

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

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October 14, 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 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, October 9, 2025.

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., and NJ TRANSIT Morris, Inc. held at NJ TRANSIT Headquarters, Two Gateway, 283-299 Market Street, Newark, New Jersey on Thursday, October 9, 2025. The meetings occurred concurrently.

Board Members

Joseph Bertoni, Commissioner's Representative
Kiabi D. Carson, Vice Chair
Aaron J. Creuz, Governor's Representative
JoAnn Povia, Treasurer's Representative
Anthony N. Abrantes, Board Member
Richard A. Maroko, Board Member
Shanti Narra, Board Member
Evan S. Weiss, 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
Michael Kilcoyne, Senior Vice President, Surface Transit & General Manager, Bus Ops.
Gagandeep Singh, Senior Vice President, Real Estate Development & Planning
Jignasa Desai-McCleary, Senior Vice President, Chief of Administration and Risk

Vice Chair Carson 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. Board Secretary Umukoro conducted Roll Call and noted Board Members Bertoni, Povia, and Narra were participating remotely and Board Member McCray 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 October 3, 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.

Approval of Minutes

Vice Chair Carson asked for a motion to approve the minutes of the September 19, 2025 Board meetings. Board Member Anthony N. Abrantes made the motion, Board Member Evan S. Weiss seconded the motion, and the minutes were adopted.

Advisory Committee Report

Suzanne Mack presented the Advisory Committee report. Ms. Mack said although these were challenging times for everyone with the government shutdown, the Advisory Committee understood the pressure that had been placed on the Board and President & CEO Kolluri. Ms. Mack said she knew they depended on their many federal partners, and also knew that their committee was concerned about the announcement of withdrawing funding from the Gateway and other projects. She hoped the government would open soon and everything would return to normal. Ms. Mack said the NJ TRANSIT Board was really committed to getting much as they could to the people in New Jersey.

Ms. Mack said the agenda and the activities in the past month really focused on buses, which was good to see, and South Jersey was particularly pleased with the service from Vineland to Atlantic City, which they had been wanting for a long time. She said they really appreciated the fact that this was accomplished. They were also pleased with the commitment of 175 40-foot New Flyer buses, which would be welcomed considering the existing aging fleet.

Ms. Mack said up in North Jersey on Sunday, October 12, 2025 was “Meet the Fleet” in Hoboken Terminal, and if anyone knew her former Advisory Committee members, they would have loved to have been at the various activities. She said this would be a nice activity for North Jersey and gave them a chance for them to celebrate their heritage.

Ms. Mack said another thing on the agenda that was near and dear to their committee was the Access Link program, which was very important. She said it would be great to see the Board approve Action Item #2510-45 for the Provision of Access Link service in Region 5 (Essex, Union, Somerset, Morris, and parts of Hudson Counties).

Ms. Mack said their next Advisory Committee meeting would be held virtually on October 24, 2025. If anyone would like to join them, they could at 1:00 p.m. Anna Marie Gonnella Rosato would report on that next month.

Vice Chair Carson asked Board Secretary Umukoro if there were any comments from the public. Board Secretary Umukoro said since she did not see the in-person speakers, they would move to the telephone speakers. She said priority access would be given to pre-registered speakers, followed by any additional speakers who were 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. Board Secretary Umukoro said there were two pre-registered telephone speakers and comments would be limited to three minutes.

Public Comments

Sally Jane Gellert, Chairperson of the Lackawanna Coalition, said she would like to invite everyone to their meeting on October 27, 2025, with Scott Spencer of AmeriStarRail to talk

about the cross-country train proposal. Ms. Gellert said she would read the first half of the coalition's statement. She said Morristown Station had abandoned bicycles left in the elevators and on platform one. Ms. Gellert said Lackawanna Coalition member Ron Weissman recently observed issues at the Morristown and Morris Plains stations and alerted them and Customer Advocate Franck Beaumin to the two items that have been addressed. First, abandoned bicycles that prevented new riders from locking their bikes in the rack, which has since been removed and second, an out-of-service elevator on platform one. Ms. Gellert said the elevator was working again, for which she was grateful, but Mr. Weissman warned that this was a recurring issue that could be more than a minor annoyance. Mr. Weissman reported that one occasion, the fire department was called in to rescue a passenger who was stuck. They hoped that NJ TRANSIT would look at why this was recurring and find a more permanent solution.

Ms. Gellert said on a personal note, as a former theatrical stage manager and active member of Actors' Equity Association, she appreciated NJ TRANSIT for promoting New Jersey Night on Broadway on their mobile app. As a history buff, she said she appreciated the promotional language, "In 1787, New Jersey became the third state in the union. In 2025, it will be the first state with its own dedicated night on Broadway." She said unfortunately she would not be able to participate, but a discounted Broadway show, along with exclusive transportation savings and dining deals through the Theatre District, was a great way to get people to try NJ TRANSIT for the first time, and a nice reward for more frequent riders. Ms. Gellert full written statement was shared with the Board.

Matty Buchys Hyland said it was great to live in a society where transit was great for all people, but there was a catch when it came to this. Mr. Buchys Hyland said to keep the system operational, the best way was to implement small and predictable fare increases like the Metropolitan Transportation Authority (MTA) does. He said for example, the Silver Line on the Washington Metro train, which goes from Ashburn, Virginia in Loudon County to Downtown Largo in Maryland would not have been possible without proper funding. In 2014, under former Virginia Governor Terence Richard McAuliffe, the Silver Line was extended from East Falls Church to a new station at Wiehle–Reston East. Then, in 2020 under current Virginia Governor Glenn Youngkin, Phase 2 of the Silver Line expansion commenced, adding six new stations out to Ashburn in Loudoun County, Virginia. Mr. Buchys Hyland said this improved the commute for many people who worked and lived in Washington, D.C. He said unfortunately, with the government out of funds, they had to rely on themselves during the federal shutdown.

Adam Reich said his first point of concern was with the action item to award a maintenance contract for River LINE vehicles. Mr. Reich said while he understood there was a need to pivot immediately with NJ TRANSIT taking over direct operations of the service, he failed to see how reasonable it was to declare a five-year contract necessary for public exigency. He said if they wanted to ensure that riders were getting the most value out of the contract, particularly at a time when they were being asked to pay an increase in fares, there should be a competitive bidding process. Mr. Reich said unless there was an option that was not clearly communicated in the materials that were distributed to the public, the contract should limit the length of the contract to the period necessary to conduct a reasonable competitive bidding process with appropriate review. He said a five-year contract was problematic

because there would be a new governor in a few months, and the next administration would not have the ability to do anything about it. For these reasons, Mr. Reich believed the length of the contract should be limited to a period necessary for reasonable competitive bidding to occur. He said this was not to say that the contractor might not be the best one, but riders needed to be assured, especially as they were being asked to pay higher fares, that they were getting the right service provider and paying the most reasonable price for that service.

Mr. Reich said President & CEO Kolluri raised the issue of public employees engaging in personal business during work hours, emphasizing that public resources should not be used for such purposes. He said he asked President & CEO Kolluri on several occasions to review an issue that occurred under his predecessor. Mr. Reich said he was aware of at least one instance where an NJ TRANSIT employee, along with their supervisor, raised concerns about his rail advocacy efforts, citing his relationship with NJ TRANSIT and his criticism of President & CEO Kolluri's predecessor. Mr. Reich said to President & CEO Kolluri, if he was going to hold him to this standard, which was fair and reasonable, he asked that President & CEO Kolluri do the same and pledge to him that he would in some way, shape, or form reach out to him and review what transpired.

Mr. Reich said lastly, there needed to be better contingency planning when there was a service disruption. He said he knew President & CEO Kolluri was dismissive of people criticizing the Morristown Line suspension, but he failed to understand why a three-track line between Maplewood and Millburn could not have had some service during that weekend. Mr. Reich said he could understand the disruption in Summit creating some issues, but the equipment could have been relayed, via the Montclair-Boonton Line from Dover Yard or pulled from Great Notch Yard, to provide some service on the link. He said with three tracks, they could have easily used one or two in revenue service and still had one or two tracks clear for work equipment. Mr. Reich asked the Board to further investigate this issue, stressing the importance of not letting it go without proper scrutiny. He called for a more coordinated effort to improve contingency planning, rather than merely referring riders to the ABC plan, which had limited effectiveness in addressing weekend service needs.

Andy Weiss said NJ TRANSIT Board continued to sabotage the NJ TRANSIT Customer Advocate position. Mr. Weiss demanded that the NJ TRANSIT Customer Advocate participate at all NJ TRANSIT Board meetings by replying to the public comments at the end of the public comment period. He demanded the Customer Advocate advertise his position at all NJ TRANSIT rail stations, bus stops and shelters, and light rail stations.

Mr. Weiss said Board Member Narra was the worst NJ TRANSIT board member in NJ TRANSIT history. He said she took four years to hire a Customer Advocate. Mr. Weiss believed the Customer Advocate should have a link to contact him under the Riders Tools feature on the NJ TRANSIT mobile app. He said the Customer Advocate was only a listener and was not taking an active role in advocating for NJ TRANSIT riders. Mr. Weiss asked President & CEO Kolluri why he allowed the NJ TRANSIT Customer Advocate to be sabotaged. He asked why the Customer Advocate's position was not advertised to the public and why the Customer Advocate did not have a phone number where customers could leave voicemail messages. Mr. Weiss said many NJ TRANSIT riders were not computer literate. He said NJ TRANSIT needed to do better and be more transparent.

David Peter Alan said he was making a personal statement, which meant he was speaking only for himself and not for anybody else. Mr. Alan said he filed a complaint last month about the lack of information concerning a bus operated by another carrier, but under NJ TRANSIT's flag. Mr. Alan said he planned to take Bus #817 from South Amboy to Keyport. It took him 20 minutes to learn from Suburban Transit that the bus had broken down. He said he made a second attempt to take the same trip on Friday, September 26, 2025, and again Bus #817 did not show. Mr. Alan said NJ TRANSIT appeared unable to locate the bus or give him any information. He said he gave up and left South Amboy without reaching his destination in Keyport. Mr. Alan said last month he asked what the agency would do to make sure riders had information about every bus that ran under their flag. Now that the incident occurred a second time, he asked the same question again.

Mr. Alan said more than one year ago, he also filed a complaint regarding the agency's policy of refusing to accommodate close connections between buses when the first bus was late by a few minutes, even if the second bus ran only a few times that day. The incident occurred as part of an effort to catch Bus #871 at Willowbrook Mall on September 28, 2025. Mr. Alan said no one of appropriate authority at NJ TRANSIT ever spoke with him or otherwise contacted him about this policy, which appeared to constitute willful indifference to the needs of riders who depended on NJ TRANSIT for their mobility. He said he only received an acknowledgement of receipt, a document that was not enough to solve the problem.

Mr. Alan said now that the Senior Citizens and Disabled Residents Transportation Advisory Committee (SCDRTAC) did not vote by sufficient number to expel or otherwise punish him, he suggested ways to ensure that future disciplinary hearings were fair to members.

Mr. Alan said he moderated a panel on Pop-Up Metro at a light rail conference in Pittsburgh, sponsored by *Railway Age* on October 1, 2025. He said Pop-Up Metro was a system that could offer rail service at a significantly lower expenditure than the cost of going through the Federal Transit Administration (FTA)'s New Starts program. Mr. Alan said on Tuesday, October 7, 2025, his report was posted on *Railway's* website. He said a senior manager from NJ TRANSIT's light rail operations attended the conference and heard him speak at the panel. Mr. Alan said he hoped that Pop-Up Metro could provide opportunities for the agency to initiate new rail services and provide a solution to the problems with equipment now running on the River LINE. He offered to do what he could to initiate discussions about the potential solution.

Mr. Alan said lastly, although he did not use Access Link because he did not need it, he knew and appreciated how vitally important it was for people who did need it and used it. Mr. Alan's full statement was shared with the Board.

Delvin Bradford, resident of Philadelphia, asked for new equipment on the Atlantic City Line. Mr. Bradford said the train line was breaking down more often than usual, and it was concerning. Mr. Bradford inquired about the timeline for placing the new multilevel rail cars into service. He also asked the Board whether there were plans to address these concerns, stating that the entire system needed new equipment.

David Anderson, member of Lackawanna Coalition and Senior Citizens, and Disabled Residents Transportation Advisory Committee (SCDRTAC), stated that he was speaking in his personal capacity to offer a suggestion. Mr. Anderson said given the possibility of a government shutdown and the resulting increased difficulty of air travel, particularly in regions served by NJ TRANSIT and the Southeastern Pennsylvania Transportation Authority (SEPTA), he urged NJ TRANSIT to collaborate with SEPTA to promote train travel as an alternative to flights between Newark and New York City to Philadelphia. He said this approach could be extended to other destinations along the Northeast Corridor. Mr. Anderson said that such efforts could introduce the benefits of rail travel to individuals who might not typically consider the train, but who under current circumstances may view it as a viable option. He also noted that Amtrak would be a strong partner in this initiative.

Tineen Howard said he wanted to talk about a letter dated May 15, 2006, addressed to President & CEO Kolluri. He said the letter highlighted allegations of workplace discrimination against black male employees at the Federal Highway Administration (FHWA). Mr. Howard said at that time, he believed President & CEO Kolluri had established an Equal Employment Opportunity (EEO) Committee in response. However, he was uncertain about how seriously the issue was taken or how much progress the committee had made, though he noted that Board Member Bertoni was involved and held an executive leadership role during the period when Mr. Howard experienced difficulties.

