

Mikie Sherrill, Governor
Dr. Dale G. Caldwell, Lieutenant Governor
Priya Jain, Acting Commissioner
Kris Kolluri, President & CEO



February 19, 2026

Honorable Mikie Sherrill
Governor, State of New Jersey
State House
Trenton, NJ 08625

Dear Governor Sherrill:

Pursuant to Chapter 150, Laws of 1979, I herein transmit the minutes of actions taken at the open session of the meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., NJ TRANSIT Morris, Inc., and NJ TRANSIT Southern Light Rail, Inc. Board of Directors held on Wednesday, February 11, 2026.

Sincerely,

Meghan Clark Umukoro

Meghan Clark Umukoro
Board Secretary

Enclosures

Open Session Minutes of the actions taken at the Board of Directors' meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., NJ TRANSIT Morris, Inc., and NJ TRANSIT Southern Light Rail, Inc. held at NJ TRANSIT Headquarters, Two Gateway, 283-299 Market Street, Newark, New Jersey on Wednesday, February 11, 2026. The meetings occurred concurrently.

Board Members

Priya Jain, Chair
Kiabi D. Carson, Vice Chair
Aaron Creuz, Governor's Representative
Dennis Zeveloff, Treasurer's Representative
Anthony N. Abrantes, Board Member
Michael Beson, Board Member
Munr Kazmir, Board Member
Richard A. Maroko, Board Member – ABSENT
Shanti Narra, Board Member
Rashonda A. McCray, Board Member (Non-Voting)
Karen Thomas, Board Member (Non-Voting)

Staff

Kris Kolluri, President & Chief Executive Officer (CEO)
Meghan Clark Umukoro, Board Secretary
Christopher Iu, Acting Senior Vice President, Chief Legal Officer & General Counsel
Vikram Dogra, Senior Vice President, Capital Delivery
Justin P. Davis, Senior Vice President, Regulatory & Government Affairs & Chief of Staff

Chair Jain convened the Open Session at 6:05 p.m., in accordance with the Open Public Meetings Act and NJ TRANSIT's enabling legislation. The pledge of allegiance to the flag was recited.

Chair Jain took a moment to say she was looking forward to working alongside her fellow Board Members, with President & CEO Kolluri, and with the dedicated team at NJ TRANSIT. Chair Jain said NJ TRANSIT played a vital role in connecting New Jersey residents and supporting the strength of their state. As Chair, she was committed to working collaboratively with the Board and Leadership team, keeping their shared focus on the people and communities they serve.

Board Secretary Umukoro welcomed Chair Jain.

Board Secretary Umukoro conducted Roll Call and noted Board Member Maroko was absent.

Board Secretary Umukoro announced that adequate notice of the meetings of the Board of Directors of the New Jersey Transit Corporation and its affiliates and subsidiaries was provided in accordance with the Open Public Meetings Act and NJ TRANSIT's enabling legislation. Notices were filed on February 5, 2026, with the Secretary of State, sent to newspapers of general distribution, posted in the main entrance of NJ TRANSIT's headquarters, published on the corporation's website, and sent to each individual, agency, and organization that requested such notice.

Approval of Minutes

Chair Jain asked for a motion to approve the minutes of the December 10, 2025, and January 27, 2026, Board meetings. Board Member Munr Kazmir made the motion and Board Member Anthony N. Abrantes seconded the motion. Board Member Michael Beson abstained from the December 10, 2025, minutes since he was not a Board Member at that time. The minutes were adopted.

Advisory Committee Report

Anna Marie Gonnella-Rosato presented the Advisory Committee report. Ms. Gonnella-Rosato welcomed Chair Jain and congratulated her on her new position. She said the Advisory Committee looked forward to working with her. Ms. Gonnella-Rosato congratulated President & CEO Kolluri on his reappointment and thanked former Chair O'Connor for his work with the Passenger Advisory Committee in the past.

Ms. Gonnella-Rosato said on February 6, 2026, the North and South Jersey Passenger Advisory Committee met jointly and virtually. Gagandeep Singh, Senior Vice President of Real Estate Development & Planning, provided a presentation on leveraging assets for non-farebox revenue dollars, known as the LAND Plan.

They also heard from the Government & Community Relations team. Paul Wyckoff, Chief of Government & External Affairs, reported on the Portal North Cutover project and the impact it would have on rail service. On January 15, 2026, Amtrak announced that they would be performing critical work to transfer one track of rail service to the new Portal North Bridge. This work was scheduled to run from February 15, 2026, through March 14, 2026, and customers would experience temporary adjustments to services on all rail lines, except for the Atlantic City Line.

Senior Director of Legislative Relations John Del Colle briefed the Passenger Advisory Committee on legislative issues. Barbara Lazzaro, Senior Director of Local Government & Community Relations, reported on transit launching a language survey in eight languages to access the needs of limited English proficient customers to improve the agency services and programs.

Due to the winter storms on January 25, 2026, NJ TRANSIT temporarily suspended all bus, light rail, and Access Link services at 4:00 a.m. and rail service at 2:00 p.m. Limited service returned on January 26, 2026. Letters were sent to municipalities regarding their

responsibility to maintain bus shelters and the clearing them during snowstorms. Customers were advised to contact their local municipalities for snow clearing at the shelters.

On January 8, 2026, NJ TRANSIT announced its new launch of the Safe Passage anti-human trafficking campaign. On January 9, 2026, President & CEO Kolluri, Senator Troy Singleton, and New Jersey Transit Police Chief Christopher Trucillo unveiled the first River LINE vehicle to feature a fully renovated passenger compartment, and a recent engine overhaul, as part of the continuing efforts to enhance the customer experience and improve service reliability. On February 5, 2026, NJ TRANSIT announced the statewide high school student art competition celebrating America's 250th Birthday. On February 15, 2026, the FLEXPASS would return, which would allow customers to purchase 20 one-way tickets at a 15 percent discount, and tickets could be used over a 30-day period. Tickets could be purchased on NJ TRANSIT's website.

Ms. Gonnella-Rosato said the next joint Passenger Advisory Committee meeting was scheduled for March 13, 2026. Lastly, Ms. Gonnella Rosato said she would like to thank all the hardworking personnel at NJ TRANSIT for working diligently in getting all the transit services up and running after the January 25, 2026 snowstorm.

Chair Jain asked Board Secretary Umukoro if there were any comments from the public. Board Secretary Umukoro said there were three in-person speakers and eight pre-registered telephone speakers.

Board Secretary Umukoro said in order to give everyone an opportunity to be heard, comments would be limited to three minutes. Priority access would be given to in-person speakers followed by any additional in-person speakers. They would then take comments from pre-registered telephone speakers, followed by any additional telephone participants queued to speak. Board Secretary Umukoro instructed those participating by telephone, if they had not already done so, please press *1 on their telephone keypad to enter the queue to speak. They would hear a brief tone to indicate they had successfully entered the queue.

Public Comments

Ron Bautista, a Hoboken resident, addressed the Board regarding recent reports and videos of federal ICE agents conducting enforcement actions on NJ TRANSIT buses in Hudson County and on elevators at the 9th Street Light Rail Station between Hoboken and Jersey City. He stated that such actions on NJ TRANSIT property, when carried out without clear rules, created fear, confusion, and legal uncertainty for riders, employees, and law enforcement. Mr. Bautista shared that he had been undocumented during his first 11 years living in Hoboken and was now a U.S. citizen. He described the fear and uncertainty individuals may feel in such situations and stated that public transit should be a place of safety, not intimidation.

Mr. Bautista urged the Board to adopt a policy requiring federal immigration agents to present a judicial warrant signed by a judge, rather than an administrative warrant, badge,

or verbal request, before entering NJ TRANSIT trains, buses, platforms, or other properties. He stated that such a policy would clarify property rights and constitutional standards, protect riders' Fourth Amendment rights, shield employees from difficult situations, and reduce agency liability. He also recommended mandatory training for frontline staff and supervisors to ensure consistent implementation and encouraged the Board to take these steps to help keep NJ TRANSIT safe and welcoming for all.

Brenda Aydin, a Hudson County resident, addressed the Board as a concerned citizen and referenced Governor Sherrill's executive order prohibiting ICE agents from entering state property without a judicial warrant. She stated that this order should apply to NJ TRANSIT buses and vehicles, which she characterized as private spaces requiring payment for entry and therefore entitling operators to request a judicial warrant before permitting law enforcement to board. She cited a January 2026 incident in West New York in which federal agents followed a woman onto a bus and detained her, later transferring her to an out-of-state facility, and noted when contacted for comment, NJ TRANSIT stated they could not interfere.

Ms. Aydin urged the NJ TRANSIT Board to adopt and publicly disseminate a clear policy requiring a judicial warrant for ICE agents to enter buses and vehicles, similar to Greyhound Lines Inc.'s policy, and to provide training and support to all drivers and operators in coordination with the drivers' unions. She emphasized the impact of enforcement actions on communities in Hudson and Bergen Counties and called on the agency to implement the Governor's executive order and ensure staff were properly trained.

Armand Pohan, a resident of Verona and President & CEO of New York Waterway, addressed the Board regarding an agenda item to approve the appropriation of funds for a modernized boat maintenance facility in Weehawken. He stated that New York Waterway transports approximately 20,000 passengers daily between New Jersey and New York and served as a critical backup to NJ TRANSIT during service disruptions, including the upcoming four-week Portal North Bridge cutover closure, during which the company would charter additional boats and buses to accommodate riders. He emphasized that maintaining safe and reliable ferry service required a modern maintenance facility.

Mr. Pohan stated that over the past 19 years, New York Waterway has generated more than \$100 million in federal funding for NJ TRANSIT, based on its ridership and fixed routes. He stated that since 2015, the Board had allocated 75 percent of the approximately \$8 million the company earns annually toward capital repairs, consistent with NJ TRANSIT's arrangement with private bus companies. He explained that the Legislature appropriated \$12 million in 2015 for a maintenance facility in Hoboken, but the property was later condemned, requiring the project to be relocated to Weehawken and the funds to be reappropriated. He expressed appreciation for the item being placed on the agenda and urged the Board's approval, stating that both the Waterway and NJ TRANSIT depended on a modern maintenance facility for ferry operations.

Angelly Shahani stated that she had been a bus rider since 1993 and had long relied on NJ TRANSIT to reach her destination safely. She said that recent federal immigration enforcement actions on transit had undermined that sense of safety, alleging that individuals had been detained without judicial warrants and that such actions had created fear among riders. She stated that these incidents, occurring in public view, had a traumatic impact on families and communities and had left passengers feeling vulnerable and unprotected.

Ms. Shahani urged the Board to take action to protect riders, employees, and customers by adopting clear protocols regarding immigration enforcement activity on NJ TRANSIT property. She referenced recommendations made by earlier speakers and encouraged the implementation of specific safeguards to enhance public safety. She concluded by asking the Board to protect its workforce and the riding public.

Trevor Batchelder, a resident of Jersey City Heights, stated that he was a lifelong New Jersey resident, originally from Ocean County, and had lived in Hudson County for approximately 15 years. He referenced witnessing a neighbor's encounter with federal agents at the NJ TRANSIT 9th Street Light Rail Station elevator. He expressed concern that NJ TRANSIT had not implemented common sense policies and training to protect riders, stating that passengers were fearful, and the agency risked losing ridership if action was not taken. He also commented on service reliability and rider experience.

Mr. Batchelder urged the Board to adopt clear, common-sense policies and provide training to address immigration enforcement activity on NJ TRANSIT property. He acknowledged potential legal and operational considerations but encouraged the Board to act decisively, stating that acting now would demonstrate leadership and place the agency on the right side of history.

Sally Jane Gellert, Chairperson of the Lackawanna Coalition, began by thanking the four speakers for their statements. She noted that the Lackawanna Coalition was unaware of the referenced executive order and had not taken a position, but personally expressed full support with the speakers' concerns. Regarding Action Item #2602-03: Perth Amboy Accessibility Improvements Project, Ms. Gellert stated that the Board needed more detailed information than what was provided in the agenda to make an informed decision. She requested the total cost of the project, including the three amended items, and asked whether the Perth Amboy and Boonton stations would be fully operational by Spring 2026. She emphasized the importance of accessibility and noted NJ TRANSIT's ongoing delays in meeting ADA standards. Ms. Gellert questioned why additional amendments were necessary and criticized the frequent practice of amending contracts in progress. She suggested this could be due either to unforeseen events or an attempt to understate the original project costs. She called for full transparency and accounting, asserting the public's right to know how funds were spent at all stages of the project and requested a complete history and future plan for all contracts whenever they were discussed.

On Action Item #2602-04: Weehawken Ferry Maintenance Facility, Ms. Gellert expressed concern about spending public funds to support a private company. She noted that some

background information provided by the New York Waterway President & CEO should have been included in the action item description. While acknowledging that the funds had already been approved by the Legislature, she requested additional information to ensure the Board, and the public had all relevant facts.

Regarding service disruptions during the Portal North Bridge cutover, Ms. Gellert noted that most lines, particularly the Pascack Valley line, had experienced wait times exceeding 20 minutes, with some connecting trains offering only a five-minute transfer window. She urged the Board to hold outbound trains when connections were delayed, emphasizing the impact on passengers, especially those taking the last train of the night. Finally, Ms. Gellert expressed gratitude to all transit employees for their efforts during the recent snowstorm. The coalition's full statement was provided to the Board.

Matty Buchys-Hyland, a Long Island, New York resident and proud advocate for people with developmental disabilities, expressed disappointment over the cancellation of the Gateway Tunnel Project, connecting New York Penn Station and New Jersey. He noted that the existing tunnels were old and dated back to the era of past generations. Mr. Buchys-Hyland warned that without a new tunnel, any major disaster could severely disrupt access to the Northeast Corridor on Amtrak. He voiced strong support for restoring funding for the Gateway Tunnel Project.

Mr. Buchys-Hyland cited Virginia's approach to transportation, highlighting the work of the House of Delegates Transportation Committee chaired by Karrie K. Delaney, a University of South Florida graduate like himself, and her counterpart Senator Lamont Bagby, for their efforts to keep Virginia's infrastructure safe. He suggested that New Jersey should adopt a similar proactive approach as it moves forward in its growing economy, referencing projects such as the Silver Line expansion to Ashburn and Loudoun County, Virginia, as positive examples. Mr. Buchys-Hyland concluded by urging the federal government to support funding for the Gateway Tunnel Project, congratulated Chair Jain on becoming the new Chair of NJ TRANSIT Board of Directors and thanked former Chair Fran O'Connor for his service.

Eleni Beja, a resident of Hoboken and a regular NJ TRANSIT commuter, expressed concern for all individuals who work for and use NJ TRANSIT, regardless of citizenship or documentation status. She highlighted incidents in which unidentified individuals forcibly removed people from platforms, elevators, buses, or trains without providing legal justification, noting that such actions made it impossible to distinguish between lawful arrests and kidnappings, creating fear and uncertainty. Ms. Beja emphasized her empathy for transit employees, including bus operators and train conductors, as well as for the passengers themselves. She urged the Board to commit to developing a clear policy for when unidentified individuals forcibly remove people on NJ TRANSIT property while claiming, but not proving, federal authority. She called for the policy to be publicly shared with the community and for proper training and support to be provided to NJ TRANSIT employees.

Matthew Walsh, Board member of the New Jersey Association of Railroad Passengers, thanked the Board for the opportunity to speak and expressed support for comments made by previous speakers. He emphasized that a judicial warrant was necessary for accessing NJ TRANSIT property and equipment. Mr. Walsh also endorsed support for the Gateway Tunnel Project.

Mr. Walsh addressed the waterfront connection, built in 1991, describing it as a vital link between the Northeast Corridor and North Jersey Coastline service, connecting the Morristown and Essex lines to Hoboken Terminal. He noted that since the COVID-19 pandemic, service had been drastically reduced with only one train per day, despite potential for six daily trains. Mr. Walsh highlighted substantial commuter demand from Monmouth County to Hoboken, where both employment and residential populations were growing. He emphasized that the existing right-of-way was underutilized and could reduce the need for costly expansions along the parallel Turnpike, calling its restoration a prudent use of public assets.

Mr. Walsh strongly supported the continued construction and extension of the Hudson-Bergen Light Rail between Tonnelle Avenue, North Bergen, Hudson County, and Englewood. He argued this would reduce traffic, improve air quality, and strengthen New Jersey's public transportation network by utilizing existing infrastructure efficiently.

Adam Reich echoed the comments of Sally Jane Gellert regarding action items, specifically citing Action Item #2602-03: Perth Amboy Accessibility Improvements Project. He criticized past resolutions for failing to explain the need for contract changes or additional funding. Mr. Reich urged future resolutions to include brief descriptions clarifying what was changing, why it was not covered under existing contracts, and how the funds will be used, so the public could make informed comments.

Mr. Reich also addressed the 2018 NJ TRANSIT Reform Law, which required 10 public hearings before implementing any fare increase. He emphasized that fare changes, not just multi-year plans, should trigger public hearings. Mr. Reich requested Chair Jain to review the statute to ensure transparency, particularly regarding fare collection and congestion at key terminals such as New York Penn Station.

Lastly, Mr. Reich encouraged more robust contingency planning beyond New York-centric service. He recommended that NJ TRANSIT consider outlying points and interstate travel, ensuring sub-service continues if critical infrastructure, such as tunnels or the Portal North Bridge, was disrupted. He also noted that advance planning was needed for customers who purchased tickets with lead time.

Chris Neiderberg, a member of the Lackawanna Coalition, expressed appreciation for NJ TRANSIT despite ongoing criticisms, and said he was speaking on his own behalf. He addressed remarks made by President & CEO Kolluri in December regarding up to \$90 million lost annually to fare evasion. Mr. Neiderberg questioned how much of this loss was due to intentional fare evasion versus equipment failures, fare box malfunctions, or situations where conductors were unable to collect tickets. He noted that some

passengers with valid tickets might not have them collected, including paper tickets or app-based tickets with time limits, and urged for clarification on how these issues factored into the reported losses. Mr. Neiderberg emphasized the need for accurate accounting and transparency regarding fare collection and losses.

Tim Sevenser, a resident of Mount Tabor and Board Member of the New Jersey Association of Railroad Passengers, expressed support for previous speakers opposing ICE access to NJ TRANSIT properties. He raised concerns about recent train diversions to Hoboken and questioned when service reductions implemented in 2008, under then-NJ Department of Transportation Commissioner and NJ TRANSIT Chair Kris Kolluri, would be restored. Mr. Sevenser noted that transit-oriented development in areas such as Morristown and Mount Tabor had increased demand, yet service had not been expanded accordingly. He emphasized that restoring the 10 daily trains in each direction to Hoboken would require minimal infrastructure investment, as the tracks and maintenance systems were already in place.

Mr. Sevenser also highlighted deficiencies on the Boonton Line, which he said should operate hourly, be electrified, and include additional sidings to improve service reliability. He described challenges faced by Mount Tabor residents and Montclair State University commuters, noting that the last train from Denville departs at 9:00 a.m. on weekdays, preventing students and faculty from using the line effectively. Mr. Sevenser stressed the need for expanded and more flexible service to accommodate residents, workers, and students traveling to Hoboken and other destinations.

Grace Perez, Chief of Staff to Councilwoman Eleana Little of Jersey City, spoke on behalf of the Councilwoman, who was attending a council meeting. She echoed concerns raised by other constituents and expressed outrage over recent ICE activity on and around NJ TRANSIT property, including light rail platforms and buses. Ms. Perez emphasized that riders now boarded trains and buses with fear, undermining confidence in public transit. She highlighted the essential role of transit for community, school travel, medical appointments, and civic participation, noting that riders could not safely use the system if they feared encounters with federal agents. Ms. Perez urged the Board to set clear expectations for transit employees and ensure that operators, across light rail and commuter rail, were trained in how to respond if immigration agents attempted to question or detain passengers. She stressed that clear guidance protected both riders and employees and called on the Board to implement this training immediately to ensure a safe, dignified, and trusted transit system.

Andy Weiss criticized NJ TRANSIT bus service and expressed dissatisfaction with President & CEO Kolluri's leadership. He alleged that bus service has been neglected in favor of commuter rail and described buses as consistently dirty both inside and outside, including in the days following the recent snowstorm. Mr. Weiss characterized the condition of the fleet as unacceptable and asserted that ordering new buses, which would not arrive for several years, did not address current service and maintenance concerns. He also criticized bus service frequency, stating that once-hourly weekend service was insufficient and called for increased weekday, evening, and weekend frequency.

Mr. Weiss urged NJ TRANSIT leadership to prioritize bus operations, improve cleanliness standards, and advocate more aggressively for additional funding during annual legislative budget hearings to hire more bus operators and expand service. He further expressed concern that bus riders, whom he described as often lower income, did not receive the same attention or public acknowledgement as commuter rail riders. Mr. Weiss called on leadership to provide clearer communication, greater accountability, and a stronger commitment to improving bus service.

