

**Philip D. Murphy**, Governor  
**Tahesha L. Way**, Lieutenant Governor  
**Francis K. O'Connor**, Commissioner  
**Kris Kolluri**, President & CEO

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August 28, 2025

Honorable Philip D. Murphy  
Governor, State of New Jersey  
State House  
Trenton, NJ 08625

Dear Governor Murphy:

Pursuant to Chapter 150, Laws of 1979, I herein transmit the minutes of actions taken at the open session of the special meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc., Board of Directors held on Thursday, August 28, 2025.

Sincerely,

*Meghan Clark Umukoro*

Meghan Clark Umukoro  
Board Secretary

Enclosures

Open Session Minutes of the actions taken at the Special Board of Directors' meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. conducted virtually on Thursday, August 28, 2025. The meetings occurred concurrently.

**Board Members**

Joseph Bertoni, Chair's Representative  
Kiabi D. Carson, Vice Chair - Absent  
Michael Eleneski, Governor's Representative  
Andrea Spalla, Treasurer's Representative  
Anthony N. Abrantes, Board Member  
Richard A. Maroko, Board Member  
Shanti Narra, Board Member  
Evan S. Weiss, Board Member  
Rashonda A. Brown, 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  
Kiran Patel, Chief, Special Projects

Board Member Bertoni convened the Open Session at 10:06 a.m. in accordance with the Open Public Meetings Act. Board Secretary Umukoro conducted Roll Call and noted all Board Members were participating remotely, and Vice Chair Carson was absent.

Board Secretary Umukoro announced that adequate notice of the special 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 August 22, 2025, 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.

Board Member Bertoni asked Board Secretary Umukoro if there were any comments from the public. Board Secretary Umukoro said there was one pre-registered telephone speaker.

Board Secretary Umukoro said in order to give everyone an opportunity to be heard, comments would be limited to three minutes. They would 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 on Agenda Item**

**Vito Havrilla**, Vice Chair and Legislative Director of Lackawanna Coalition, said he would read their statement. Mr. Havrilla said they were surprised to see the notice for the Special Board Meeting. He said reading over the documentation, they noticed that the only action item on the agenda was to pass funds through to Gateway Development Commission from other sources, including two distributions from the Transportation Trust Fund. Mr. Havrilla asked why they were holding a Special Board meeting oppose to waiting a few weeks until the regularly scheduled Board Meeting. He said, looking more closely, they saw that this was an installment payment that was supposed to be made on July 1, 2025, as there was a payment made on July 1, 2024. Mr. Havrilla said he did not recall a special meeting for the payment request last year. Mr. Havrilla asked why the payment was almost two months late. He asked if this could have been done in June or earlier to be timely. Mr. Havrilla asked if there was any penalty for the late payment and if so, what was it. He asked if there was interest being charged.

Mr. Havrilla said they recently saw an article that pointed out how much worse the commuting experience was for NJ TRANSIT riders than for Metropolitan Transportation Authority (MTA) and Long Island Railroad (LIRR) riders. He said it seemed that there were also problems with meeting financial obligations on time. Mr. Havrilla said they did not have any solutions, but they did hope that the agency was taking these deficiencies seriously, and with more insight and knowledge of agency operations, they would be able to make the needed improvements.

**Janine Bauer** said everything she was saying today was public information, although it sometimes seemed like it was not public knowledge. Ms. Bauer thanked President & CEO Kolluri, the Board, and the entire NJ TRANSIT staff for supporting the Hudson Tunnel project, including the contribution for the concrete casing phase today. She said she was speaking to raise a question. NJ TRANSIT's 10-Year Plan stated that they must act now to increase Trans-Hudson capacity because many of the projects would take years to complete and the projects were well known. Ms. Bauer said the projects ranged from the Coastline Trans-Hudson Project, Monmouth Ocean Middlesex (MOM) Line, the Lackawanna Cut-Off, Northern Branch Corridor Project, New York Susquehanna & Western Railroad, and the one-seat Raritan Valley Line ride. She said they all knew that the Hudson Tunnel project, and even the Gateway program, which was a larger number of projects, was not a capacity improvement or capacity expansion project. It was a preservation of existing capacity. Ms. Bauer said her question for the Board and President & CEO Kolluri was when and how NJ TRANSIT was going to start executing on its need for rail capacity expansion, so they could start getting their other expansion projects prioritized and in the construction pipeline. She had some written remarks that she would like to submit to the Board Secretary and said she would appreciate if someone would tell her how to submit her remarks.

