutgers.edu; Website: iephs.Rutgers.edu

Thank you again for the opportunity to make this presentation about the Rutgers Institute for Emergency Preparedness and Homeland Security and to highlight its missions and activities.

**Elizabethtown Gas testimony before the Assembly Homeland Security and State Preparedness
Committee**

September 10th, 2014

City Council Chambers, Elizabeth, New Jersey

Chairwoman Quijano and Members of the Committee,

Thank you for convening this hearing on this important topic. We welcome the opportunity to share the practices we have in place to ensure that our customers and employees are fully prepared for any emergencies that may occur. Elizabethtown Gas ("ETG") has several ways in which we prepare for emergency situations and have clear processes in place to help our customers recover from storm related damage or any other unforeseen situation.

Preparation is vital to any emergency response. ETG and its parent company, AGL Resources ("AGLR") have a Crisis Management Plan ("CMP") that is followed in the event of any type of emergency situation. Headquartered in Atlanta, Georgia, AGLR has utilities in New Jersey, Maryland, Virginia, Tennessee, Georgia, Florida and Illinois that are able to assist one another. The CMP ensures that we respond quickly and effectively to threats or emergencies of any kind in the geographic location we serve. When implemented the CMP includes the following actions. 1.) ETG coordinates mutual assistance efforts with other AGL Resources utilities to preposition personnel and physical assets in order to respond to an emergency. Maps, forecasts and other resources are reviewed to identify areas likely impacted by an event so that emergency response assets are staged accordingly throughout our service territory. 2.) Communication with customers is also an integral part of the CMP. Customers are given regular updates via the media and our website on how to prepare for an upcoming event and what do to if assistance is needed. 3.) ETG's own employees are briefed and provided additional training if necessary. Non-critical field work is scheduled to be completed ahead of a storm's landfall so that crews are available to respond during and after the event.

The work of executing the CMP falls to an internal Incident Support Team ("IST"). This group consists of individuals representing a wide cross-section of the company and includes employees from Field Operations, Gas Operations and Supply, Customer Care, Supply Chain, Legal, Regulatory, Government Affairs, Safety and Corporate Communications. This team is convened in order to manage the preparation and aftermath of any emergency event. In tandem, both the CMP and IST make up ETG's emergency response program. Our experience in the wake of Superstorm Sandy illustrated the strength of our planning and the importance of having these plans in place.

During and after the storm the IST met every day through Thursday, November 8th with several aspects of the CMP used to get through the storm. Preparations for the storm began on October 24th, 2012 when the National Hurricane Center issued an alert that Superstorm Sandy had reached Category 2 strength near Jamaica. The weather models also indicated that the East Coast of the United States was likely to see a landfall impact of this hurricane between Virginia and the New York metropolitan area. On October 26th, the IST met in our Green Lane Service Center located in Union Township and our CMP was implemented. ETG was able to successfully leverage its parent company's resources in order to prepare for the storm. Service and operations personnel from Atlanta Gas Light, Florida City Gas and Virginia Natural Gas were put on alert before the storm in case they were needed to assist their fellow employees in New Jersey. During the storm and subsequent recovery effort employees from Virginia, Georgia, Florida and Illinois joined New Jersey based crews in the service restoration process. Before the storm an AGLR call center in Riverdale, Georgia was staffed to handle calls from New Jersey in the event that ETG was unable to receive calls. Customer Service Representatives in both Georgia and New Jersey were given supplemental emergency response training by operations personnel. These plans paid off when, as a result of a power loss from Verizon that cut off all voice and data service, all customer calls in New Jersey were routed through the already prepared Riverdale, Georgia call center. Calls were handled seamlessly with virtually no decline in service metrics.

All scheduled work was completed on October 29th, ahead of the storm's landfall, so that all crews were available for emergency response. As a precautionary measure our LNG plant in Elizabeth was temporarily taken offline. ETG maintained a robust effort to communicate with customers through this harmful storm. Communications to customers included important safety tips tailored to severe weather events. Call center employees were assisted by senior managers to ensure that the right information was given out, including FEMA and Red Cross information. Several ETG employees went door to door to speak to customers directly. In the areas impacted by the storm, ETG employees worked closely with municipal and county officials, and our regulatory affairs team provided daily reports to the Board of Public Utilities' Security and Reliability Office. Recovery efforts began immediately in order to ensure that customers had service restored as soon as possible. During the five days following the storm ETG completed over 8,000 flood inspections on homes and businesses in the Union and Middlesex County area. Throughout the storm service was shut off to 1,008 meters due to flooding and storm damage, but by November 9th, over 859 meters and regulators were replaced with service line valves that would be used by HVAC contractors to restore service once a home has been deemed safe by municipal officials. In order to ensure that service was restored as soon as possible, the IST coordinated deliveries of meters, regulators, valves and other equipment. Additional fuel deliveries for service and employee vehicles were scheduled and temporary communications equipment was brought in to receive data from distribution infrastructure that was flooded. Housing and travel arrangements were coordinated for our out of state employees and arrangements were even made to ensure they could vote while away from home.

