

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



July 25, 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, July 17, 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, July 17, 2025. The meetings occurred concurrently.

Board Members

Francis K. O'Connor, Chair
Kiabi D. Carson, Vice Chair
Aaron J. Creuz, Governor's Representative
Michael Kanef, Treasurer's Representative
Anthony N. Abrantes, Board Member
Richard A. Maroko, Board Member – ABSENT
Shanti Narra, Board Member – ABSENT
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
Jacqueline C. Stamford, Senior Vice President, Chief Financial Officer & Treasurer
William C. Brooks, Senior Vice President, Capital Delivery
James Sincaglia, Senior Vice President & General Manager, Rail Operations

Chair O'Connor convened the Open Session at 6:04 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 Vice Chair Carson and Board Members Brown, Kanef, Thomas, and Weiss were participating remotely, and Board Members Maroko and Narra were 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 July 11, 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

Chair O'Connor asked for a motion to approve the minutes of the June 11, 2025, Board meetings. Board Member Aaron J. Creuz made the motion, Board Member Anthony N. Abrantes seconded the motion, and the minutes were adopted.

Advisory Committee Report

Suzanne Mack presented the Advisory Committee report. Ms. Mack said it was a pleasure to be at the meeting and NJ TRANSIT had an amazing budget. She said they knew President & CEO Kolluri was really pushing to make everything remain within the budget, especially the labor agreement with the Brotherhood of Locomotive Engineers & Trainmen (BLET), and he had kept to his commitment and Governor Murphy's commitment to fund NJ TRANSIT at a level that had never been done in the history of transit. He also tried to minimize the impact on the riders, so they did not have 20 percent increases that came out of nowhere, while dealing with rising costs, minimum resources, cuts, and restraints.

Ms. Mack said she and Anna Marie Gonnella-Rosato felt that it was important to be at these meetings to provide their support and let NJ TRANSIT know how much they appreciated what President & CEO Kolluri was doing for the citizens of New Jersey and employees. She also said the agenda that night was amazing because everything was there, such as the budget, capital funding, and the Senior Citizens and Disabled Residents Transportation Advisory Committee (SCDRTAC) item, which was an unfunded mandate that they had to take on happily, but there was never enough money for it. Ms. Mack said their next committee meeting would be in September and Anna Marie Gonnella-Rosato would present the next report.

Ms. Mack said she saw President & CEO Kolluri on television talking about the trespasser fatality. While they have unfortunately had many tragedies, NJ TRANSIT has always been about being responsive from the top down to administration, and was always willing to come together. Ms. Mack said President & CEO Kolluri did a great job working with the Governor in getting the Transportation Trust Fund wrapped up and settled. She said it was unfortunate that this administration would leave in December and there would be a lot more change. Ms. Mack thanked Chair O'Connor, President & CEO Kolluri, and the Board for their stewardship and getting the organization to a place where it can be transitioned, and stated how amazing it has been watching them work.

Senior Citizen and Disabled Residents Transportation Advisory Committee Report

Ms. Gloria Robinson-Mills, Chairperson for the Senior Citizens and Disabled Residents Transportation Advisory Committee, presented the SCDRTAC report. On June 23, 2025, the SCDRTAC committee met. Gloucester County provided an overview of the services offered, and Brian McGill, Senior Coordination Administrator for NJ TRANSIT, presented a tutorial on the new S-Rides webpage, guiding the committee on how to navigate its

features. The committee also received updates on the process for the FTA State Management Review and the SCDRTAC 2026 allocations.

The SCDRTAC committee has provided monthly reports to the NJ TRANSIT Board relating to their membership status, ongoing projects, and accomplishments. In an email dated April 19, 2024, from the former President & CEO Kevin Corbett, he expressed expectations of the SCDRTAC committee, which stated that they must generally commit to creating a positive and productive environment for committee members and staff. This directive has guided their approach to fulfilling their duties as members of SCDRTAC. Ms. Robinson-Mills said they have also taken time to reflect on their ongoing efforts to address challenges, update their bylaws, support member involvement in funding projects, and engage in detailed presentations to county panels.

