



June 23, 2025

Brooklyn Marine Terminal Task Force
C/O New York City Economic Development Corporation
One Liberty Plaza
165 Broadway
14th Floor – Mailroom
New York, NY 10006

Re: Brooklyn Marine Terminal

Dear Brooklyn Marine Terminal Task Force,

As you consider development plans for the Brooklyn Marine Terminal (BMT), the Metropolitan Transportation Authority (MTA) would like to underscore its current and ongoing commitment to enhancing bus service for Red Hook residents as part of the Brooklyn Bus Network Redesign.

Furthermore, adding to the commitments outlined in the June 6, 2025 letter sent to the BMT Task Force by Chris Pangilinan, Acting Senior Vice President of NYC Transit Department of Buses/MTA Bus Company, the MTA also commits to conduct a study of the BMT neighborhood to explore current and future improvements for access to the Manhattan Central Business District. That includes an assessment of local bus routes that connect to subway and ferry services, as well as evaluating the appropriateness for local bus service within Brooklyn and express bus service to Manhattan that takes advantage of faster travel times and reduced congestion that New Yorkers are benefiting from as a result of the Congestion Relief program.

We look forward to supporting our partners in government as you plan for the future of the BMT and surrounding neighborhoods.

Sincerely,

A handwritten signature in blue ink, which appears to read "Janno Lieber". The signature is fluid and cursive, written over a printed name.

Janno Lieber



Metropolitan Transportation Authority

State of New York

June 6, 2025

Brooklyn Marine Terminal Task Force
C/O New York City Economic Development Corporation
One Liberty Plaza,
165 Broadway,
14th Floor - Mailroom
New York, NY 10006

Re: Brooklyn Marine Terminal

Dear Brooklyn Marine Terminal Task Force,

The MTA has been working with NYCEDC and the Brooklyn Marine Terminal (BMT) project team to understand the potential for mixed-use development at BMT to catalyze improved transit service in Red Hook, the Columbia Street Waterfront District, and surrounding neighborhoods. We understand that the BMT Vision Plan proposes a mixed-use development with 7,700 units of housing; approximately 270,000 sf creative light industrial space; approximately 300,000 sf commercial and retail space, a hotel; and approximately 280,000 sf community facility space, including a school, plus 35 acres of open space and a renewed port and cruise terminal.

We expect that the mixed-use development at BMT will generate substantial new transit demand as it is built in the late 2020s and into the 2030s. That demand can be supported through a variety of transportation initiatives. Building on the success of Bus Redesign efforts, including our current efforts in Brooklyn, the MTA is committed to continued participation in the planning process with NYCEDC and NYCDOT toward potential transit service adjustments at each stage of the future development. While we can't make specific service commitments this early in a development process, we can provide advice based on our board-approved service guidelines that could include an evaluation of enhanced connections and the potential for new services.

The MTA is committed to continuing our collaboration with NYCEDC and NYCDOT as part of a cross-agency coordination group to plan for bus service improvements in the subsequent phases following the BMT Task Force vote, including during the environmental review and GPP process, to increase bus access between Red Hook and Columbia Street Waterfront District and the subway, as well as key destinations within Manhattan, and improve the reliability and quality of service on the B61 route. The cross-agency group will provide public updates on their process and findings.

The agencies of the MTA

MTA New York City Transit
MTA Long Island Rail Road

MTA Metro-North Railroad
MTA Bridges and Tunnels

MTA Construction & Development
MTA Bus Company

The collaborative planning effort will also entail the MTA providing input in the following ways:

- advising the team on street layouts that enable potential bus and shuttle stops and turnarounds
- collaboration on potential future bus demand estimates
- development of bus priority street designs
- evaluation of bus route extensions and/or new routes, including integration of potential private shuttle services and connectivity with key subway stations

If/when the BMT Vision Plan advances to the implementation phase post-GPP approval, the MTA will work to provide additional service where and when there is more demand; the MTA will closely monitor ridership demand and existing bus capacity closer to BMT site opening and will work to provide additional bus service following increases in ridership consistent with service guidelines and, where warranted, explore the feasibility of new connections. Loading and corresponding frequency will be monitored, and changes will be made on a quarterly basis as needed. Finally, as NYCDOT and NYCEDC deliver physical transit priority treatments on routes with buses, MTA will utilize them for improved service.

We share the enthusiasm for the promise that a redeveloped Brooklyn Marine Terminal provides, especially as it relates to working with partners such as NYCDOT to accommodate increased demand for public transportation through improvements in the public realm and mobility enhancements. The MTA looks forward to the opportunity to support NYCEDC and partner agencies in the planning process for the Brooklyn Marine Terminal.

We look forward to supporting our partners as we collectively move forward to advance the mobility and livability of the Brooklyn Marine Terminal and adjacent neighborhoods.

Sincerely,



Christopher Pangilinan
Acting Senior Vice President,
NYCT DOB/MTA Bus Company