REQUEST FOR PROPOSALS

PASSENGER FERRY OPERATOR

For the

PENINSULA AT BAYONNE HARBOR
BAYONNE, NEW JERSEY

JUNE 12, 2018
I. INTRODUCTION AND GENERAL INFORMATION

WELCOME TO THE CITY OF BAYONNE AND THE PENINSULA AT BAYONNE HARBOR:

Bayonne’s shipping port terminal on New York Bay, built in 1932 to create additional industrial space for the city, was taken over by the U.S. Navy during World War II and the U.S. Army in 1967. Ships carried goods from the terminal for every major U.S. military operation from World War II to the Persian Gulf and Haiti missions in the 1990s. At its peak, the Military Ocean Terminal at Bayonne (MOTBY) employed 3,000 civilian and armed services personnel – many of whom lived in the area – and handled more than 1 million tons of cargo each year.

But with the end of the Cold War and the subsequent decreasing need for the deployment of U.S. forces, the federal government decided to close MOTBY down in 1995, despite strong opposition from state and local officials. Jobs were phased out over the next three years; the closure was complete in 1999.

But the value of this former naval supply center was obvious to some. In 2002, MOTBY was officially renamed The Peninsula at Bayonne Harbor by the Bayonne Local Redevelopment Authority (BLRA) – the city’s redevelopment arm. Plans were unveiled to redevelop the 430-acre former ocean terminal into a mixed-use complex. The project began in 2002, environmental cleanup was completed, building were demolished and construction began.

In 2012 the BLRA was dissolved and the City of Bayonne took over the development of the former Navy base. Integrating such a massive piece of land into a well-established city was not easy, but the project partners were particularly sensitive to this and determined to design, in effect, a new neighborhood for Bayonne that reconnects the city to its eastern waterfront. Mass transit connections to the rest of the city, mixed-use design in keeping with Bayonne’s other neighborhoods, and easy pedestrian access to the new development were important pieces of this carefully designed integration.
More than 1,500 residential units, 300,000 sf of retail space, and one million square feet of commercial warehouses are presently under construction, or anticipated to initiate construction within the next six months. Further, the Cape Liberty Cruise Port has been in operation for nearly a decade and its success has warranted consideration of an expansion that would double its capacity.

The project’s location and mass transit links augur well for its success. Squarely sitting in New Jersey’s “Gold Coast,” only three miles from Newark and seven miles from Manhattan, the site offers unparalleled views of New York City and gives Bayonne’s 62,000 residents their first access to the Hudson River waterfront in nearly a century. The Hudson-Bergen light rail system stops on the project’s west side, giving Bayonne residents easy access to Jersey City, Hoboken, and Manhattan. A recently completed infrastructure improvement provides direct access to the property from the NJ Turnpike.

II. PURPOSE

The City of Bayonne is seeking a qualified service provider to operate a premier passenger only, commuter ferry service between Bayonne and Downtown Manhattan as an alternative and supplement to existing transportation options. The service must be reliable, tickets must be competitively priced, and plans for maintaining the service over the long term must be present. Premier service shall ensure ADA compliant vessels with handicap access, bathroom(s), seating and stroller/baggage accommodations. Optional goals shall include off peak commuter service, high speed vessels, Wi-Fi, climate control and on-board concession for coffee, beverages, snacks, newspaper. Operator to outline plans for maintenance and fueling of vessels on-site or off-site and construction/maintenance of the ferry’s landing and terminal. Optional leisure excursions during the off-peak commuter schedule and weekends will be considered and are strongly encouraged. The City is desirous to explore a variety of waterborne vessel activities for recreational as well as tourism opportunities promoting Bayonne as a historical, recreational and entertainment destination location.
III. BERTH AND PARKING

The City of Bayonne will be the Lessee of approximately 65,278 Square feet (1.5 acres) of open area shown as Parcel A (the “Upland Area”) located within the Peninsula at Bayonne Harbor in Bayonne, as more particularly described in Exhibit “A” attached hereto and made part hereof. Additionally, the City of Bayonne will be the Lessee of approximately 46,852 square feet (1.08 acres) of waterside area (the “Berth Area”) comprised of approximately 390 linear feet of berth by approximately 120 feet of associated riparian are, as more particularly described in Exhibit “A” attached hereto and made part hereof.