Ms. Robinson-Mills said on their membership status, they currently have two vacancies, one each in the South and Central Regions. They will be utilizing other outreach methods to fill those openings. She said the Board would be voting on the item concerning the Local Grant Programs, which included the SCDRTAC amount of \$46,081,000. Ms. Robinson-Mills said the SCDRTAC committee fully supported this recommendation. In conclusion, she said they would be outlining their goals and priorities for the next six months and through years end.

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

Board Secretary Umukoro said in order to give everyone an opportunity to be heard, comments would be limited to three minutes. Priority access would be given to pre-registered in-person speakers, followed by any additional in-person speakers. They would then take comments from 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 have successfully entered the queue.

Public Comments

David Anderson, member of the Lackawanna Coalition and Senior Citizens and Disabled Residents Transportation Advisory Committee (SCDRTAC), said he wanted to speak about concerns with bus service. Mr. Anderson said on the physical side, many buses had problems with signage, particularly the rear of the bus that displays the route number. He said they were either missing or illegible. Mr. Anderson said often when a bus arrives the sign displays the opposite destination. For instance, for the #76 Bus going to Hackensack, the sign will read Newark Penn. He said when he inquired about this issue with the bus operators, they responded by telling him that they cannot change the wording. Mr. Anderson said the buses came to a sudden stop that felt like a lurch, leading riders to think that the bus had been rear-ended. He said the rear door on many of the buses did not operate

correctly and riders had to use the front door to get on and off the bus, which could create other issues for riders and operators.

Mr. Anderson said farebox recovery was a more pressing concern of his. He said the tap-and-go machines on the buses, he and his friends frequented, either did not work or they were inconsistent. Mr. Anderson said many of the cash boxes on the buses were jammed or were not operating. He believed these issues impacted farebox recovery.

David Peter Alan said he was making a personal statement and wanted to clarify that he was speaking for himself and no one else. Mr. Alan said last month, while reading his report, President & CEO Kolluri said that he respected the U.S. Constitution and the First and Fourteenth Amendments. Mr. Alan expressed deep gratitude for that statement, and said he had a compelling reason for doing so. He said he might soon have to depend on it.

Mr. Alan said at the June 23, 2025 meeting for the Senior Citizens and Disabled Residents Transportation Advisory Committee (SCDRTAC), Michael Vieira, President of New Jersey Council on Special Transportation (COST), a private-sector trade association incorporated under Section 501c6, publicly opened the meeting with a statement accusing Mr. Alan of speaking on behalf of SCDRTAC at the NJ TRANSIT Board Meeting on May 14, 2025. Mr. Alan said Mr. Vieira acknowledged that he was making a personal statement. He said a recording of the meeting could be found on srides.com and his full written statement was shared with NJ TRANSIT Board of Directors.

Mr. Alan said Mr. Vieira also stated that his organization excommunicated him, would refuse to answer any questions from him, and called for censorship against him, despite his status as a SCDRTAC member. Mr. Alan said Mr. Vieira was threatening his status, and Mr. Vieira could have come to the meeting and told his side of the story, but he demanded Mr. Alan's expulsion instead. He said he was not furnished with the accusatory instrument until 21 days after he was blindsided, when it was read into the record at the meeting. Mr. Alan said he was told last Wednesday that he would have until Friday, July 19, 2025, to submit a memorandum in his defense. He said despite such short notice, he filed the memorandum today.

Mr. Alan said NJ TRANSIT was a state agency, which triggered due process rights under the Fourteenth Amendment, which meant he had a right to a hearing that was fair. He said he was calling for fairness while this matter ran its course. Mr. Alan said he had never faced a challenge like this before. He said Article 3, Section 3, Clause 3 of the SCDRTAC bylaws stated that the first offense of the rule he was accused of violating, carried a penalty of a warning and not expulsion. Mr. Alan said he had not yet been assured that he was not facing expulsion. He said he was innocent of the accusation, which he also believed was defective as a matter of law. Mr. Alan said he spent 40 years developing a strong local and national reputation in the field, and he would do what he could to avoid losing his reputation, which a penalty as drastic as expulsion could cause. Mr. Alan said what he said was protected by the First Amendment.