As a result of Superstorm Sandy, ETG received approval from the New Jersey Board of Public Utilities to implement a \$15 million program of infrastructure upgrades designed to mitigate the impact of flooding from another storm surge in our low lying coastal areas. These upgrades include replacing 12 miles of cast iron main pipeline within FEMA-designated flood zones, replacing 600 meters sets

within flood zones, replacing communications equipment at three gate stations and working with a consultant to find ways to enhance our ability to communicate with customers. At our Erie Street LNG Plant in Elizabeth, metering and control equipment will also be housed in a new building constructed above FEMA flood elevation levels to reduce the potential for future damage that could result from floods or storm surges. These upgrades will ensure that ETG can provide safe and reliable service to our customers even during emergencies.

Preparing and executing effective emergency plans is a vital goal of any public utility and ETG takes this responsibility extremely seriously. As demonstrated in our testimony, many aspects of our CMP were vital to make sure we could serve our customers through one of the worst storms to ever hit the East Coast. We will continue to refine our planning procedures to ensure that our plans remain among the best in our industry.

214TH NEW JERSEY LEGISLATURE
ASSEMBLY REGULATORY
ASSEMBLY HOMELAND SECURITY & STATE
PREPAREDNESS COMMITTEE
HON. ANNETTE QUIJANO--CHAIR

TESTIMONY

SAL RISALVATO

Executive Director

New Jersey Gasoline-Convenience-Automotive Association

A-1338

SUPPORT

September 10, 2014

ELIZABETH CITY HALL
ELIZABETH, NJ

Testimony of Sal Risalvato

Chairwoman Quijano and members of the Committee, my name is Sal Risalvato. I am the Executive Director of the New Jersey Gasoline-Convenience-Automotive Association (NJGCA). There are over 2,300 gasoline retail locations in New Jersey, most of which are independently owned and operated. These are America's quintessential small businesses and I thank you for the opportunity to testify on their behalf today regarding a very important matter.

To repeat what I said last year when this bill before the Committee, I want to offer my sincere thanks to Chairwoman Quijano for taking the time and the initiative to meet with representatives from all levels of the motor fuel industry and sincerely listen to our comments and concerns. I feel that this bill is the result of this positive and productive dialogue and I support it.

I had some serious concerns about the various proposals on this topic that were introduced in the days and weeks after Superstorm Sandy. I felt many of them were burdensome overreactions that simply would not have solved the problem. This was especially true of the proposals to mandate the installation of generators and/or hookups. Thankfully, this small business friendly bill addresses that concern by making this program completely voluntary.

As I have stated previously, the fundamental problem causing the gas crisis we saw in the weeks after Sandy was not a power problem; it was an inability to get gasoline to retail locations because of severe and unprecedented storm damage to the refineries and terminals in Northern New Jersey.

The situation has changed a bit since this bill was last up for discussion. In October last year the Governor's Administration announced that it had secured a grant from FEMA to provide certain motor fuel retailers with grants for them to install generator hookups and in some circumstances full generators.

This program was called the Retail Fuel Station-Energy Resiliency Program (RFS-ERP). We have been working for several months with the Economic Development Authority (EDA) in helping them communicate with the retailer community and especially the members of ours who are enrolled in the program.

While overall the Administration's grant program is a good one, we still support the passage of this bill. Admittedly, there is a some overlap between that program and this one. The number of stations who will apply for the loans provided in this bill was surely reduced quite a bit by the grant program, which gave out grants to qualified businesses rather than just low interest loans.

Still, NJGCA believes there will be a demand for this program. The RFS-ERP only applied to stations that were within a quarter mile of certain highways, whereas this bill will cover those within a half mile. The RFS-ERP required recipients to have at least 30,000 gallons of storage capacity, a huge number which fewer and fewer stations maintain. We know of several of our own members who were prevented from getting grants because they fell short of this requirement. The RFS-ERP also mandated every station offer diesel fuel, whereas this bill thankfully does not have that requirement.

While some stations will be turned off by the fact that this bill provides for loans and not grants, NJGCA believes it will provide a needed mechanism to coax some gas station owners to take the risk and make the investment in a generator hookup.

The recent announcement that the State will be purchasing several dozen portable generators with a separate FEMA grant ensures that those stations which install hookups will have a high degree of confidence that their investment will pay off in the event of a crisis and that they will be likely be open for business as long as they have gas.

Of course the risk revolves around the fact that even if the investment is made in a generator, there is a good possibility that the location will remain closed because of an inability to get gasoline delivered.

Thankfully, this voluntary pilot program addresses our concerns and provides needed aid to those businesses which choose to take the risk of investing in becoming generator ready.

Thank you.