Paul Cunningham thanked agency employees, including conductors, customer service agents, police officers, bus operators, and train operators, for their efforts during the recent snowstorm. He then raised concerns about the ongoing service disruptions on the Hudson-Bergen Light Rail (HBLR) over the past several months. Mr. Cunningham cited multiple incidents, including trip cancellations between 8th Street and Tonnelle Avenue, due to operator availability; a January 28, 2026 incident involving a vehicle on the tracks that caused a 6:30 a.m. disruption with no subsequent updates; and a January 29, 2026 service suspension related to signal issues. He also mentioned a February 6, 2026 switch problem and additional cancellations on January 15, 2026 after 8:00 p.m., when he believed the system was largely shut down due to lack of operator availability.

Mr. Cunningham stated that during several of these incidents, there were no service announcements, alerts, or train tracking updates. He shared a specific example of waiting 25 minutes during rush hour on December 12, 2025 for a train that was scheduled to arrive in four minutes, noting that no alerts were issued, and the train was not tracked. Mr. Cunningham also described a friend waiting approximately 20 minutes during rush hour at Liberty State Park Station without receiving any service updates. He expressed concern that the new contract would not address these ongoing reliability issues and emphasized the need for more dependable service in Hudson County and Jersey City. Mr. Cunningham noted that many residents chose to live near HBLR stations, including Liberty State Park, because they relied on the service. He urged the Board to prioritize improving reliability and communication, stating that more dependable service would encourage greater ridership and reduce traffic congestion.

Aitana Libreros, a resident of Hudson County, stated that she had been a daily NJ TRANSIT bus commuter for nearly 30 years. She described NJ TRANSIT as a central part of her life, from childhood trips to church and visiting friends to her current routine, including traveling with her daughter. Ms. Libreros emphasized that bus service was a vital lifeline in Hudson County, particularly for immigrant communities, given the area's traffic and parking challenges. She expressed concern about reports of ICE agents entering transit spaces, stating that riders should feel safe and comfortable while commuting.

Ms. Libreros said the presence of federal agents had been disheartening and created fear among riders, including concerns for her family and community members. She urged NJ TRANSIT to take stronger actions to protect its customers by implementing clear policies and providing training for operators and station staff on what was legally permitted and how to safeguard riders' rights. Ms. Libreros emphasized that while commuters

depend on NJ TRANSIT daily, the agency also depends on its riders, and she called for measures to ensure the safety and protection of all passengers.

Nicholas Giglia, founder of ROUTE (Restore Our Transit in Essex), a nonprofit advocacy organization, congratulated Chair Jain on her new role and thanked NJ TRANSIT employees for their work during the recent snowstorm, extreme cold, and the upcoming Portal North Bridge cutover. He acknowledged that the bridge transition may inconvenience riders but noted the long-term benefits. Mr. Giglia expressed support for prior comments urging NJ TRANSIT not to permit ICE agents access to its property or vehicles without a warrant, consistent with the law. He affirmed support for continued Gateway Program funding, emphasizing that transit was not a partisan issue.

Mr. Giglia stated that while some service disruptions were beyond NJ TRANSIT's control, such as the recent overhead wire issue, system design and service planning were within the agency's control. He argued that when transit service was infrequent or difficult to navigate, it created stress for riders and discouraged ridership. Mr. Giglia highlighted what he described as an ongoing "transit desert" in parts of Essex County following the discontinuation of DeCamp bus service in April 2023, affecting residents on weekdays and weekends. He called for a multimodal approach and a broader study of bus service restoration. As part of the current budget process, Mr. Giglia urged the Board to allocate funding for hourly weekend train service on the Montclair-Boonton Line, extending at least to Montclair State University. He stated that restoring such service would primarily require funding and expressed interest in partnering with NJ TRANSIT to address these issues.

Jesse Rynkiewicz spoke about what he described as ongoing deficiencies in bus service in South Jersey. As a university commuter who relies on transit to reduce costs, he stated that service in the region has declined compared to other parts of the state. Mr. Rynkiewicz expressed concern that transportation resources were overly concentrated in Atlantic City, leaving part of Cape May and Cumberland Counties with limited service. He described these areas as underserved and said rural counties had not received an equitable share of transportation funding, despite residents contributing tax revenue.

Mr. Rynkiewicz called for the development of a bus terminal or station in Millville to better connect Cape May, Cumberland, and Gloucester Counties. He also advocated for increased service on the Route 313 bus and expanded transit options to support access to colleges and universities, including Rowan University. While noting that micro-transit service had been introduced between Atlantic City and Vineland, Mr. Rynkiewicz said additional fixed-route service was needed to support long-term, educational, and career opportunities, not solely travel to casino destinations.

David Peter Alan stated that he was speaking in his personal capacity and not on behalf of any affiliated organizations. He addressed the upcoming cutover from the old Portal Bridge to the new Portal North Bridge, which would involve a period of single tracking on a segment of the Northeast Corridor. Mr. Alan noted that he covered the January 15, 2026 briefing for *Railway Age* and reported on the project. He said the four-week operating plan

from mid-February through mid-March appeared well planned, though riders would need to pay close attention to adjusted departure times, particularly on the Morris & Essex, Gladstone, and Montclair-Boonton lines. As a resident of the Morris & Essex Line, Mr. Alan said his own travel patterns would change, including weekend departures at different times and weekday travel through Hoboken, similar to the period before Midtown Direct service began. He noted that cross-honoring on PATH, the No. 126 bus, and ferries would help mitigate impacts.

Mr. Alan suggested that it may be an appropriate time to consider increasing service to Hoboken, including on the Montclair-Boonton Line, and reiterated support for hourly weekend service between Montclair State University and Hoboken. He acknowledged concerns raised by other riders regarding less convenient connections and longer waiting times and expressed hope that management would address those issues. Overall, Mr. Alan said the planned service reductions did not appear overly severe, though many riders would need to transfer at Hoboken rather than travel directly to Penn Station. He concluded that the planning appeared sound and expressed hope that implementation would proceed smoothly. His full written statement was provided to the Board.

Rebecca Lee thanked NJ TRANSIT and Customer Advocate Franck Beaumin for promptly addressing an issue and restoring a bench at an East Orange bus stop, emphasizing that the restoration has materially improved safety and usability, especially for elderly passengers. She expressed support for earlier comments regarding Immigration and Customs Enforcement, governing ICE presence on agency property. Ms. Lee stated that the policy should be well publicized and that frontline employees should receive strong institutional support when enforcing it. Lastly, she reiterated a request for hourly weekend service on the Montclair-Boonton Line to Montclair State University.

Vincent Cisneros urged the Board to implement a formal policy requiring that ICE agents present a warrant before entering NJ TRANSIT buses and trains. He also called for training for operators and conductors on how to enforce such a policy and emphasized the importance of protecting passengers.

Written Comments in Lieu of Speaking

Kanileah Anderson, a resident of Newark, wrote that although she was not a regular commuter, she was concerned about bus stops not being cleared of snow following the storm on January 25, 2026. She noted that some properties had not been cleared, obstructing access to bus stops and shelters. As a result, passengers were forced to navigate large piles of snow or stand in the street, which she described as a significant safety concern. As a driver whose routes regularly passed bus stops, she stated she felt uneasy seeing passengers standing in the roadway. Ms. Anderson expressed her belief that given the relatively small areas involved, it would be reasonable to assign staff to ensure bus stops were cleared from the sidewalks and beyond the curb after snowfall. She added that she hoped her comments would help prompt improvements to rider safety and service.

Board Member Comments

Vice Chair Carson wanted to address the public commenters on ICE enforcement activity on NJ TRANSIT properties. She said although she was not an attorney or inclined to say what they could or could not do, they were living in unprecedented times. As an agency, they should do everything in their power to protect their riders, and asked staff to see what they could do.

Board Member Narra said she was an attorney and worked in a field where ICE enforcement issues affected her clients and the practice. She echoed Vice Chair Carson's comments. Board Member Narra said she had great confidence in the agency that they would be discussing the ICE enforcement issues and come up with a plan. She also addressed some of the issues surrounding customer service, since she was a member of the Operations & Customer Service Committee. Board Member Narra said for those comments raised on communications surrounding disruptions to service, she asked that staff from the various modes investigate the issues raised. She would send an email outlining the issues raised since she was taking notes and did not want to take up too much time that night. Board Member Narra said there were several issues, and the one easy thing for the agency to do was to make sure that their riders had the best information possible. She said staff should tighten up procedures and protocols to ensure information was getting out to customers, and if not, that should be addressed. Board Member Narra asked staff to report back to her on what improvements could be made.

President & CEO's Monthly Report

President & CEO Kolluri said it was great to have Chair Jain at the agency, and he had worked with her during his time as CEO at the Gateway Development Commission. He said Chair Jain was a part of the team that helped them, and her contributions and expertise served them well then. She would do an amazing job as Commissioner of New Jersey Department of Transportation.

President & CEO Kolluri said he wanted to join his Board Members and thank members of the public for their heartfelt comments. He said it was important that these types of venues provided an opportunity for people to express their deep concerns. President & CEO Kolluri said rest assured that they would follow Governor Sherrill's Executive Order mentioned that evening.

President & CEO Kolluri said he wanted to address some of the concerns that were raised by the public that stood out to him. Although he knew Board Member Narra was concerned about communication, the one that stood out to him was the Hudson-Bergen Light Rail (HBLR) and the fact that they did not have real time information. He said their colleagues who run the Light Rail system said River LINE had real time information, and HBLR had it at a couple of stations and would have more over the next couple of months. President & CEO Kolluri said to caller Paul Cunningham, while they appreciated his concern and frustrations, they were working to make sure that real time information did become available.

President & CEO Kolluri noted Chris Neiderberg talked about fare evasion, and it was true that \$90 million per year was lost due to fare evasion. However, if you listened to Mr. Reich, a public servant who gets paid by the taxpayers of New Jersey, you would think the way they collected revenue, no matter how uncomfortable it was at Penn Station, was somehow not the appropriate way to do it. President & CEO Kolluri said he hoped that Mr. Reich never works for NJ TRANSIT because that was the wrong stand to take because they believed in collecting fares. He said this was the pact that was made with riders: the agency provides a service, and the agency expects to get paid for that service. More importantly, a point he made in the past was that there were honest people who paid their fare and were the kind of people that felt cheated when a person sitting next to them somehow did not pay their fare.

President & CEO Kolluri said to Jesse Rynkiewicz, being a South Jersey resident trying to get to Rowan University to get an education was a wonderful mission and they should support him. He said the previous Governor and Board Member Zeveloff were part of the team of people who made a grant to South Jersey to provide that type of service to connect communities in South Jersey in rural areas to enhance that corridor.

President & CEO Kolluri said to the caller who discussed buses, whose name he did not remember, they provided 500,000 bus trips per day and 200,000 train trips per day. He questioned how that caller could objectively say he did not care about buses. For bus line number 21, which President & CEO Kolluri said he knew that caller takes, they have added 32 trips. They also ordered 554 buses, of which 70 had already been delivered. He questioned how that caller could objectively say that NJ TRANSIT did not care about bus riders. President & CEO Kolluri said false premises and factual missed information did not help to advance the cause of NJ TRANSIT. He respectfully reminded people it was okay to criticize him but stick to the facts.

President & CEO Kolluri welcomed three new Board Members and said it was remarkable to have Dennis Zeveloff as the Treasurer's Representative, Aaron Cruz reappointed as the Governor's Representative, Munr Kazmir, and his long-standing friend Michael Beson who worked with him on Capitol Hill. He said it was great having all of them at the agency and meant a lot having such a group with diverse experiences on the Board. President & CEO Kolluri said this was a very special Board and organization and they all would be meaningful contributors in all the work they did.

On the snowstorm, President & CEO Kolluri said he appreciated the kind words, and it meant a lot to his colleagues after seeing what they had to go through to get service up and running. He said he realized coming out of the storm was challenging for the entire agency, but within two days the service was up and running, which said a lot.

Monday, February 9, 2026, was a challenge. President & CEO Kolluri said he would be the first to admit that they had two trains that got hit by falling wires on the Northeast Corridor, which was a problem that was raised with Amtrak. While one of the train operators got hurt during that incident, he was now okay. President & CEO Kolluri said a 100-year-old infrastructure posed many issues. There were going to be things that

needed to be fixed on a regular basis. President & CEO Kolluri said they made Passenger Rail Investment and Improvement Act (PRIIA) payments to Amtrak every year for maintenance and hoped that Amtrak kept up with the maintenance, so passengers could ride the system safely.

On the Portal Cutover project, President & CEO Kolluri said it was true that starting on Sunday, February 15, 2026, for the next four weeks, Amtrak would be carrying out an extraordinary job. The team had done a great job of educating and informing the public on what was going to take place. Yes, it would be tough. They were going from 48 trains an hour to 18 trains an hour for the next four weeks. President & CEO Kolluri said some of the Board who take the train would also have a challenge. However, once all of Amtrak's work was complete, in the middle of March, they would open a brand-new bridge for the first time in 116 years.

President & CEO Kolluri said to do this, they must give Amtrak the next four weeks to complete very complex signal and communications work to get the trains back on one track, and sometime in the Fall this year, they would repeat this process for the second track. At the end of that work, they would have a brand-new bridge over the Hackensack River that would not have to open for Marine traffic.

President & CEO Kolluri said they would be offering their FLEXPASS thanks to Customer Advocate Franck Beaumin who had been pitching for this. He said the feedback Mr. Beaumin received from customers was that FLEXPASS was useful. Allowing them to take multiple trips in a 30-day period was a great benefit for customers. President & CEO Kolluri thanked Franck for bringing it to the forefront and was glad they were able to do it.

President & CEO Kolluri said the Action Item for Brick Church Station was a very important item. For \$83 million, there would be an accessibility transformation around the station. At this meeting, the Board would consider a \$15 million contract for track bed waterproofing and concrete repairs at Brick Church Station, which was a preamble for the next big construction project.

On a personal note, President & CEO Kolluri said Michael Kilcoyne, Senior Vice President, Surface Transit & General Manager of Bus Operations, with over 30 years of experience, would be leaving the agency. He said he has had the chance to work with Mr. Kilcoyne for the last 14 months and he was an exceptional human being. His commitment to the agency, the customers, and his team has always been second to none. President & CEO Kolluri said they would all miss him, wished him well, and said his retirement was well earned and deserved. President & CEO Kolluri did not believe in goodbyes and hoped to see Mr. Kilcoyne again in another capacity.

President & CEO Kolluri said if the Board would consider Lance Norman's appointment as Mr. Kilcoyne's successor, they would be gaining a constant professional. He too has been with NJ TRANSIT for decades and his experience was exactly what was needed to take on Mr. Kilcoyne's position. President & CEO Kolluri said with the FIFA games coming up, Mr. Norman was exactly the kind of person that would step up and do the work that

needed to be done. He had the support of the tremendous staff for Light Rail and Bus Operations. President & CEO Kolluri was fully confident and highly recommended Mr. Norman with no reservations.

President & CEO Kolluri said William Brooks came with him to NJ TRANSIT last year to head up Capital Delivery. He promised him one year and kept his commitment of transforming the division to do all the right things. President & CEO Kolluri said the five-year capital plan would be presented to the Board sometime soon, and it would transform the agency in ways they have not seen.

President & CEO Kolluri said they were beginning to focus on things that matter, and it was not wrong for some people to ask questions about costs and schedules, which he said was the right metric. They believed they should be measuring their projects on those two metrics and Mr. Brooks had laid out the groundwork for Vikram Dogra who would be taking over for Mr. Brooks, as Senior Vice President of Capital Delivery. President & CEO Kolluri said Mr. Dogra came with extraordinary experience from the private sector, as well as his work at the MBTA. Equally important, he had been advising many cities on FIFA 2026. To have him join the agency at this important and critical time was fortunate for NJ TRANSIT.

President & CEO Kolluri concluded with something he said was close to all their hearts, which was the work of their extraordinary New Jersey Transit Police Officers. He wanted to recognize the Emergency Services Unit (ESU) for a cliffside rope rescue on the Jersey City-Hoboken border last week, when a man fell approximately 25 feet down the Palisades Cliff near active rail tracks. Officers Paul Gawin and Johnathan Erd used their technical skills to find and rescue this man. Officers Paul Gawin and Johnathan Erd, along with Special Operations Captain Dustin Antonio and Chief Christopher Trucillo, whom President & CEO Kolluri called wonderful human beings, were at the meeting. He said their act reflected their human compassion for someone in distress and rank did not matter then, but technical training did. President & CEO Kolluri said the best part about NJ TRANSIT was witnessing their men and women doing extraordinary things and he was so grateful to present Officer Gawin, Officer Erd, and Captain Antonio with proclamations. He asked the Board and Chief Trucillo to join them for a photo.

Next, President & CEO Kolluri said he wanted to recognize Board Member Weiss, who served on the NJ TRANSIT Board for four years and was an extraordinary individual who he had the pleasure of knowing for approximately eight years. During President & CEO Kolluri's time at NJ TRANSIT, with Board Member Weiss' work in Newark, they did many things together. He was that quiet guy, always with an idea, who had a pragmatic solution, and followed through.

President & CEO Kolluri said NJ TRANSIT's Gateway to Hope in Newark Penn Station was Board Member Weiss' idea. He ran with it, made sure they did it, and it was still working. They were able to place unhoused individuals in safe places in Newark because of Board Member Weiss.

Although President & CEO Kolluri was sorry to see him leave, he was going on to bigger and better things. He said Board Member Weiss was the new Chief Executive Officer of the New Jersey Economic Development Authority, and Governor Sherrill made the right decision.

President & CEO Kolluri asked the Board to join him as he presented Board Member Weiss with a proclamation and a photo was taken.

Chair Jain thanked President & CEO Kolluri for his detailed report and was sure his insight and candor were appreciated by her fellow Board Members.

Board Operations and Customer Service Committee Report

Board Member Creuz presented the report for the Operations and Customer Service Committee. The Operations and Customer Service Committee received an update on trends, analysis, and actions for rail, bus, light rail, Access Link, and an update from the Customer Advocate. The Committee also received an update on the Cost of Service.

Board Administration Committee Report

Vice Chair Carson presented the report for the Administration Committee. The Administration Committee received a Financial Update. This included a summary of operating results compared to previous year's comparable period and Fiscal Year 2026 Budget, and 12-month farebox revenue compared to budget and major balance sheet items. Additional information was provided as part of the agenda materials, including the cost-of-service key performance indicators, 12-month farebox recovery, history of vacancies, attrition and hires, ridership and revenue, and a monthly budget-to-actual comparison for December 2025.

The Committee also received updates from Human Resources and Equal Employment Opportunity and Affirmative Action.

Board Capital Planning, Policy, and Privatization Committee Report

Board Member Abrantes presented the report for the Capital Planning, Policy, and Privatization Committee. The Capital Planning, Policy, and Privatization Committee reviewed the Board Items for: Brick Church Station – Track Bed Waterproofing and Concrete Repairs; and Perth Amboy Station Accessibility Improvements Project – Contract Amendments: Construction Services, Construction Design Services, and Construction Management Services.

Action Items

2602-02 BRICK CHURCH STATION – TRACK BED WATERPROOFING AND CONCRETE REPAIRS

President & CEO Kolluri introduced Vikram Dogra, Senior Vice President, Capital Delivery, to present Action Item #2602-02. Vikram Dogra presented for approval Action Item #2602-02: Brick Church Station – Track Bed Waterproofing and Concrete Repairs.

Board Member Munr Kazmir made a motion, Board Member Michael Beson seconded the motion, and the item was adopted.

Roll Call Vote:

Abrantes	Beson	Kazmir	Maroko	Narra	Zeveloff	Creuz	Carson	Jain
Yes	Yes	Yes	Absent	Yes	Yes	Yes	Yes	Yes

2602-03 PERTH AMBOY STATION ACCESSIBILITY IMPROVEMENTS PROJECT CONTRACT AMENDMENTS: CONSTRUCTION SERVICES, CONSTRUCTION DESIGN SERVICES, AND CONSTRUCTION MANAGEMENT SERVICES

President & CEO Kolluri introduced Vikram Dogra, Senior Vice President, Capital Delivery, to present Action Item #2602-03. Vikram Dogra presented for approval Action Item #2602-03: Perth Amboy Station Accessibility Improvements Project Contract Amendments: Construction Services, Construction Design Services, and Construction Management Services.

Board Member Munr Kazmir made a motion, Board Member Michael Beson seconded the motion, and the item was adopted.