Vito Havrilla, Vice Chair and Legislative Director of the Lackawanna Coalition, said he would be delivering the first half of the Coalition's statement. Mr. Havrilla said their website was lackawannacoalition.org. Mr. Havrilla said regarding Action Item #2507-30 Fiscal Year 2026 Operating Budget, they were projecting a loss of \$37 million, reduced from \$121 million. He asked where they were getting that money. Mr. Havrilla said a revenue projection of a 10 percent increase seemed optimistic and asked how NJ TRANSIT arrived at this projection and whether it was realistic. He said they saw no explanation. Mr. Havrilla said they showed a labor cost decrease, which was counterinitiative and needed to be explained. He said they compared budget to budget, rather than Fiscal Year 2025 projections to Fiscal Year 2026 budget, without an explanation for differences between this year's budget and projection. Mr. Havrilla said this made it hard to know whether their 2026 budget numbers were reasonable.

Mr. Havrilla said regarding Action Item #2507-32, funds for SCDRTAC and related programs, they knew that these were important programs and noted the improvement in Access Link's transparency on their Rider's Choice Program, with multiple presentations at different times. He said they hoped that this was a sign of things coming.

Mr. Havrilla said coalition members had been approached by riders regarding both the Summit Station staircase and Morristown and Morris Plain's lack of certain accessibility features. He said Patrick Allen of Summit noted a sign on the out-of-service staircase completion project for summer 2026. He said this was way too long for a staircase to be closed since fall 2024. Mr. Havrilla said Ron Weissman of Mendham suggested better wayfinding signs at Morristown and accessible doors, which seemed reasonable. Mr. Havrilla said they were not sure that Morris Plains was as easy to remedy, but they encouraged NJ TRANSIT to work on accessibility for the full system. He said they looked forward to updates on these projects. Mr. Havrilla said the coalition's next meeting would be held at Summit Public Library on Monday, July 28, 2025. His full written statement was shared with the Board.

Nick Giglia, resident of Montclair and founder of ROUTE (Restore Our Transit in Essex), said ROUTE is a grassroots organization that was born out of his desire to do something special for his son on his fifth birthday. Mr. Giglia said he lived within walking distance to Walnut Street Station. He bought his son tickets to a hockey game on Long Island and since there was no convenient transit for him to take from there, they went to Secaucus, connected to the Long Island Railroad (LIRR) at New York Penn Station, and had a nice day, even though the game did not go the way he wanted it to. He said when it was time to leave, his son had already been out for eight hours, and he did not want to take the milelong walk from the platform at Secaucus to their car.

Mr. Giglia said he flung 50 deadweight pounds over his shoulder and walked to his car. During the walk, he thought about how he paid to be walking distance from a train station. He said he was able to see where the DeCamp #66 bus used to stop from outside his home office window. Mr. Giglia said the DeCamp #33 bus stop was an eight-minute walk from his house. He said this was when ROUTE was born. They realized that there were hundreds of thousands of people now in Essex County, who were experiencing transit desert conditions,

especially during the off-peak hours, because DeCamp Bus Company went out of business and the current weekend train service, which runs every two hours between Hoboken and Bay Street was inadequate for the community's current needs and demand.

Mr. Giglia said they had two requests moving forward. He said they would like hourly weekend train service on the Montclair-Boonton Line, terminating at Montclair State University, if not all the way out to Mountain Lakes, to close the entire gap. He said they also requested seven-day bus service mirroring communities served by the old DeCamp #33, 44, 66, and 88 lines. He applauded President & CEO Kolluri for having a meeting with Mayor Baskerville and a group from the Township of Montclair.