**Testimony of Raemon Mallin,
Manager, Emergency Preparedness
Jersey Central Power & Light
Before the Assembly Homeland Security and State Preparedness Committee**

September 10, 2014

Chairwoman Quijano, Vice-Chairman Chivukula and Members of the Committee:

Jersey Central Power & Light (JCP&L) provides safe, reliable electric service to 1.1 million customers in 13 of New Jersey's 21 counties. Emergency preparedness is an important part of our business, and we are pleased to review our efforts in this area with you.

Since the unprecedented storms that impacted New Jersey in 2011 and 2012, JCP&L has refocused efforts on emergency preparedness. In 2013, the company created a new position to coordinate these efforts – manager of emergency preparedness – a role I am honored to fulfill.

JCP&L's enhanced emergency preparedness approach employs process improvements, training and new tools that strengthen internal preparedness and improve communications with emergency management officials when a significant major occurs.

Among the company's first steps to bolster emergency preparedness was adoption of the Federal Emergency Management Agency's (FEMA) Incident Command System (ICS). This approach better aligns JCP&L's actions with established emergency management response efforts during major events. Numerous drills have been conducted to exercise the process, including a mock hurricane scenario where our company-wide restoration response was successfully employed.

Because the company values the benefits of the ICS structure, it also has incorporated the approach into our storm restoration process for non-major events, enhancing the organization's overall efficiency.

Coordination with outside agencies is a key element in ICS. To that end, it has delivered first responder training in each of the 13 counties comprising its service area, focusing on critical safety tips for emergency personnel who respond to emergencies involving electrical equipment and facilities.

JCP&L provided training kits to County Offices of Emergency Management containing a facilitator's guide, instructive videos, operating procedures for emergency situations involving electrical facilities, supplemental emergency response booklets and presentations and other support materials to be shared with local emergency responders.

To further support better coordination with outside agencies, JCP&L has upgraded several communications processes and introduced a host of new communications tools. These products ensure the company is providing timely, pertinent information to regulators, municipal and other local officials, and customers across its service territory – an absolute must in times of emergency.

JCP&L's communications enhancements include:

- Area manager meetings with municipal representatives for all 235 municipalities served. These meetings featured information about how their communities are served and new electronic tools to inform municipal leaders and community members.
- Monthly tours of the JCP&L dispatch centers in Morristown and Red Bank for elected officials and emergency management officials, which provide a better understanding of how JCP&L assigns and dispatches crews.
- *MYTown* Municipal web pages, which provide a snapshot of each community's electrical infrastructure, including current outage information.
- The JCP&L 24/7 PowerCenter outage maps with prominent links during major storm events, including outage related news, safety tips, and water and ice distribution locations. A recent update also provides customers with information on when crews have been dispatched, when they are working on a repair, and when additional crews or equipment are needed to complete restoration work.
- An innovative partnership with the International Brotherhood of Electrical Workers (IBEW) Locals 102 and 400 to train trade electricians to serve as hazard responders during major weather events. This program enables the deployment of more than 400 additional personnel to assist JCP&L workers and releases certain JCP&L employees to work in other areas of the restoration process.
- A new program to address clearing and opening roads during major storm events, and dedicated dispatchers who monitor road closures during major storms and work with local officials to make the areas safe to re-open in a timely manner.
- Updated critical service facility lists for each community with offices of emergency management.
- A new mobile JCP&L website for smartphone users and the availability of free smartphone apps for iPhone and Android devices. JCP&L's app gives customers access to 24/7 outage maps and includes an easy-to-use power outage reporting process.
- Alert and text messaging for JCP&L customers to access information, including updates regarding power outages.
- An expanded external affairs staff and area managers with offices in operations centers across the JCP&L service area.

This year, JCP&L also became the first investor-owned electric utility in New Jersey to offer an outage reporting app on Facebook. Customers who visit the company's award-winning Facebook page can use the new "Report an Outage" tab to let the company know about a power disruption and view the status of crews restoring service after a power outage on the company's 24/7 Power Center outage map.

JCP&L welcomes feedback from elected officials, customers, employees, community leaders and this Committee as it takes the next steps. Your collective expertise and input is valued.

Thank you again for this opportunity to provide this information. All of us at JCP&L are grateful for the work you do to keep the state safe, and the company hopes to continue to work together for a safer and more prepared New Jersey.



30 West Lafayette Street
Trenton, NJ 08608
609-392-8899
609-396-6571 Fax
www.njfoodcouncil.com

Date: September 10, 2014

To: Assembly Homeland Security & State Preparedness Committee

From: Grant Lucking, Associate Director of Government Affairs

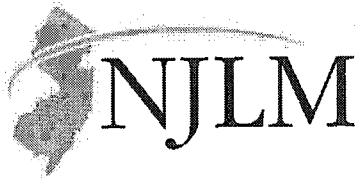
Re: A1338 - Establishes pilot program within Office of Emergency Management to provide zero-interest loans to certain gas stations that install appropriate wiring for generators.