Roll Call Vote:

Abrantes	Beson	Kazmir	Maroko	Narra	Zeveloff	Creuz	Carson	Jain
Yes	Yes	Yes	Absent	Yes	Yes	Yes	Yes	Yes

2602-04 WEEHAWKEN FERRY MAINTENANCE FACILITY

President & CEO Kolluri introduced Justin Davis, Senior Vice President, Regulatory & Government Affairs & Chief of Staff to present Action Item #2602-04. Justin Davis presented for approval Action Item #2602-04 Weehawken Ferry Maintenance Facility.

Board Member Munr Kazmir made a motion, Board Member Shanti Narra seconded the motion, and the item was adopted.

Roll Call Vote:

Abrantes	Beson	Kazmir	Maroko	Narra	Zeveloff	Creuz	Carson	Jain
Yes	Yes	Yes	Absent	Yes	Yes	Yes	Yes	Yes

Board Secretary Umukoro noted Board Members McCray and Thomas were recused from item 2602-06 and would not comment on the item.

Consent Calendar

ITEM #2602-05: NJ AUTHORIZATION TO SETTLE LITIGATION RELATED TO THE ACQUISITION OF PROPERTY IN THE VILLAGE OF RIDGEFIELD PARK, NEW JERSEY, FORMERLY OWNED BY DEFENDANT, TP ACCESS, LLC

ITEM #2602-06: PERSONAL INJURY CLAIM OF MILAGROS CARABALLO

Chair Jain asked for a motion to approve the consent calendar. Board Member Anthony N. Abrantes made a motion, Board Member Munr Kazmir seconded the motion, and the consent calendar was adopted.

Roll Call Vote:

Abrantes	Beson	Kazmir	Maroko	Narra	Zeveloff	Creuz	Carson	Jain
Yes	Yes	Yes	Absent	Yes	Yes	Yes	Yes	Yes

Executive Session Authorization

Chair Jain noted they would adjourn to Executive Session, would return only to adjourn the meetings, and no further business would be conducted. Chair Jain asked for a motion to enter executive session to discuss personnel matters, contract negotiations, the status of pending and anticipated litigation, and matters falling within the attorney-client privilege, including but not limited to the Personal Injury Claim of the Estate of Asuncion Montano, and the Personal Injury Claim of Michael Noel.

Board Member Michael Beson made the motion, Board Member Anthony N. Abrantes seconded the motion, and it was adopted. At approximately 7:35 p.m., the Board adjourned to the Executive Session.

Roll Call Vote:

Abrantes	Beson	Kazmir	Maroko	Narra	Zeveloff	Creuz	Carson	Jain
Yes	Yes	Yes	Absent	Yes	Yes	Yes	Yes	Yes

Return to Open Session

Chair Jain reconvened Open Session at 8:05 p.m. Board Secretary Umukoro conducted Roll Call. All Board Members returned to Open Session, except Board Members McCray and Thomas.

Adjournment

Since there was no further business, a motion to adjourn was made by Board Member Munr Kazmir, seconded by Board Member Michael Beson, and the motion was adopted.

The meetings were adjourned at approximately 8:06 p.m.

NEW JERSEY TRANSIT CORPORATION
NJ TRANSIT BUS OPERATIONS, INC.
NJ TRANSIT RAIL OPERATIONS, INC.
NJ TRANSIT MERCER, INC.
NJ TRANSIT MORRIS, INC.
NJ TRANSIT SOUTHERN LIGHT RAIL, INC.
BOARD OF DIRECTORS' MEETINGS

FEBRUARY 11, 2026

MINUTES

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➤ CALL TO ORDER	-
➤ APPROVAL OF MINUTES OF PREVIOUS MEETINGS	71062
➤ ADVISORY COMMITTEE REPORT	
➤ PUBLIC COMMENTS	-
➤ PRESIDENT & CEO'S MONTHLY REPORT	71063
➤ BOARD COMMITTEE REPORTS	-

ACTION ITEMS

2602-02 BRICK CHURCH STATION – TRACK BED WATERPROOFING AND CONCRETE REPAIRS – Authorization to enter into NJ TRANSIT Contract No. 0000147 with Union Paving and Construction Co., Inc. of Mountainside, New Jersey, for the Brick Church Station Track Bed Waterproofing and Concrete Repairs, in an amount not to exceed \$14,970,557.26, plus five percent for contingencies. **71098**

2602-03 PERTH AMBOY STATION ACCESSIBILITY IMPROVEMENTS PROJECT – CONTRACT AMENDMENTS: CONSTRUCTION SERVICES, CONSTRUCTION DESIGN SERVICES, AND CONSTRUCTION MANAGEMENT SERVICES – Authorization to provide additional funding in the amount not to exceed \$4,500,000.00, plus five percent for contingencies, to negotiate and execute necessary changes to NJ TRANSIT Contract No. 21-039X with Hall Construction Co., Inc. of Wall, New Jersey, for the construction of the Perth Amboy Accessibility Improvements Project, subject to the availability of funds. **71099**

Authorization to provide additional funding in the amount not to exceed \$1,000,000.00, plus five percent for contingencies, for NJ TRANSIT Contract No. 20-044 with KS Engineers, P.C. of Newark, New Jersey, to provide additional Construction Management services for the Perth Amboy Station Accessibility Improvements Project, subject to the availability of funds.

Authorization to provide additional funding in the amount not to exceed \$400,000.00, plus five percent for contingencies, for NJ TRANSIT

NEW JERSEY TRANSIT CORPORATION
NJ TRANSIT BUS OPERATIONS, INC.
NJ TRANSIT RAIL OPERATIONS, INC.
NJ TRANSIT MERCER, INC.
NJ TRANSIT MORRIS, INC.
NJ TRANSIT SOUTHERN LIGHT RAIL, INC.
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PAGE 2

Contract No. 10-039 with Stantec Consulting Services, Inc. of Rochelle Park, New Jersey, to provide additional Construction Engineering services for the Perth Amboy Station Accessibility Improvements Project, subject to the availability of funds.

- 2602-04 WEEHAWKEN FERRY MAINTENANCE FACILITY** – Authorization, approval, and consent to assist New York Waterway with the cost of the rehabilitation of the Weehawken Ferry Maintenance and Fueling Facility by allocating \$12,000,000 that was reserved as Capital Ferry Improvement Funds, and allocating \$12,000,000 from NJ TRANSIT’s Ferry Capital Improvement Program, for a total of \$24,000,000, subject to the availability of funds and Board approval of NJ TRANSIT’s Operating Budget. **71100**

CONSENT CALENDAR

- 2602-05 AUTHORIZATION TO SETTLE LITIGATION RELATED TO THE ACQUISITION OF PROPERTY IN THE VILLAGE OF RIDGEFIELD PARK, NEW JERSEY, FORMERLY OWNED BY DEFENDANT, TP ACCESS, LLC** – Authorization to take any and all actions necessary to settle the litigation related to the acquisition of property in Ridgefield Park, New Jersey, which includes two parcels containing approximately 17.87 acres formerly owned by TP Access, LLC, a limited liability company controlled by Mr. Gulshan Chhabra, identified as 400 Bergen Turnpike and 151 Route 46, aka Block 49.01, Lot 2 and Block 40.02, Lot 2, in the Village of Ridgefield Park, and to pay funds identified from the Transportation Trust Fund to TP Access, LLC in accordance with the terms discussed in Executive Session to settle the matter. **71102**

- 2602-06 PERSONAL INJURY CLAIM OF MILAGROS CARABALLO** – Authorization to settle the claim of Milagros Caraballo, through her attorney, at an amount discussed in executive session. The Attorney General has approved the proposed settlement, subject to the availability of funds. **71103**

- **EXECUTIVE SESSION AUTHORIZATION** **71104**
- **ADJOURNMENT**

APPROVAL OF MINUTES

WHEREAS, the Bylaws provide that the minutes of actions taken at meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., NJ TRANSIT Morris, Inc., and NJ TRANSIT Southern Light Rail, Inc. Board of Directors be approved by the Board; and

WHEREAS, pursuant to Section 4(f) of the New Jersey Public Transportation Act of 1979, the minutes of actions taken at the December 10, 2025 and the January 27, 2026 Board Meetings of the New Jersey Transit Corporation, NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Mercer, Inc., NJ TRANSIT Morris, Inc., and NJ TRANSIT Southern Light Rail, Inc. were forwarded to the Governor on December 18, 2025 and January 27, 2026;

NOW, THEREFORE, BE IT RESOLVED that the minutes of actions taken at the December 10, 2025 and the January 27, 2026 Board Meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., NJ TRANSIT Morris, Inc., and NJ TRANSIT Southern Light Rail, Inc. Board of Directors' meetings are hereby approved.

Mikie Sherrill, Governor
Dr. Dale G. Caldwell, Lieutenant Governor
Joseph D. Bertoni, Interim Commissioner
Kris Kolluri, President & CEO

TWO GATEWAY
283-299 MARKET STREET
NEWARK, NJ 07102-5310
973-491-7000



TO: BOARD OF DIRECTORS
FROM: KRIS KOLLURI
DATE: FEBRUARY 11, 2026
SUBJECT: PRESIDENT & CEO'S REPORT – FEBRUARY 2026

A handwritten signature in blue ink that reads 'Kris Kolluri' with a horizontal line underneath.

I want to begin this month by welcoming Acting NJDOT Commissioner and new NJ TRANSIT Board Chair Priya Jain, and by thanking her for stepping into this leadership role. Priya is a civil engineer with global experience delivering complex transportation and infrastructure programs and brings a strong understanding of New Jersey's transportation priorities, including early work on permitting for the ARC Tunnel and familiarity with Gateway-related federal processes. I look forward to working closely with her as we focus on continually improving service, accelerating project delivery, and preparing for several major milestones ahead, including the opening of the new Portal North Bridge and this summer's FIFA World Cup matches.

As we welcome new leadership, I want to recognize the service of Fran O'Connor and Evan Weiss, whose contributions helped shape NJ TRANSIT during a pivotal period. Fran served as Chair of our Board from February 2024 through January 2026, providing steady, people-first leadership with a strong focus on safety. Evan served on the Board from December 2022 through January 2026, chaired the Capital Planning, Policy & Privatization Committee, and was a strong partner to NJ TRANSIT in Newark and statewide, as he steps into his new role as CEO of the New Jersey Economic Development Authority.

I also want to welcome three new members to the NJ TRANSIT Board. Michael Beson brings experience as a small business owner and former Mayor of Neptune Township, with a background connecting workforce development, education, and public service. Dr. Munir Kazmir is a physician and civic leader with decades of experience across healthcare, public safety, and service on federal and state boards. Dennis Zeveloff, serving as the permanent designee of the State Treasurer and as Governor Sherrill's Chief Policy Advisor, brings extensive experience in state policy and budget coordination through his work advising the Governor on major fiscal and policy initiatives.

Turning to service, I want to remind the Board and the public about an important service change beginning this Sunday, as Amtrak conducts the first cutover transferring one track from the existing Portal Bridge to the new Portal North Bridge. This initial cutover is expected to last approximately four weeks. Service impacts will affect all NJ TRANSIT rail lines except the Atlantic City Line, with Midtown Direct service into New York on the Morris & Essex Lines and the Montclair-Boonton Line operating into Hoboken on weekdays. We are supplementing service with additional bus options where possible, implementing cross-honoring with PATH and NY Waterway at Hoboken and midtown Manhattan, and encouraging work-from-home to the greatest extent possible. Updated schedules and information are available at njtransit.com/portalcutover.

I also want to note that our popular FLEXPASS ticketing option has returned and goes on sale February 15th, providing another fare option for customers who have flexibility in their commute. FLEXPASS includes 20 one-way trips between a single origin and destination at a 15 percent discount and is valid for 30 days.

Finally, the Board will be asked to authorize a \$15 million contract for capital improvement work, including track bed waterproofing and concrete repairs, at our Brick Church Station. The work includes full track bed remediation, waterproofing of platforms and crawl spaces, replacement of drainage systems, and repairs to cracked and spalled concrete throughout the viaduct. This investment addresses critical state-of-good-repair needs while protecting a historic station built in 1921, and represents an early phase of the broader, \$83 million, FTA-funded accessibility transformation of the station. The project is funded through the State's Debt Defeasance Fund and is targeted for completion in March 2028.



PRESIDENT & CEO'S MONTHLY REPORT

February 11, 2026

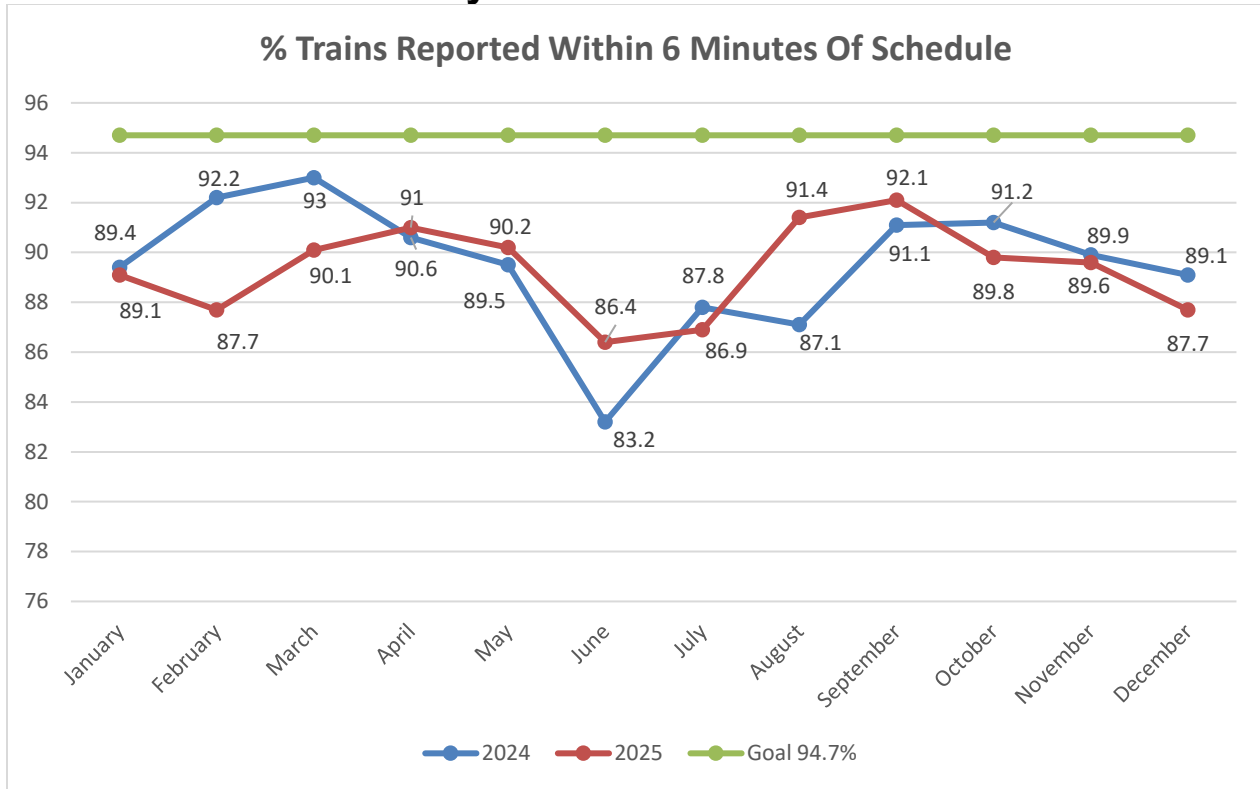
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- 1. PERFORMANCE MEASURES**
- 2. MEAN DISTANCE BETWEEN FAILURES**
- 3. DBE/SBE PROGRAM**
- 4. EMPLOYEE RECOGNITION**

PERFORMANCE MEASURES

NJ TRANSIT ON-TIME PERFORMANCE RAIL

January 2024 – December 2025



	<u>2024</u>	<u>2025</u>	<u>%Change</u>
December Comparison	89.1%	87.7%	-1.4%
12-Month Average Jan 2024 – Dec 2025	89.5%	89.3%	-0.2%

Analysis:

Rail On-time Performance was 87.7% for the month of December 2025. Of the 18,743 trains scheduled to operate, 16,444 were on time, while 2,299 trains (or 12.3% were delayed).

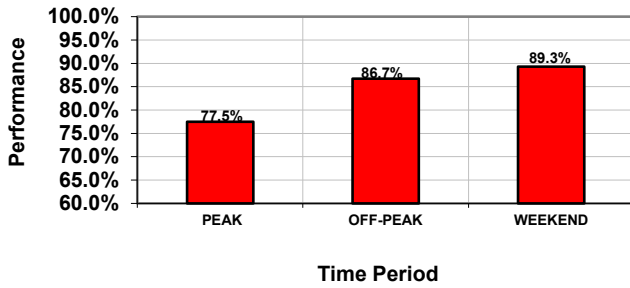
Key Causes included:

- Amtrak catenary issue, equipment issue, Conrail open bridge, NJT track issue weather related, electric locomotive and diesel issues contributed to 126 delays on December 5.
- NJT weather related, grade crossing weather, man-power shortage and dual mode engine issue contributed to 58 delays on December 14.
- Amtrak programmed maintenance, NJT trackside interference, power interruption, shortage of equipment, PTC mechanical, signal issue contributed to 160 delays on December 19.

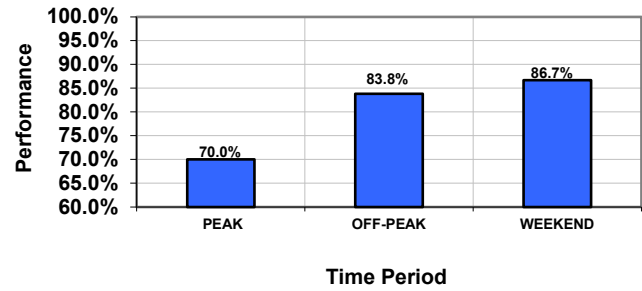
The 12-month Average for Rail On-Time Performance was 89.3%.

ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD DECEMBER 2025

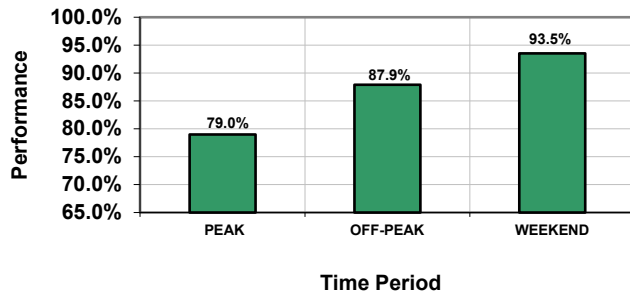
NORTHEAST CORRIDOR



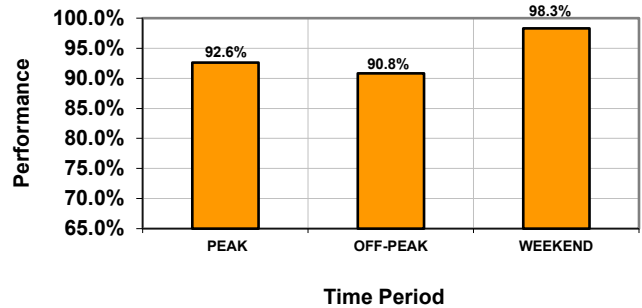
NORTH JERSEY COAST LINE



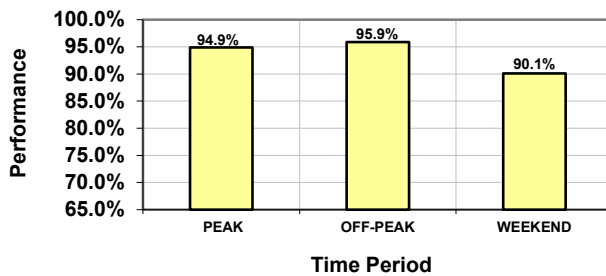
MORRIS & ESSEX



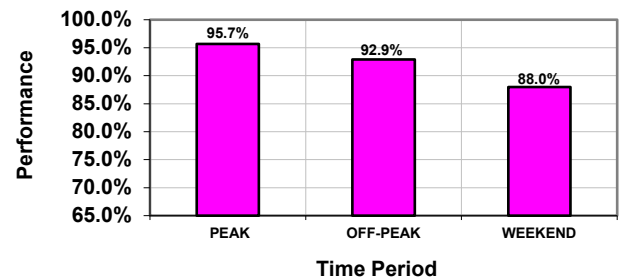
RARITAN VALLEY LINE



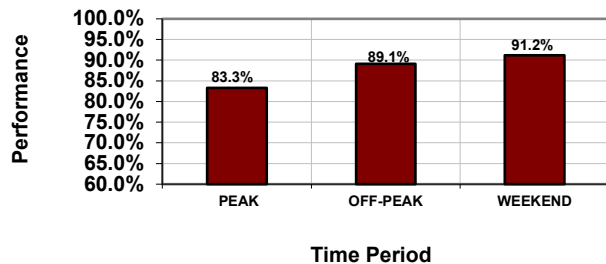
MAIN-BERGEN



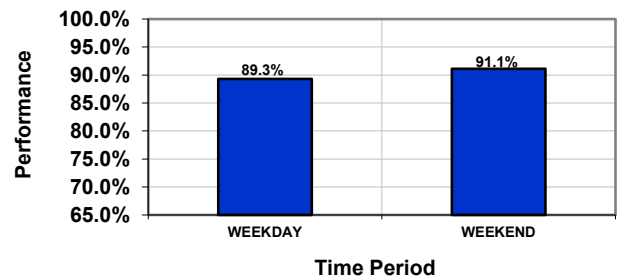
PASCACK VALLEY



MONTCLAIR-BOONTON



ATLANTIC CITY

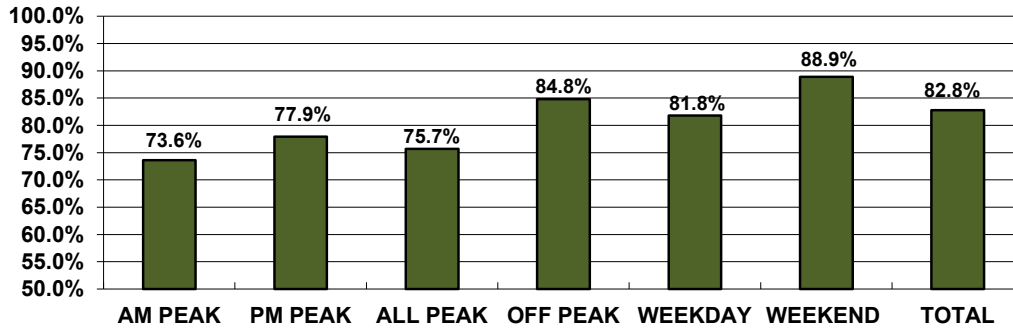


ON-TIME PERFORMANCE RAIL

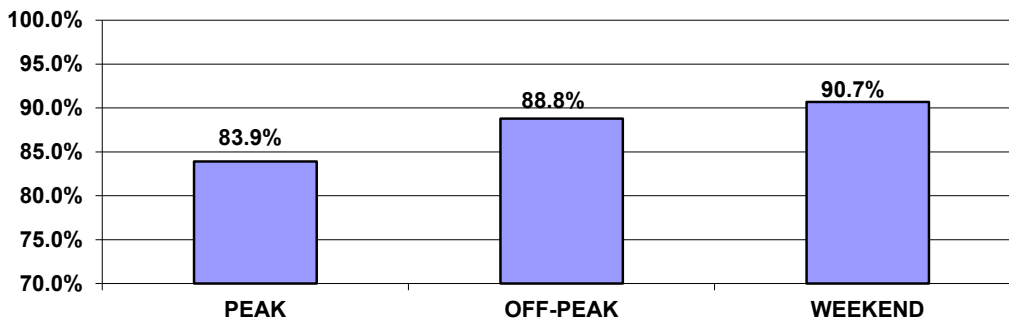
SUMMARY BY TIME PERIOD DECEMBER 2025

* NOTE: A train is reported late if it arrives at its final station stop more than 5:59 minutes later than the advertised schedule.