Mr. Giglia said to get the process rolling, he would ask that they move forward expeditiously as they moved into surveys and studies because right now there were hundreds of thousands of riders who were experiencing transit desert conditions within this scenario. He said there was additional ridership that could easily be unlocked because DeCamp Bus Lines no longer existed, and it was incumbent on NJ TRANSIT to provide this level of service to people. Mr. Giglia said they appreciated everything that had been done so far. He said he knew as the process moved forward, they would be seeing a lot more of him and a lot of other people within the community. Mr. Giglia wanted to reiterate that he appreciated the steps that had been taken but at this point, Essex County needed improvements to their service, and they needed to make sure they were looking towards that in subsequent years if not now.

Jannelie Javier, a summer fellow at Tri-State Transportation Campaign, said the campaign was a non-profit advocacy group that focused on transforming transportation across the tri-state area to create a more equitable, safer, and sustainable future for everyone. Ms. Javier said during her time with the campaign, it had been made clear how much more reliable, affordable, and accessible NJ TRANSIT could become for the people who relied on it the most. She said this was why she was at the meeting, to address the need for adequate funding for NJ TRANSIT.

Ms. Javier said NJ TRANSIT played a huge role in the state, not just for riders, but as a contributor to the economy, with \$21.6 billion to \$30.8 billion in annual economic benefits to New Jersey. She said imagine the prosperity NJ TRANSIT would bring to New Jersey if it had the permanent funding source that it and its riders deserved. Ms. Javier said investing in streamlining services across the state would incentivize more ridership. She said as a woman and person of color, she understood firsthand how fare increases disproportionately impacted the very communities she represented. Ms. Javier said a fully funded NJ TRANSIT would enhance commuters' quality of life by providing reliable service to the essentials, such as taking the bus or train to work, school, grocery stores, laundromats, doctors' appointments, and visiting family and friends.

Ms. Javier said instead of NJ TRANSIT relying on its riders to carry the system on their backs, there was an opportunity to enhance accessibility and equity for all New Jerseyans, with a stable funding source for the agency. She said riders deserved greater investments to see their service improved significantly if fares were set to increase annually. Ms. Javier

said last year, the indefinite annual fare hike was passed before the Corporate Transit Fee was introduced, due to the continued lack of proper funding. She said although the Corporate Transit Fee helped NJ TRANSIT pay off almost \$1 billion of its debt, serving as a good source of funding, it still was not enough. Ms. Javier said that public transit was not a luxury, it was a necessity, and now more than ever, it was time to find a permanent funding source. She urged New Jersey Legislature to help find a permanent dedicated funding source. Ms. Javier asked why wait to make change that would positively impact not just NJ TRANSIT and the state, but the very people who depended on public transit every day. She said the earlier the change, the earlier they could reap the benefits. Ms. Javier's full written statement was shared with the Board.

Amrin Ahmed, a summer fellow at Tri-State Transportation Campaign, said the campaign was a non-profit advocacy organization that was dedicated to improving transportation across the tri-state area. Ms. Ahmed said she was there to urge the Board to revisit the annual fare hike policy and prioritize stable, dedicated funding for NJ TRANSIT. She said NJ TRANSIT was a lifeline for millions of residents and a pillar of New Jersey's economy, yet it remained severely underfunded. Ms. Ahmed said NJ TRANSIT was set to face a \$1 billion deficit by 2026. She said the Corporate Transit Fee helped close the gap, but left no additional funding for the improvements needed to the system, and without a stable, dedicated funding source, riders were left paying the price.

Ms. Ahmed said since 2024, fares had gone up by 18 percent. She said riders were paying more for the same service, while still experiencing delays and cancellations. Ms. Ahmed said these hikes hurt everyone, especially low-income families and people of color who relied on NJ TRANSIT as their primary means of getting to work, school, and essential services. She said historically, fare increases cause ridership to go down and making transportation unaffordable would deepen existing inequalities. Ms. Ahmed said as a college student, she saw the impact firsthand. She said a friend of hers commutes daily from New Jersey to CUNY City College in New York. Ms. Ahmed said her friend was already struggling to afford the cost of travel and there had been times when she had to skip meals or cancel plans just to be able to afford transit. She said her friend worked part time while in school, and most of her paycheck went towards transportation. With the annual fare hikes, Ms. Ahmed said her situation, and that of countless others, would only get worse. She said riders should never have to choose between a meal and a ride.