Mr. Howard referred to a judiciary report dated August 25, 2017, which he said outlined various issues within NJ TRANSIT. He also cited a criminal appendix to the report that, he said, contained significant information about internal problems at the agency. Mr. Howard stated that his own challenges began after he filed a complaint against a former colleague at the Department of Transportation (DOT). He said he also filed a civil rights complaint to the EEO. He stated that he possessed an email chain documenting harassment by the Office of the Inspector General and his efforts to prompt action in response. Mr. Howard said he had substantial documentation supporting his claims, which he believed clearly demonstrated the issues he raised. Mr. Howard's documents were shared with the Board.

Vito Havrilla, Vice Chairperson and Legislative Director of the Lackawanna Coalition, said he would be reading from the coalition's statement. Mr. Havrilla said regarding the Morris and Essex Line service disruption, the derailment of a work train on Friday, September 26, 2025 was covered by the statement they made at the September 30, 2025, Operations & Customer Service Committee meeting, which called for contingency plans to be on hand for the unexpected disruption that occurred from time to time. He said their ABCs were a decent starting point but could be more robust to cover a wide variety of riders' needs. They appreciated the crew's handling of both unexpected and planned service outage, which called for flexibility and were not part of the everyday work conditions.

Mr. Havrilla said this weekend, October 11 and 12, 2025, because of track work, trains on the Montclair-Boonton line were planned to run from Bay Street to New York Penn Station. He said they saw this as an opportunity to run these trains to Montclair State University (MSU), rather than just to Bay Street. He acknowledged that it was probably too late for this type of test to take place over the weekend and asked that they consider trying this out in the future, which would serve as a test for more such service on a regular basis. With

Halloween/Day of the Dead weekend coming up, they noted that in past years there was overcrowding and suggested rail operations use longer train sets as they had done for other holidays.

Mr. Havrilla said they were glad to see the River LINE project moving forward, having all three lines under one system would make sense, and they hoped to see service improvements. He said Access Link was an important service for many New Jersey residents who were unable to use scheduled transit service, as shown by the increased ridership the agency cited. They appreciated the plans for Access Link's service to continue without interruption and expected the enhanced service standards and performance requirements required by the consent agreement would also continue uninterrupted.

Mr. Havrilla said regarding the Newark Light Rail maintenance, they were aware that this was related to an obsolete propulsion system that was to be replaced, and it was a trial of a prototype system. He said they hoped that the test was successful and wondered if NJ TRANSIT had a contingency plan should it not work as expected. Mr. Havrilla said extending trains to five sections from three seemed to be a good way to increase capacity at busy times. Mr. Havrilla's full statement was shared with the Board

Johan Andrade, resident of North Bergen, said he wanted to express serious concerns about the unreliability of the Hudson-Bergen Light Rail (HBLR), particularly during weekends. Mr. Andrade said there was a complete breakdown in passenger communication that occurred on Saturday, September 27, 2025. He said on that day, hundreds of passengers were stranded at Bergen Avenue Station, without any information about when the next train would arrive. Mr. Andrade noted there was a complete absence of communication from NJ TRANSIT, no staff presence, no announcements, and no updates via digital information. He said passengers received neither an estimated arrival time nor an explanation for the delay. Mr. Andrade said there were also no suggestions for alternative transportation options and not any acknowledgement that a service disruption was even taking place.

Mr. Andrade said commuters were placed in an impossible situation, unable to make informed decisions about whether to wait for service to resume or seek alternative means of transportation. He said many passengers, including himself, relied on the HBLR to get to work, medical appointments, and other time-sensitive obligations. Mr. Andrade said the lack of communication reflected a fundamental disregard for passengers' time and needs, and this was not an isolated event. In his experience, the HBLR has developed a troubling reputation for unreliable service, with frequent delays and poor communication becoming the rule rather than the exception. Mr. Andrade said riders deserved better. He said public transportation was a public trust and the thousands of Hudson County residents who depended on the HBLR daily deserved reliable service, and at minimum, timely and transparent communication when disruptions occurred.

Board Comments

Board Member Weiss said he wanted to thank Customer Advocate Franck Beaumin. Following a concern raised by a Newark community group called La Casa De Don Pedro,

an over 50-year-old social services organization, about a lot of school children in the area having trouble crossing the street at the Orange Street Light Rail stop in Newark, Mr. Beaumin gathered an enormous number of professionals from NJ TRANSIT to address the issue. Board Member Weiss learned that evening that Phase One of a multiphase project was completed, and they would continue improving that intersection and crossing, which hundreds of children used every day. Board Member Weiss said he was happy to hear about the progress and thanked the Customer Advocate.

Board Member Narra said in response to David Peter Alan's comments on the #817-bus failure from South Amboy to Keyport, the only thing worse than late buses was a bus that did not arrive and no communication. She asked the Bus Operations staff to look into what has been going on with Suburban's operations and why NJ TRANSIT was not able to get information when a bus disappeared from the schedule.

Also, Board Member Narra asked Light Rail Operations staff, working in conjunction with Customer Advocate Franck Beaumin, to look into the issue that the caller raised on the HBLR disruption with no notification to customers, which she had been hearing about and thought was missed communication. Board Member Narra said if they were dropping the ball in getting communication out to customers, it was a fix that needed to be made and she could not imagine there was not a fix that could be instituted with the wonderful staff NJ TRANSIT has. She asked staff to look into both of these issues and report back to the Board.

President & CEO's Monthly Report

President & CEO Kolluri said he did not think there was a single person in New Jersey that did not appreciate people who were Board Members, across a multitude of agencies, serving on various Boards with no pay, and who did it because they believed it was their duty. He did not know of a single Board Member who did anything other than what was right for the agency and its riders. President & CEO Kolluri wanted to go on the record and say it was one thing to direct harsh comments at him or his colleagues, but another thing to accuse a Board Member of not conducting themselves in a manner that was appropriate. He said if the public wanted to direct their anger at someone, direct it at him, not the Board Members.

Regarding the Customer Advocate, President & CEO Kolluri wanted to note Franck Beaumin did a remarkable job. Even though he reported directly to the Board, the Customer Advocate was out every day talking to more customers than President & CEO Kolluri knew. President & CEO Kolluri knew this because the Customer Advocate presented very detailed reports to the Operations & Customer Service Committee. He said most of the people who called into Board meetings also called into the Operations & Customer Service Committee meetings, where the Customer Advocate reported on what he was doing. President & CEO Kolluri said the perception that the Customer Advocate was hidden was not true. The Customer Advocate was out there listening and bringing information back, and they were rectifying issues that the Customer Advocate raised. President & CEO Kolluri said all these positions were taken seriously, they were running an important business, and no one was being hidden from the public.

President & CEO said the work that had been taking place, not just in the last nine months but over the last several years, really reflected the momentum they were on within the agency. He said it was a big decision for them to bring the River LINE back in. They thought it was the right decision because they could do better. President & CEO Kolluri said they did not make these decisions lightly, nor did they do it because they wanted to waste taxpayer dollars. He said this was a very important point in the River LINE operation, and the Board Item before them that night reflected the seriousness in which they brought those issues to them. President & CEO Kolluri said Michael Kilcoyne of Bus Operations and Greg Woods of Light Rail could answer any questions they had. President & CEO Kolluri emphasized these resolutions did not come out of thin air and took months of preparation to get them to a point where they could be presented.

President & CEO Kolluri said they were so happy that last week they announced their new bus fleet, which Ms. Mack mentioned. He said this was a very important moment. They often talk about how important Rail is, and sometimes Bus gets overlooked, but not anymore. They were in the process of receiving 1,000 buses and were about to place an order for 1,400 more buses, for a total of 2,400 buses. President & CEO Kolluri said this was a real effort to modernize a very important component of their mass transit system, and the fact that they were able to unveil a 40-foot cruiser with Congressman Melendez and Chair O'Connor last week was the first step in keeping their commitment. They were on a march to modernize the agency.

On the bus service from Vineland to Atlantic City Ms. Mack discussed, President & CEO Kolluri said they started bus service there. That was the best example he could think of as a practical problem that existed. In Vineland, they did not have the ability to get people to Atlantic City in time for work during their shifts. He said they were able to work with the South Jersey Transportation Authority to come up with a bus that essentially matched the scheduled times of arrival and departure on two different trips, one in the morning and one in the afternoon times two. He said this was an example of how NJ TRANSIT tried to solve day-to-day problems to address the larger spectrum of issues.

President & CEO Kolluri said earlier that day, they announced a Fare Modernization Plan. He always said they were going to focus on three things: rolling stock, infrastructure, and human capital. In order to do those three things, they needed a strong fiscal foundation. President & CEO Kolluri said authorized fares was the lynchpin of how they funded the organization. He said they received \$926 million from fares, and they needed to make sure they had the capacity, technology, and the will to collect fares that were due. They introduced a modern fare gate that day, and ordered 72, that would go into Secaucus and Newark Liberty International Airport. They would also be unveiling a set of new mobile validation devices that ticket carriers use, not only accepting fare cards eventually, but also to capture appropriately the tickets that should be collected on the train. Third, they were modernizing all 2,400 buses with new fare collection fareboxes. Finally, in Princeton Junction, ticket collectors were deployed on the platform so tickets could be collected before boarding the train.

President & CEO Kolluri said all of this was being done so they could have a fair and equitable system. If they have customers paying, they needed to make sure that those

who were not paying were responsible for purchasing a ticket. He said this was how they ran a system, otherwise it was not going to work, and they took this very seriously.

President & CEO Kolluri said the NJ TRANSIT budget organically goes up by \$200 million a year, and they cannot keep going back to the legislators every year asking for more money or keep raising fares. He said collecting fares were the number one issue, and they must come up with non-fare revenue, which would be announced next week. President & CEO Kolluri said they had to be all in on these strategies, and the people he worked with took their work very seriously.

President & CEO Kolluri said several months ago, they announced an unhoused program called Gateway to Hope in Newark. To date, they have serviced 1,234 unique individuals, provided transportation services for 242 people, and most importantly placed 86 people in housing. President & CEO Kolluri said that was real progress, and that only happened because they have worked with Prudential, Horizon, Board Member Weiss' group, the City of Newark, and the New Jersey Transit Police Department, who were all partners in making sure they addressed the unhoused issue day in and day out.

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

Board Member Maroko 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, 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 August 2025.

Board Capital Planning, Policy, and Privatization Committee Report

Board Member Weiss presented the report for the Capital Planning, Policy, and Privatization Committee. The Capital Planning, Policy, and Privatization Committee reviewed the Board Items for: Provision of Additional Funding Authorization and Execution of Option Period One for Contract 21-063 for the Provision of Access Link Service in Region 5 (Essex, Union, Somerset, Morris, and Parts of Hudson Counties); and Newark Light Rail Propulsion System and Vehicle Extenders Procurement-By-Exception Authorization.

Safety Committee Report

Board Member Abrantes presented the Safety Committee Report. The Safety Committee received a comprehensive update on Key Safety Performance Indicators (KSPIs) for Rail, Light Rail, Bus, Access Link, and Construction Safety, comparing results from the first two quarters of 2024 with the same period in 2025. Agency Safety Management emphasized its ongoing commitment to education, outreach, and community engagement, prioritizing high-risk areas through targeted programming. In Quarter Two of 2025, the team delivered 30 high-impact presentations, reaching more than 3,900 students and community members across New Jersey through 20 elementary schools, four middle schools, one high school, and two adult or community organizations. A key highlight was the Special SEAT (Safety Education Awareness Training) program, where three sessions were delivered to 24 students with special needs.

Chief Trucillo reported statistics related to the Department’s work during the month of September concerning Outreach and Narcan. Chief Trucillo also discussed ongoing planning efforts for the 2026 FIFA World Cup. Finally, Chief Trucillo briefed the committee on the full-scale exercise that was held on Saturday, September 6, 2025 on the Newark City Subway.

Action Items

2510-44 RIVER LINE MAINTENANCE OF EQUIPMENT (MOE) PROCUREMENT-BY-EXCEPTION AUTHORIZATION

President & CEO Kolluri introduced Michael Kilcoyne, Senior Vice President, Surface Transit & General Manger, Bus Operations, to present Action Item #2510-44. Michael Kilcoyne presented for approval Action Item #2510-44: River Line Maintenance of Equipment (MOE) Procurement-by-Exception Authorization.

Board Member Maroko made a motion, Board Member Anthony N. Abrantes seconded the motion, and the item was adopted.

Roll Call Vote:

Abrantes	Maroko	Narra	Weiss	Povia	Creuz	Carson	Bertoni
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

2510-45 PROVISION OF ADDITIONAL FUNDING AUTHORIZATION AND EXECUTION OF OPTION PERIOD ONE FOR CONTRACT 21-063 FOR THE PROVISION OF ACCESS LINK SERVICE IN REGION 5 (ESSEX, UNION, SOMERSET, MORRIS, AND PARTS OF HUDSON COUNTIES)

President & CEO Kolluri introduced, Michael Kilcoyne, Senior Vice President, Surface Transit & General Manger, Bus Operations, to present Action Item #2510-45. Michael Kilcoyne presented for approval Action Item #2510-45: Provision of Additional Funding

Authorization and Execution of Option Period One for Contract 21-063 for the Provision of Access Link Service in Region 5 (Essex, Union, Somerset, Morris, and parts of Hudson Counties).