The New Jersey Food Council is a trade association representing food retailers, including supermarkets, independent grocers and convenience stores, and their supplier partners. We are in a unique position regarding this legislation as we represent both food retailers and fuel merchants like Wawa and Quick Chek. Therefore, we appreciate the opportunity to convey our support for A1338. NJFC and our members were on the front lines of the response and recovery efforts following Superstorm Sandy, and we agree that this legislation would bolster the ability of fuel retailers to respond in similar emergency situations and when power supply issues arise.

This legislation would provide 0 percent interest loans of up to \$10,000 and 10 years, to qualified retail fuel dealers for the retrofitting of their power infrastructure to be made generator ready. These interest free loans will further encourage fuel retailers to install the necessary equipment to be generator ready and will help ensure fuel retailers are able to sell product during power outages. While we support this legislation we ask the committee to consider extending these loans to provide for the repair and upkeep of generator infrastructure and generators. Many of our members have already taken the steps necessary to retrofit their facilities to be generator ready and some have purchased on-site generators. The upkeep of these systems is costly and by extending this loan to those who have already done the right thing by increasing their ability to handle power outages, will reward those who have installed the systems by giving them the opportunity to secure potentially necessary funding to keep these systems functional. We appreciate your consideration of this proposed amendment.

We would like to thank this committee for taking the time to examine emergency preparedness issues and applaud the introduction of similar legislation to provide zero-interest loans to certain emergency shelters and food banks for the purchase and installation of generators. We support this legislation as well and recognize these facilities are an essential part of our food distribution system in NJ, especially in times of great need, like during a natural disaster.

Lastly, we would like to thank Assemblywoman Quijano for her efforts to promote September as disaster preparedness month and look forward to working with her over the next year to introduce disaster preparedness kits at our member supermarkets. Thank you for your time and I am happy to answer any questions you may have.



LEGISLATIVE VIEWPOINT

**New Jersey State League
of Municipalities**

222 West State Street, Trenton, New Jersey 08608
PHONE (609) 695-3481 • FAX (609) 695-5156
EMAIL league@njslom.com • www.njslom.org

William G. Dressel, Jr.
EXECUTIVE DIRECTOR

Michael J. Darcy, CAE
ASSISTANT EXECUTIVE DIRECTOR

Michael F. Cerra
DIRECTOR OF GOVT. AFFAIRS

Jon R. Moran
SENIOR LEGISLATIVE ANALYST

Loretta Buckelew
SENIOR LEGISLATIVE ANALYST

Edward W. Purcell
LEAGUE STAFF ATTORNEY

September 10, 2014

Re: A-2773
Abandon Vessels

Dear Member of the Assembly Homeland Security and State Preparedness Committee:

The League of Municipalities opposes A-2773, which would allow a municipality to petition the county for removal of an abandoned vessel and provide that vessel shall not be deemed abandoned for period of not more than six months following declared state of emergency.

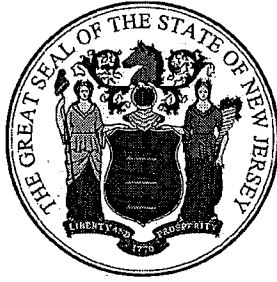
The League opposes this legislation because we believe that six (6) months is entirely too long. Municipalities need the freedom to clear their waterways and land to begin the recovery process after large storms and acts of God. Requiring them to allow an abandoned vessel to stay for 6 months would slow that process unreasonably. The current time frame works well and should not be changed.

Accordingly, we oppose A-2773.

Very truly yours,

William G. Dressel, Jr.
Executive Director

WGD/sc



NEW JERSEY STATE LEGISLATURE
HUDSON COUNTY BOARD OF CHOSEN FREEHOLDERS

August 14, 2014

Acting Commissioner Joseph Bertoni
New Jersey Department of Transportation
1035 Parkway Avenue
Trenton, NJ 08625

Dear Acting Commissioner Bertoni:

We write as representatives of communities affected by tourist helicopter traffic over New Jersey and New York. We are concerned about the safety implications of unregulated tourist helicopter flights, as well as the helicopters' impact on quality of life in neighborhoods in both States that experience take-offs and landings or heavy flyover helicopter traffic. These concerns are especially relevant today, in light of what appears to be the dramatic increase in tourist helicopters utilizing New York City's owned Downtown Heliport. After a comprehensive examination with our New York City elected colleagues regarding the Downtown Heliport and this industry, we have determined that there is a real lack of regulations and oversight involving tourist helicopter traffic. In that context, we concur with our New York City elected officials and strongly request that the City of New York and the New York City Economic Development Corporation institute a ban of all tourist helicopters utilizing the Downtown Heliport as soon as possible. In addition, we urge your agencies to ensure that these helicopter operations do not relocate and/or operate out of New Jersey.

