



February 27, 2017

**Via U.S. Mail & [ssantoro@njtransit.com](mailto:ssantoro@njtransit.com)**

Mr. Steven H. Santoro  
Executive Director  
New Jersey Transit Corporation  
One Penn Plaza East  
Newark, NJ 07105-2246

Dear Mr. Santoro:

We wrote you on January 10 about our pressing need for a long-term maintenance facility for our boats and buses appropriately located. As you recall, this has been the subject of constant discussions between NJT officials and us for many years on the inescapable conclusion that our present quarters are unsuitable, if not inadequate, here in Weehawken and would either have to be replaced here or elsewhere.

Indeed, we thought at that writing that we had lost the opportunity to purchase the Union Dry Dock property many months ago and advised you we were planning for an alternative to be designed by the Bowman Consulting Group and marine engineers, to come up with a suitable upgraded modern replacement facility at our site in Weehawken. Inasmuch as our site is hampered by a lack of upland access, parking and other needed land area, we were reluctantly going forward there. In the meantime, on February 14, we had a meeting with the owners of Union Dry Dock who advised us that that facility had come back on the market and we made a handshake deal to purchase the entire property under certain conditions. We are proceeding in the drafting of an enforceable agreement with lawyers for both sides engaged constructively. Whereas a few thorny issues remain to be worked out, it is our belief that we will be able to conclude a satisfactory agreement to purchase their facility. However, while ideal in many ways, in addition to the purchase price of \$11.5 million, it will require additional sums of money to upgrade and improve various aspects of the facility so that we create the most efficient, safe and modern repair and terminal base in the most ideal location to service all of our trans-Hudson routes from Edgewater to Jersey City.

We have, therefore, instructed Bowman to cease work on their engineering of the Weehawken facility. Accordingly, we would like to engage with you and your team to discuss the many aspects of the Union Dry Dock project and its long-term implications

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that will redound to benefit our company as it may continue to function in the future, or a successor company, should that even become the case as part of your complex as operators of the Weehawken terminal and the Erie Lackawanna terminal at Hoboken. It would become a companion piece, if not a sine qua non to the long-term public interest in ensuring that NJ-based ferry operations will continue ad infinitum for these two major terminals publicly owned and operated in trans-Hudson service into the indefinite future.

We hope we can meet as soon as possible to put together a long-term plan for the funding and financing and the upgrade needed to achieve the purposes of upgrading the very most efficient, ideally located ship and bus repair facility serving the Hudson County waterfront. We will keep you apprised of all progress we make and, most particularly, as and when we will have achieved a legally enforceable agreement, which we expect will be forthcoming relatively soon.

Thank you for your interest.

Sincerely,



ARTHUR E. IMPERATORE  
Founder and President

AEI:mif  
cc: Armand Pohan