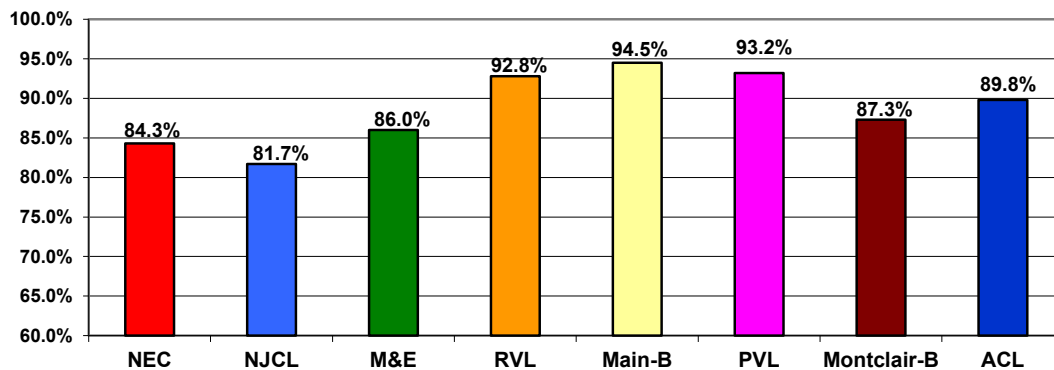
% NEW YORK PENN STATION Trains Reported On Time *



% SYSTEMWIDE Trains Reported On Time

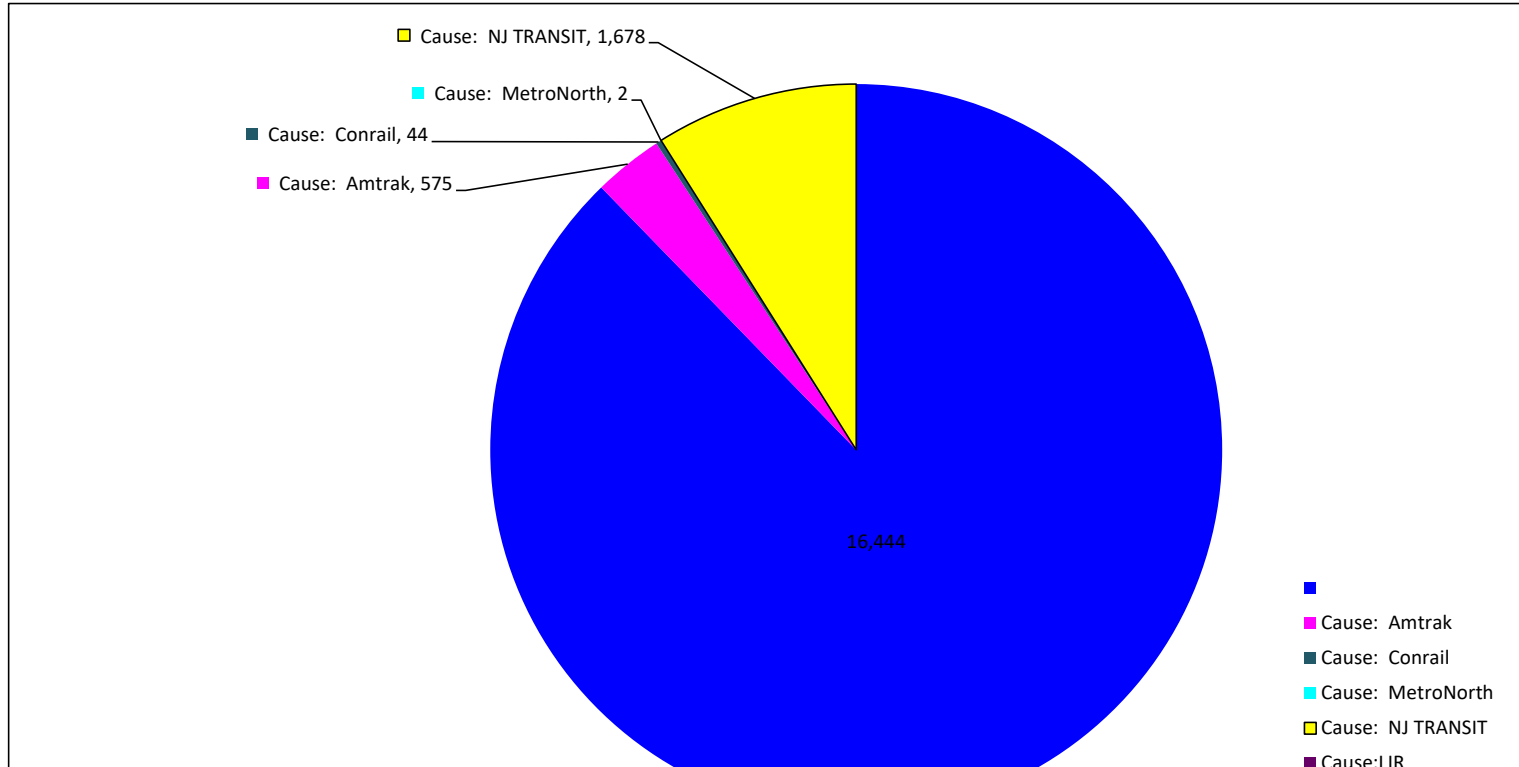


% BY LINE Trains Reported On Time

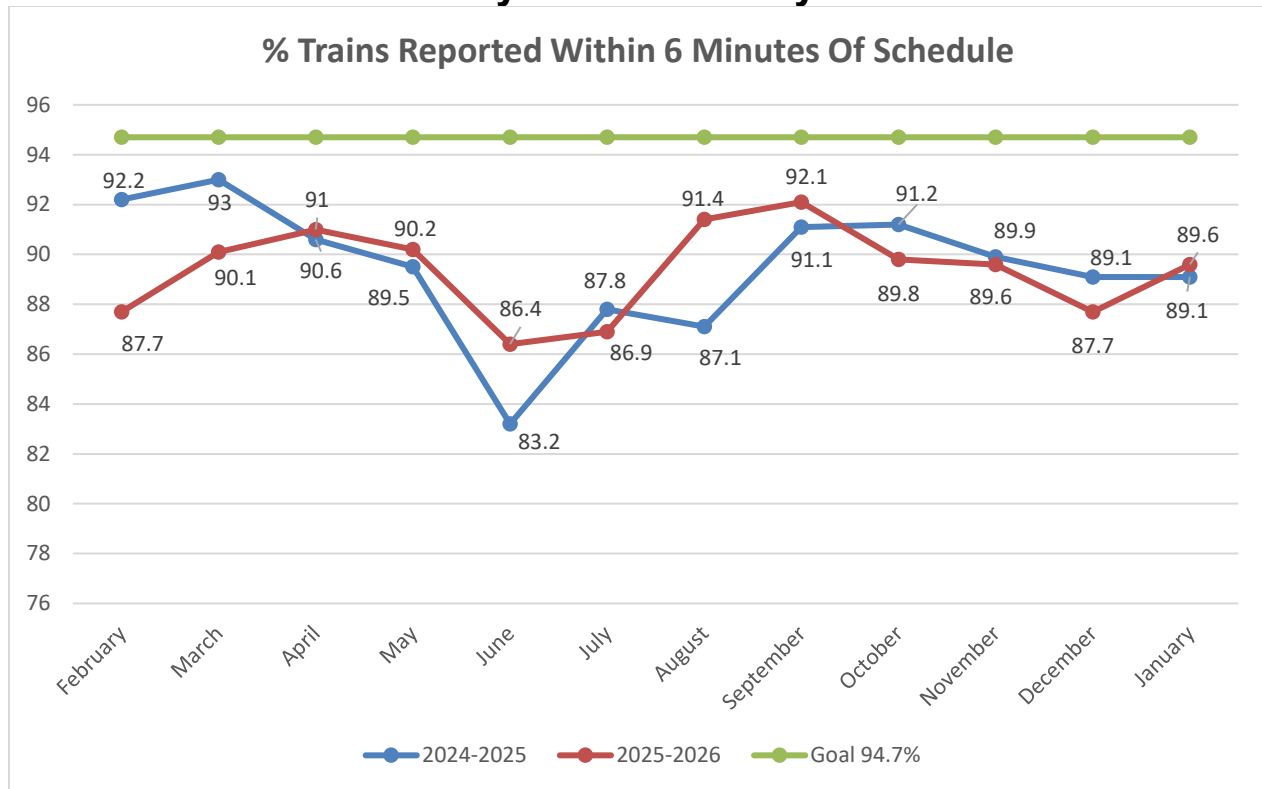


NJ TRANSIT Performance - December 2025 Late NJ TRANSIT Trains

		Cause: Amtrak	Cause: Conrail	Cause: MetroNorth	Cause: NJ TRANSIT	Cause:LIR	Cause: Port Auth.
# of Trains On Time	16,444	575	44	2	1,678		
# of Late Trains	2,299	3.07%	0.23%	0.01%	8.95%	0.00%	0.00%
Total # of Trains	18,743						
Percentage On Time	87.7%						



NJ TRANSIT ON-TIME PERFORMANCE RAIL February 2024 – January 2026



	<u>2025</u>	<u>2026</u>	<u>%Change</u>
January Comparison	89.1%	89.6%	0.5%
12-Month Average Feb 2025 – Jan 2026	89.5%	89.4%	-0.1%

Analysis:

Rail On-time Performance was 89.6% for the month of January 2026. Of the 17,252 trains scheduled to operate, 15,465 were on time, while 1,787 trains (or 10.4% were delayed).

Key Causes included:

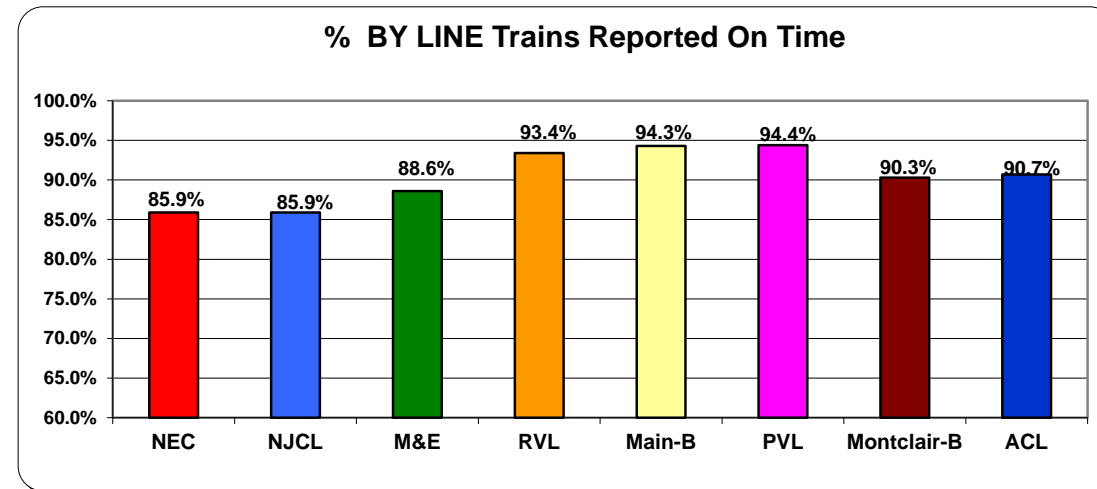
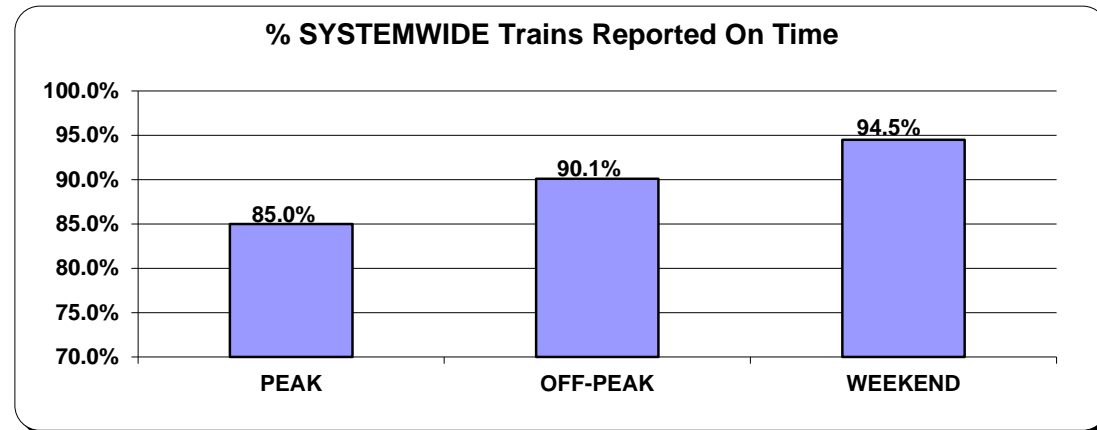
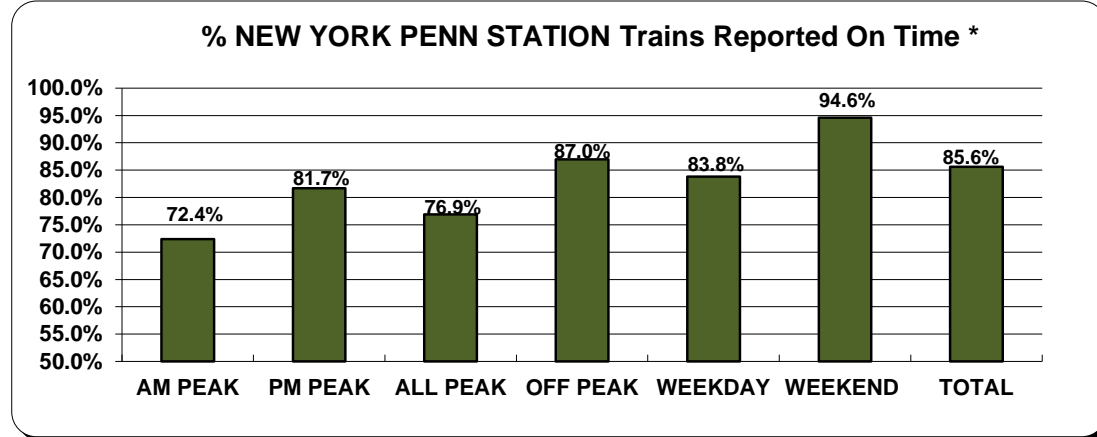
- Amtrak weather related, signal issue, NJT bridge issue, PTC mechanical Arrow MU issue and grade crossing weather contributed to 105 delays on January 21.
- NJT weather related contributed to 37 delays on January 26.
- Amtrak catenary issue weather related, equipment issue, weather related, NJT shortage of equipment and trackside interference contributed to 183 delays on January 30

The 12-month Average for Rail On-Time Performance was 89.4%.