Ms. Ahmed said the decision about annual fare hikes was made before the Corporate Transit Fee was passed. Now that the funding was in place, it was time to revisit the decision and stop the automatic fare hikes every year. She said fare hikes should be a last resort. Ms. Ahmed said there were plenty of other viable funding mechanisms that could help NJ TRANSIT's budget crisis. She said New Jersey could not function without NJ TRANSIT. It supported economic growth, reduced traffic congestion, prevented billions of additional vehicle miles on their roads, cut pollution, and provided mobility to working families across the state. Ms. Ahmed said NJ TRANSIT was not just a service, it was an essential part of the state's infrastructure, but despite its importance, it was not funded like one. She urged the Board to stop putting the burden on riders and instead prioritize long-term funding

solutions for NJ TRANSIT in a way that would make transit affordable and reliable. Ms. Ahmed's full written statement was shared with the Board.

Diego Guerrero, a summer fellow at Tri-State Transportation Campaign, said the campaign was a non-profit advocacy and policy organization that was dedicated to transportation equity in New York, New Jersey, and Connecticut. Mr. Guerrero said his time with the organization had taught him the inequalities and struggles people faced due to the lack of accessible transportation. He said he wanted to comment on the annual budget and his opposition to fare hikes. Mr. Guerrero said NJ TRANSIT played a vital role in the region, moving more than 720,000 riders every day. He said riders relied on public transportation not as a matter of convenience, but as a daily necessity to connect them to jobs, education, and essential services. Mr. Guerrero said raising fares was not only an inconvenience, but an injustice to many. He said their investment was not being allocated to well-needed improvements. Mr. Guerrero said riders were paying more, but still faced delays, overcrowding, and aging infrastructure.

Mr. Guerrero said, according to the Bureau of Transportation statistics, low-income households spent nearly 30 percent of their income on transit, compared to 13 percent from higher-income households. In other words, money that could be spent on food, housing, and healthcare was instead consumed by rising transportation costs. Mr. Guerrero said such inequalities and unsustainable hikes have and would continue to worsen the quality of life for those already struggling. He said furthermore, when service became unreliable, people often turned to driving as a last resort. An increase in car dependency would mean an increase in traffic congestion and air pollution.

Mr. Guerrero said they understood that NJ TRANSIT faced budgetary challenges, however, the burden should not be placed on working class residents. He urged the Board and New Jersey Legislature to identify funding sources that were recurring and sustainable sources that grew with time and did not fall on those who could afford it the least. Mr. Guerrero said New Jersey was planning to spend \$11 billion on the New Jersey Turnpike expansion project from Newark to Jersey City. He said New Jersey should prioritize investing in the state's public transit system, as they did on their roads. Mr. Guerrero said in addition, they should also push to make the Corporate Transit Fee permanent, as it had already filed funding gaps. He said New Jersey depended on a transit system that was affordable and reliable. Continuing fare hikes would not fix NJ TRANSIT's long-term fiscal challenges and would deepen inequality. Mr. Guerrero's full written statement was shared with the Board.

Sally Jane Gellert, Chairperson of the Lackawanna Coalition, apologized for not attending the meeting in person. Ms. Gellert said the Lackawanna Coalition was a member of the Rail Users Network (RUN) and was aware of national transit issues, as well as local ones in New Jersey and Pennsylvania. Ms. Gellert said many New Jerseyans rode Southeastern Pennsylvania Transportation Authority (SEPTA), including several of their members. She said SEPTA was in big trouble. Service cuts were expected to come in August and fare increases in September. Massive cuts were reported to begin on January 1, 2026, including the loss of five regional rail lines, including the Trenton line. Ms. Gellert said this meant the loss of the NJ TRANSIT-SEPTA connection at Trenton Transit Center. She said even

though NJ TRANSIT long-distance buses, private bus companies, and Amtrak remained an option to Philadelphia, they did not work for everyone. She said the River LINE connected to Philadelphia service at Walter Rand Transportation Center via Port Authority Transit Corporation (PATCO) or at Pennsauken via the Atlantic City Line, however, the River LINE had an early closing time because they shared their tracks with freight rail.