The City of Bayonne, as Lessee of the above noted property, is permitted to operate a passenger commuter ferry landing and to operate a parking facility and sell concessions at the Premises directly related to the ferry operations. Additionally, the City, as Lessee, may store ferry vessels directly associated with the ferry operation midday and overnight, so long as it adheres to approved facility operational and security plans. Ferry vessels directly connected to the ferry landing operation may be stored overnight.

IV. REQUEST FOR PROPOSALS: OBJECTIVES

A) Establish a Commuter Passenger Ferry Service

1. The City of Bayonne is soliciting Proposals from interested ferry operators / firms for the provision of commuter ferry service between the Peninsula at Bayonne Harbor in Bayonne, as more particularly described in Exhibit “A” hereto, and Lower Manhattan, Monday through Friday. A minimum of three morning rush-hour departures and three evening rush-hour return trips to Bayonne. Optional leisure excursions during the off-peak commuter schedule and weekends will be considered and are encouraged.

2. Bidder to provide certified vessels operated by U.S. Coast Guard certified, licensed crew to meet existing State and Federal regulations for passenger ferry operation.

3. The service must be reliable; tickets must be competitively priced, and plans for maintaining the service for a minimum of two (2) years with automatic renewal provision based on performance.

4. Establish an effective terminal management system – Preference will be given to operators who contemplate as many aspects of managing the dock and terminal as possible. Bayonne is interested in a turnkey solution for the operation of the assets. Ticketing, embarking/ disembarking, wayfinding, and convenience of the customer are paramount considerations.
5. Develop and manage supporting activities – Bayonne is interested in a partner who will make commuting with the ferry enticing with amenities, convenience, and reliability. This may include concessions or other perks, either in the terminal, on board the ferry, or both. Likewise, Bayonne is interested in a partner who will maximize value of the service and use of the asset with charter and excursion offerings.

B) Leisure/Recreational Services
Describe your interest and ability to provide leisure and recreational off-peak service, such as picnic or dinner cruises; Fall Foliage tours; service to Yankee and Mets games or similar venues. Partnership with subcontractor is permissible with Ferry Operator organization taking lead role with City of Bayonne.

C) Ancillary Services
The Bidder shall also have the option of operating the parking facility located at the site. The response should include a plan for onsite parking and associated cost structure. In addition the Bidder is permitted to operate a concession area within the site. Operator may also sublease the concession and parking areas subject to the City’s approval.

The organization whose proposal is selected through the process outlined herein will be awarded exclusive right to operate a commuter ferry service from the Peninsula at Bayonne Harbor ferry terminal in Bayonne to Manhattan pending execution of a contract with the City of Bayonne (see section VIII: Selection Process).

The City of Bayonne intends to be a financial partner with the proposed operator, and has secured various means of funding for a portion of the necessary capital improvements that are summarized in the attached technical memorandum (Exhibit B). Specifically, the City has secured a $650,000 grant from the USDOT and has financial commitments from several of the Peninsula at Bayonne Harbor developers to participate in the funding of improvements. Respondents shall include an itemization of their anticipated capital contributions as part of the bid.
V. PROCUREMENT PROCESS & SCHEDULE

V.1 General Information

The City has structured a procurement process that seeks to obtain the desired results described above, while establishing a competitive process to assure that each person and/or firm is provided an equal opportunity to submit a Proposal in response to the RFP. Proposals will be evaluated in accordance with the criteria set forth in Section VII of this RFP, which will be applied in the same manner to each Proposal received. All Proposals will be reviewed and evaluated by the City’s Selection Committee and its legal and/or financial advisors (collectively, the "Review Team"). The Proposals will be reviewed to determine if the Bidder has met the minimum professional, administrative and financial criteria described in this RFP. Under no circumstances will a member of the Review Team review responses to an RFP for a contract or position for which he/she or his/her firm submitted a response. Based upon the totality of the information contained in the Proposal, including information about the reputation and experience of each Bidder, the City will (in its sole judgment) determine which Bidders are qualified. Each Bidder that meets the requirements of the RFP (in the sole discretion of the City of Bayonne’s Selection Committee) will be designated as a Qualified Bidder, and will be considered for selection by the City.