Board Member Richard A. Maroko made a motion, Board Member Anthony N. Abrantes seconded the motion, and the item was adopted.

Roll Call Vote:

Abrantes	Maroko	Narra	Weiss	Povia	Creuz	Carson	Bertoni
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

2510-46: NEWARK LIGHT RAIL PROPULSION SYSTEM AND VEHICLE EXTENDERS PROCUREMENT-BY-EXCEPTION AUTHORIZATION

President & CEO Kolluri introduced, Michael Kilcoyne, Senior Vice President, Surface Transit & General Manger, Bus Operations, to present Action Item #2510-46. Michael Kilcoyne presented for approval Action Item #2510-46: Newark Light Rail Propulsion System and Vehicle Extenders Procurement-by-Exception Authorization.

Board Member Richard A. Maroko made a motion, Board Member Anthony N. Abrantes seconded the motion, and the item was adopted.

Roll Call Vote:

Abrantes	Maroko	Narra	Weiss	Povia	Creuz	Carson	Bertoni
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

2510-47: AUTHORITY TO ENTER INTO A DEVELOPMENT MANAGEMENT AGREEMENT BETWEEN NJ TRANSIT AND DOR WOODBRIDGE, LLC FOR PUBLIC INFRASTRUCTURE IMPROVEMENTS AS PART OF THE TRANSIT-ORIENTED DEVELOPMENT PROJECT AT METROPARK STATION

President & CEO Kolluri introduced Gagandeep Singh, Senior Vice President, Real Estate Development & Planning, to present Action Item #2510-47. Gagandeep Singh presented for approval Action Item #2510-47: Authority to Enter into a Development Management Agreement Between NJ TRANSIT and DOR Woodbridge, LLC for Public Infrastructure Improvements as part of the Transit-Oriented Development Project at Metropark Station.

Board Member Anthony N. Abrantes made a motion, Board Member Richard A. Maroko seconded the motion, and the item was adopted.

Roll Call Vote:

Abrantes	Maroko	Narra	Weiss	Povia	Creuz	Carson	Bertoni
Yes	Yes	Absent	Yes	Yes	Yes	Yes	Yes

Board Secretary Umukoro noted Board Thomas was recused from Item #2510-48 and would not comment on the item.

2510-48: PERSONAL INJURY CLAIM OF RAHIM ALI

President & CEO Kolluri introduced, Jignasa Desai-McCleary, Sr. Vice President, Chief of Administration and Risk, to present Action Item #2510-48. Jignasa Desai-McCleary presented for approval Action Item #2510-48: Personal Injury Claim of Rahim Ali.

Board Member Richard A. Maroko made a motion, Board Member Anthony N. Abrantes seconded the motion, and the item was adopted.

Roll Call Vote:

Abrantes	Maroko	Narra	Weiss	Povia	Creuz	Carson	Bertoni
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

President & CEO Kolluri said there was no need for an Executive Session.

Adjournment

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

The meetings were adjourned at approximately 7:00 p.m.

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

OCTOBER 9, 2025

MINUTES

PAGE

- CALL TO ORDER -
- APPROVAL OF MINUTES OF PREVIOUS MEETINGS 70750
- ADVISORY COMMITTEE REPORT -
- PUBLIC COMMENTS -
- PRESIDENT & CEO'S MONTHLY REPORT 70751
- BOARD COMMITTEE REPORTS -

ACTION ITEMS

- 2510-44 **RIVER LINE MAINTENANCE OF EQUIPMENT (MOE) PROCUREMENT-BY-EXCEPTION AUTHORIZATION** – Authorization to enter into a Procurement-by-Exception contract with Kinkisharyo International, LLC of El Segundo, California, for Maintenance of Equipment (MOE) and Capital Asset Replacement Program (CARP) services required for the River LINE light rail vehicles and service properties, at a cost not to exceed \$171,801,265.65, plus five percent for contingencies, subject to the availability of funds. The Board will be advised when actual spending is projected to exceed this allowance. 70773
- 2510-45 **PROVISION OF ADDITIONAL FUNDING AUTHORIZATION AND EXECUTION OF OPTION PERIOD ONE FOR CONTRACT 21-063 FOR THE PROVISION OF ACCESS LINK SERVICE IN REGION 5 (ESSEX, UNION, SOMERSET, MORRIS, AND PARTS OF HUDSON COUNTIES)** – Authorization to increase NJ TRANSIT Contract No. 21-063 with Easton Coach Company of Easton, Pennsylvania, to operate Access Link service in Region 5 (Essex, Union, Somerset, Morris, and parts of Hudson Counties) for the 38-month base contract period from April 10, 2023 through June 30, 2026, by a cost of \$19,123,573, plus five percent contingency, for a total authorization increase of \$20,079,752, subject to the availability of funds and approval of NJ TRANSIT's operating budget. 70776

Authorization to exercise the first option to extend NJ TRANSIT Contract No. 21-063 with Easton Coach Company of Easton, Pennsylvania, to operate Access Link service in Region 5 (Essex, Union, Somerset, Morris, and parts of Hudson Counties) for a 24-month period from July 1, 2026 through June 30, 2028, at a cost not to exceed \$100,939,921, plus five percent contingency, for a total

NEW JERSEY TRANSIT CORPORATION
NJ TRANSIT BUS OPERATIONS, INC.
NJ TRANSIT RAIL OPERATIONS, INC.
NJ TRANSIT MERCER, INC.
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contract authorization of \$105,986,917, subject to the availability of funds and approval of NJ TRANSIT's operating budget.

2510-46 NEWARK LIGHT RAIL PROPULSION SYSTEM AND VEHICLE EXTENDERS 70778

PROCUREMENT-BY-EXCEPTION AUTHORIZATION – Authorization to enter into a contract with Kinkisharyo, International, LLC of El Segundo, California, via Procurement by Exception for Light Rail Vehicle Propulsion and Capacity Extender services required for the Newark Light Rail Vehicles, at a cost not to exceed \$25,102,065, including five percent for contingencies, subject to the availability of funds. The Board will be advised when actual spending is projected to exceed this allowance.

2510-47 AUTHORITY TO ENTER INTO A DEVELOPMENT MANAGEMENT 70783

AGREEMENT BETWEEN NJ TRANSIT AND DOR WOODBRIDGE, LLC FOR PUBLIC INFRASTRUCTURE IMPROVEMENTS AS PART OF THE TRANSIT-ORIENTED DEVELOPMENT PROJECT AT METROPARK STATION – Authorization to take all necessary actions to execute a Development Management Agreement between NJ TRANSIT and DOR Woodbridge, LLC to advance the Metropark Station project.

Authorization to expend from the New Jersey Transportation Trust Fund in an amount not to exceed \$15,000,000 to support public infrastructure improvements at Metropark Station.

2510-48 PERSONAL INJURY CLAIM OF RAHIM ALI – Authorization to settle the claim 70784

of Rahim Ali, through his attorney, at an amount discussed in Executive Session. The Attorney General has approved the proposed settlement, subject to the availability of funds.

➤ **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., and NJ TRANSIT Morris, 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 September 19, 2025 Board Meetings of the New Jersey Transit Corporation, NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. were forwarded to the Governor on September 25, 2025;

NOW, THEREFORE, BE IT RESOLVED that the minutes of actions taken at the September 19, 2025 Board 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' meetings are hereby approved.

Philip D. Murphy, Governor
Tahesha L. Way, Lieutenant Governor
Francis K. O'Connor, 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: OCTOBER 9, 2025
SUBJECT: PRESIDENT & CEO'S REPORT – OCTOBER 2025

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

At today's meeting, the Board is considering two significant items that reinforce our focus on reliability, modernization, and fiscal responsibility. First, we are seeking authorization for a \$171.8 million, five-year contract with Kinkisharyo for Maintenance of Equipment and vehicle improvement programs on the River LINE—a key step in transitioning from Alstom's contracted operations and maintenance model to one that we perform ourselves. The contract includes capital asset improvement and obsolescence remediation programs to extend fleet life and strengthen system performance, underscoring our commitment to safe, reliable River LINE service.

Second, we are advancing a Development Management Agreement with DOR Woodbridge for the Metropark Station Transit-Oriented Development. Supported by \$15 million from the Transportation Trust Fund for public infrastructure, this agreement builds on the 2024 Master Development Agreement to modernize Metropark Station and improve customer access. It supports Governor Murphy's vision for transit-oriented development and aligns with our broader real estate strategy, which includes a comprehensive real estate analysis now underway—the first of its kind in NJ TRANSIT's history—to identify opportunities to leverage all 8,000 acres of NJ TRANSIT-owned parcels of land and maximize non-farebox revenue across the system. The analysis will serve as a roadmap for the next administration.

On September 29, Chair O'Connor, Congressman Rob Menendez, and I welcomed one of our new 40-foot New Flyer buses—part of the 550 approved by this Board in November 2023. We expect 175 by June 2026. Each features USB charging ports, a low-floor design for faster boarding, and clean-diesel engines meeting the latest EPA standards. Retiring older buses also significantly improves reliability and on-time performance. Since 2018, NJ TRANSIT has invested over \$1.7 billion in more than 1,400 new buses, with another 1,000-plus new buses delivered since then. Combined with 374 new multi-level rail cars ordered since 2018, we are firmly on track toward a fully modernized bus and rail fleet by 2031, with over \$3 billion invested to transform reliability and customer experience.

On October 1, Chair O'Connor and I joined New Jersey State Senator Michael Testa and New Jersey State Assemblymen Antwan McClellan and Erik Simonsen to launch an express shuttle pilot between Vineland and Atlantic City in partnership with the South Jersey Transportation Authority. The new shuttle service creates a direct, reliable link that expands access to jobs, education, healthcare, and tourism while supporting economic growth in both regions. This initiative is part of Governor Murphy's broader South Jersey transit strategy, which also includes a \$5 million federal investment to expand micro-transit options and provide flexible service for smaller communities across the region.

Earlier today, we held a press event at Secaucus Junction to highlight our investment of more than \$75 million in our Fare Modernization Program, including installation of Conduent's 3D Fare Gate Solution, beginning at Secaucus and Newark Liberty International Airport in mid-2026. We are also deploying new fareboxes and registers across our 2,400-bus fleet, replacing decades-old equipment, and rolling out handheld mobile devices for train crews to improve speed and accuracy in fare collection, as well as enhance communication to crews. Together with the new Fare-Pay card—launched systemwide on bus and light rail on September 19—these upgrades form the foundation of a more seamless and secure fare payment and collection system.

Finally, as we mark National Customer Service Week from October 6–10, I want to thank every NJ TRANSIT employee who serves our customers each day. Public transit is a customer service business and every one of our 12,000 employees contributes to the rider experience every day, regardless of where they work in our organization.



PRESIDENT & CEO'S MONTHLY REPORT

October 9, 2025

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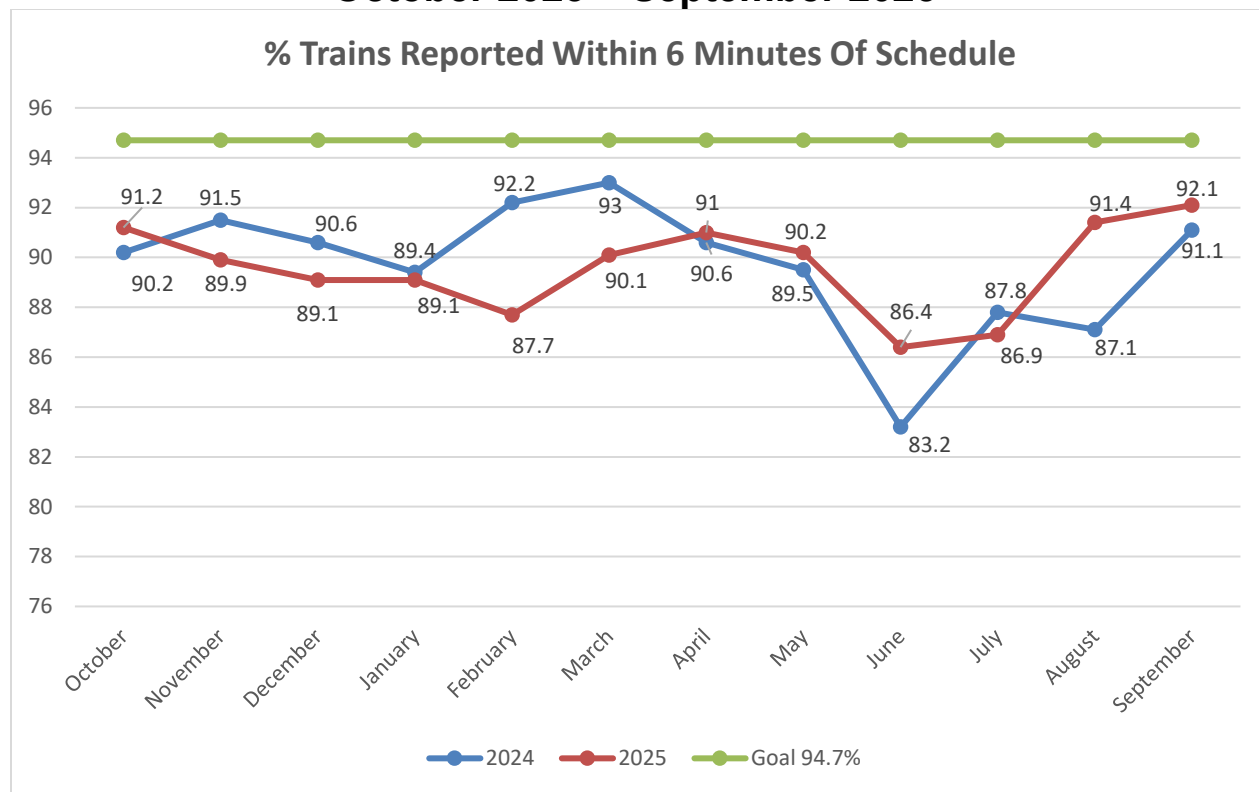
October 9, 2025

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

PERFORMANCE MEASURES

NJ TRANSIT ON-TIME PERFORMANCE RAIL

October 2023 – September 2025



	<u>2024</u>	<u>2025</u>	<u>%Change</u>
September Comparison	91.1%	92.1%	1.0%
12-Month Average Oct. 2023 – Sept. 2025	89.7%	89.6%	-1.0%

Analysis:

Rail On-time Performance was 92.1% for the month of September 2025. Of the 18,104 trains scheduled to operate, 16,679 were on time, while 1,425 trains (or 7.9% were delayed).