Ms. Gellert said regarding real property owned by NJ TRANSIT, they encouraged everyone to look at the list of Rights of Ways (ROWs) owned by NJ TRANSIT, both active and inactive passenger ROW freight service. She said they noted the acquisition from Norfolk Southern of a 0.38-acre property as part of the Orange Branch Preservation project. Ms. Gellert asked what the project was.

Ms. Gellert said this brought up transparency. In preparing this statement, they had a lot of questions, particularly when looking at the budget. She said it took their communications director an internet search to find a 43-page document of answers to questions by the Governor and legislators. Ms. Gellert asked why this document was not easily available on NJ TRANSIT's website for the public. She asked why the Governor and Legislature had to ask these questions. Ms. Gellert said there was a link on their written statement to the document.

Ms. Gellert said they wanted to thank Millburn Township Committee for their hospitality over the years to the Lackawanna Coalition and honoring their former Mayor, their longtime member Elaine Becker, at the meeting this week. She said Ms. Becker had been invaluable with her knowledge of how towns worked, contacts with other town officials, and through the New Jersey League of Municipalities. Ms. Gellert said Ms. Becker had the expertise to help their outreach be as effective as possible, and she was always ready and willing to help improve their outreach. She said they would continue to reach out to towns, as they had done with Summit and Morristown, soon. Ms. Gellert said they encouraged people to join in on their calls either in person at the Summit Library or on Zoom and pick up a copy of the Railgram publication. Ms. Gellert's full written statement was shared with the Board.

Matty Buchys-Hyland said he was a longtime advocate for people with developmental disabilities. Mr. Buchys-Hyland said it was Disability Pride Month in the month of July, and it was the 35th anniversary of President George H.W. Bush signing the Americans with Disabilities Act of 1990 into law, which prohibits discrimination against people with disabilities. He applauded the Governor and Legislature for passing the NJ TRANSIT budget, even though it might have had some ups and downs. He said this was the final NJ TRANSIT budget under the Murphy Administration. Mr. Buchys-Hyland said Governor Murphy would be leaving office on January 20, 2026, which meant either Mikie Sherrill or Jack Ciattarelli would have to continue with the work. He said it was nice to see NJ TRANSIT finally getting the updates they needed. Mr. Buchys-Hyland said Amtrak was expanding the Long Island Railroad where he lived.

Adam Reich said he understood the Board was set to vote on the budget tonight, but he wanted to stress that under state law, NJ TRANSIT was required to hold a round of 10 public hearings before any fare increase. Mr. Reich said the hearings they held in 2024 covered

them for the increase beginning July 1, 2024, but they have not held the 10 required public hearings for increases this year. He said the Board insisted that they were not a rubber stamp, yet this matter has gone unchecked.

Mr. Reich said they would not have been in violation of the law if they had held the hearings, but there was very real cause to be made that they were in violation of the law by implementing a fare increase without 10 fare hearings. He said the law specifically said any fare increase, not fare increase plan or multi-year plan. Mr. Reich said there was no way they could credibly argue that the Legislature intended to allow NJ TRANSIT to raise fares in perpetuity without hearings. He said Vice Chair Carson and Board Member Weiss, respectively represented regular bus and rail riders. Mr. Reich asked them to speak on the record and tell their ridership something. He said there was nothing meaningful to compensate for the loss of service for four days. Mr. Reich said extending a June task to July, when they had already ordered their passes, did nothing for riders.

Mr. Reich said the fact that they rarely heard from Vice Chair Carson and Board Member Weiss was a problem. He asked them to make themselves available to the public in some way, shape, or form and asked them to make a point of speaking on the record, even if they disagreed with what members of the public like himself had to say. Mr. Reich said it was imperative that they heard from them, if they were going to occupy seats that were allocated to regular riders. He said if they could not or were unwilling to do that, he suggested they vacate their seats so that somebody who was willing to speak up would do so.