**Written Comments in Lieu of Speaking**

**Andy Weiss** wrote shame on NJ TRANSIT President & CEO Kris Kolluri and the Board for canceling the normal August Board meeting and censoring public comments for the Special Board meeting on Thursday, August 28th. NJ TRANSIT corporate office, and the Board are censoring the public again by only allowing public comments on the agenda item only. This is a First Amendment violation, and it overrules their authoritarian policy of limiting the scope of their public comments. He wrote that their policy did not overrule the Constitution. NJ TRANSIT, and the Democrat Party believe in widespread censorship. The Constitution overrules NJ TRANSIT policy. Change the public comment policy and never limit the scope of public comments. How dare you.

Board Secretary Umukoro told Ms. Bauer her comments could be submitted on the agency website at [njtransit.com/board](http://njtransit.com/board).

President & CEO Kolluri said he wanted to address Ms. Bauer's question. He said he thought it was an important question. President & CEO Kolluri said members of the Board were making sure they had capacity both from a Trans-Hudson standpoint and capacity within the state. It was a priority for NJ TRANSIT and especially Governor Murphy and this Board. He said on the Trans-Hudson side, the Hudson Tunnel Project was essentially a down payment or phase one of a capacity expansion project to New York. Even though the current Hudson Tunnel project was a resiliency project, the goal and NJ TRANSIT's stated objective, which they all committed to in writing and have expressed, was to make sure that they eventually get to 48 trains an hour going into New York. President & CEO Kolluri said this was a priority for the agency, and they were hopeful as the whole New York Penn Station transformation project kicked off in the near future that the next project would be an expansion project.

President & CEO Kolluri said he wanted to assure Ms. Bauer that NJ TRANSIT continued to be committed to the 48 trains an hour commitment on capacity going to New York. In New Jersey, they were constantly looking at capacity, not just from the rail standpoint, but also from a bus standpoint. He said they moved almost a million people per day throughout the State of New Jersey, as the largest state-run system in the country. As part of that, they were not only, through their budget, constantly expanding their service, but they were also in fact stepping in for those private carriers who were declaring bankruptcy more frequently than he would like to see. President & CEO Kolluri said from a general matter, both from a cross-harbor transportation perspective and in-state perspective, they were committed to doing that.

President & CEO Kolluri said he would add one more example. He said Ms. Bauer spoke about the Raritan Valley Line. He said the Raritan Valley residents had long asked for a one-seat ride. President & CEO Kolluri said he sent a communication to those residents two weeks ago that addressed a couple of their concerns. He said while they currently have a one-seat peak-hour ride into New York, they wanted to see if they could have a shoulder-peak ride, which would be at the end of the rush hour. President & CEO Kolluri

said they were working on a schedule to make sure that this happened. He said they believed they could make this happen once new train cars came in.

President & CEO Kolluri said the Glassboro-Camden Line (GLC) was an important project that expanded capacity in the southern part of the state. He said there were ongoing conversations about expanding the Hudson-Bergen Light Rail. President & CEO Kolluri said what he wanted to say to Ms. Bauer was, as she knew very well, NJ TRANSIT was committed to making sure they move their residents to their jobs and other destinations in the state and the region. He said this was an important mission and they were not moving away from it.

**Action Item**

**2508-37 RESOLUTION AUTHORIZING NEW JERSEY TRANSIT CORPORATION TO TRANSFER FUNDS TO THE GATEWAY DEVELOPMENT COMMISSION FOR THE HUDSON YARDS CONCRETE CASING**

President & CEO Kolluri introduced Kiran Patel, Chief, Special Projects, to present Board Item #2508-37. Kiran Patel presented for approval Action Item #2508-37: Resolution Authorizing New Jersey Transit Corporation to Transfer Funds to the Gateway Development Commission for the Hudson Yards Concrete Casing.

Board Member Abrantes made a motion, Board Member Narra seconded the motion, and the item was adopted.

**Roll Call Vote:**

|          |        |       |       |        |          |        |         |
|----------|--------|-------|-------|--------|----------|--------|---------|
| Abrantes | Maroko | Narra | Weiss | Spalla | Eleneski | Carson | Bertoni |
| Yes      | Yes    | Yes   | Yes   | Yes    | Yes      | Absent | Yes     |

**Adjournment**

Since there was no further business, a motion to adjourn was made by Board Member Abrantes seconded by Board Member Maroko, and the motion was adopted.

The meetings were adjourned at approximately 10:19 a.m.