The RFP process commences with the issuance of this RFP. The steps involved in the process and the anticipated completion dates are set forth in V.2 “Procurement Schedule”. The City reserves the right, among other things, to amend, modify or alter the Procurement Schedule upon notice to all potential Bidders who have provided contact information to the City upon receipt of this RFP. All communications concerning this RFP or the RFP process shall be directed to the City’s designated contact person, in writing.

Designated Contact Person:
Joseph DeMarco
Business Administrator
Municipal Building
630 Avenue C
Bayonne, NJ 07002
jdemarco@baynj.or
201-858-6010 (phone)

Proposals must be submitted to, and be received by, the Designated Contact Person of the City of Bayonne, via mail or hand delivery, by the Due Date. Proposals will not be accepted by facsimile transmission or e-mail.
Subsequent to issuance of this RFP, the City (through the issuance of addenda to all firms that have received a copy of the RFP) may modify, supplement or amend the provisions of this RFP in order to respond to inquiries received from prospective Bidders or as otherwise deemed necessary or appropriate by (and in the sole judgment of) the City.

V.2 Procurement Schedule

**ACTIVITY DATE**

1. Issuance of Request for Proposals.................................June 12, 2018
2. Mandatory pre-bid walk through.................................July 10, 2018 (10AM EST)  
   **Location:** 51 Port Terminal Boulevard, Bayonne, NJ 07002
3. Deadline for bidders to submit questions.................July 17, 2018 (4PM EST)
4. Response to bidder questions.................................July 24, 2018 (4PM EST)
5. **Due Date** for Receipt of Proposals..........................August 7, 2018 (4PM EST)
6. Review/Recommendations of Review Team*.................w/o August 14, 2018
7. Interviews*....................................................................w/o August 21, 2018
8. Anticipated Date for Award of Contract.*...............September 19, 2018

Dates for items marked with “*” are approximate; subject to change upon the needs of the City.

V.3 Conditions Applicable to RFP

Upon submission of a Proposal in response to this RFP, the Bidder acknowledges and consents to the following conditions relative to the submission and review and consideration of its Proposal:

A. Operator to obtain all necessary permits for docking and use of pier and terminal facilities at Manhattan destinations. All costs incurred by the Bidder in connection with responding to this RFP shall be borne solely by the Bidder.

B. The City reserves the right (in its sole judgment) to reject for any reason any and all responses and components thereof and to eliminate any and all Bidders responding to this RFP from further consideration for this procurement.

C. The City reserves the right (in its sole judgment) to reject any Bidder that submits incomplete responses to this RFP, or Proposals that are not responsive to the requirements of this RFP.

D. The City reserves the right to supplement, amend or otherwise modify the RFP through issuance of addenda to all prospective Bidders who have received a copy of this RFP, and who have provided their contact information to the City.
E. The City may request additional information from Bidders, including requiring Bidders to send representatives to the City for interviews.

F. Any Proposals not received by the City by the Due Date will be rejected.

G. Neither the City, nor its respective staff, consultants nor advisors shall be liable for any claims or damages resulting from the solicitation or preparation of the Proposal, nor shall there be any reimbursement to Bidders for the cost of preparing and submitting a Proposal or for participating in this procurement process.

V.4  **Rights of City**
The City reserves, holds and may exercise, at its sole discretion, the following rights and options with regard to this RFP and the procurement process in accordance with the provisions of applicable law:

A) To determine that any Proposal received complies or fails to comply with the terms of this RFP.

B) To waive any technical non-conformance with the terms of this RFP.