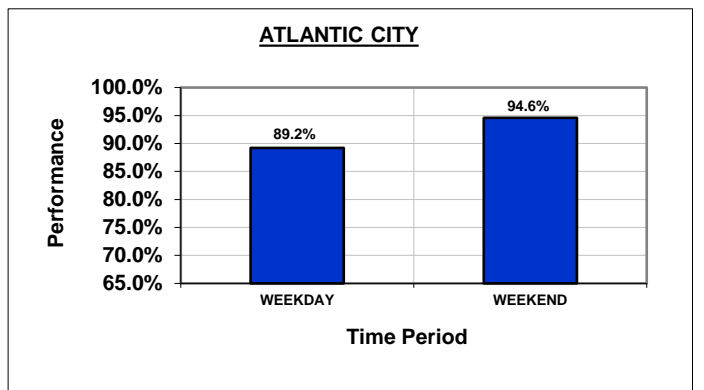
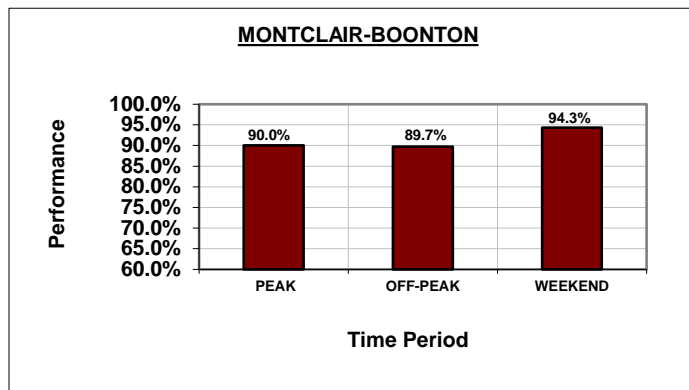
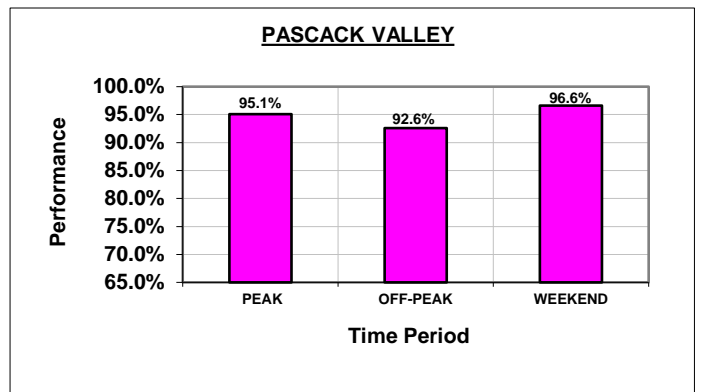
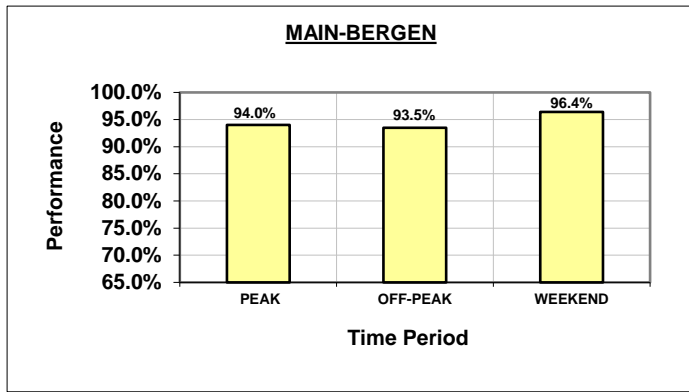
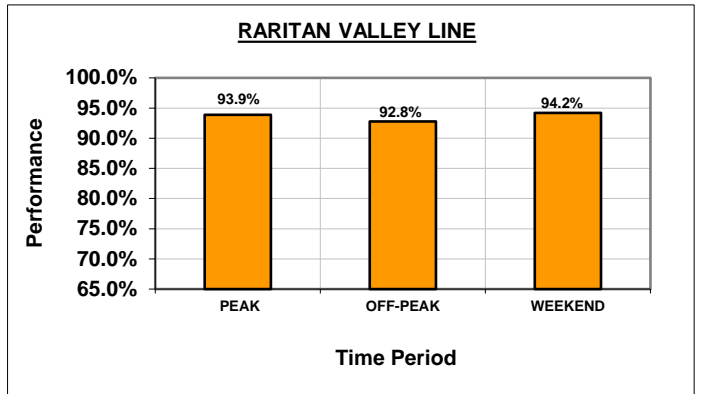
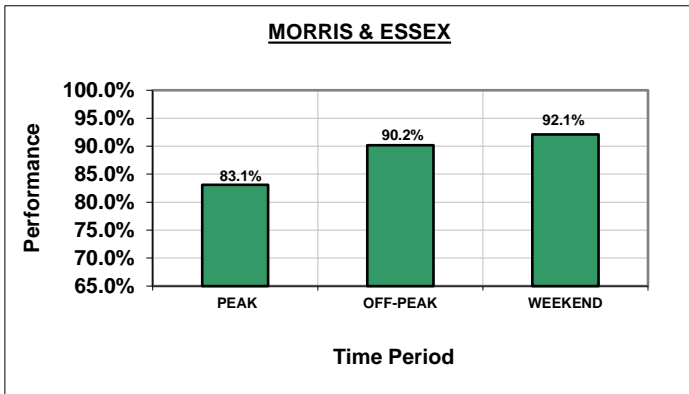
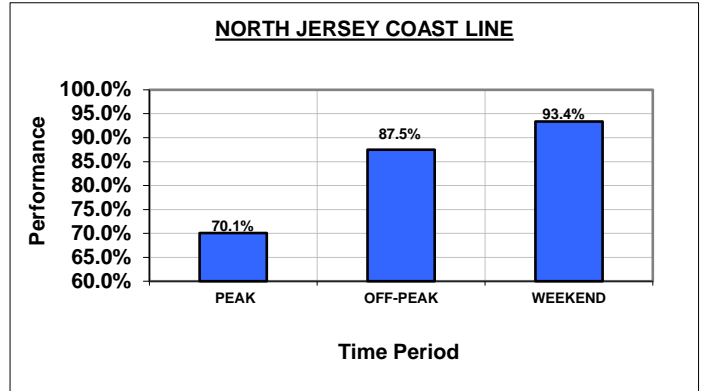
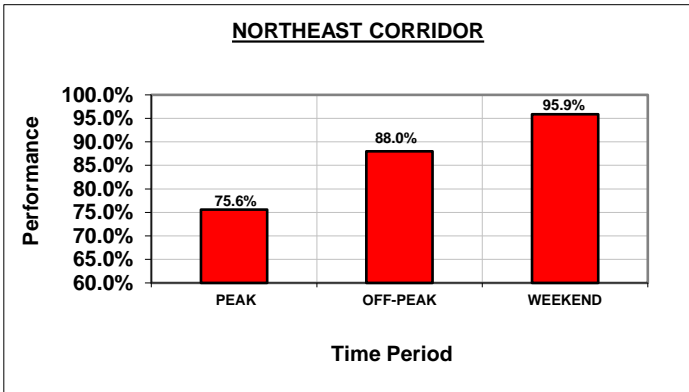
ON-TIME PERFORMANCE RAIL

SUMMARY BY TIME PERIOD JANUARY 2026

* NOTE: A train is reported late if it arrives at its final station stop more than 5:59 minutes later than the advertised schedule.



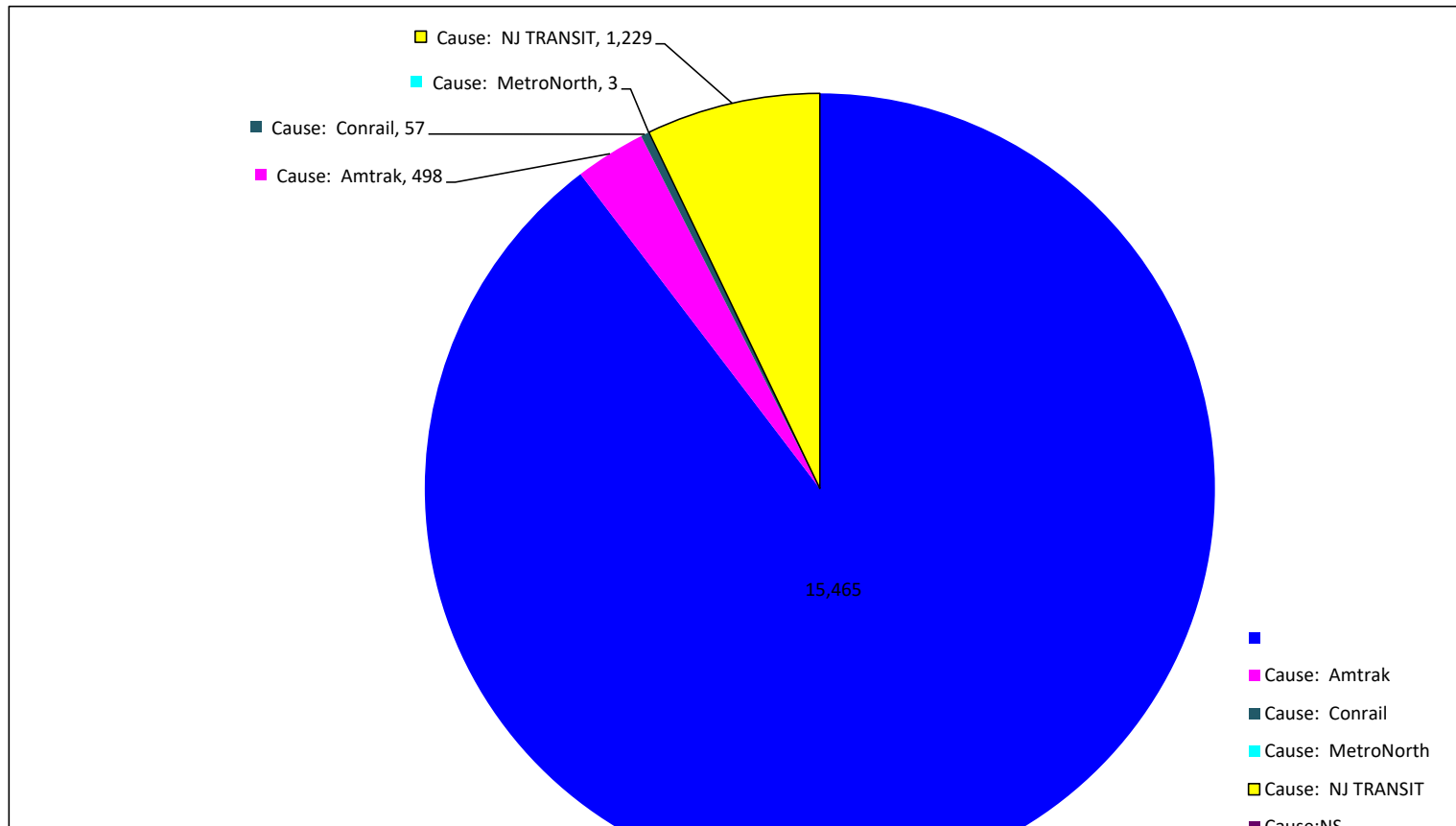
ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD JANUARY 2026



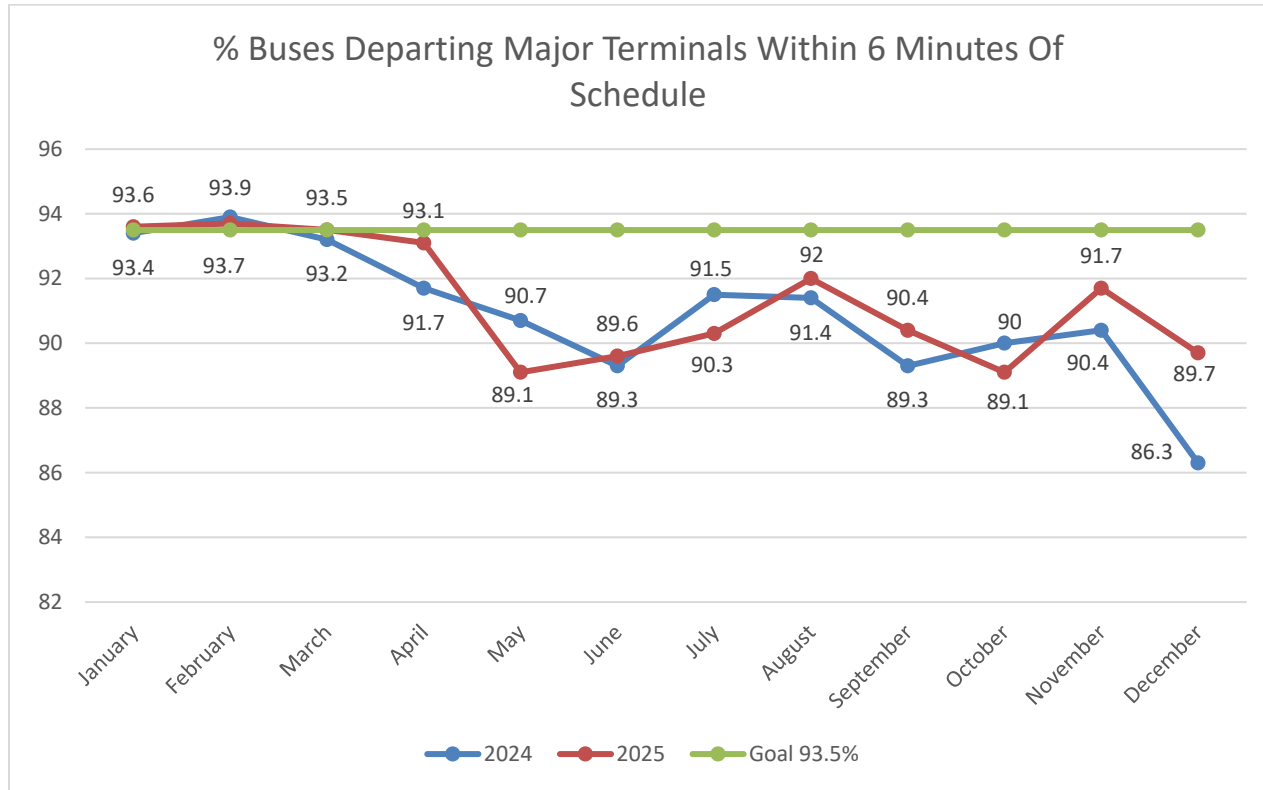
NJ TRANSIT Performance - January 2026

Late NJ TRANSIT Trains

		Cause: Amtrak	Cause: Conrail	Cause: MetroNorth	Cause: NJ TRANSIT	Cause: NS	Cause: Port Auth.
# of Trains On Time	15,465	498	57	3	1,229		
# of Late Trains	1,787	2.89%	0.33%	0.02%	7.12%	0.00%	0.00%
Total # of Trains	17,252						
Percentage On Time	89.6%						



NJ TRANSIT ON-TIME PERFORMANCE BUS Jan 2024 – Dec 2025



	<u>2024</u>	<u>2025</u>	<u>%Change</u>
Dec Comparison	86.3%	89.7%	3.4%
12-Month Average Jan 2025 – Dec 2025	90.9%	91.3%	0.4%

Analysis:

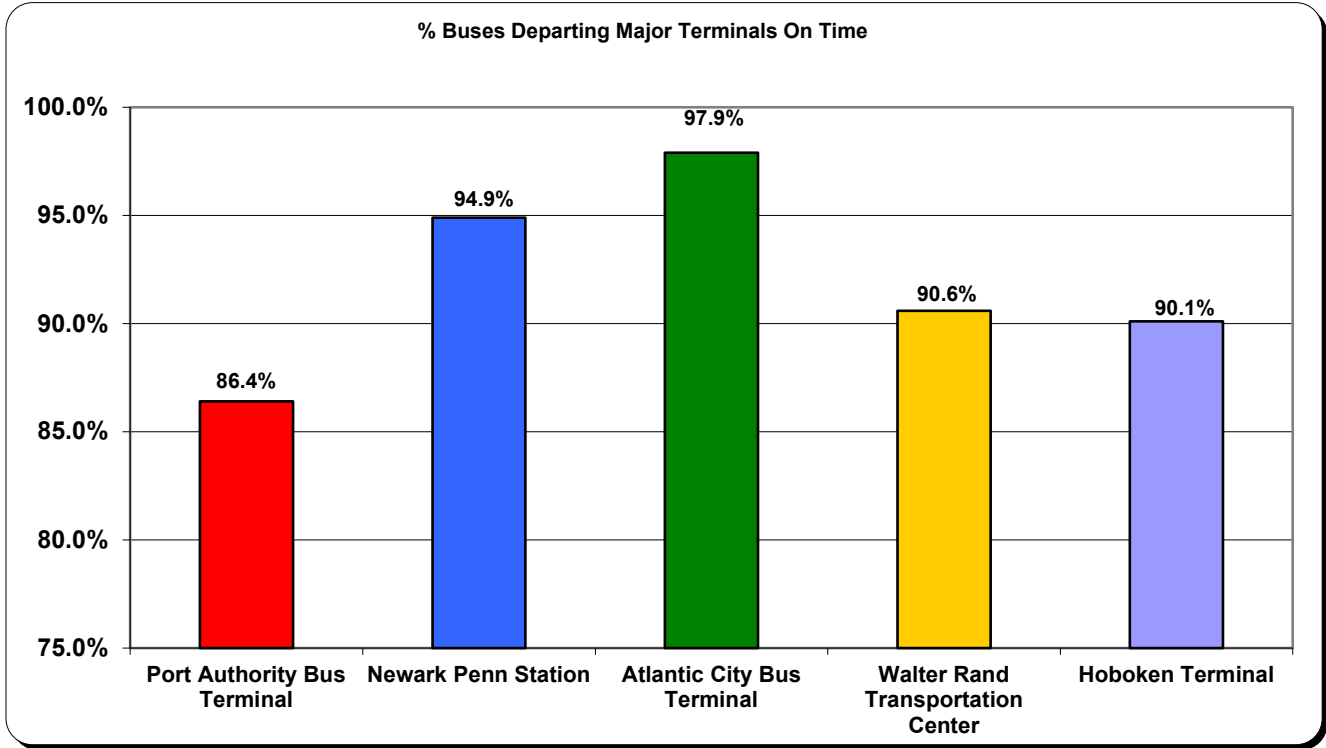
Bus On-Time Performance systemwide was 89.7% for the month of Dec 2025. Of the 48,342 monitored departures, 4,981 experienced delays.

Key Causes included:

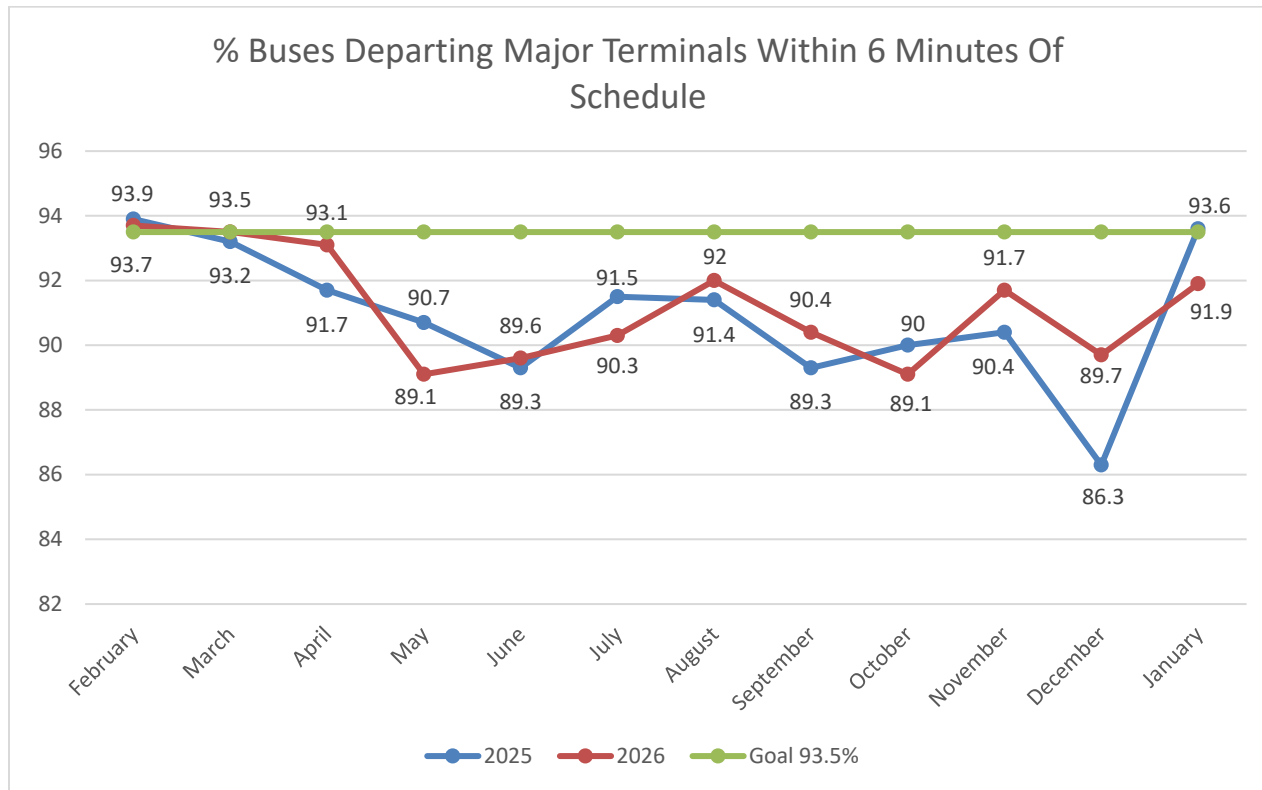
- At PABT, delays were caused by the following: on the 1st - 5th, traffic and gridlock alert day, on the 9th, disabled bus, heavy delays in Leonia, on the 10th & 11th, gridlock day, on the 12th, heavy traffic congestion, on the 16th – 19th, heavy traffic on 495, disabled private bus on 495 on the 19th, on the 22nd–24th, heavy traffic into the tunnel and accident on the helix, on the 29th, accident at the entrance of the south tube and heavy traffic due to holidays.
- At Newark Penn delays were caused by the following: on the 11th, mechanical issues, construction with road closures, on the 17th, mechanical issues, bus/auto accident, passenger assistance, multiple road closures, on the 19th, mechanical issues, passenger assistance, road closures and detours.
- For various other locations, minor delays were caused due to weather, detours, traffic, and road construction on various days.
- The 12-month average for Bus On-Time Performance was 91.3%.