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

**AUGUST 28, 2025**

**MINUTES**

**PAGE**

- **CALL TO ORDER** -
- **PUBLIC COMMENTS ON AGENDA ITEM** -

**ACTION ITEM**

**2508-37 RESOLUTION AUTHORIZING NEW JERSEY TRANSIT CORPORATION TO TRANSFER FUNDS TO THE GATEWAY DEVELOPMENT COMMISSION FOR THE HUDSON YARDS CONCRETE CASING** – Authorization to convey to the Gateway Development Commission, an amount not to exceed \$34.635 million, for the purpose of satisfying the 2025 payment of the State of New Jersey's share of the costs of the HYCC-3 project. **70520**

- **ADJOURNMENT**

**ACTION ITEM**

**ITEM 2508-37: RESOLUTION AUTHORIZING NEW JERSEY TRANSIT CORPORATION TO TRANSFER FUNDS TO THE GATEWAY DEVELOPMENT COMMISSION FOR THE HUDSON YARDS CONCRETE CASING**

**WHEREAS**, in July 2019, the States of New York and New Jersey created the Gateway Development Commission (GDC) through the enactment of parallel legislation by each state and codified as the Gateway Development Commission Act (GDC Act); and

**WHEREAS**, the GDC is a seven-member public authority and a government-sponsored authority (with three Commissioners from the State of New York, three Commissioners from the State of New Jersey, and one Commissioner directly appointed by Amtrak) that is empowered to facilitate and coordinate activities and encourage the actions of others to effectuate the Gateway Program; in particular, Phase 1 of the Program, which includes the Hudson Tunnel Project (HTP); and

**WHEREAS**, on or about February 3, 2023, the State of New Jersey, the State of New York, Amtrak, and GDC entered into an Agreement (the Project Development Agreement or PDA) in order to establish their respective roles and responsibilities with respect to the funding, financing, right-of-way acquisition, procurement, delivery, and operation of the Hudson Tunnel Project (HTP); and

**WHEREAS**, as further described in the PDA, the delivery of certain work packages of the HTP may be implemented pursuant to agreements between GDC and certain "Supporting or Executing Partners" as defined in Section 3.02(a) of the PDA; and

**WHEREAS**, the HTP calls for the construction of a new two-tube tunnel under the Hudson River (the Hudson River Tunnel), in order to subsequently facilitate repair of the existing North River Tunnel and to permanently increase the number of NEC rail tracks under the Hudson River from two to four; and

**WHEREAS**, in order to preserve the underground right-of-way for the Hudson River Tunnel to connect to New York Pennsylvania Station, Amtrak led the design and construction of a concrete casing beneath Hudson Yards on the west side of Manhattan (the Hudson Yards Concrete Casing or HYCC); and

**WHEREAS**, the construction of the Hudson Yards Concrete Casing is critical to the HTP, as Hudson Yards is the only clear alignment on the west side of Manhattan that would allow the Hudson River Tunnel to fully connect to Penn Station New York from the west, and if the private development proceeded without construction of the Hudson Yards Concrete Casing, the proposed alignment for the Hudson River Tunnel would become infeasible; and

**WHEREAS**, the Hudson Yards Concrete Casing was divided into three segments, with the first two segments completed by 2018; and

**WHEREAS**, construction of third segment of the Hudson Yards Concrete Casing (HYCC-3) commenced in November 2023, with an estimated completion date of November 2026 and at a cost of \$692.7 million; and

**WHEREAS**, in December 2022, Amtrak was selected to receive a \$292 million grant for HYCC-3 by the U.S. Department of Transportation under the National Infrastructure Project Assistance program, which also is known as the Mega Grant Program; and

**WHEREAS**, pursuant to the HTP Project Development Agreement, the balance of the cost for HYCC-3 are to be borne equally between the State of New Jersey, the State of New York, and Amtrak; and

**WHEREAS**, on August 22, 2023, the State of New Jersey, acting by and through the Commissioner of the New Jersey Department of Transportation (DOT), entered into an Agreement with GDC to make payments to GDC to satisfy the State of New Jersey's obligation to pay its portion of the costs of the HYCC-3 in two payments of \$34.635 million, first on July 1, 2024, and the second on or about July 1, 2025; and

**WHEREAS**, on August 27, 2025, the New Jersey Turnpike Authority (Authority) and the Treasurer of the State of New Jersey entered into an agreement authorizing the Authority to provide a lump sum payment of \$10 million to the State of New Jersey for payment to GDC, through NJ TRANSIT, towards the 2025 payment of the State's share of the costs of the HYCC-3 project; and

**WHEREAS**, in August 2025, the DOT transferred an additional \$12.5 million from the Transportation Trust Fund (TTF) for payment to GDC, through NJ TRANSIT, towards the 2025 payment of the State of New Jersey's share of the costs of the HYCC-3 project; and

**WHEREAS**, in August 2025, NJ TRANSIT contributed an additional \$12.135 million from its TTF account for payment to GDC for the 2025 payment of the State of New Jersey's share of the costs of the HYCC-3 project; and

**WHEREAS**, NJ TRANSIT is prepared to transfer the sum of \$34.635 million to GDC to satisfy the 2025 payment of the State of New Jersey's share of the costs of the HYCC-3 project;

**NOW, THEREFORE, BE IT RESOLVED** that the Chair or President & CEO is authorized to convey to the Gateway Development Commission, an amount not to exceed \$34.635 million, for the purpose of satisfying the 2025 payment of the State of New Jersey's share of the costs of the HYCC-3 project.