C) To change or alter the schedule for any events called for in this RFP upon the issuance of notice to all prospective Bidders who have received a copy of this RFP.

D) To conduct investigations of any or all of the Bidders, as the City deems necessary or convenient, to clarify the information provided as part of the Proposal and to request additional information to support the information included in any Proposal.

E) To suspend or terminate the procurement process described in this RFP at any time (in its sole discretion). If terminated, the City may determine to commence a new procurement process or exercise any other rights provided under applicable law without any obligation to the Bidders.

The City shall be under no obligation to complete all or any portion of the procurement process described in this RFP.
V.5 **Addenda or Amendments to RFP**
During the period provided for the preparation of responses to the RFP, the City may issue addenda, amendments or answers to written inquiries. Those addenda will be provided by the City to all respondents who have provided the City with their contact information, and will constitute a part of the RFP. All responses to the RFP shall be prepared with full consideration of the addenda issued prior to the submission due date.

V.6 **Cost of Preparing Proposals**
Each Proposal and all information required to be submitted pursuant to the RFP shall be prepared at the sole cost and expense of the Bidder. There shall be no claims whatsoever against the City, its staff or consultants for reimbursement for the payment of costs or expenses incurred in the preparation of the Proposal or other information required by the RFP, including the costs of obtaining any necessary permits.

VI. **SUBMISSION REQUIREMENTS**

VI.1 **Proposal Format**
Responses shall cover all information requested in section VI (outlined below) to be answered in this RFP. Responses which, in the judgment of the City, fail to meet the requirements of the RFP or which are in any way conditional, incomplete, obscure, contain deletions from requested information, or contain errors may be rejected.

A) **Itinerary**
The proposal must include a detailed itinerary for a commuter ferry service that includes, at a minimum:

1. Three (3) departures from Bayonne in the morning;
2. One stop in Manhattan, preferably Downtown near Wall Street and Pier 11, with a preference for more than one stop; and
3. Three (3) departures from Manhattan in the evening.
B) Operational Plan
The proposal must include an operations plan to implement the itinerary developed to satisfy section V. of this document. This must include the following:

- The proposed route of the ferries;
- Specifications on the ferries to be used in the service, including PAX count, LOA, beam, draft, cruising speed, and onboard amenities;
- Embarking/disembarking passengers;
- Ticket prices and infrastructure for ticketing;
- A staffing plan that includes: a master mariner and sufficient crew properly licensed by the U.S. Coast Guard to carry fare paying passengers in open waters, and back end staff to handle ticketing and administration;
- Monitoring service levels and meaningfully handling customer feedback;
- Regulatory compliance demonstrating compliance with:
  - Terminal/Vessel Security Plan as required by Federal Regulations.
  - A plan for complying with relevant regulations relating to scheduled safety and security inspections of the vessel;
  - Regulatory compliance with Clean Water Act.
  - Proof of vessel certification and/or classification as may be required by Federal or State regulations.
  - Handling of service disruptions; and
  - Plans for handling emergency situations.

C) Operations Timeline
Please note that extra points will be added to proposer’s score for expedient ramp-up timing of commuter service. The proposal must include a detailed timeline for implementation of the service. This timeline must clearly display when the commuter service would launch, and the timing of any changes to operations (for example, the addition of charter or excursion services, or adding stops to the itinerary). This timeline must cover the period from January 1, 2019 to December 31 2020, and must clearly identify when the ferry service would commence. Proposals must indicate a commuter service start date following award of contract.
D) Operating Budget
The proposal must include an operating budget, covering the period from January 1, 2019 to December 2020 that contemplates the projected costs and revenues associated with the ferry service. A narrative financial plan that describes the budget must be included. Submission of a minimum two (2) years audited financial statements (3 years preferred). Bidder should define how much of their annual budget is contingent upon subsidy and, if so, define the anticipated source of the subsidy. The amount of subsidy required to maintain commuter ferry service, based on an annual basis for three (3) years should be enumerated. Other services such as concession, event venue, and leisure excursions are strongly encouraged and open to discussion and further arrangements.