ON-TIME PERFORMANCE BUS

SUMMARY BY TERMINAL



NJ TRANSIT ON-TIME PERFORMANCE BUS Feb 2024 – Jan 2026



	<u>2025</u>	<u>2026</u>	<u>%Change</u>
Jan Comparison	93.6%	91.9%	-1.7%
12-Month Average Feb 2025 – Jan 2026	90.9%	91.2%	0.3%

Analysis:

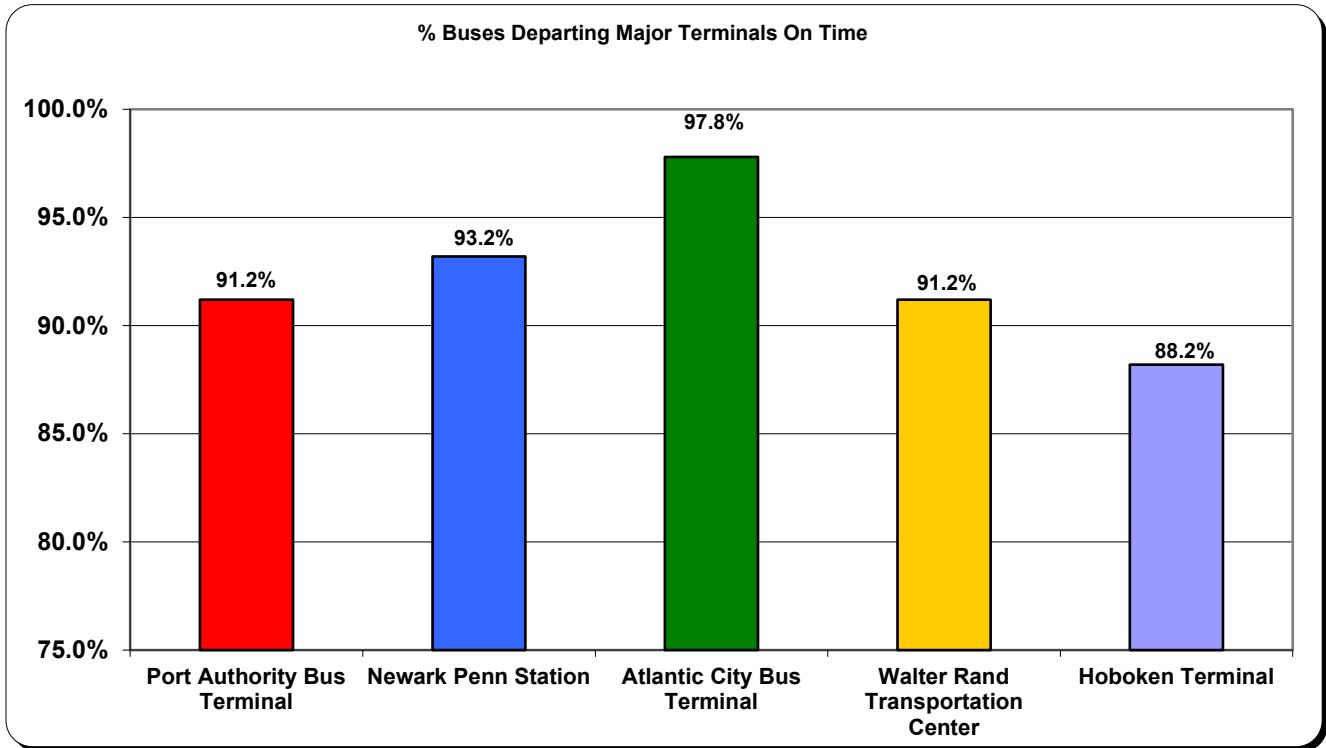
Bus On-Time Performance systemwide was 91.9% for the month of January 2026. Of the 44,005 monitored departures, 3,571 experienced delays.

Key Causes included:

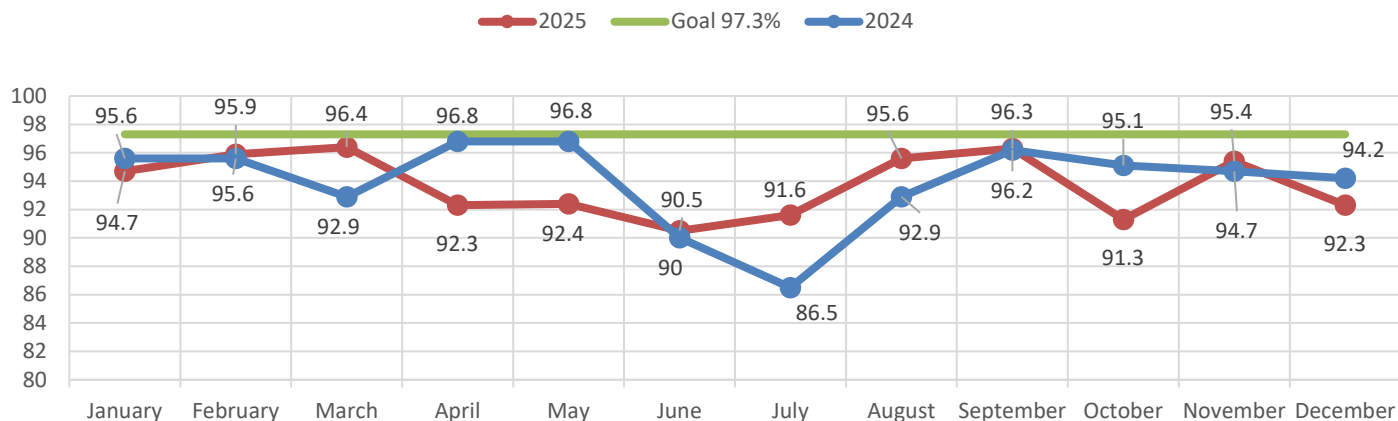
- At PABT, delays were caused by the following: on the 2nd, heavy inbound traffic, on the 5th, 20th and 21st, disabled buses, on the 26th – 30th, traffic due to snowstorm recovery and traffic due to snow removal on routes.
- At Newark Penn, delays were caused by the following: on the 21st, bus/auto accident, mechanical issues, road construction, on the 29th, passenger medical emergency, mechanical issues, snow detours, multiple road closures, on the 30th, bus/auto accident, mechanical issues, snow detours and road closures.
- For various other locations, minor delays were caused due to weather, detours, traffic, and road construction on various days.
- The 12-month average for Bus On-Time Performance was 91.2%.

ON-TIME PERFORMANCE BUS

SUMMARY BY TERMINAL



NJ TRANSIT ON-TIME PERFORMANCE LIGHT RAIL Jan 2024 – December 2025



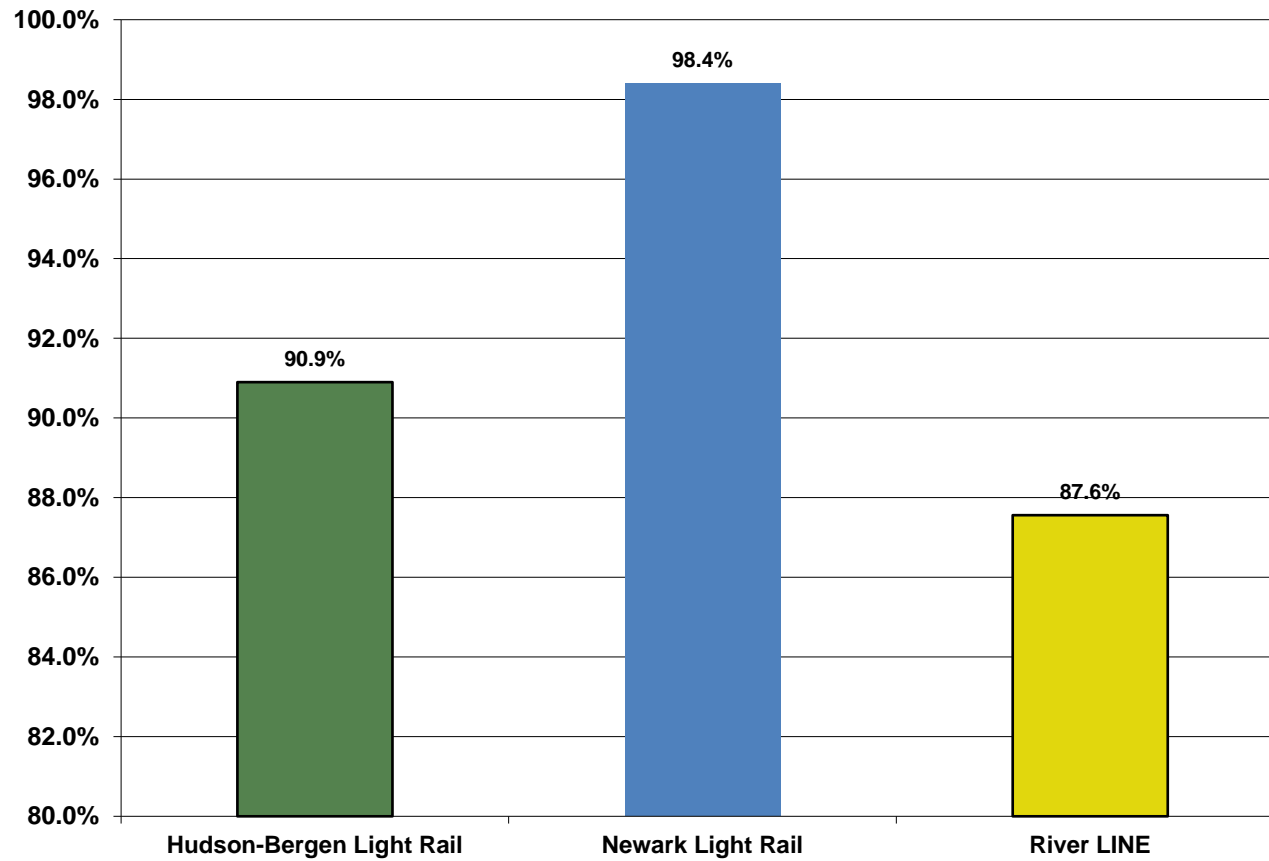
	<u>December 2024</u>	<u>December 2025</u>	<u>% Change</u>
Light Rail December Comparison	94.2 %	92.3 %	- 1.9 %
Light Rail 12-Month Average	93.9 %	93.7 %	- .2 %

- Newark Light Rail** – NLR OTP was impacted by issues on the 2nd, 4th, 8th and 16th of the month. These issues consisted of a medical emergency, a control switch issue and two propulsion faults which affected 147 trains.
- River LINE** – River LINE OTP was 87.6% in December. 318 trains were affected over the course of the month. On the 14th, 15th, 17th and 31st, the main causes of these delays were due to switch issues, traction faults, and vehicle availability.
- HBLR** – The HBLR OTP was 90.9% for the month of December. The major source of affected trains was door issues. Other issues throughout the month include power faults, propulsion issues, track issues and NJTPD activity.

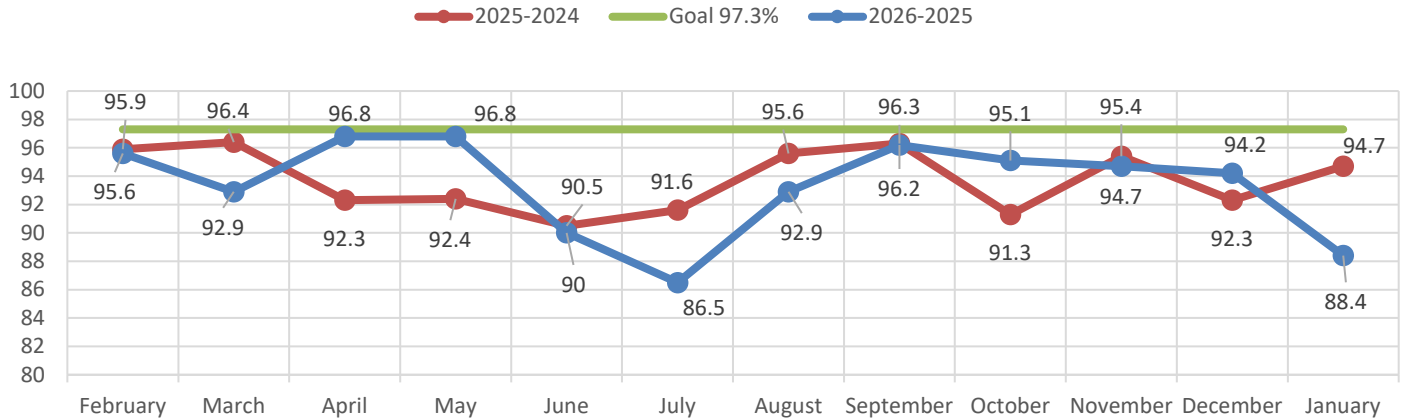
LIGHT RAIL

SUMMARY BY LINE December-25

% Light Rail Trains Reported On Time



NJ TRANSIT ON-TIME PERFORMANCE LIGHT RAIL February 2024 – January 2026



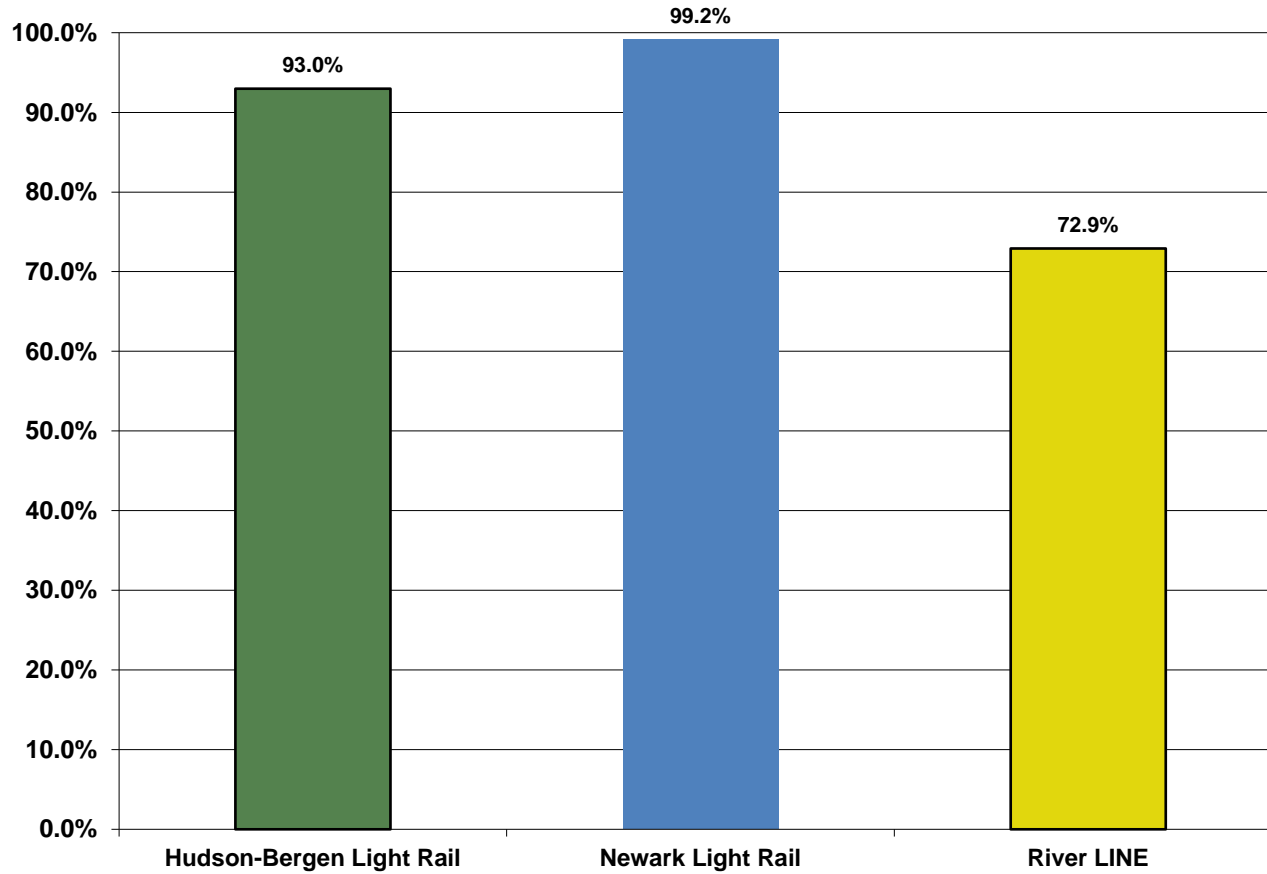
	<u>January 2026</u>	<u>January 2025</u>	<u>% Change</u>
Light Rail January Comparison	88.4 %	94.7 %	6.3 %
Light Rail 12-Month Average	93.2 %	93.9 %	.7 %

- Newark Light Rail** – NLR OTP was 99.2%. On the 26th, 50 trips were impacted. This was caused by operator availability due to the weather, a propulsion issue, a switch issue and passenger induced problems. Other issues that occurred throughout the course of the month were door and propulsion issues.
- River LINE** – River LINE OTP was 72.9%. On the 7th, a segment of track experienced issues. A shuttle bus service was provided during this time, and normal service was restored on the 18th. On the 27th a car was blocking the tracks, impacting 43 trains. On the 21st a radio communication issue affected 20 trains. Trains were also impacted by vehicle availability and minor incidents including power and traction issues.
- HBLR** – The HBLR OTP was 90.9%. On Jan 28th, several trains experienced delays due to loss of line voltage. That same day a motor vehicle was stuck on the tracks at Jersey Ave, which affected 101 trips, and another instance of a disabled motor vehicle occurred at Essex St. impacting 22 trips. On the 30th, 95 trains were affected by a track circuit issue. Other minor issues included door failures, NJTPD activity, passenger misconduct, as well as track and power faults.

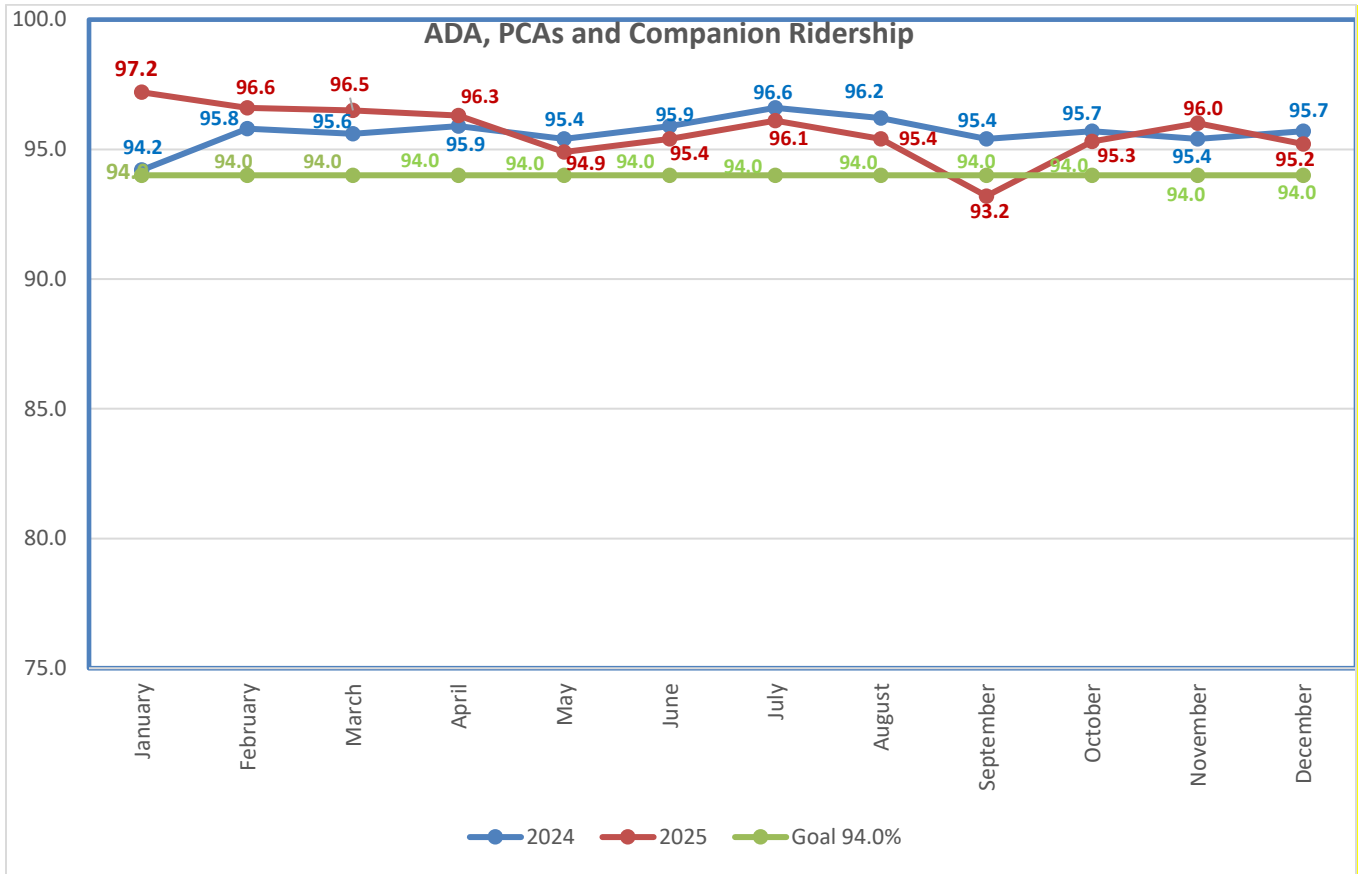
LIGHT RAIL

SUMMARY BY LINE January-26

% Light Rail Trains Reported On Time



NJ TRANSIT ON-TIME PERFORMANCE ACCESS LINK JANUARY 2024–DECEMBER 2025



	<u>2024</u>	<u>2025</u>	<u>% Change</u>
December Comparison	95.7%	95.2%	-0.5%
December Ridership	131,277	135,425	4148
12-Month Average January 2025–December 2025	95.7%	95.7%	0.0%

Analysis:

Access Link On-Time Performance was 95.2% for December 2025. In serving 150,434 total customers, for 135,425 ADA customers trips, 6,478 or (4.8%) experienced delays.