Key Causes included:

- Amtrak programmed maintenance, NJT Arrow MU issue, ill/injured passenger, PTC mechanical and signal issues contributed to 99 delays on September 2.
- NJT derailment contributed to 56 delays on September 27.
- Amtrak trackside interference, switch issue, NJT derailment and PTC mechanical contributed to 85 delays on September 29.

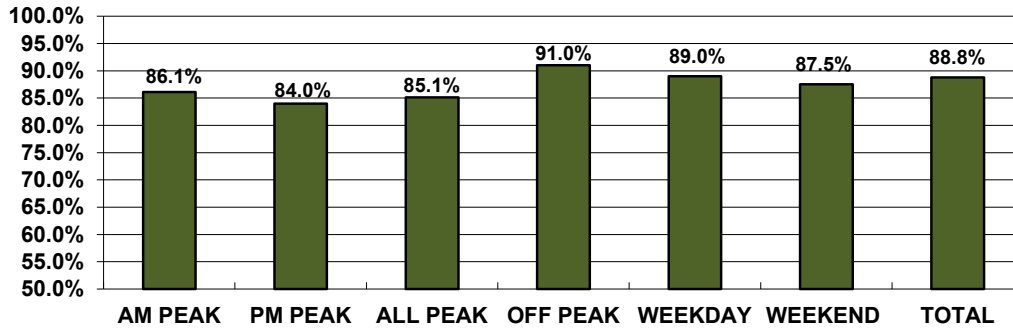
The 12-month Average for Rail On-Time Performance was 89.6%.

ON-TIME PERFORMANCE RAIL

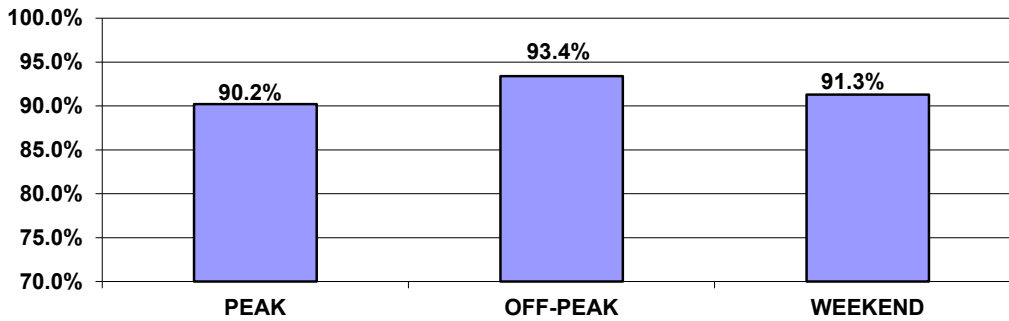
SUMMARY BY TIME PERIOD SEPTEMBER 2025

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

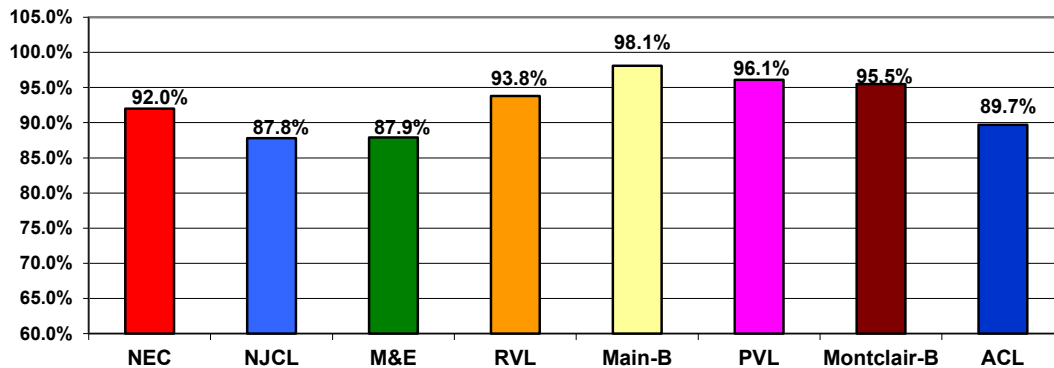
% NEW YORK PENN STATION Trains Reported On Time *



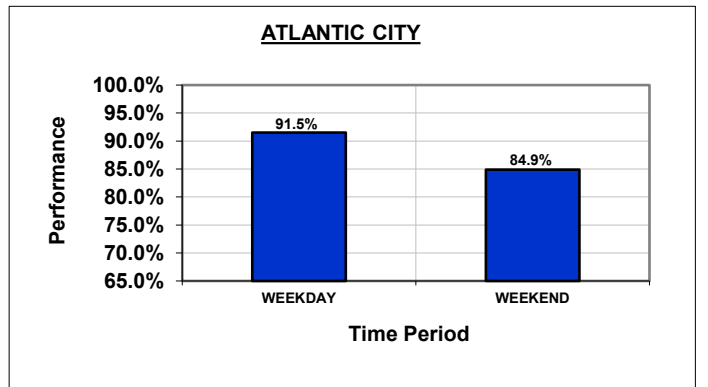
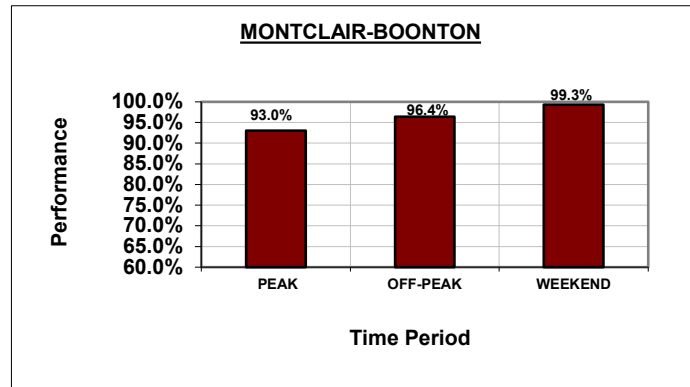
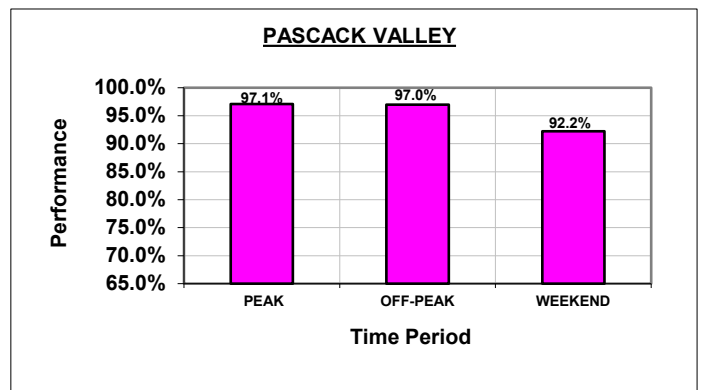
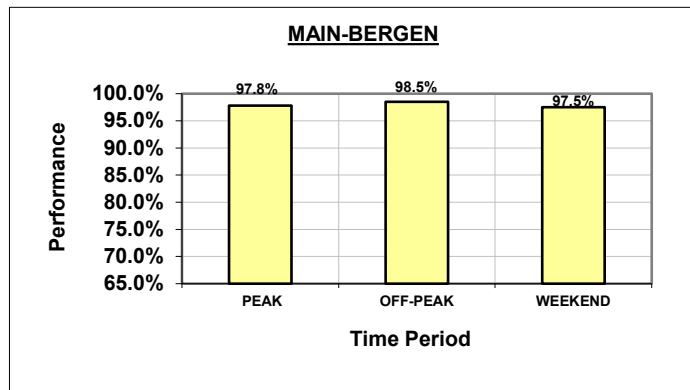
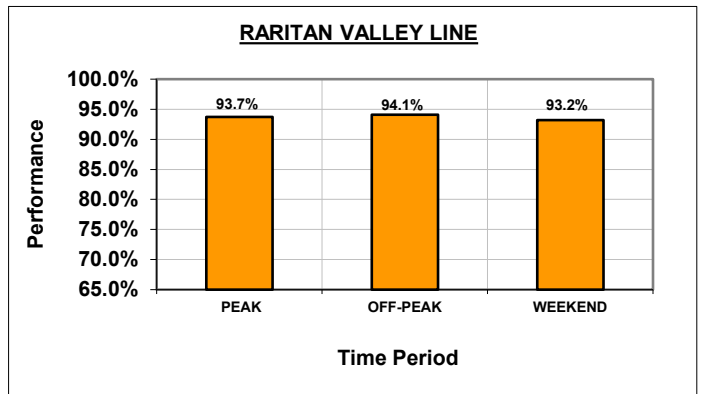
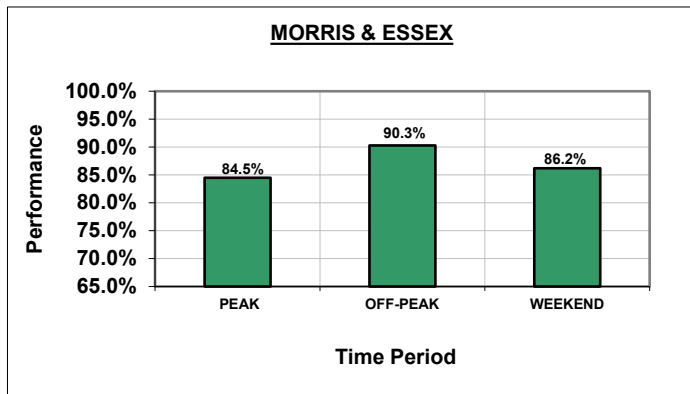
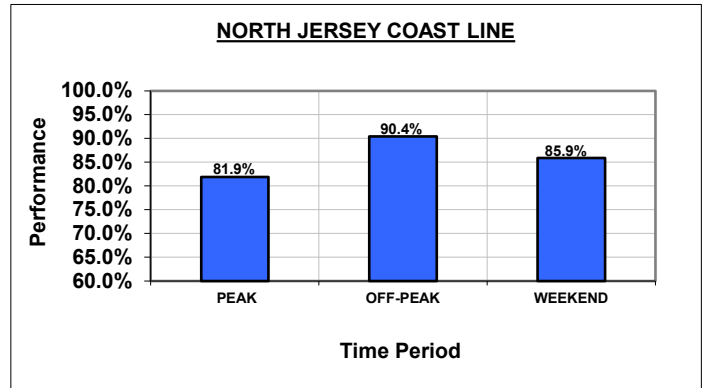
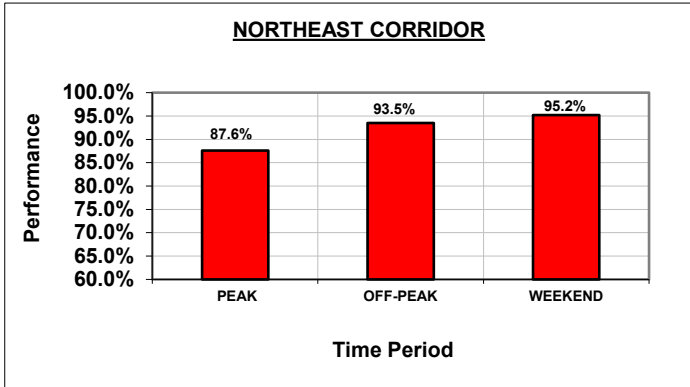
% SYSTEMWIDE Trains Reported On Time