Recently, elected officials from Brooklyn, Manhattan, and Staten Island convened a meeting with Mayor de Blasio to discuss this serious issue. On August 8, 2014 in Hoboken, New Jersey there was a press conference (**see attached**) with United States Senator Robert Menendez, supported by US Congressman Albio Sires NJ-8, US Congressman Jerrold Nadler NY-10, local and county elected officials from Hudson County for the purpose of publicly addressing this issue. We have joined the discussions calling for a ban on tourist helicopters both from the Downtown Heliport and heliports in New Jersey. Communities in both New York and New Jersey unfortunately have lived with the effects of helicopter traffic for decades, and have long advocated for a change in the way that city and federal agencies address helicopter traffic. As you may be aware, several meetings have been held with your staff, numerous meetings with the

FAA, and our offices, where it was noted that many insurmountable obstacles to the resolution of safety and noise concerns persist. These include the lack of verifiable information of the daily volume of helicopters traveling in the Hudson corridor; inadequate mechanisms to track, receive, and respond to constituent complaints, and the lack of any enforcement mechanism for agreed upon helicopter flights paths over New York City or New Jersey. As the August 8, 2014 letter from New Jersey Federal Officials indicates, insufficient actions have been taken to provide relief for New Jerseyans and other area residents pertaining to tourist helicopter traffic.

To address these real quality of life issues of residents of New York and New Jersey and to protect the safety of helicopter users, we urge you to work with the New York officials as indicated letter dated August 8, 2014 to Mayor de Blasio (**see attached**). Once again, we concur with the elimination of all tourist helicopter flights and traffic from the City owned Downtown Heliport, as indicated in a letter sent to you from New Jersey's Federal Delegation (**see attached**) and a press release issued from Congressman Nadler-10 District NY (**see attached**). The status quo of largely unregulated flights that endanger tourists and disturb the peace in Manhattan, Brooklyn, Bronx, Staten Island, and New Jersey neighborhoods is unacceptable. It is obvious the elected officials of the New York Metropolitan area are in agreement that immediate action must be taken concerning the tourist helicopters situated in the Hudson River corridor.

Sincerely,

See attached signature pages

cc: New Jersey Governor Chris Christie
FAA Administrator Michael P. Huerta
FAA Regional Administrator, Carmine Gallo

New Jersey Legislators

Nicholas J. Sacco
New Jersey Senator
32nd District
Mayor North Bergen

Brian P. Stack
New Jersey Senator
33rd District
Mayor Union City

Vincent Prieto
New Jersey Assembly Speaker
32nd District

Carmelo Garcia
New Jersey Assembly
33rd District

Angelica Jimenez
New Jersey Assembly
32nd District

Raj Mukherji
New Jersey Assembly
33rd District

Sandra B. Cunningham
New Jersey Senator
31st District

Charles Mainor
New Jersey Assembly
31st District

Jason O'Donnell
New Jersey Assembly
31st District

Hudson County Mayors

Steven M. Fulop
Mayor
Jersey City

Dawn Zimmer
Mayor
Hoboken

James M. Davis
Mayor
Bayonne

Richard F. Turner
Mayor
Weehawken

Felix Roque
Mayor
West New York

Gerald R. Drasheff
Mayor
Guttenberg

Hudson County Executive/Hudson County Freeholders

Thomas A. DeGise
County Executive
Hudson

Dr. Doreen M. DiDomenico
Freeholder
District 1

E. Junior Maldonado
Freeholder
District 4

Anthony Romano
Freeholder
District 5

Thomas Liggio
Freeholder
District 8

Congress of the United States

Washington, DC 20515

August 8, 2014

The Honorable Michael P. Huerta
Administrator
Federal Aviation Administration
800 Independence Avenue, SW
Washington, DC 20591

Mr. Joseph Bertoni
Acting Commissioner
New Jersey Department of Transportation
P.O. Box 600
Trenton, NJ 08625

Dear Administrator Huerta and Acting Commissioner Bertoni:

We write to you concerning the issue of tour helicopter traffic in the northern New Jersey-New York City airspace, a problem that presents increasing concerns for the safety and quality of life of our constituents. We appreciate the willingness the Federal Aviation Administration (FAA), including Region II Administrator Carmine Gallo, has shown to work with us on this issue, including participation in a number of discussions and roundtable events regarding this growing problem. However, after multiple meetings with the FAA and other stakeholders, there has been no clear indication of which entities possess the authority to eliminate the nuisance of tour helicopters.

Tour helicopters have proliferated in recent years, flying with increasing frequency during most waking hours of the day. In addition to the ever-present disruption to the quality of life in the neighborhoods along the helicopter's flight paths, the limited regulation these operators are subject to presents serious risks for both those traveling in the helicopters and those on the ground below. Our work to address this problem has been curtailed by inadequate ability to track the number of helicopters operating in the airspace, as well as the lack of any enforcement mechanism for agreed upon helicopter flights paths over New Jersey or New York City.