Mr. Reich said he wanted to stress areas he felt needed to improve this year, including Customer Service. He said the Customer Service department routinely closed out customer service complaints via Salesforce forms while ignoring parts of inquiries. Mr. Reich said they followed up and closed them without commenting. He said at the very least, there needed to be a tracking system that showed who was closing out an appeal or compliment, rather than only listing when it was closed out.

Mr. Reich said station repairs also need to improve. He said Trenton Transit Center had escalators out of service for months and Edison Station has had a three-cars length worth of platform out of service for months towards Trenton. He said these were things that needed to improve, and they needed to improve fast. Mr. Reich said they needed to hear the Board members speak on these issues.

Lastly, Mr. Reich knew Mr. Alan was a zealous advocate and said he always made it painfully clear when he commented at these meetings that he was speaking in his personal capacity. He urged NJ TRANSIT to give Mr. Alan the benefit of any doubt and do not do something that would have a chilling effect on dedicated advocates who were only looking out for riders and the public in an honest and firm but fair manner, including and especially Mr. Alan.

Richard Grant said the Board authorized the purchase of 228 articulated diesel buses plus 20 electric buses in April. Mr. Grant said with the bus fleet was now at 2,356. He said the

eight electric buses, only operating in Camden, comprised one third of one percent of the fleet, and 20 more would bring that up to 1.19 percent.

Mr. Grant said mass transit buses had a minimal useful service life of 12 years. He said as an example, a new diesel bus started its Newark route in 2008, the year the environmental justice bill was first introduced in a state legislative session, ended its useful service life in 2020, the year Governor Murphy signed the bill into law. Mr. Grant said every day service-emitting fumes were inhaled by riders, drivers, mechanics, and anyone who lives or works near its route, in a city where it's estimated to be one in four children have asthma. He said the fumes not only triggered asthma attacks and worsened existing conditions, but also increased the risk of stroke, lung cancer, premature death, and contributed to developing cardiovascular disease, lead to lung inflammation, and damage and reduce lung function. He said it was no accident that in 2020, Governor Murphy not only signed the Environmental Justice Bill, but he also signed a bill that required NJ TRANSIT to phase in more zero emission buses and bus purchases.

Mr. Grant said now in 2025, NJ TRANSIT wants to purchase 1,000 buses, 42.5 percent of the fleet, to replace aging ones prone to mechanical problems. He said under the 2020 law and purchases made from 2025 to the 2026 yearend, at least 10 percent must be zero emission. Mr. Grant said it appeared though that in the purchase totaling 228 buses, 20 electric buses would be no more than 8.7 percent.

Mr. Grant said New Jersey residents' health should be a compelling enough reason to purchase more electric buses, but then so were the economics. He said the higher upfront sticker prices were partly offset by their lower operating costs. Mr. Grant said the total cost of ownership, in comparison with diesel, would be warranted. He said the price of diesel fuel typically cost more than electricity and was more volatile. Mr. Grant said electric buses had fewer moving parts and lower maintenance costs. They had longer periods between repairs and were less prone to mechanical problems that would require them to be replaced. Mr. Grant said if electric buses were purchased with vehicle-to-grid technology, they could feed stored battery energy into the grid and potentially power bus stations and garages during an outage. He said maybe it could provide power to bus stations and garages during an outage. Mr. Grant asked if any board members were current on the agency's garage charging efforts or how other transit agencies were already deploying wireless charging technology.

Jackie said she lived near the Annadale train station, and it had been very challenging with the extremely loud horn that wore through her quiet neighborhood multiples times, even late at night. She said this disrupted their sleep, posed serious safety risk, especially to residents who were hearing impaired, and affected local pets. She said the horns intensity was particularly harmful to pets. According to veterinarian expert, Lee Pickett, sustained exposure to 90DP or more leads to hearing loss. She said even brief exposure to 140DB could cause permanent damage. Jackie said many train horns exceeded these levels and pets' ears were even more sensitive than humans. She said loud, sudden, and repeated sounds like these could cause real hearing damage, stress, and anxiety in dogs and cats. Jackie said some neighbors also worried that crossing gates could block access to and from

their houses if they malfunctioned, potentially trapping residents. She urged NJ TRANSIT to consider quieter, safer crossing technologies already successfully deployed in European residential areas. Jackie said she emailed the Board a brief reference chart to a very short video clip links, a satellite view of the station, and the two to three hours surrounding the station.