% BY LINE Trains Reported On Time

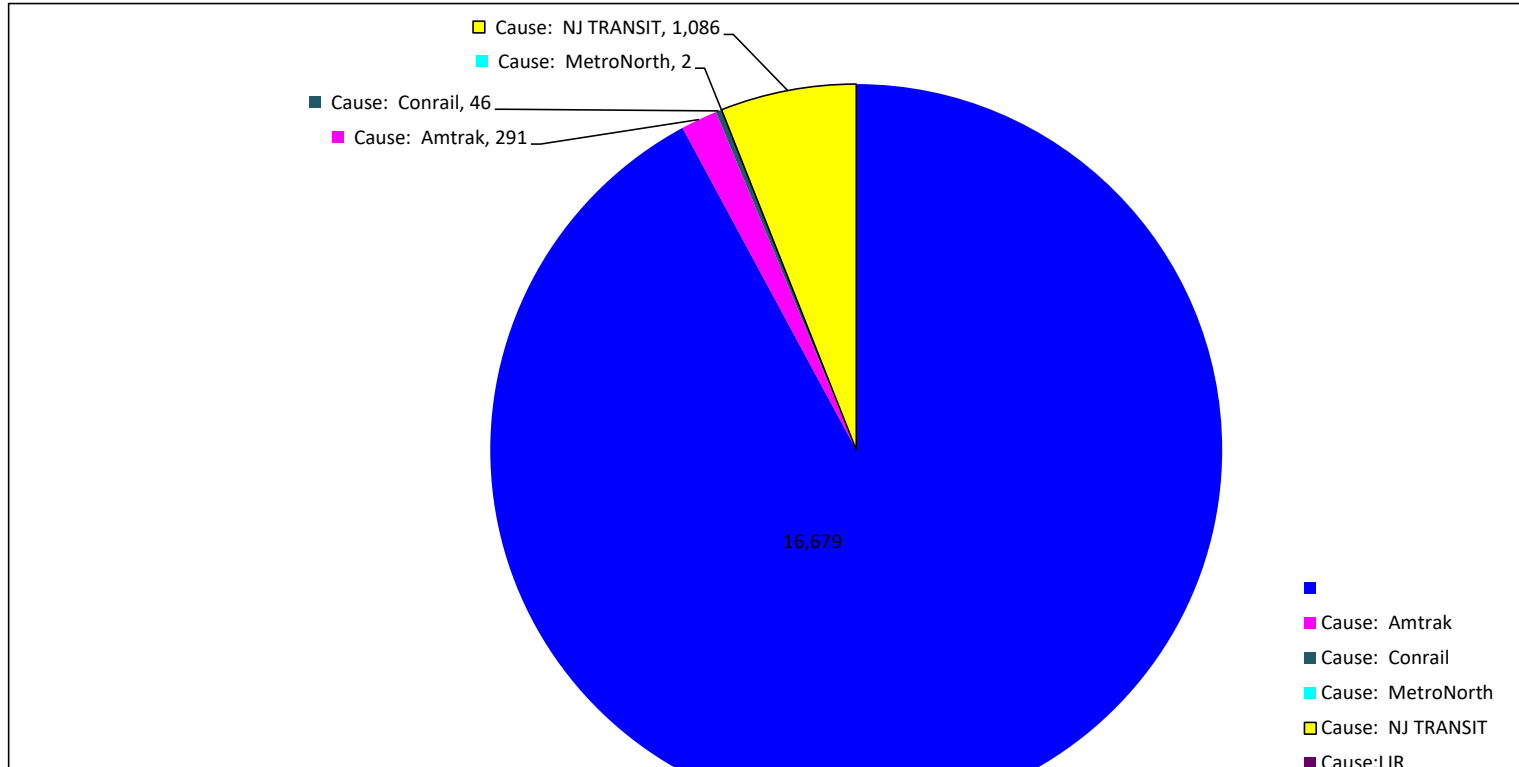


ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD SEPTEMBER 2025

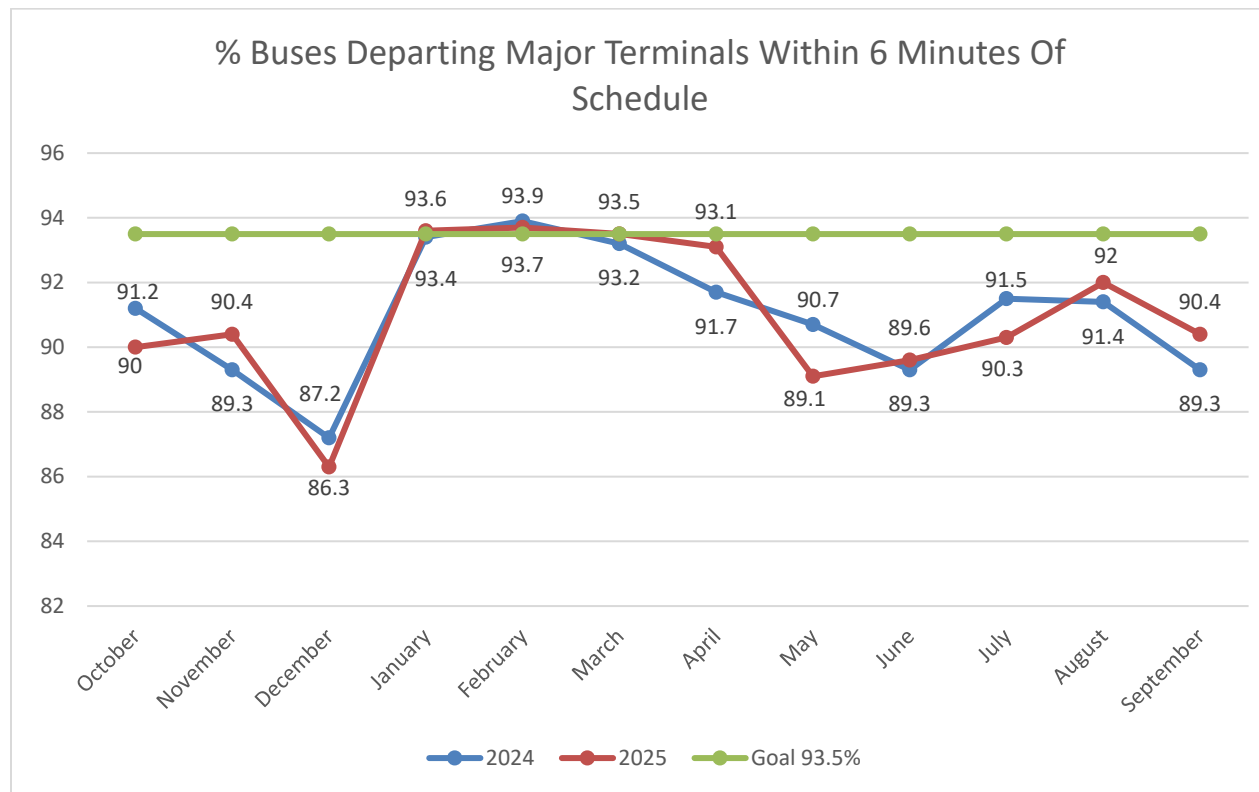


NJ TRANSIT Performance - September 2025 Late NJ TRANSIT Trains

		Cause: Amtrak	Cause: Conrail	Cause: MetroNorth	Cause: NJ TRANSIT	Cause:LIR	Cause: Port Auth.
# of Trains On Time	16,679	291	46	2	1,086		
# of Late Trains	1,425	1.61%	0.25%	0.01%	6.00%	0.00%	0.00%
Total # of Trains	18,104						
Percentage On Time	92.1%						



NJ TRANSIT ON-TIME PERFORMANCE BUS Oct 2023 – Sep 2025



	<u>2024</u>	<u>2025</u>	<u>%Change</u>
Sep Comparison	89.3%	90.4%	1.1%
12-Month Average Oct 2024 – Sep 2025	91.0%	91.0%	-0.0%

Analysis:

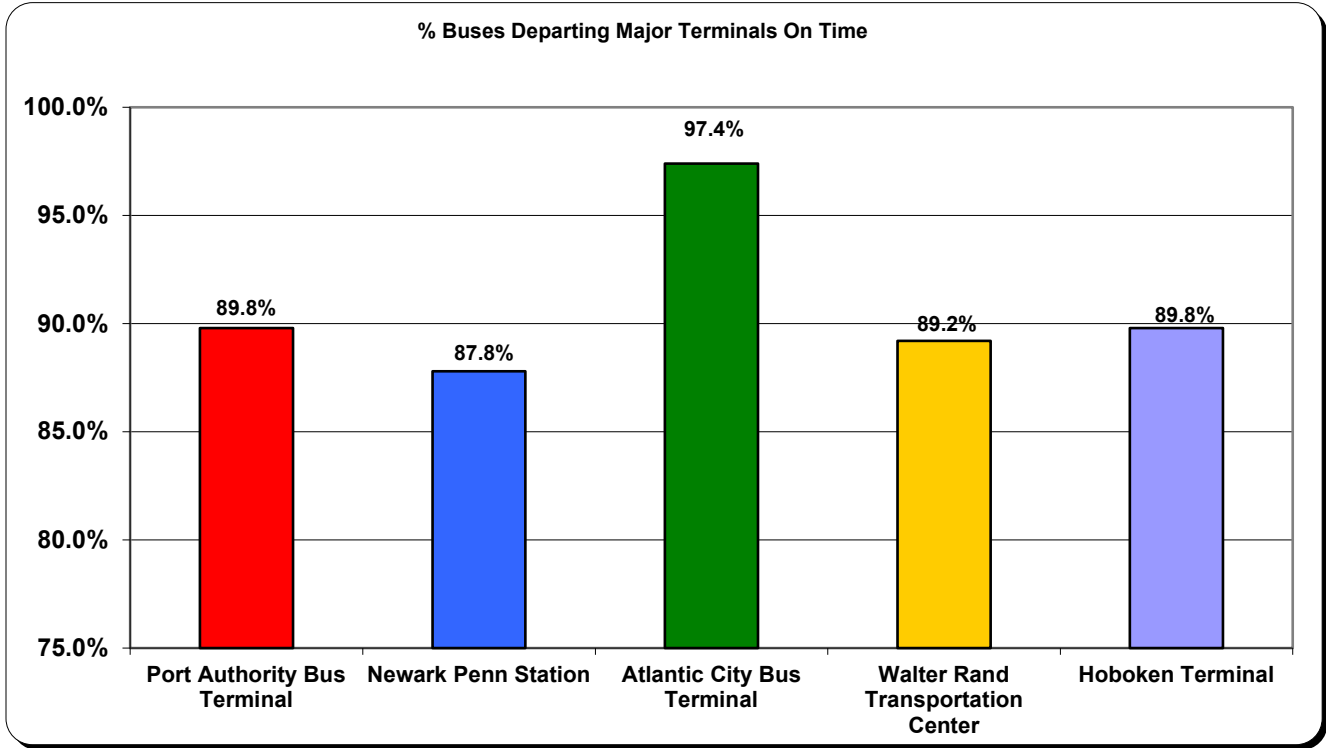
Bus On-Time Performance systemwide was 90.4% for the month of September 2025. Of the 48,427 monitored departures, 4,667 experienced delays.

Key Causes included:

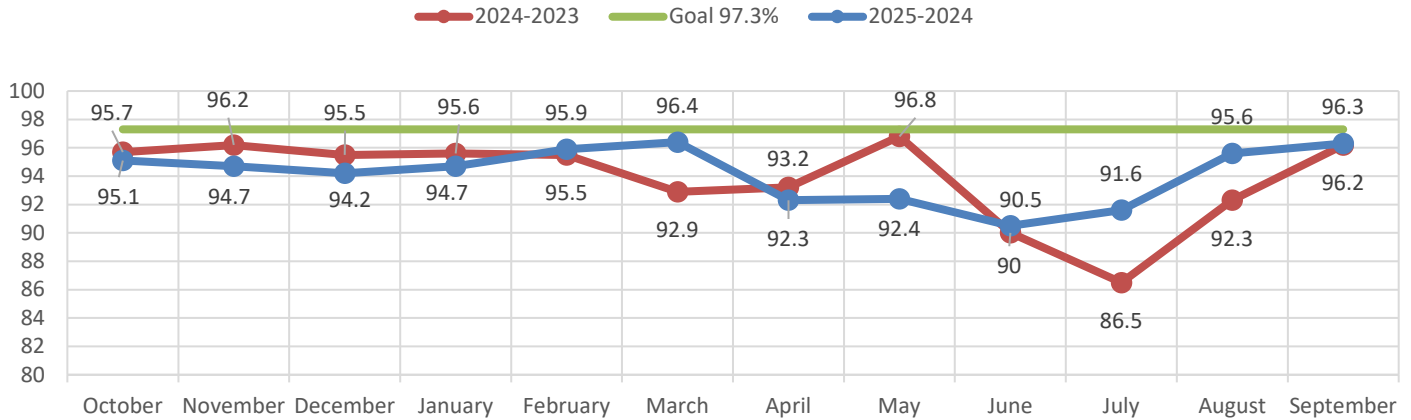
- At PABT, delays were caused by the following: on the 2nd, disabled bus, on the 8th, disabled bus and other bus mechanical issues, on the 12th, heavy traffic, on the 15th, disabled bus and disabled vehicle in tunnel, on the 16th, traffic congestion, on the 18th, disabled NJT bus, on the 19th, heavy traffic, on the 26th overturned truck and traffic, on the 29th, disabled buses in the tunnel.
- At Newark Penn, on the 2nd, mechanical issues, road construction with road closures and detours caused heavy delays. On the 4th, mechanical issues, multiple road closures due to construction and utility repairs caused delays. On the 9th, mechanical issues, road closures and detours on multiple roads due to construction causing delays.
- 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%.