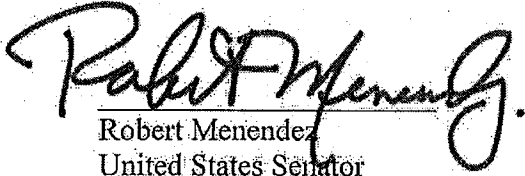
Although interim steps have been taken to address this concern, including the closure of the Paulus Hook heliport, these actions have proven insufficient to provide relief for New Jerseyans and other area residents. We write to you today to express our support for a comprehensive ban on tourist helicopters in the northern New Jersey-New York City airspace, and to enlist your assistance in advancing this goal. In implementing such a ban, it is critical to ensure that helicopter operations closing in New York City do not simply relocate to New Jersey, or vice versa. In particular, we fully support New York's efforts to close the downtown Manhattan heliport.

As federal representatives, we ask that the FAA provide guidance on additional authority needed to implement and enforce a ban on tour helicopters that present public nuisance and safety concerns. Given the number of stakeholders involved in this matter, it is our hope that the FAA

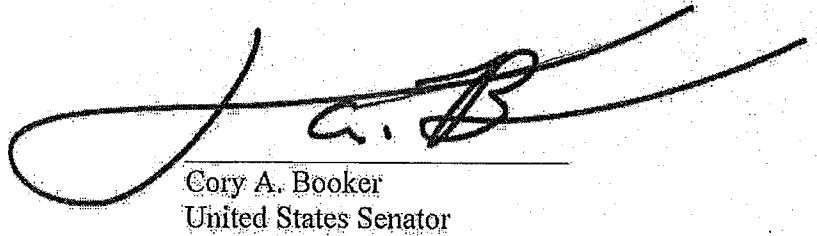
can bring leadership to bear in finding a solution—whether using current agency authority, or whether this entails Congress providing your agency with additional tools or resources.

This issue of four helicopters is vital to the quality of life and safety of our communities. We appreciate your previous efforts in working towards a solution to this problem, and hope to continue that partnership to find a lasting solution for New Jerseyans.

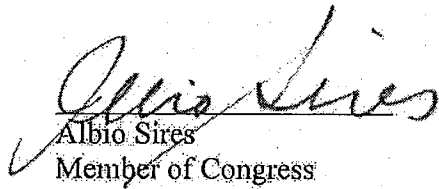
Sincerely,



Robert Menendez
United States Senator



Cory A. Booker
United States Senator



Albio Sires
Member of Congress



UNITED STATES HOUSE OF REPRESENTATIVES
BROOKLYN BOROUGH PRESIDENT
MANHATTAN BOROUGH PRESIDENT
NEW YORK STATE SENATE
NEW YORK STATE ASSEMBLY
NEW YORK CITY COUNCIL

August 8, 2014

Bill de Blasio
Mayor
City Hall
New York, NY 10007

Dear Mayor de Blasio:

We write as representatives of communities affected by tourist helicopter traffic over New York City and New Jersey. We are concerned about the safety implications of unregulated tourist helicopter flights, as well as the helicopters' impact on quality of life in neighborhoods in both States that experience take-offs and landings or heavy flyover helicopter traffic. These concerns are especially relevant today, in light of what appears to be the dramatic increase in tourist helicopters utilizing the City owned Downtown Heliport. After a comprehensive examination of the Downtown Heliport and this industry, we have determined that there is a real lack of regulations and oversight involving tourist helicopter traffic, and in that context we strongly request that the City of New York and the New York City Economic Development Corporation institute a ban of all tourist helicopters utilizing the Downtown Heliport as soon as possible.

Recently elected officials from Brooklyn, Manhattan and Staten Island convened a meeting with your office to discuss this serious issue. Subsequently, elected officials from New Jersey joined the discussions supporting a ban on tourist helicopters both from the Downtown Heliport and heliports in New Jersey. Communities in both New York and New Jersey unfortunately have lived with the effects of helicopter traffic for decades, and have long advocated for a change in the way that city and federal agencies address helicopter traffic. At the meeting attended with your staff it was noted that many insurmountable obstacles to resolution of safety and noise concerns persist, including the lack of verifiable information of the daily volume of helicopters traveling in the Hudson corridor, inadequate mechanisms to track, receive, and respond to constituent complaints and the lack of any enforcement mechanism for agreed upon helicopter flights paths over New York City or New Jersey.

To address these real quality of life issues of residents of New York and New Jersey and to protect the safety of helicopter users we urge you to eliminate all tourist flights and traffic from the City owned Downtown Heliport as soon as possible. The status quo of largely unregulated flights that endanger tourists and disturb the peace in Manhattan, Brooklyn, the Bronx, Staten Island and New Jersey neighborhoods is unacceptable. We believe it is

the responsibility of the City as the owner of the Downtown Heliport to address these very real concerns and issues. We look forward to working with you to implement this solution.