E) Organizational Details
The proposal must include the following details regarding the respondent’s organization:

- A formal letter, on company letterhead, expressing interest in operating the service outlined in the respondent’s proposal;
- The name and contact information - including mailing address, telephone number, and email address – for the respondent’s authorized point of contact for this RFP;
- An overview of the respondent’s organization, including key persons, partners, and a general description of the organization. Resumes and credentials of the organization’s principals must be appended to the proposal;
- A description of relevant corporate partnerships and any corporate relationships applicable to this proposal;
- Disclosure of any conflict(s) of interest;
- A description of the organization’s ferry operating experience, including three (3) client references;
- Financial statements for the respondent organization and any partner entities germane to the proposal (Reference D: Two years audited financial statements (3 years preferred);
- A demonstration of the ability to meet all State, Federal and local regulatory requirements including safety and security plans; and
• A demonstration of the ability to meet all insurance provisions and requirements consisting of Comprehensive General Liability Insurance including Premises and Operations Liability, Contractor’s Protective Liability and Completed Operations and Product Liability, as well as such marine insurance for the vessels as Hull and Machinery Protection and Indemnity, pollution liability, and statutory coverage for any and all Longshoremen or Harbor Workers. This list is not intended to be exhaustive. Insurance shall name the City of Bayonne as additional insured. Liability insurance should be Personal Injury @ $10,000,000.00; Property Damage @ $20,000,000.00. In accordance with the Laws of the State of New Jersey, Workers’ Compensation Insurance must cover all contractors and employees of ferry operation.

• Safety Procedures/Plans including copies of the Fleet/Vessel Operating Manuals
• Site and building maintenance or bond for damages if they occur
• ADA compliance

F) Marketing Plan
The proposal must include a detailed plan to market the service. This plan must include messaging that the respondent would use to market its service to the public. Marketing materials for similar offerings by the respondent may be appended to the proposal.

G) Capital Contribution
The City of Bayonne intends to be a financial partner with the proposed operator, and has secured various means of funding for a portion of the necessary capital improvements that are summarized in the attached technical memorandum (Exhibit B). Specifically, the City has secured a $650,000 grant from the USDOT and has financial commitments from several of the Peninsula at Bayonne Harbor developers to participate in the funding of improvements. Respondents shall include an itemization of their anticipated capital contributions as part of the bid.

H) Signed Responses
All responses must be signed by an authorized representative of the respondent company. This representative must be capable of making decisions regarding the respondent’s participation as the ferry operator for the City of Bayonne.
I) **Incomplete Submissions**
Any submission that does not expressly address each of the items in this section of this document will not be considered.

J) **Questions**
All questions related to this RFP are to be addressed in writing - no phone calls – to:

Joseph DeMarco  
Business Administrator  
Municipal Building  
630 Avenue C  
Bayonne, NJ 07002

or via email to jdemarco@baynj.org. Information obtained from any other source should not be considered reliable or official. Questions must be received by **July 17, 2018 (4PM EST)**. Answers to questions will be made publicly available on **July 24, 2018 (4PM EST)**.

K) **RFP Submission Closing Date**
Eight (8) hard copies of the proposal along with an electronic format (flash drive) shall be submitted and received on or before **August 7, 2018 (4PM EST)** to the following recipient:

Joseph DeMarco  
Business Administrator  
Municipal Building  
630 Avenue C  
Bayonne, NJ 07002

Responses and their envelopes should be clearly marked with the name and address of the respondent and the project title: “PENINSULA AT BAYONNE HARBOR FERRY OPERATOR”
VII. SELECTION PROCESS

Proposals will be evaluated for their completeness, competitiveness, and innovative approach to the service. Preference will be given to responses that offer a reasonably-priced, sustainable service, and make the best use of City of Bayonne facilities.

A) Selection Committee
The selection committee will be comprised of City of Bayonne Business Administrator, City Law Director, Two Municipal Council Members, DPW Director, City Controller.