ON-TIME PERFORMANCE BUS

SUMMARY BY TERMINAL



NJ TRANSIT ON-TIME PERFORMANCE LIGHT RAIL October 2023 – September 2025



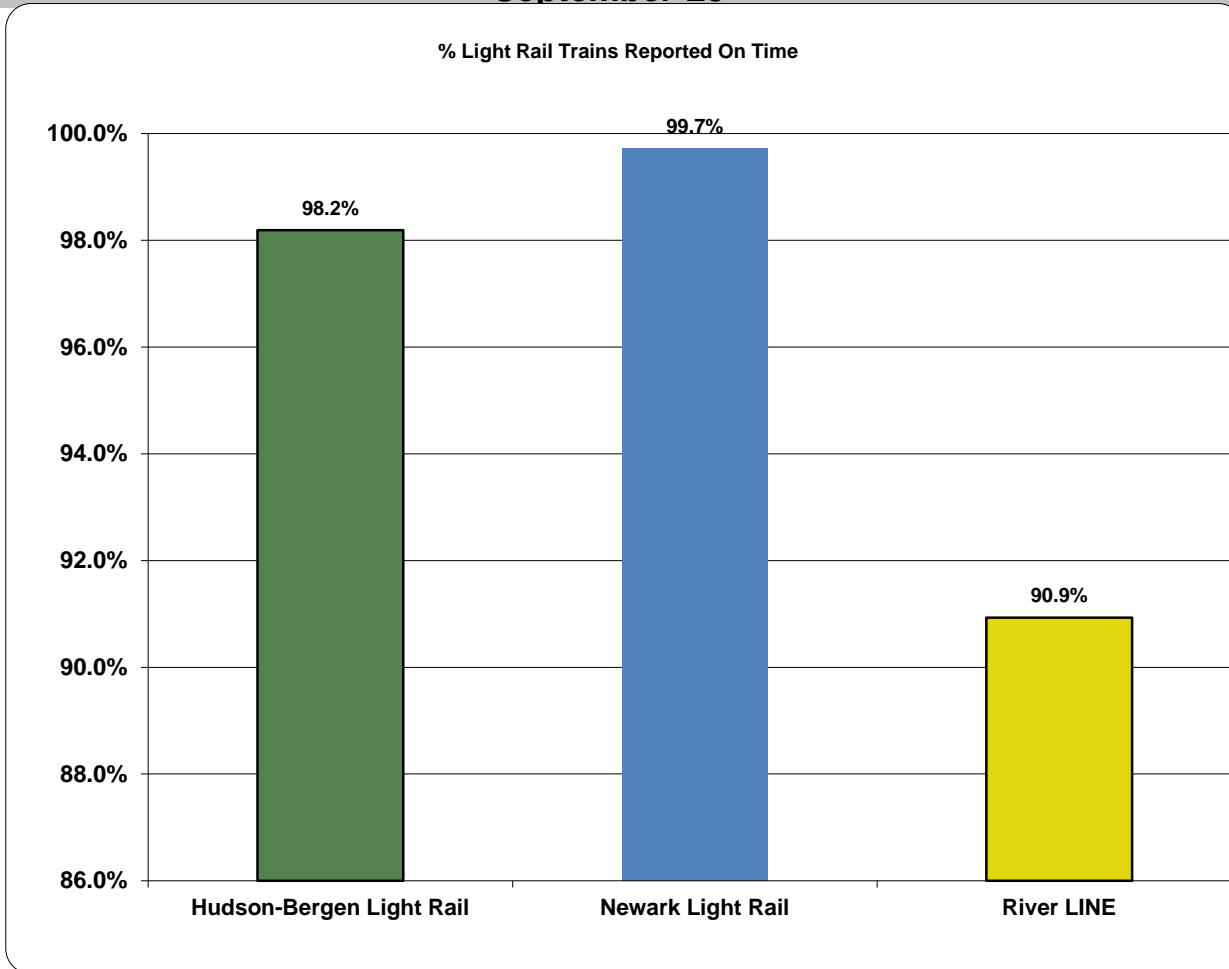
	<u>Sept 2024</u>	<u>Sept 2025</u>	<u>% Change</u>
Month Comparison	96.2%	96.3%	+0.1%
12-Month Average	94.2%	94.1%	-0.1%

Key Causes included:

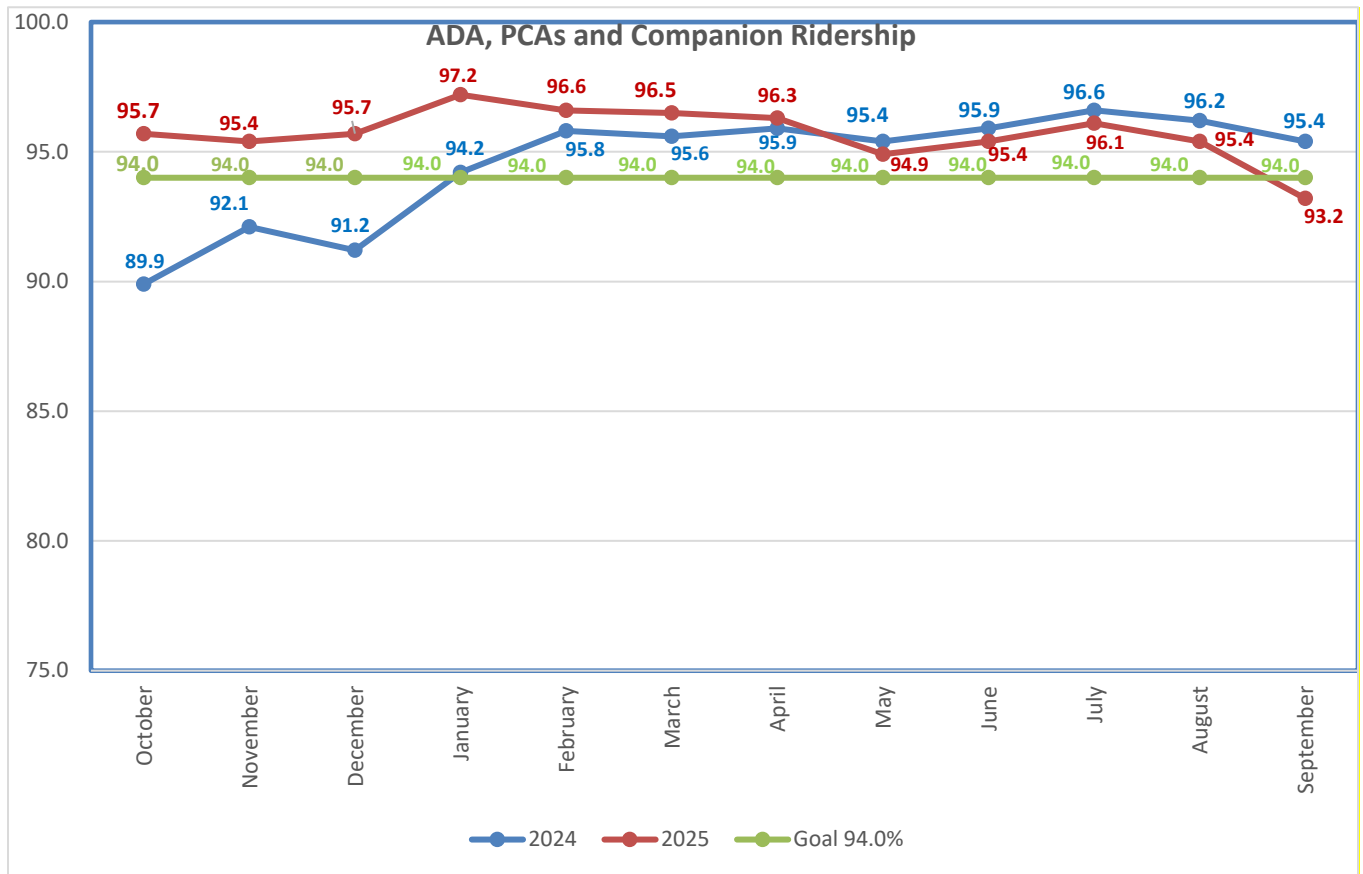
- **Newark Light Rail** – NLR OTP increased by .4% compared to the previous month, to 99.7%. The NLR did not experience any significant issues over the course of the month, which led to a high OTP. Impacted trains were caused by door problems, propulsion issues, or passenger activity.
- **River LINE** – River LINE OTP decreased by .4% compared to the previous month. This is due to the decrease in the number of light rail vehicles available. There were also trains impacted due to maintenance, which includes issues with brakes, diesel engine problems, traction, and door problems. Police activity and passenger induced problems also contributed to the decrease in OTP.
- **HBLR** – The most significant issue that affected OTP was the number of operators available during the vendor transition. That issue was resolved in the middle of the month, on 9/16. There have also been impacted trains due to door problems and police activity, as well as a truck which brought down a section of overhead wires. Despite these issues, HBLR OTP still reached 98.2%.

ON-TIME PERFORMANCE LIGHT RAIL

SUMMARY BY LINE September-25



NJ TRANSIT ON-TIME PERFORMANCE ACCESS LINK OCTOBER 2023–SEPTEMBER 2025



	<u>2024</u>	<u>2025</u>	<u>% Change</u>
September Comparison	95.4%	93.2%	-2.2%
September Ridership	135,564	145,099	9,535
12-Month Average October 2024–September 2025	94.5%	95.7%	1.2%

Analysis:

Access Link On-Time Performance was 93.2% for September 2025. In serving 160,266 total customers, for 145,099 ADA customers trips, 9891 or (6.8%) experienced delays.

Key Causes included:

- Increased traffic congestion due to school openings
- 9/3 through 9/6 and 9/8 through 9/10, onboard computer system outage
- Customer cancellations and no-shows

The 12-month average for Access Link On-Time Performance for October 2024-September 2025 was 95.7% which increased by 1.2%

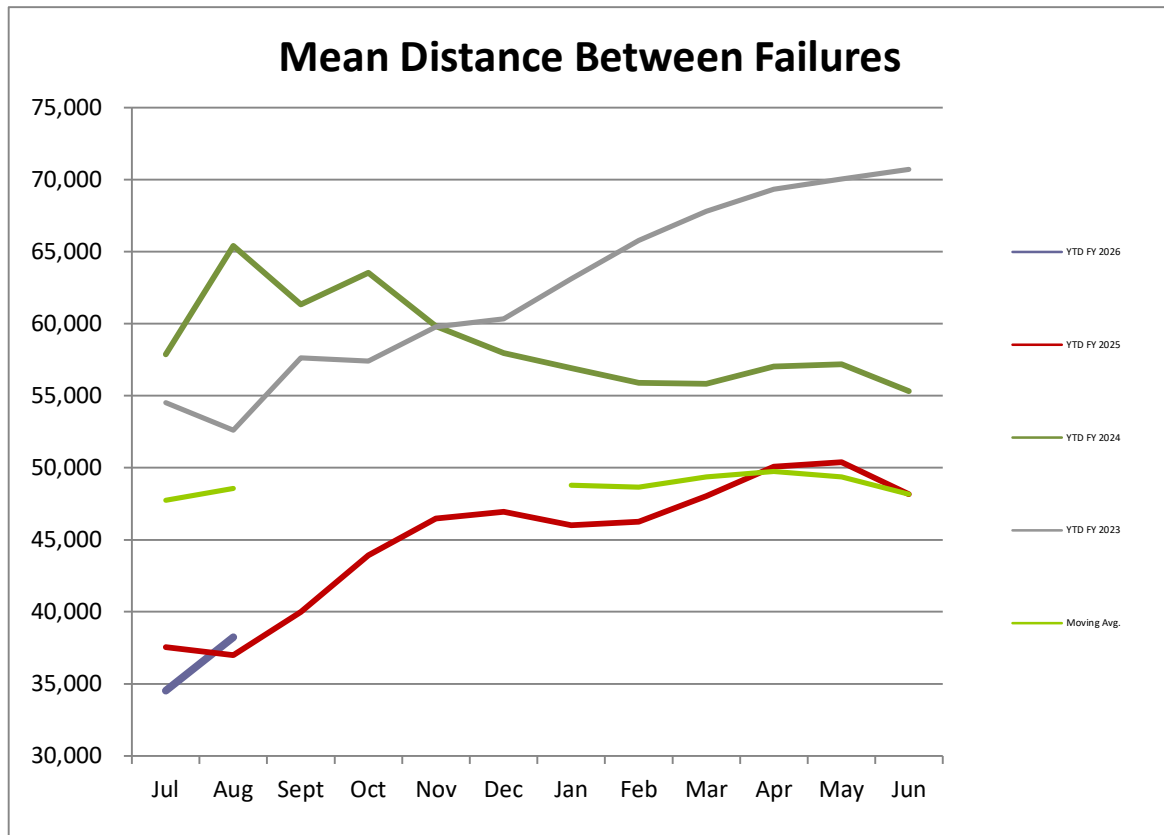
* Statistics comprise both dedicated and non-dedicated service.