Sincerely,



JERROLD NADLER
Member of Congress



GALE A. BREWER
Manhattan Borough President



VELMANETTE MONTGOMERY
NYS Senate




HERMAN D. FARRELL, JR.
NYS Assembly



JOAN MILLMAN
NYS Assembly



MARGARET CHIN
New York City Council



MARK LEVINE
New York City Council



NYDIA VELAZQUEZ
Member of Congress



SHELDON SILVER
Speaker, NYS Assembly



DIANE SAVINO
NYS Senate



DEBORAH GLICK
NYS Assembly



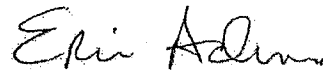
FELIX W. ORTIZ
NYS Assembly



COREY JOHNSON
New York City Council



CARLOS MENCHACA
New York City Council



ERIC ADAMS
Brooklyn Borough President



BRAD HOYLMAN
State Senator



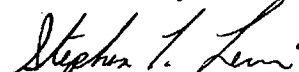
DANIEL SQUADRON
NYS Senate



RICHARD GOTTFRIED
NYS Assembly



LINDA ROSENTHAL
NYS Assembly



STEVE LEVIN
New York City Council



HELEN ROSENTHAL
New York City Council

cc: FAA Administrator, Michael P. Huerta
FAA Regional Administrator, Carmine Gallo

September 10, 2014

Brian Wagner
Founder/Lead Advocate
Stop NYC Air Tour Helicopters
Co-Lead Advocate
Stop the Chop NY/NJ
930 Hudson Street
Hoboken NJ 07030

Dear NJ Elected Officials,

Please accept this letter along with the accompanying binder, which contains all my discovery documents and copies of letters of concern and complaint from residents of New Jersey communities impacted by the relentless activities and resulting aftermath of the grave situation that NYC's air tour helicopter sighting industry is allowed to subject upon our residents and goes unchecked and protected by special interest groups as my testimony. I apologize, however work then family comes first.

On August 9, 2014, on the Hoboken waterfront at Pier A I was thrilled to be surrounded by our state's top leader in DC, Senator Menendez, accompanied by an arm's length list of Mayors, Council people, Assembly and other key concerned legislators and concerned residents all sharing one unified voice in the long saga to shut down NYC's non-essential, needless air tour sightseeing industry. BAN!!!

Our coalition group which crosses two NYC boroughs and 2 states has asked NYC's Mayor de Blasio, NYC EDC's Chairman Schlein in three simple words to just **SHUT IT DOWN!**

Natural Defense Resource Council, NDRC, called it **Needless Noise**.

Stop the Chop or Stop NYC Air Tourism Helicopters call them non-essential air trips which wreak havoc (including mental, health, quality of life and safety) upon the millions of residents living beneath the Hudson River air tour helicopter sightseeing flight paths.

The small incremental economic infusion to the NYC economy is not worth the pain, the anguish; the disruption and health impact... plus consider the potential for disastrous crash consequences and from accidents, carelessness of pilots and possible terrorism (who knew a commercial airliner would one day ever be used as a missile?) Residents had not signed up to live beneath almost 65,000 annualized helicopter flights ferrying tourists in the skies over the Hudson River.

A key request has come from the NYC elected officials who met with the FAA back on June 6th. They had asked that New Jersey enact measures that would stop or hinder and/or make near impossible for the 5 tour operators using the Downtown Manhattan Heliport from moving their air tour operations to New Jersey heliports. They already use NJ heliports in Kearny, Linden and Teterboro for aircraft maintenance and overnight storage as NYC will not allow or provide space for such activities. However

these flying buzzards fly over our bedrooms, schools, hospitals, senior centers, and parks every single day leaving from NJ heliports in order to stage their tour operations from the Downtown Manhattan Heliport at Pier 6 near Wall Street/South Street Seaport area, then return back to NJ heliports upon the conclusion of the day (flight operations 9-7pm 365 days a year).

As long as NJ State can hinder staging operations through some combination of licensing, permitting requirements, pilot licensing, required insurance/bonds, required sound mufflers on each aircraft etc. All or some mix thereof, that become deterrents to moving to New Jersey, including forbidding use of air space along/over /through New Jersey and over the Hudson River (not just the imaginary line separating the two states) then NYC officials would feel more comfortable in joining our call for a total BAN.

I was told that Mayor de Blasio fears a headline in a NYC newspaper that reads, "NYC Mayor BdB gives NJ \$50 Million Dollar air tour industry and kills over 300 NY jobs . "

Right now all NYC council members and state Congressional leaders (per a multi-leader signed letter initiated by Congressman Nadler's office) are united with NJ leaders calling for a total BAN on air tour sightseeing operations.

Both NYS Senators Schumer and Gillibrand are on the fence (they are lukewarm), but Mayor de Blasio and NYC EDC Chairman Schlein (appointed by the new Mayor) are not on board. It is the fear of giving NJ State the revenue from air tour operations and possible expansion of our grass roots efforts to shutter or curtail helicopter charter/commuter industry that is of similar concern to residents; specifically the West 30th Street heliport and soon to be barge floating just off the 30th Street heliport property (located directly across from Weehawken and Hoboken). A revenue figure [\$50 million] that even NYC EDC revealed at the June 6th meeting in NYC with the FAA is a flawed inflated figure. They don't factor the simple cost of the air tour tickets, instead they equate the number of hotel night stays to the revenue figure for air tourism; makes no sense at all. We have known about their inflated math, but this was news to many NYC officials as was revealed at the June 6th meeting.