B) Selection Rubric
After verifying that all elements from Section VII of this document are present, the selection committee will score responses using the rubric displayed below. The committee will select the respondent with the highest overall score.

<table>
<thead>
<tr>
<th>Selection Rubric</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Itinerary – Respondents will be scored based on the locations of their selected Manhattan terminals, as well as identifying an itinerary that is convenient for commuters.</td>
<td>20</td>
</tr>
<tr>
<td>Ticket Pricing - Respondents will be scored based on competitive ticket pricing and financial incentives for commuter passengers.</td>
<td>15</td>
</tr>
<tr>
<td>Connectivity - Respondents will be scored based on the connectivity of the selected Manhattan terminals to other modes of transportation, and the respondent organization’s demonstrated cooperation with other transportation organizations (i.e. more points will be awarded if a respondent can demonstrate ticket reciprocity with other transportation options in the event of a service failure).</td>
<td>10</td>
</tr>
<tr>
<td>Operational Plan - Respondents will be scored based on how well the operational plan addresses the logistics of the service, including ticketing, embarking/disembarking, navigation, etc.</td>
<td>10</td>
</tr>
<tr>
<td>Commuter Services - Respondents will be scored based on what services are offered to commuters in their proposal (i.e. respondents with a functional website, text alerts, and customer service infrastructure will be awarded more points).</td>
<td>10</td>
</tr>
<tr>
<td>Resiliency of Service - Respondents will be scored based on the emergency plans identified in their proposal, the presence of a BCP, and the plan submitted for handling service disruptions.</td>
<td>5</td>
</tr>
<tr>
<td>Marketing Plan - Respondents will be scored based on the quality of their marketing plan and its alignment with the goals of the service and the City of Bayonne</td>
<td>5</td>
</tr>
<tr>
<td>Additional Services - Respondents will be scored based on how well proposed additional services - including the use of the terminal as a venue, excursion and charters, etc. – make use of the infrastructure at the Ferry Terminal, during off-peak. These services may be offered via partnership with commuter organization, provided commuter organization takes lead.</td>
<td>15</td>
</tr>
<tr>
<td>Amenities - Respondents will be scored based on amenities offered, either in the terminal or on board the ferry.</td>
<td>5</td>
</tr>
<tr>
<td>Pricing – Respondents will be scored on most economical ticket pricing while meeting or exceeding the project goals.</td>
<td>5</td>
</tr>
<tr>
<td>Implementation Schedule – Meeting or exceeding commuter service start-up date January 2019</td>
<td>10 bonus points</td>
</tr>
</tbody>
</table>
C) Contract
Following selection of the winning proposal, a contract between the City of Bayonne and the respondent will be drafted, accepted, and signed by both parties as soon as practicable following approval by the City of Bayonne. The term of this contract will be two years, extended automatically up to three (3) years if service levels established in the contract are met. Should Bayonne and the selected operator not execute a contract on a timely basis, due to any delay by the selected respondent, Bayonne retains the right to contract instead with its second choice respondent.

D) Timeline
The selection process will follow the timeline indicated below:

<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>RFP Release</td>
<td>June 12, 2018</td>
</tr>
<tr>
<td>Mandatory pre-bid walk through</td>
<td>July 10, 2018 (10AM - EST) Location: 51 Port Terminal Boulevard, Bayonne, NJ 07002</td>
</tr>
<tr>
<td>Questions Received</td>
<td>July 17, 2018 (4PM EST)</td>
</tr>
<tr>
<td>Answers to Questions Posted</td>
<td>July 24, 2018 (4PM EST)</td>
</tr>
<tr>
<td>RFP Submissions Due</td>
<td>August 7, 2018 (4PM EST)</td>
</tr>
<tr>
<td>Review/Recommendations by Selection Committee</td>
<td>w/o August 14, 2018</td>
</tr>
<tr>
<td>Interviews</td>
<td>w/o August 21, 2018</td>
</tr>
<tr>
<td>Anticipated Contract Award Date</td>
<td>September 19, 2018</td>
</tr>
<tr>
<td>Contract Signed</td>
<td>To be determined</td>
</tr>
</tbody>
</table>

E) Partnerships
Partnerships between firms are permitted. However, a single entity must lead the effort as respondent to this RFP.