MEAN DISTANCE BETWEEN FAILURES

August 2025

NJ TRANSIT Rail Operations
Mean Distance Between Failures

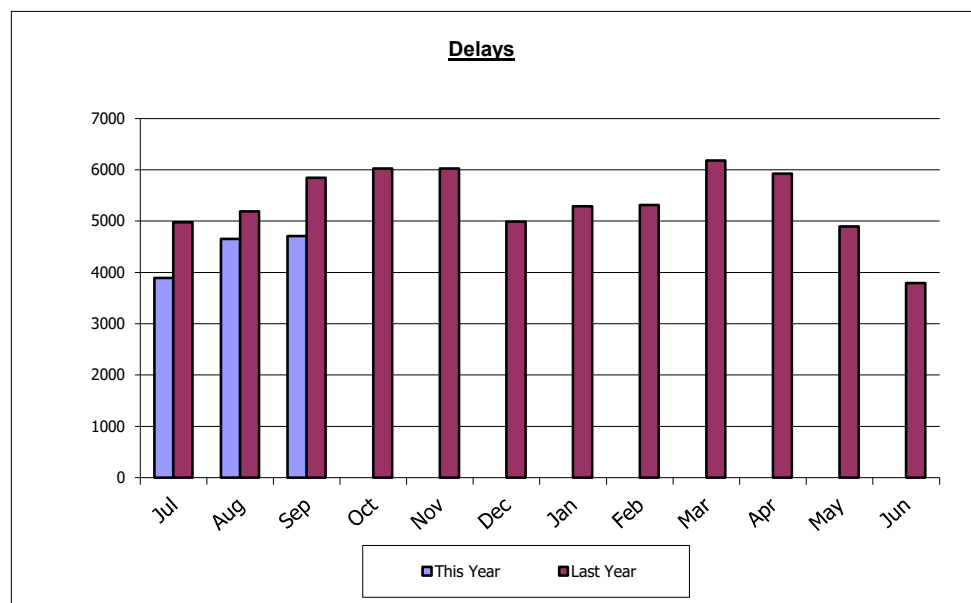
Month	YTD FY 2026	YTD FY 2025	YTD FY 2024	YTD FY 2023	12 Month Moving Avg.
Jul	34,531	37,549	57,875	54,531	47,747
Aug	38,231	36,992	65,403	52,602	48,563
Sept	-	39,979	61,324	57,623	-
Oct	-	43,929	63,539	57,410	-
Nov	-	46,462	59,844	59,761	-
Dec	-	46,944	57,968	60,315	-
Jan	-	46,027	56,904	63,121	48,781
Feb	-	46,251	55,888	65,780	48,656
Mar	-	48,032	55,822	67,778	49,372
Apr	-	50,066	57,014	69,327	49,734
May	-	50,393	57,197	70,045	49,371
Jun	-	48,171	55,317	70,712	48,171



Garage Performance Parameters

September 2025

Location	Miles Between In-Service Delays			
	FY2026 Goal	This Month	FY2026 YTD	FY2025 YTD
Fairview	7,000	5,707	4,962	6,161
Market Street	5,000	3,093	3,145	3,699
Meadowlands	6,000	1,923	1,699	2,076
Oradell	9,000	10,943	11,587	10,766
Wayne	9,000	7,649	6,815	9,801
WestWood	9,000	10,035	11,252	17,557
Northern Division	-	3,926	3,953	5,099
Big Tree	5,500	3,972	3,669	3,599
Greenville	5,000	3,431	2,865	2,649
Hilton	6,500	3,532	3,399	4,080
Howell	17,500	16,676	14,655	22,864
Ironbound	6,000	3,016	2,937	3,649
Kearny Point	5,000	3,028	2,739	1,649
Orange	7,800	2,394	2,180	2,437
Morris	10,500	51,125	9,033	19,169
Central Division	-	3,944	3,646	4,222
Egg Harbor	11,500	8,918	7,570	9,604
Hamilton	7,500	6,381	5,933	5,919
Newton Avenue	9,178	7,704	6,165	6,970
Washington Twp.	14,377	8,559	8,133	9,749
Southern Division	-	8,164	7,208	9,382
Bus Operations	-	4,709	4,378	5,300



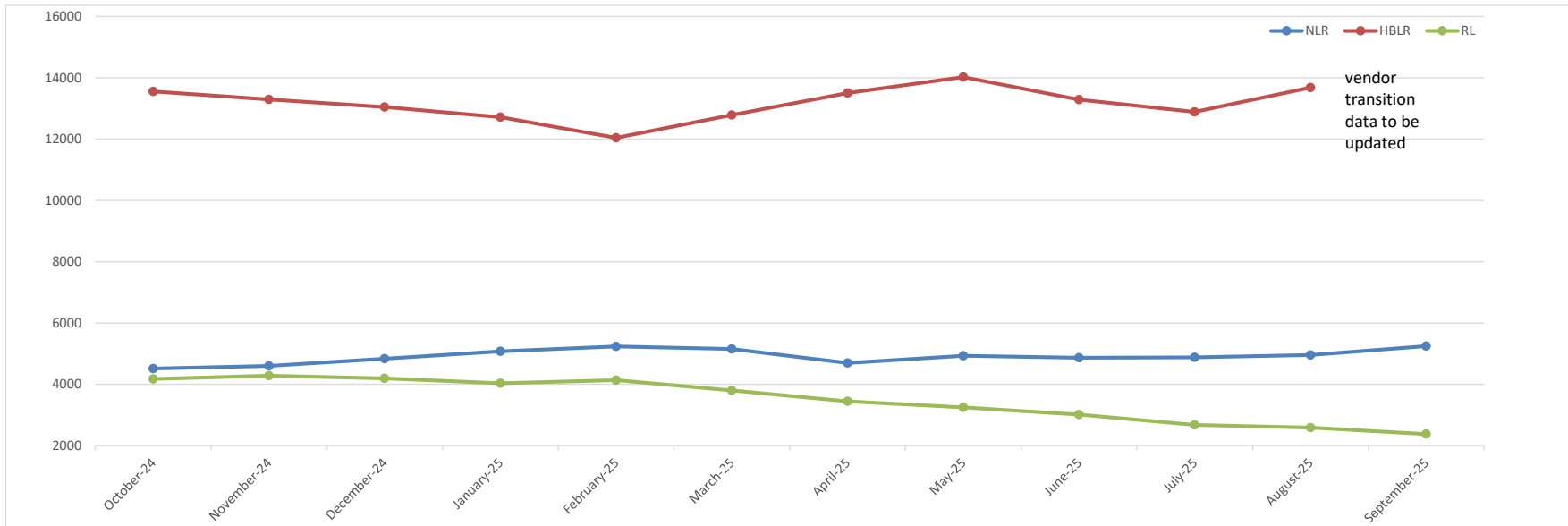
NJ TRANSIT - LIGHT RAIL, September 2025

WIP*

12 Month Average Miles Between In Service Failures

NJT LIGHT RAIL	August 2025	September 2025
Newark Light Rail	4,955	5,245
Hudson Bergen	13,682	vendor transition data to be updated
River LINE	2,586	2,377

AVERAGE MILES BETWEEN IN-SERVICE MECHANICAL FAILURES



DBE/SBE PROGRAM

NJ TRANSIT - DBE/SBE/DVOB Participation for September 2025**State Funded Contracts****State Fiscal Year 2026 - July 1, 2025, through June 30, 2026**

During the month of **September 2025**, NJ TRANSIT awarded **\$17,297,156.26** in state-funded contracts; of that total, Small Business Enterprises (SBE/DVOBs) received **\$2,323,308.91** or **13.43%**.

State Fiscal Year 2026 YTD (July 1, 2025, through June 30, 2026) NJ TRANSIT awarded **\$34,672,207.00** in state-funded contracts. Of that total, SBE/DVOBs received **\$2,981,003.81** or **8.60%**.

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

Category 1 SBE/DVOBs	\$615,686.13	1.78%
Category 2 SBE/DVOBs	\$20,549.30	0.06%
Category 3 SBE/DVOBs	\$331,899.73	0.96%

Construction

Category 4 SBE/DVOBs	\$0.00	0.00%
Category 5 SBE/DVOBs	\$2,012,868.65	5.81%
Category 6 SBE/DVOBs	\$0.00	0.00%

FTA Funded Contracts - Updated on a quarterly basis**Federal Fiscal Year (FFY) 2025 - October 1, 2024 through September 30, 2025**

During the 4th Quarter (July 1, 2025 – September 30, 2025), the FTA-funded share of NJ TRANSIT's federal contracts awarded was **\$31,191,750.99**. Of that total, Disadvantaged Business Enterprises (DBEs) received **\$5,062,637.57** or **16.231%**.

FFY 2023 through FFY 2025 (October 1, 2022 – September 30, 2025) NJ TRANSIT awarded **\$1,042,956,194.72**** in federally funded contracts. Of that total, DBEs received **\$131,872,721.66*** or **12.64%**.

**Numbers reflect federal share*

*** Number includes subrecipient awards*

Next update will occur in December 2025

Transit Vehicle Manufacturer (TVM)¹ Awards

During the 4th Quarter (**July 1, 2025 – September 30, 2025**), NJ TRANSIT awarded **\$1,104,769.705.39** in TVM change order contracts.

Next update will occur in December 2025

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.

EMPLOYEE RECOGNITION

NJ TRANSIT employees bid farewell after outstanding careers

28 NJ TRANSIT employees retired recently:

1. Bobby Jones, Line Engineer -- Red Bank -- 28 years
2. Elizabeth Stigliano, Executive Assistant -- HQ -- 26 years
3. Franklin Taylor, Principal Project Engineer -- HQ -- 39 years
4. George Mautes, Tech -- MMC -- 30 years
5. Maheshkumar Patel, Car Appearance Maintainer -- Spring Valley -- 18 years
6. Manuel Heredia, Director Rail Infrastructure Maintenance -- HQ -- 30 years
7. Michael Guzik, Supervisor Tech -- Woodbridge -- 38 years
8. Patricia Washington, TVM Terminal Agent -- Trenton -- 39 years
9. Raffaele Spadavecchia, Conductor -- Various -- 20 years
10. Ramon Canales-Molina, Mechanic B&B -- Summit -- 21 years
11. Robert Merz, Mechanic B&B -- Red Bank -- 34 years
12. Robert Kuerzi, Machinist -- Spring Valley -- 17 years
13. Willie Shumate, Mechanic B&B -- MMC -- 31 years
14. Lloyd Dobson, Operator -- Hilton -- 16 years
15. Charles Billings, Maint Man -- Market St. -- 27 years
16. Alfredo Mercado, Operator -- Meadowlands -- 25 years
17. Alice Morales, Operator -- Wayne -- 23 years
18. Fermonides Fernandez, Operator -- Fairview -- 26 years
19. Edier Orozco, Operator -- Meadowlands -- 12 years
20. Wilfred Quist, Repairman -- Hilton -- 30 years
21. James Sprenger, Operator -- Egg Harbor -- 25 years
22. Tracey Williams, Operator -- Washington Twntp -- 12 years
23. Dean Taylor, Operator -- Meadowlands -- 26 years
24. Treena Bess, Operator -- Wayne -- 23 years
25. Andy Demata, Operator -- Westwood -- 12 years
26. Christopher Montague, Light Rail Operations Control -- Bloomfield -- 34 years
27. Hugo Perez, Assistant General Manager Access Link -- HQ -- 25 years
28. Jonathan Benjamin, Senior Manager Digital Commerce -- HQ -- 36 years

ACTION ITEMS

ITEM 2510-44: RIVER LINE MAINTENANCE OF EQUIPMENT (MOE) PROCUREMENT-BY-EXCEPTION AUTHORIZATION

NJ TRANSIT is seeking authorization to enter a contract with Kinkisharyo International, LLC of El Segundo, California, via Procurement by Exception due to exigent circumstances for River LINE Maintenance of Equipment for a maximum of five years (average cost of \$12.9M per year), to address Preventative and Corrective Maintenance for the River LINE's fleet.

Also seeking authorization for Kinkisharyo to provide Vehicle Improvement Services subject to NJ TRANSIT's approval of comprehensive plans and proposal(s) for the following programs:

- Capital Asset Improvement Program (CARP) projects for LRVs (\$1.5M per year)
- LRV Improvement Programs (not to exceed \$20.0M per year, subject to availability of funding)
 - Reliability Program consisting of inspection, repair and replacement of vehicle parts and minor components
 - LRV Obsolescence Remediation Program consisting of the overhaul or replacement of major non-functioning and obsolescent components

NJ TRANSIT is shifting the River LINE from a contracted operations and maintenance (O&M) model to a self-perform model due to ongoing performance issues with the current contractor. NJ TRANSIT will perform all major O&M services except Maintenance of Equipment (MOE). Kinkisharyo has been selected for the MOE and Vehicle Improvement Services considering the following:

- Kinkisharyo manufactured 52 HBLR and 21 NLR LRVs and has provided maintenance, capital improvements and technical support for the HBLR and NLR vehicles for over 25 years.
- Kinkisharyo has a facility in Piscataway, NJ that will expand the service capacity of the River LINE's Camden Light Rail Complex and enable service of multiple vehicles simultaneously, utilizing local resources.
- NJ TRANSIT has considered MOE contractors with manufacturing and overhaul knowledge, having facilities within reasonable proximity to the Camden Light Rail Complex and determined Kinkisharyo's experience and location to be conducive to necessities identified to improve the RL LRVs in an expeditious manner.