Please put in place the required measures that make it near impossible for these tour operators to move to NJ. In addition, since the FAA ignored NJ State Leaders including Congressman Sires, Senator Menendez and Mayors of Hudson County communities following the August 27, 2013 FAA Symposium at Teterboro Airport, I implore you, I beg of you as the representative voice of the "people" of the State of New Jersey to go the extra distance to force the hand of the FAA to shutter the near-unregulated airspace used by non-essential air tour sightseeing missions over the Hudson River and through our states airspace to the NJ heliports for nighttime storage. Enact a BAN on their flight activities. Put the residents first ahead of special interest groups and the almighty dollar.

Act now on behalf of us the "people"

Sincerely,
Brian Wagner
Founder and Lead Advocate
Stop NYC Air Tourism Helicopters

Copy of my letter to New York City Mayor de Blasio and NYC EDC Chairman Schlein

Brian Wagner
Founder/Lead Advocate
Stop NYC Air Tour Helicopters
Co-Lead Advocate
Stop the Chop NY/NJ
930 Hudson Street
Hoboken NJ 07030

To Mayor de Blasio, NYC EDC Chairman Schlein, and all NYC officials:

In three words, **SHUT IT DOWN.**

Natural Defense Resource Council calls it Needless Noise

We at Stop the Chop or Stop NYC Air Tourism Helicopters call them non-essential air trips which wreak havoc (mental and health) on the millions of residents living beneath the Hudson River air tour helicopter flight paths.

The small incremental economic infusion to the NYC economy is not worth the pain, the anguish, the disruption and health impacts... plus consider the potential for disastrous crash consequences and from accidents, carelessness of pilots and possible terrorism subjected on your constituents (who knew a commercial airliner would one day ever be used as a missile?).

NYC has so much more to offer tourists to the greatest city on the planet. They can see NYC from the water, from the saddle of a Citibike, from a tour bus or best of all using MTA or simply on foot.

Shutting down the air tour sightseeing industry as allowable per the concession agreement with Saker Aviation is your right and with 25 day notice we can restore peace over our communities. Tourists will find other things other ways to spend their discretionary tourism dollars and the few lost jobs can be absorbed by other growing sectors within tourism such as the explosion in tour volume and spend from cruise ship passengers and crew as reported in Monday 6/23/14 amNew York paper.

Our community advocacy group which spans two boroughs and two states has worked closely with our good corporate neighbors at Goldman Sachs to shut down air tour operations out of their heliport in Jersey City NJ. Now it is your turn to do the right thing for millions of residents who are just frustrated and fed up with the daily negative impact of non-essential, needless air tour helicopters. Replace them with blimps which are green, hold more passengers and are quieter.

Act now!!!!!!!!!!!!

Brian Wagner
Founder and Lead Advocate
Stop NYC Air Tourism Helicopters

STOP Air Tour Helicopters from Destroying our Communities and Our Lives



Nice weather outside? Do you hear that constant drone, buzzing in the sky? Those are air tour helicopters on sightseeing trips of Manhattan. Unfortunately, New Yorker's didn't want them, so they have pushed the problem over to New Jersey and they now fly directly over our heads. Why should you care?

Noise pollution: Constant helicopter rotor engine noise and vibration affects your quality of life and can lead to serious medical conditions including anxiety, stress, and hypertension, cardiac and gastric illnesses. It may not bother you during the day if you commute out of town for work, but your child is here in school all day and US and European studies prove that the noise negatively impacts our children's learning ability.

Property Values: You now live under one of the busiest flight paths in the country and studies have concluded that can cut 20% off your home's value.

Safety: There have been numerous helicopter crashes in the East River/Hudson River corridors over so many years. The worst was August 9, 2009 when a small plane collided with an air tour helicopter raining debris down over Hoboken's waterfront.

We are impacted 365 days a year by NYC's non-stop air tour helicopter industry flying within only a few hundred feet of your homes, offices, parks, children's schools and our hospitals.

Join the fight and help us reclaim our skies!

Email: StopNYCTouristHelicoptersNJ@gmail.com

Sign up at our website: <http://www.stopthechopnynj.org/>

Facebook: [StopNYCTouristHelicoptersOverNJSideOfHudsonRiver](#)

Twitter: [@StopHelicopters](#)

Join our change.org petition: <http://chn.ge/QjLKSy>

Send your personal complaints directly to Jonathan Viguers at NYC

Mayor's office JViguers@cityhall.nyc.gov

Send emails to Michael Schlein mschlein@nycedc.com