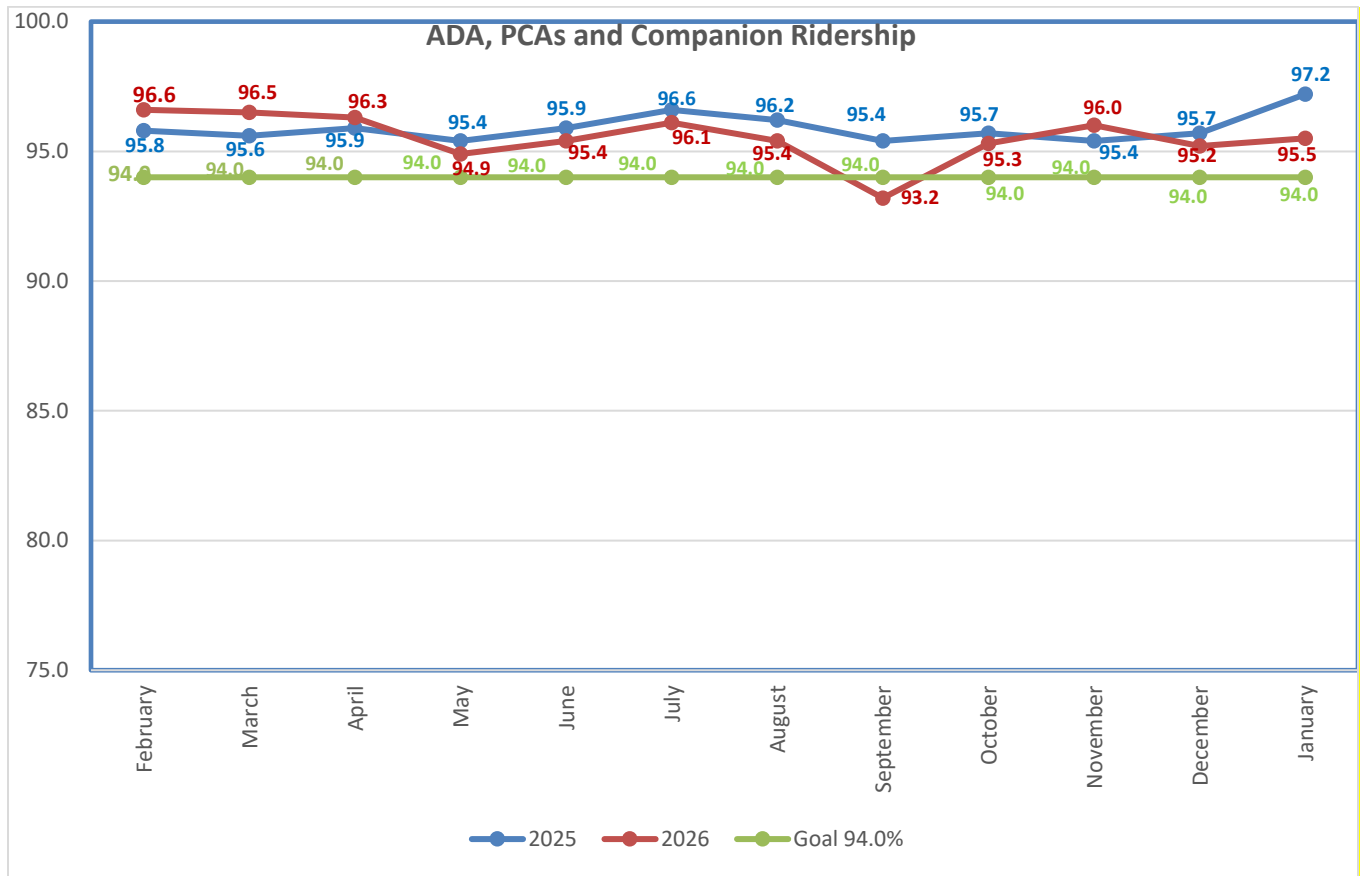
Key Causes included:

- Service delays due to inclement weather (snow) on December 14th, 26th and 27th
- Customer cancellations and no-shows
- Operator availability

The 12-month average for Access Link On-Time Performance for January 2025-December 2025 was 95.7%

* Statistics comprise both dedicated and non-dedicated service.

NJ TRANSIT ON-TIME PERFORMANCE ACCESS LINK FEBRUARY 2024–JANUARY 2026



	<u>2025</u>	<u>2026</u>	<u>% Change</u>
January Comparison	97.2%	95.5%	-1.7%
January Ridership	133,346	126,314	-7,032
12-Month Average February 2025–January 2026	95.9%	95.5%	-0.4%

Analysis:

Access Link On-Time Performance was 95.5% for January 2026. In serving 139,161 total customers, for 126,314 ADA customers trips, 5,745 or (4.5%) experienced delays.

Key Delay Causes:

- On January 14th, heavy traffic congestion led to delays on I-287 northbound in Hanover Twp to Parsippany and I-280 eastbound near East Orange and on NJ 21 in Newark
- On January 25th, Access Link service was suspended due to heavy snow. Service resumed on January 26.

The 12-month average for Access Link On-Time Performance for February 2025-January 2026 was 95.5%

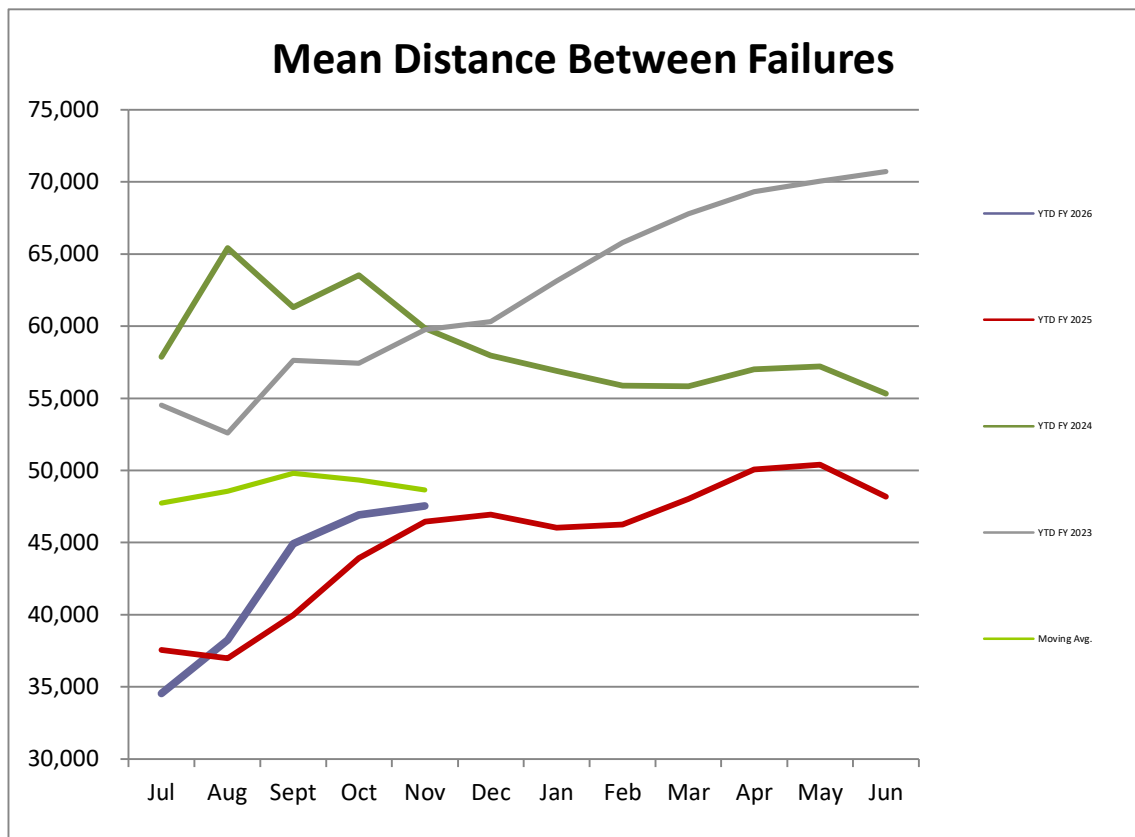
* Statistics comprise both dedicated and non-dedicated service.

MEAN DISTANCE BETWEEN FAILURES

November 2025

NJ TRANSIT Rail Operations
Mean Distance Between Failures

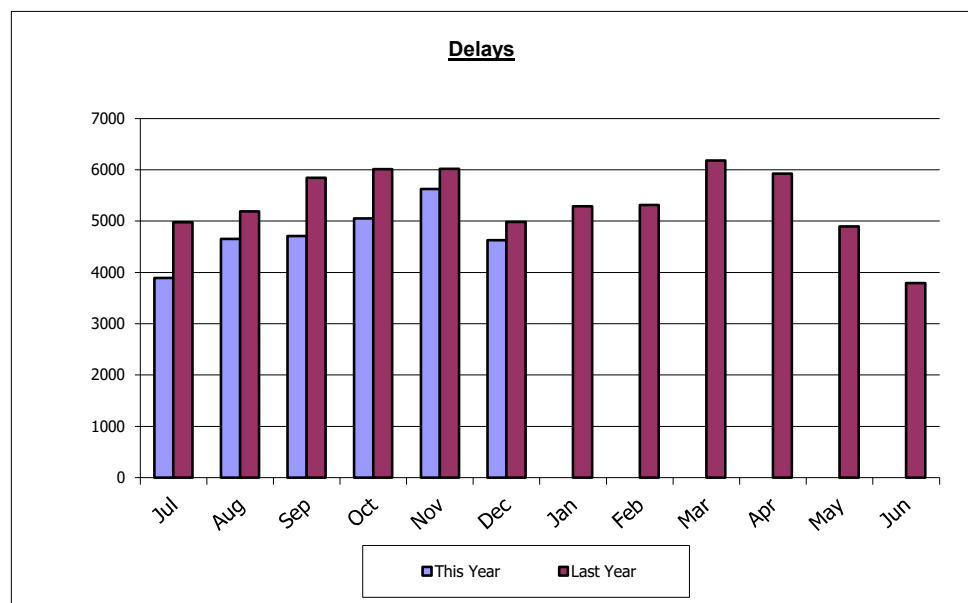
Month	YTD FY 2026	YTD FY 2025	YTD FY 2024	YTD FY 2023	12 Month Moving Avg.
Jul	34,531	37,549	57,875	54,531	47,747
Aug	38,231	36,992	65,403	52,602	48,563
Sept	44,915	39,979	61,324	57,623	49,806
Oct	46,923	43,929	63,539	57,410	49,329
Nov	47,533	46,462	59,844	59,761	48,651
Dec	-	46,944	57,968	60,315	-
Jan	-	46,027	56,904	63,121	-
Feb	-	46,251	55,888	65,780	-
Mar	-	48,032	55,822	67,778	-
Apr	-	50,066	57,014	69,327	-
May	-	50,393	57,197	70,045	-
Jun	-	48,171	55,317	70,712	-



Garage Performance Parameters

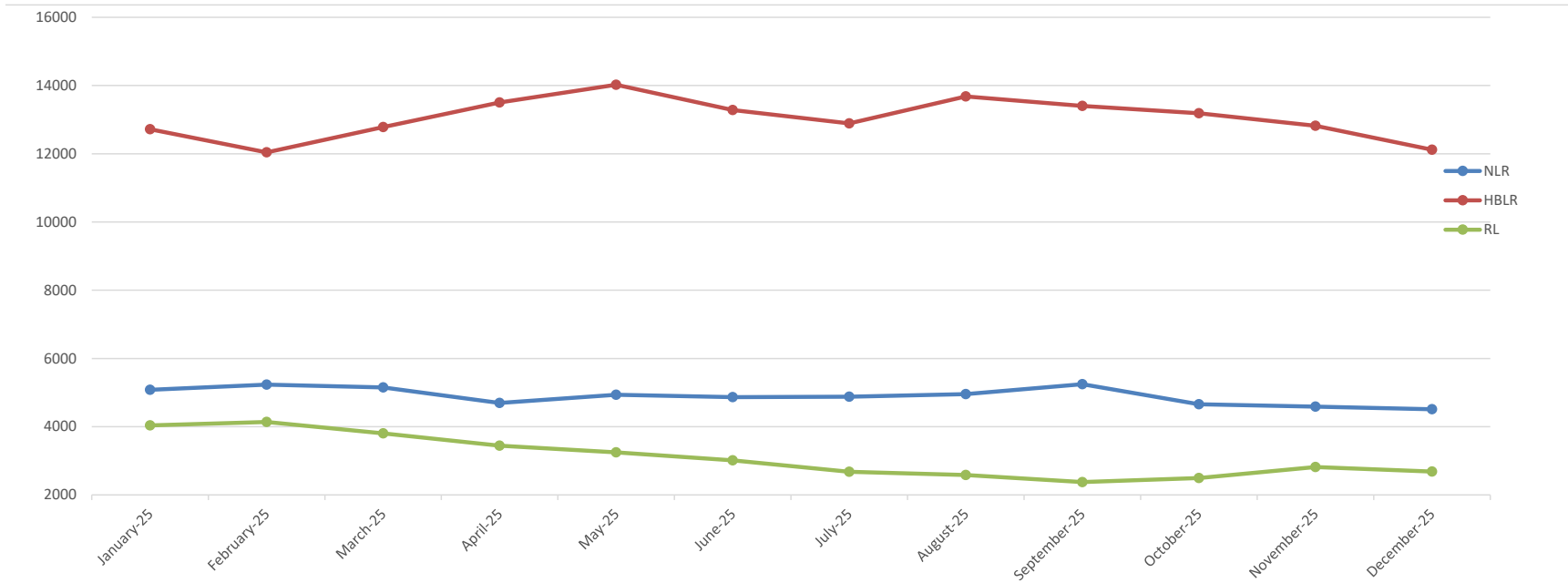
December 2025

Location	Miles Between In-Service Delays			
	FY2026 Goal	This Month	FY2026 YTD	FY2025 YTD
Fairview	7,000	5,481	5,085	6,512
Market Street	5,000	3,169	3,380	3,930
Meadowlands	6,000	1,749	1,844	2,287
Oradell	9,000	12,613	12,509	11,831
Wayne	9,000	8,908	7,961	10,739
WestWood	9,000	10,949	11,693	17,751
Northern Division	-	4,226	4,316	5,216
Big Tree	5,500	4,416	3,903	3,941
Greenville	5,000	3,446	3,347	2,886
Hilton	6,500	3,237	3,560	4,047
Howell	17,500	20,984	17,643	20,352
Ironbound	6,000	3,730	3,281	3,704
Kearny Point	5,000	1,944	2,613	1,649
Orange	7,800	2,108	2,224	2,383
Morris	10,500	10,542	11,826	16,022
Central Division	-	4,012	3,976	4,287
Egg Harbor	11,500	8,383	8,399	11,420
Hamilton	7,500	5,526	5,681	6,445
Newton Avenue	9,178	4,466	5,556	8,186
Washington Twp.	14,377	9,842	9,294	12,573
Southern Division	-	7,158	7,520	10,041
Bus Operations	-	4,630	4,691	5,459



NJT LIGHT RAIL	November 2025	December 2025
Newark Light Rail	4,586	4,511
Hudson Bergen	12,818	12,118
River LINE	2,818	2,686

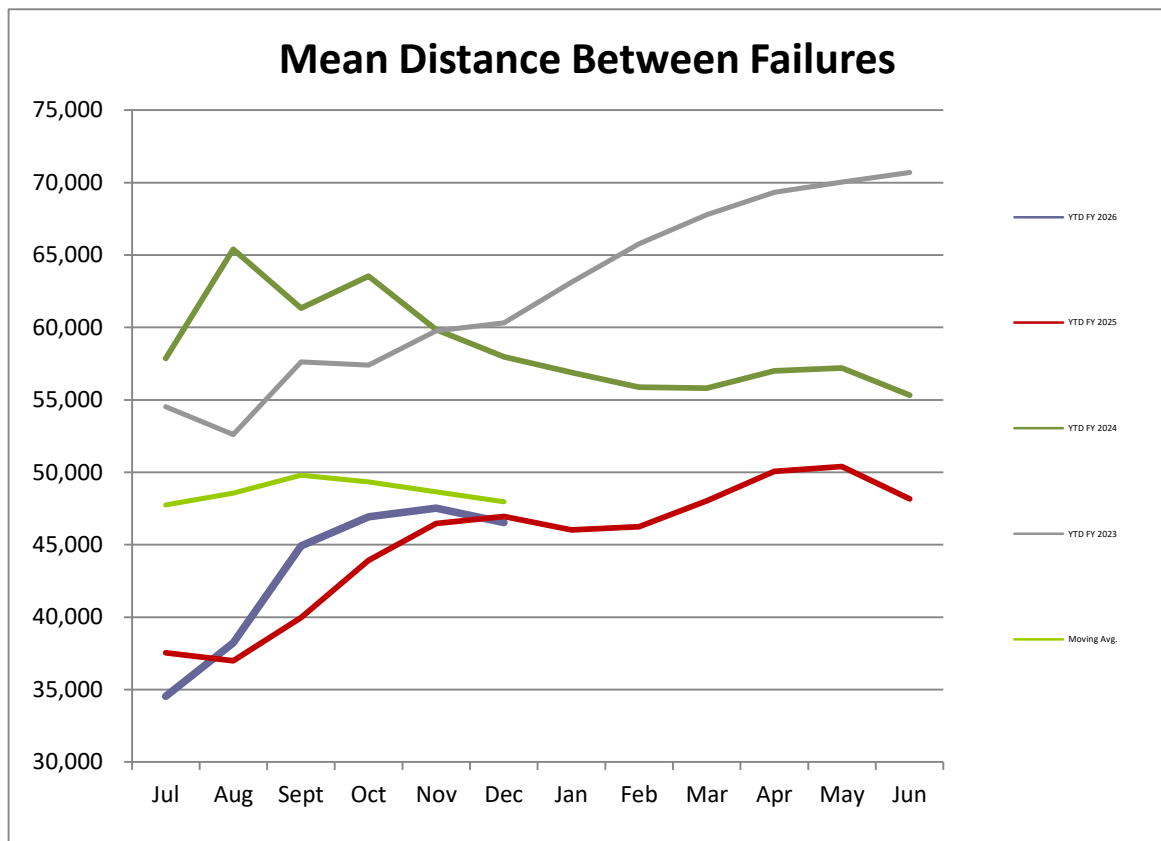
AVERAGE MILES BETWEEN IN-SERVICE MECHANICAL FAILURES



December 2025

NJ TRANSIT Rail Operations
Mean Distance Between Failures

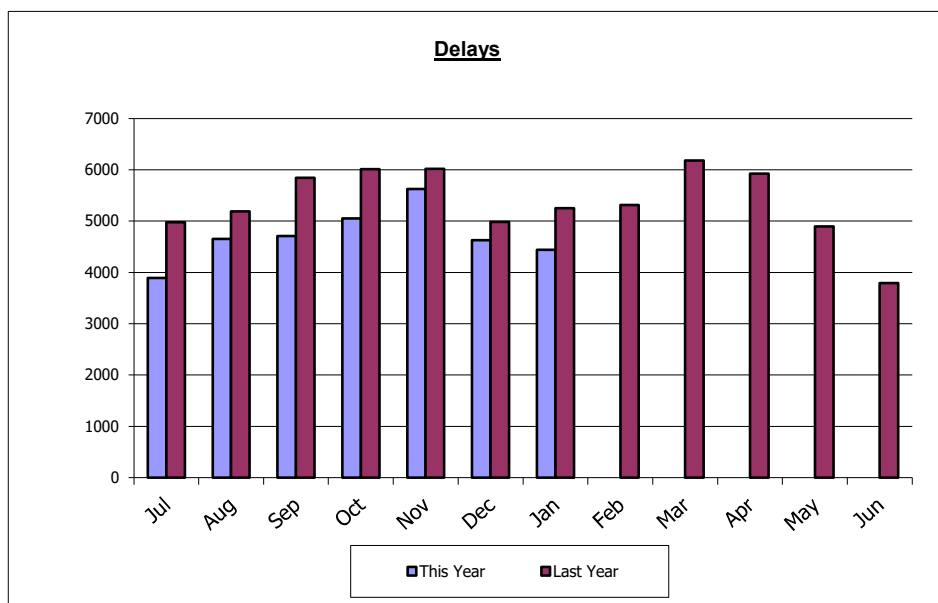
Month	YTD FY 2026	YTD FY 2025	YTD FY 2024	YTD FY 2023	12 Month Moving Avg.
Jul	34,531	37,549	57,875	54,531	47,747
Aug	38,231	36,992	65,403	52,602	48,563
Sept	44,915	39,979	61,324	57,623	49,806
Oct	46,923	43,929	63,539	57,410	49,329
Nov	47,533	46,462	59,844	59,761	48,651
Dec	46,536	46,944	57,968	60,315	47,965
Jan	-	46,027	56,904	63,121	-
Feb	-	46,251	55,888	65,780	-
Mar	-	48,032	55,822	67,778	-
Apr	-	50,066	57,014	69,327	-
May	-	50,393	57,197	70,045	-
Jun	-	48,171	55,317	70,712	-