**ITEM 2510-44: RIVER LINE MAINTENANCE OF EQUIPMENT (MOE)
PROCUREMENT-BY-EXCEPTION AUTHORIZATION**

WHEREAS, the River LINE (the River Line) light rail vehicles (LRVs) performance has declined sharply, including, but not limited to: (i) limited availability of LRVs; (ii) cancelled trips; and (iii) an unsafe condition; and

WHEREAS, in 2024, the River Line Key Performance Indicators (a) averaged 85 percent for On-Time-Performance (OTP) and (b) 4,196 miles for Mean-Distance-Between-Failures (MDBF), based on a reduced fleet utilizing a modified schedule; and

WHEREAS, during 2025, the average quantity of in-service LRVs is eight out of a fleet of 20, and during the summers of 2023 and 2024 only three LRVs were in service utilizing a Sunday schedule. A minimum number of 16 LRVs are required for a full weekday service; and

WHEREAS, NJ TRANSIT is seeking to provide safe and reliable service for its customers that use the River Line light rail system; and

WHEREAS, NJ TRANSIT requires Maintenance of Equipment (MOE) services to properly perform preventative and corrective maintenance, and rehabilitation for the River Line's LRVs and service properties; and

WHEREAS, Kinkisharyo International, LLC (Kinkisharyo) has provided safe and reliable LRV operations and maintenance services and LRV capital improvements for over 25 years on the Hudson-Bergen Light Rail (HBLR) where 2024 Key Performance Indicators averaged 96 percent for On-Time-Performance and 13,043 miles for Mean-Distance-Between-Failures for the fleet of 52 LRVs; and

WHEREAS, Kinkisharyo has also successfully provided LRV maintenance and overhaul support for the 21 Newark Light Rail LRVs for over 25 years and is a well-known business entity that designs and manufactures a wide variety of safe, reliable, and high-quality transit vehicles, and is a leading supplier of light rail vehicles in North America; and

WHEREAS, Kinkisharyo has demonstrated the ability to design, fabricate, and maintain the parts, equipment, and components for light rail vehicles, coupled with its unique knowledge of NJ TRANSIT's light rail systems, makes them uniquely qualified to provide MOE services in connection with the River Line; and

WHEREAS, NJ TRANSIT has determined that the five-year contract cost will not exceed \$64,301,265.65 for Maintenance of Equipment (MOE) services, \$7,500,000 for Capital Asset Replacement Program services, and \$100,000,000 for Reliability and Obsolescence Remediation Program services; totaling \$171,801,265.65, plus five percent for contingencies, subject to the availability of funds; and

WHEREAS, NJ TRANSIT seeks to award a Maintenance of Equipment (MOE) contract to Kinkisharyo International, LLC of El Segundo, California, by Procurement by Exception due to the exigent circumstances related to the River Line's LRV poor performance; and

WHEREAS, pursuant to N.J.A.C. 16:72-1.5(e)(7) competitive procurement requirements may be waived in instances where public exigencies exist; and

WHEREAS, the President & CEO certifies that the award of a contract to Kinkisharyo International, LLC of El Segundo, California, is consistent with and authorized in accordance N.J.A.C 16:72-1.5(e)(7) and (14), N.J.S.A. 27:25-11(g)(3)(c) and (e), N.J.S.A. 52:34-10(b);

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to enter into a Procurement-by-Exception contract with Kinkisharyo International, LLC of El Segundo, California, for Maintenance of Equipment (MOE) and Capital Asset Replacement Program (CARP) services required for the River LINE light rail vehicles and service properties, at a cost not to exceed \$171,801,265.65, plus five percent for contingencies, subject to the availability of funds. The Board will be advised when actual spending is projected to exceed this allowance.

ITEM 2510-45: PROVISION OF ADDITIONAL FUNDING AUTHORIZATION AND EXECUTION OF OPTION PERIOD ONE FOR CONTRACT 21-063 FOR THE PROVISION OF ACCESS LINK SERVICE IN REGION 5 (ESSEX, UNION, SOMERSET, MORRIS, AND PARTS OF HUDSON COUNTIES)

WHEREAS, in July 1990, the Americans with Disabilities Act (ADA) was signed into law requiring public entities operating fixed route transportation systems to provide paratransit services for individuals with disabilities; and

WHEREAS, a Request for Proposal (RFP No. 21-063) was issued to seek competitive proposals from paratransit carriers to provide these services; and

WHEREAS, the NJ TRANSIT Office of Business Development established a three percent SBE Category 6 Goal for this contract; and

WHEREAS, NJ TRANSIT's Technical Evaluation Committee has reviewed the vendor proposals received for the provision of Access Link service in Region 5; and

WHEREAS, upon completion of the competitive procurement process, it has been determined that Easton Coach Company submitted the proposal that provides the best value and is in the best interest of NJ TRANSIT; and

WHEREAS, providing uninterrupted Access Link service for the provision of ADA paratransit is a requirement of the ADA and Federal Government; and

WHEREAS, Board approval was provided for NJ TRANSIT Contract No. 21-063 in November 2022 for a 38-month base contract period from April 10, 2023 through June 30, 2026, at a cost not to exceed \$110,958,918, plus five percent contingency for a total contract authorization of \$116,506,864, subject to the availability of funds and Board approval of NJ TRANSIT's operating budget; and

WHEREAS, unforeseen ridership increases, and enhanced service standards and performance requirements per DOJ Settlement DJ#204-48-305 have resulted in increased contract costs, which will exceed the authorization provided for NJ TRANSIT Contract No. 21-063 in November 2022; and

WHEREAS, the procurement included two option periods required to be priced by the proposers and to be exercised at NJ TRANSIT's sole discretion; and

WHEREAS, NJ TRANSIT staff is seeking authorization to exercise Option Period One with Easton Coach Company, of Easton, Pennsylvania, to operate Access Link Region 5 service beginning July 1, 2026 through June 30, 2028;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to increase NJ TRANSIT Contract No. 21-063 with Easton Coach Company of Easton, Pennsylvania, to operate Access Link service in Region 5 (Essex, Union, Somerset, Morris, and parts of Hudson Counties) for the 38-month base contract period from April 10, 2023 through June 30, 2026, by a cost of \$19,123,573, plus five percent contingency, for a total authorization increase of \$20,079,752, subject to the availability of funds and approval of NJ TRANSIT's operating budget; and

BE IT FURTHER RESOLVED that the Chair or President & CEO is authorized to exercise the first option to extend NJ TRANSIT Contract No. 21-063 with Easton Coach Company of Easton, Pennsylvania, to operate Access Link service in Region 5 (Essex, Union, Somerset, Morris, and parts of Hudson Counties) for a 24-month period from July 1, 2026 through June 30, 2028, at a cost not to exceed \$100,939,921, plus five percent contingency, for a total contract authorization of \$105,986,917, subject to the availability of funds and approval of NJ TRANSIT's operating budget.

ITEM 2510-46: NEWARK LIGHT RAIL PROPULSION SYSTEM AND VEHICLE EXTENDERS PROCUREMENT-BY-EXCEPTION AUTHORIZATION

The award of a contract to service the Newark Light Rail system by extending the length of the Light Rail Vehicles (LRVs) and developing a replacement propulsion system will enable NJ TRANSIT to improve the capacity and reliability of Newark Light Rail's vehicle fleet.

Seeking authorization to enter into a contract with Kinkisharyo International, LLC of El Segundo, California, via Procurement by Exception for the prototype design and testing of a replacement propulsion system and installation of vehicle extenders, in an amount not to exceed \$25,102,065, plus five percent for contingencies, subject to the availability of funds.



ITEM 2510-46: NEWARK LIGHT RAIL PROPULSION SYSTEM AND VEHICLE EXTENDERS PROCUREMENT-BY-EXCEPTION AUTHORIZATION



- Kinkisharyo is the Original Equipment Manufacturer (OEM) having designed and fabricated 21 Newark Light Rail (NLR) LRVs and 52 Hudson-Bergen Light Rail (HBLR) LRVs beginning approximately 25 years ago.
- Kinkisharyo has provided LRV maintenance, obsolescence remediation and overhaul services for HBLR, and similar support for NLR since the vehicles were manufactured.

ITEM 2510-46: NEWARK LIGHT RAIL PROPULSION SYSTEM AND VEHICLE EXTENDERS PROCUREMENT-BY-EXCEPTION AUTHORIZATION

Propulsion System

- NLR and HBLR LRV parts/systems have been replaced/overhauled as they are identified and funded.
- The existing NLR and HBLR LRV propulsion components are obsolete and at the end of service life. A new propulsion system is proposed to replace the obsolete system.
- Kinkisharyo has submitted a proposal for the prototype design and installation and testing of a new propulsion system in an amount not to exceed \$5.62M.
- An NLR LRV will be outfitted with the propulsion prototype and tested on the Newark Light Rail system.
- Following successful testing, the new prototype design will be applied to the NLR and HBLR fleets.
- Replacement cost for LRVs are estimated at \$15M/three-car set.

Vehicle Extenders

- Beginning in 2014, NJ TRANSIT lengthened 51 HBLR and 10 NLR cars from three sections to five sections using Kinkisharyo's services.
- As a continued effort, NJ TRANSIT is proposing extenders design be applied to an additional five NLR cars.
- Each two-car extension increases seating capacity from 68 to 102 and increases standing capacity from 122 to 159 (37 percent increase in overall capacity).
- The extenders will increase customer satisfaction and comfort while increasing revenue potential.
- Kinkisharyo has submitted a proposal in an amount not to exceed \$19.49M to extend five NLR cars.

ITEM 2510-46: NEWARK LIGHT RAIL PROPULSION SYSTEM AND VEHICLE EXTENDERS PROCUREMENT-BY-EXCEPTION AUTHORIZATION

WHEREAS, the Newark Light Rail (NLR) light rail vehicles (LRVs) that were built and in service beginning 2001 have propulsion systems that have reached the end of service life; and

WHEREAS, the Newark Light Rail (NLR) light rail vehicles (LRVs) interior space originally designed has exceeded current passenger demand; and

WHEREAS, Kinkisharyo International, LLC (Kinkisharyo) designed and built the NLR LRVs in 2001 thus are deemed the Original Equipment Manufacturer (OEM); and

WHEREAS, NJ TRANSIT is seeking to continue safe and reliable service for its customers that use the Newark Light Rail System; and

WHEREAS, NJ TRANSIT requires design and installation services for a new LRV Propulsion System prototype to maintain the safe and efficient NLR service; and

WHEREAS, NJ TRANSIT requires design and installation services for LRV Capacity Extenders to address customer occupancy over capacity and increase NLR service customer satisfaction and revenue; and

WHEREAS, Kinkisharyo as the OEM has the knowledge and owns the data rights to the vehicle design and components, any changes and/or upgrades to the vehicle systems require Kinkisharyo's input and/or authorization; and

WHEREAS, Kinkisharyo has also successfully provided LRV maintenance and support for the 21 Newark Light Rail LRVs for over 25 years and is a well-known business entity that designs and manufactures a wide variety of safe, reliable, and high-quality transit vehicles, and is a leading supplier of light rail vehicles in North America with a facility located within Piscataway, New Jersey; and

WHEREAS, Kinkisharyo has demonstrated the ability to design and maintain parts, equipment, and components for the Hudson-Bergen Light Rail System LRVs as well as the Newark Light Rail System LRVs, coupled with its unique knowledge of NJ TRANSIT's light rail systems makes them uniquely qualified to provide Vehicle Propulsion and Capacity Extender services in connection with the NLR LRVs; and

WHEREAS, NJ TRANSIT seeks to award contract to Kinkisharyo International, LLC of El Segundo, California, via Procurement by Exception due to there being one available source of supply and the need for LRV Overhauls related to the NLR's LRV propulsion system and passenger capacity; and

WHEREAS, pursuant to N.J.A.C. 16:72-1.5(e)(8) and (14) competitive procurement requirements may be waived in instances where there is one available source of supply and the need for LRV Overhauls; and

WHEREAS, the President & CEO certifies that the award of Kinkisharyo International, LLC of El Segundo, California, is consistent with and authorized in accordance with N.J.A.C 16:72-1.5(e)(8)and (14), N.J.S.A. 27:25-11(g)(3)(c) and (e), N.J.S.A. 52:34-10(c);

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to enter into a contract with Kinkisharyo, International, LLC of El Segundo, California, via Procurement by Exception for Light Rail Vehicle Propulsion and Capacity Extender services required for the Newark Light Rail Vehicles, at a cost not to exceed \$25,102,065, including five percent for contingencies, subject to the availability of funds. The Board will be advised when actual spending is projected to exceed this allowance.

ITEM 2510-47: AUTHORITY TO ENTER INTO A DEVELOPMENT MANAGEMENT AGREEMENT BETWEEN NJ TRANSIT AND DOR WOODBRIDGE, LLC FOR PUBLIC INFRASTRUCTURE IMPROVEMENTS AS PART OF THE TRANSIT-ORIENTED DEVELOPMENT PROJECT AT METROPARK STATION

WHEREAS, NJ TRANSIT and DOR Woodbridge, LLC (DOR) entered into a certain Master Development Agreement (MDA) dated July 3, 2024, which sets forth the framework for Metropark Station, a mixed-use transit-oriented development project centered around Metropark Station in Iselin, New Jersey; and

WHEREAS, Transportation Trust Fund is the source of funding for this project; and

WHEREAS, NJ TRANSIT and DOR desire to agree to certain terms and conditions in a Development Management Agreement (DMA) so that DOR can perform certain tasks in furtherance of the project, including due diligence, design, and construction activities in support of the public infrastructure improvements funded by the state; and

WHEREAS, the DMA will facilitate advancement of a project that will improve access to the transportation facilities and enhance customer convenience at Metropark Station, maximize the value of NJ TRANSIT's real estate assets, advance rehabilitation, and restoration of the public infrastructure, and produce multiple benefits for NJ TRANSIT's customers and the broader region consistent with the NJT2030 Strategic Plan;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to take all necessary actions to execute a Development Management Agreement between NJ TRANSIT and DOR Woodbridge, LLC to advance the Metropark Station project; and

BE IT FURTHER RESOLVED that the Chair or President & CEO is authorized to expend from the New Jersey Transportation Trust Fund in an amount not to exceed \$15,000,000 to support public infrastructure improvements at Metropark Station.

ITEM 2510-48: PERSONAL INJURY CLAIM OF RAHIM ALI

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

WHEREAS, Rahim Ali 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 Rahim Ali, through his attorney, at an amount discussed in Executive Session. The Attorney General has approved the proposed settlement, subject to the availability of funds.