The City of Bayonne is an Equal Opportunity Employer.
EXHIBIT A
CITY OF BAYONNE  
LPJ-014

Initialed:

For the PORT AUTHORITY

For the Lessee

EXHIBIT:  
A

PORT JERSEY SOUTH

Date:  
June 1, 2018

Land Area  
= 65,277.64 sqft  
(1.50 Acres)

Water Area  
= 46,852.33 sqft  
(1.08 Acres)

Total Parcel Area  
= 112,129.97 sqft  
(2.58 Acres)
EXHIBIT B
MEMORANDUM

TO: JOSEPH DEMARCO, CITY ADMINISTRATOR
FROM: ANDY RAICHLE, P.E.
DATE: October 14, 2017
RE: SCOPE & COST ESTIMATE
PROPOSED FERRY TERMINAL
PENINSULA AT BAYONNE HARBOR
CITY OF BAYONNE, HUDSON COUNTY, NEW JERSEY

INTRODUCTION

Pursuant to your request, this memorandum summarizes the proposed Scope of Work and cost estimate for a proposed ferry terminal that will service the City of Bayonne and the broader region. The proposed ferry terminal will be constructed on the southern shoreline of the former Military Ocean Terminal (MOT), also known as the Peninsula at Bayonne Harbor (the “Peninsula”, see Figure 1).
The Project Site is located adjacent to the existing and proposed residential and commercial development on the Peninsula and within close proximity to the NJ Transit Light Rail, State Highway 440 and the New Jersey Turnpike. The City has no existing ferry services, despite the fact that it is a waterfront municipality where no residence is located more than ½ mile from the shoreline.

The selection of the ferry terminal location is based upon a desire to site it as far west along the Peninsula as possible to facilitate easy access from the adjoining transportation infrastructure and residential/commercial developments. As illustrated in Figure 2, the deepwater channels necessary to support a ferry operation (shaded in blues) terminate at the proposed ferry location. West of this location, the waterway is very shallow (less than 4 feet at low water) and incapable of supporting vessel operations without substantial and costly dredging.

![Figure 2: Bathymetric Conditions](image)

**SCOPE OF IMPROVEMENTS**

The proposed Project Area (Figure 3) is presently developed with the former MOT facilities, including parking lots, access roadways, stabilized shorelines and utilities.

![Figure 3: Aerial image of Project Area](image)
The proposed Project includes improvements within the three categories.

**Maritime Improvements**

Construction of a floating spud barge and a gangway (see below) necessary to berth vessels and embark / debark passengers. A photo of a similar operation in NY Harbor is illustrated below.

Figure 4: Maritime Improvements
**Ticketing / Shelter Improvements**

The initial operations at the ferry terminal are proposed to utilize a modular office ticket booth and shelters for waiting passengers. Typical photos of these improvements are illustrated below. All structures will be adequately anchored in accordance with applicable building codes. Temporary restrooms will be provided via a lease arrangement and are not included in the capital costs.

![Ticketing / Shelter Improvements](image1)

**Figure 5: Example ticketing / shelter improvements**

**Parking Improvements**

The initial operations at the ferry terminal are proposed to utilize existing paved surfaces for parking. A proposed parking plan is illustrated below.

![Parking Improvements](image2)

**Figure 6: Proposed parking improvements**
COST ESTIMATE

A cost estimate for the improvements is itemized below.

### FERRY TERMINAL COST ESTIMATE

<table>
<thead>
<tr>
<th>COMPONENT</th>
<th>QUANTITY</th>
<th>UNIT</th>
<th>UNIT COST</th>
<th>EXTENDED COST</th>
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<tr>
<td><strong>MARITIME IMPROVEMENTS</strong></td>
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<td><strong>TICKETING &amp; SHELTER</strong></td>
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