Garage Performance Parameters

January 2026

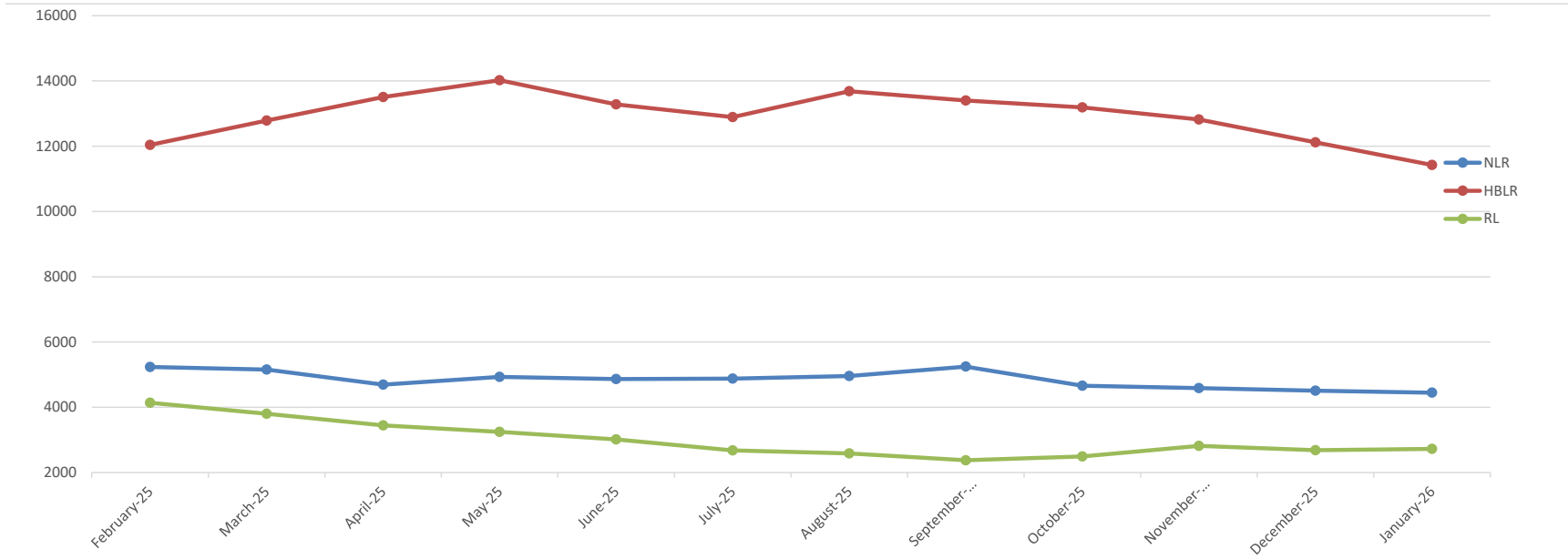
Location	Miles Between In-Service Delays			
	FY2026 Goal	This Month	FY2026 YTD	FY2025 YTD
Fairview	7,000	5,799	5,175	6,262
Greenville	5,000	4,730	3,498	2,877
Market Street	5,000	4,127	3,467	3,967
Meadowlands	6,000	1,712	1,824	2,266
Oradell	9,000	9,749	12,032	11,496
Wayne	9,000	7,996	7,966	10,843
WestWood	9,000	7,511	10,868	16,793
Northern Division	-	4,156	4,224	4,935
Big Tree	5,500	3,722	3,878	4,001
Hilton	6,500	2,953	3,461	4,091
Howell	17,500	18,592	17,759	19,581
Ironbound	6,000	2,803	3,207	3,678
Kearny Point	5,000	2,658	2,620	1,649
Orange	7,800	2,043	2,197	2,388
Morris	10,500	24,276	12,715	17,784
Central Division	-	3,543	3,951	4,406
Egg Harbor	11,500	10,831	8,666	11,348
Hamilton	7,500	3,511	5,238	6,430
Newton Avenue	9,178	5,642	5,567	7,964
Washington Twp.	14,377	13,183	9,683	12,378
Southern Division	-	7,939	7,575	9,912
Bus Operations	-	4,439	4,655	5,428



12 Month Average Miles Between In Service Failures

NJT LIGHT RAIL	December 2025	January 2026
Newark Light Rail	4,511	4,446
Hudson Bergen	12,118	11,426
River LINE	2,686	2,724

AVERAGE MILES BETWEEN IN-SERVICE MECHANICAL FAILURES



DBE/SBE PROGRAM

NJ TRANSIT - DBE/SBE/DVOB Participation for December 2025

State Funded Contracts

State Fiscal Year 2026 - July 1, 2025, through June 30, 2026

During the month of **December 2025**, NJ TRANSIT awarded **\$28,939,775.80** in state-funded contracts; of that total, Small Business Enterprises (SBE/DVOBs) received **\$1,502,092.81** or **5.19%**.

State Fiscal Year 2026 YTD (July 1, 2025, through June 30, 2026) NJ TRANSIT awarded **\$81,626,643.67** in state-funded contracts. Of that total, SBE/DVOBs received **\$9,962,808.76** or **12.21%**.

SBE/DVOB Goal Attainment from July 1, 2025, through June 30, 2026 (SFY 2026)

Goods & Services

Category 1 SBE/DVOBs	\$1,312,486.13	1.61%
Category 2 SBE/DVOBs	\$1,388,970.48	1.70%
Category 3 SBE/DVOBs	\$3,831,801.18	4.69%

Construction

Category 4 SBE/DVOBs	\$0.00	0.00%
Category 5 SBE/DVOBs	\$2,932,454.97	3.59%
Category 6 SBE/DVOBs	\$497,096.00	0.61%

FTA FUNDED CONTRACTS – UPDATE*

Federal Fiscal Year (FFY) 2026 - October 1, 2025 through September 30, 2026

**Under the Interim Final Rule (IFR), effective October 3, 2025, DBE participation toward DBE goals has been suspended until the reevaluation of all certified DBE firms is complete. As a result, the DBE report is temporarily paused and will resume once the reevaluation process has concluded.*

TRANSIT VEHICLE MANUFACTURER (TVM)¹ Awards

See above FTA Funded Contracts – Update.

¹ Transit Vehicle Manufacturers (TVMs) will be reported to the President and CEO on a quarterly basis in the same manner that FTA-funded contracts are currently reported. TVMs are manufacturers whose primary business purpose is to build vehicles specifically for public mass transportation. The “TVM” designation indicates that the intended contract recipient/awardee has submitted to the Federal Transit Administration a plan to utilize Disadvantaged Business Enterprises on their contracts. NJ TRANSIT does not place a separate goal on Transit Vehicle Manufacturers.

NJ TRANSIT - DBE/SBE/DVOB Participation for January 2026

State Funded Contracts

State Fiscal Year 2026 - July 1, 2025, through June 30, 2026

During the month of **January 2026**, NJ TRANSIT awarded **\$1,662,709.43** in state-funded contracts; of that total, Small Business Enterprises (SBE/DVOBs) received **\$97,722.73** or **5.88%**.

State Fiscal Year 2026 YTD (July 1, 2025, through June 30, 2026) NJ TRANSIT awarded **\$83,289,353.10** in state-funded contracts. Of that total, SBE/DVOBs received **\$10,060,531.49** or **12.08%**.

SBE/DVOB Goal Attainment from July 1, 2025, through June 30, 2026 (SFY 2026)

Goods & Services

Category 1 SBE/DVOBs	\$1,312,486.13	1.58%
Category 2 SBE/DVOBs	\$1,388,970.48	1.67%
Category 3 SBE/DVOBs	\$3,929,523.91	4.72%

Construction

Category 4 SBE/DVOBs	\$0.00	0.00%
Category 5 SBE/DVOBs	\$2,932,454.97	3.52%
Category 6 SBE/DVOBs	\$497,096.00	0.60%

FTA FUNDED CONTRACTS – UPDATE*

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TRANSIT VEHICLE MANUFACTURER (TVM)¹ Awards

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EMPLOYEE RECOGNITION

NJ TRANSIT employees bid farewell after outstanding careers

32 NJ TRANSIT employees retired recently:

1. Mark Belton, Conductor -- Various -- 38 years
2. Sheila Bryant, Assistant Conductor -- Various -- 18 years
3. Doreen Harvey, Assistant Superintendent Rail Revenue -- Various -- 40 years
4. Daniel Hayes, Conductor -- Various -- 35 years
5. Paul Kilburg, Technician -- MMC -- 35 years
6. William Leonard, Assistant Conductor -- Various -- 16 years
7. James Thomas, Assistant Superintendent Mechanic -- Hoboken -- 38 years
8. Alfredo Torres, Sr. Training Specialist -- Ferry St. -- 40 years
9. Donald Wankmueller, Electrician -- Morrisville -- 37 years
10. David Dubose, Sr. Road Foreman Engines -- Hoboken -- 26 years
11. Edward Galley, Assistant Manager -- Dover -- 26 years
12. Frank Caputo, Maintainer -- Kingsland -- 30 years
13. Greg Notholt, Sr. Road Foreman Engines -- Morrisville -- 20 years
14. James Rooney, Locomotive Engineer -- Various -- 38 years
15. Jan Szumilo, Electrician -- MMC -- 18 years
16. Joanne Goncalves, Sr. Clerk Typist -- HQ -- 30 years
17. Keith Conrad, Assistant Conductor -- Various -- 22 years
18. Pedro Urena, Manager Tech Services Rail -- MMC -- 32 years
19. Thomas Segear, Sr. Contract Specialist -- HQ -- 9 years
20. Wendell Andrews, Chief Trainmaster -- Newark Penn -- 18 years
21. David Brush, Cleaner -- Meadowlands -- 21 years
22. Phillip Mahoney, Repairman B -- Market St. -- 26 years
23. Matthew Crawford, Operator -- Ironbound -- 13 years
24. Cornel Sales, Operator -- Meadowlands -- 10 years
25. Ky Truong, Assistant Manager -- MMC -- 37 years
26. Robin Carter, Depot Master -- Hilton -- 30 years
27. Fitzroy Fraser, Operator -- Orange -- 26 years
28. Scott Laureano, Operator -- Oradell -- 24 years
29. Melvin Porter, Maintenance -- Newark -- 10 years
30. Elmira Buongiorno, Director Bus Safety -- HQ -- 27 years
31. Louis Millan, Sr. Program Director -- HQ -- 35 years
32. Moises Reyes, Supervisor Terminal Ops -- Atlantic City -- 25 years

ACTION ITEMS

ITEM 2602-02: BRICK CHURCH STATION – TRACK BED WATERPROOFING AND CONCRETE REPAIRS

WHEREAS, Brick Church Station, an existing three-track commuter rail station on the Morris and Essex Line, was constructed in 1921–1922 and is listed on the State and National Registers of Historic Places; and

WHEREAS, the station includes a two-story station building with two separate waiting rooms beneath an elevated viaduct, and the tracks and platforms are constructed on an elevated viaduct requiring significant structural and waterproofing repairs; and

WHEREAS, NJ TRANSIT requires waterproofing and concrete repairs of the complete track bed, platforms, crawl spaces under the platforms, track drainage improvements, and viaduct repairs; and

WHEREAS, NJ TRANSIT advertised an Invitation for Bid (IFB) on August 8, 2025, held a pre-bid meeting and site visit on August 12, 2025, and received three bids on October 28, 2025; and

WHEREAS, Union Paving and Construction Co., Inc., of Mountainside, New Jersey, submitted the lowest responsive and responsible bid in the amount of \$14,970,557.26; and

WHEREAS, staff recommends award of NJ TRANSIT Contract No. 0000147 to Union Paving and Construction Co., Inc. for the Brick Church Station track bed waterproofing and concrete repairs in an amount not to exceed \$14,970,557.26, plus five percent for contingencies, subject to the availability of funds; and

WHEREAS, funding for this contract will be provided by the State of New Jersey Debt Defeasance Fund;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO are authorized to enter into NJ TRANSIT Contract No. 0000147 with Union Paving and Construction Co., Inc. of Mountainside, New Jersey, for the Brick Church Station Track Bed Waterproofing and Concrete Repairs, in an amount not to exceed \$14,970,557.26, plus five percent for contingencies.

ITEM 2602-03: PERTH AMBOY STATION ACCESSIBILITY IMPROVEMENTS PROJECT – CONTRACT AMENDMENTS: CONSTRUCTION SERVICES, CONSTRUCTION DESIGN SERVICES, AND CONSTRUCTION MANAGEMENT SERVICES

WHEREAS, the Perth Amboy Train Station is a historic commuter rail station on the North Jersey Coast Line in the City of Perth Amboy, Middlesex County, in the State of New Jersey; and

WHEREAS, the station currently serves an average of approximately 874 weekday passenger trips; and

WHEREAS, the existing historic station, constructed in 1927, is an outstanding example of Renaissance Revival style architecture; and

WHEREAS, it is also listed on the State National Registers of Historic Places; and

WHEREAS, the station will be fully accessible, consisting of two high-level composite platforms, new stairs, four elevators, lighting, canopies, communications, and Closed-Circuit TV (CCTV); and

WHEREAS, the Federal Transit Administration and Transportation Trust Fund are the anticipated sources of funding for this project;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to provide additional funding in the amount not to exceed \$4,500,000.00, plus five percent for contingencies, to negotiate and execute necessary changes to NJ TRANSIT Contract No. 21-039X with Hall Construction Co., Inc. of Wall, New Jersey, for the construction of the Perth Amboy Accessibility Improvements Project, subject to the availability of funds; and

BE IT FURTHER RESOLVED that the Chair or President & CEO is authorized to provide additional funding in the amount not to exceed \$1,000,000.00, plus five percent for contingencies, for NJ TRANSIT Contract No. 20-044 with KS Engineers, P.C. of Newark, New Jersey, to provide additional Construction Management services for the Perth Amboy Station Accessibility Improvements Project, subject to the availability of funds; and

BE IT FURTHER RESOLVED that the Chair or President & CEO is authorized to provide additional funding in the amount not to exceed \$400,000.00, plus five percent for contingencies, for NJ TRANSIT Contract No. 10-039 with Stantec Consulting Services, Inc. of Rochelle Park, New Jersey, to provide additional Construction Engineering services for the Perth Amboy Station Accessibility Improvements Project, subject to the availability of funds.

ITEM 2602-04: WEEHAWKEN FERRY MAINTENANCE FACILITY

WHEREAS, the New Jersey Public Transportation Act of 1979 authorizes NJ TRANSIT to establish and provide for operation and improvement of a coherent public transportation system in the most efficient and effective manner; and

WHEREAS, NJ TRANSIT recognizes the important contribution by private ferry systems in the state's transportation network and believes it is prudent policy to establish programs to invest the State of New Jersey funds for capital acquisitions and infrastructure improvements for ferry operators; and

WHEREAS, safe, reliable, and efficient ferry service across the Hudson River benefits New Jersey residents and is vital to our region's mobility and economic well-being; and

WHEREAS, in 2005, NJ TRANSIT's enabling statute was amended to add passenger ferry service to NJ TRANSIT's operational powers: and

WHEREAS, Port Imperial Ferry Corp. d.b.a. New York Waterway (NYW) proposes rehabilitating a ferry maintenance and fueling facility in Weehawken, New Jersey, to support ferry commuter services between Hudson County, New Jersey, and Manhattan, New York; and

WHEREAS, NYW estimates the cost of the proposed ferry maintenance and fueling facility to be \$64,645,566; and

WHEREAS, the State of New Jersey recognizes the critical importance of providing ferry service, and NJ TRANSIT will invest \$12,000,000 that was reserved in NJ TRANSIT's Capital Ferry Improvement funds from a direct legislative budget appropriation in FY2018; and

WHEREAS, NJ TRANSIT will permit NYW to draw forward on NJ TRANSIT's Ferry Capital Improvement Program (FCIP) funds, up to an amount of \$3,000,000 per year, beginning FY2024 through FY2027, for a maximum amount of \$12,000,000, towards the cost of the rehabilitation of the maintenance facility;

NOW, THEREFORE, BE IT RESOLVED, that the Board hereby authorizes, approves, and consents to assisting New York Waterway with the cost of the rehabilitation of the Weehawken Ferry Maintenance and Fueling Facility by allocating \$12,000,000 that was reserved as Capital Ferry Improvement Funds, and allocating \$12,000,000 from NJ TRANSIT's Ferry Capital Improvement Program, for a total of \$24,000,000, subject to the availability of funds and Board approval of NJ TRANSIT's Operating Budget.

CONSENT CALENDAR

ITEM 2602-05: AUTHORIZATION TO SETTLE LITIGATION RELATED TO THE ACQUISITION OF PROPERTY IN THE VILLAGE OF RIDGEFIELD PARK, NEW JERSEY, FORMERLY OWNED BY DEFENDANT, TP ACCESS, LLC

WHEREAS, NJ TRANSIT's Board of Directors approved the acquisition of properties for the construction of a new 500-bus capacity bus garage in 2020 under Board Item 2003-16 for the Northern Bus Maintenance Facility Project, including two parcels containing approximately 17.87 acres owned by TP Access, LLC, a limited liability company controlled by Mr. Gulshan Chhabra (TP Access), identified as 400 Bergen Turnpike and 151 Route 46, aka Block 49.01, Lot 2 and Block 40.02, Lot 2, in the Village of Ridgefield Park (the Property); and

WHEREAS, NJ TRANSIT staff made an offer to purchase the Property from TP Access in accordance with Board Item 2003-16 based on its appraised value as of September 11, 2019; and

WHEREAS, NJ TRANSIT staff and TP Access engaged in bona fide negotiations but were unable to reach an agreement by which NJ TRANSIT would purchase the Property; and

WHEREAS, NJ TRANSIT's Board of Directors authorized additional funds for deposit with the court in June 2025, in Board Item 2506-29 to request an increased value based on NJ TRANSIT's updated appraisal to the date of Complaint, December 20, 2021, which reflected a reasonable probability of a zone change for the Property to allow for warehouse/distribution use; and

WHEREAS, NJ TRANSIT and TP Access appealed the Report of Commissioner, and are preparing for a jury trial while continuing negotiations; and

WHEREAS, NJ TRANSIT and TP Access agreed to consider a settlement, subject to the approval of NJ TRANSIT's Board of Directors, which outside counsel for NJ TRANSIT has recommended as being in the best interest of NJ TRANSIT with the terms as discussed in Executive Session; and

WHEREAS, staff has identified State Transportation Trust Funds sufficient to cover the costs of the settlement;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to take any and all actions necessary to settle the litigation related to the acquisition of property in Ridgefield Park, New Jersey, which includes two parcels containing approximately 17.87 acres formerly owned by TP Access, LLC, a limited liability company controlled by Mr. Gulshan Chhabra, identified as 400 Bergen Turnpike and 151 Route 46, aka Block 49.01, Lot 2 and Block 40.02, Lot 2, in the Village of Ridgefield Park, and to pay funds identified from the Transportation Trust Fund to TP Access, LLC in accordance with the terms discussed in Executive Session to settle the matter.

ITEM 2602-06: PERSONAL INJURY CLAIM OF MILAGROS CARABALLO

WHEREAS, Article VI, Section II of the Bylaws requires Board Authorization for settlement of claims in excess of \$1,000,000; and

WHEREAS, Milagros Caraballo has presented a claim with a probable settlement cost greater than \$1,000,000; and

WHEREAS, staff has reviewed the claim and recommends settling this case out of court;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to settle the claim of Milagros Caraballo, through her attorney, at an amount discussed in executive session. The Attorney General has approved the proposed settlement, subject to the availability of funds.

EXECUTIVE SESSION AUTHORIZATION

BE IT HEREBY RESOLVED pursuant to N.J.S.A. 10:4-12 and N.J.S.A. 10:4-13 that the Board of Directors of the New Jersey Transit Corporation hold an executive session to discuss personnel matters, contract negotiations, the status of pending and anticipated litigation, and matters falling within the attorney-client privilege, including, but not limited to the Personal Injury Claim of the Estate of Asuncion Montano, and the Personal Injury Claim of Michael Noel; and

BE IT FURTHER RESOLVED that it is expected that discussions undertaken at this executive session could be made public at the conclusion of these matters as appropriate.