Jackies said in New Jersey there was a well-established legal principle, known as the Implied Covenant of Quiet Enjoyment. She said it was not a single written law but a binding legal promise that was recognized through decades of state case law. Jackie said the train station near her had no gates or lights. She said she provided a variety of alternatives via email that would be non-disruptive including several cost estimates as well. Jackie said they would provide signal visors so the proposed red light would direct the light towards the drivers while reducing the glare and spillover into nearby homes. She said they appreciated the Board's consideration and attention to these issues.

Andy Weiss asked President & CEO Kolluri how he liked the \$500 million corporate office. Mr. Weiss said it looked like they had fancy furniture and plenty of air conditioning. He said NJ TRANSIT executives were living in luxury at the corporate office, while NJ TRANSIT bus riders had ripped bus seats and roaches. Mr. Weiss said NJ TRANSIT corporate offices were state-of-the-art and the executives had fancy furniture in their offices and beautiful elevators. He said he was sure the hallways were nice and clean. Mr. Weiss said the NJ TRANSIT motto should be to let them eat cake. He said they were the worst public transit corporate office in America. He said the Democrat Party runs NJ TRANSIT and the government like the Mafia. Mr. Weiss said the Democrats lie and were ruining New Jersey. He said they needed an independent Customer Advocate that did not report to the awful and incompetent NJ TRANSIT Board of Directors. Mr. Weiss said they did not know what they were doing.

Doug O'Malley, Director of Environment New Jersey, said he wanted to start off by thanking staff for fixing the technical issues earlier. Mr. O'Malley said he hoped that any technical issues at NJ TRANSIT would be fixed quickly. He began his comments by thanking NJ TRANSIT employees for the work they did Monday night. Mr. O'Malley said it was easy to think the next day that the floods they saw somehow would not impact them again, but every Bus Operator in the field that had to deal with the storm was dealing with something they had never seen, especially in Union County. He said the exceedances in rainfall were beyond Hurricane Henri and in some cases were close to Hurricane Ida levels. Mr. O'Malley said this was essentially just a storm that was a Monday night rainstorm, but this as a reminder. He said their hearts went out to the two individuals who lost their lives in Plainfield. Mr. O'Malley said this was a reminder that they were living in a warmer and more dangerous world. He said climate resistance was not just a talking point and that it was very clearly important.

Mr. O'Malley said he wanted to make two comments regarding the Fiscal Year 2026 budget that was up for vote. He echoed the critical nature of having public hearings on the fare hike that all transit riders had been paying since July 1, 2025. He said July 1st, for Mets fans, was known as Bobby Bonia Day, and should not be known to NJ TRANSIT riders as Fare

Hike Day in Perpetuity. Mr. O'Malley said this was a clear injustice, especially for bus riders who had the least ability to pay more on a continuous basis. He said they would have riders priced out of transit.

Mr. O'Malley said secondly, the budget before them was reliant on ongoing budget raids. He said the Clean Energy Fund was raided by twice its normal level, up to \$140 million. Mr. O'Malley said this was a reminder that they needed dedicated funding. He said the Corporate Transit Fee provided the promise of dedication, without actually dedicating the dollars. Mr. O'Malley said it was a temporary funding source, and they needed dedicated long-term funding that was approved by the voters, so that they could have funds that they could bond off like the gas tax. He said this was a one-time raid and the next time they raided the money, they were going to be cutting money for solar and low-income communities that desperately need it. Mr. O'Malley said they needed public transit, but they needed dedicated funding.

Jason Anthony, resident of New York and member of the Long Island Railroad ADA Task Force, asked Commissioner O'Connor and President & CEO Kolluri to pay attention. Mr. Anthony said as they knew, July was Disability Pride Month. He said it was very disappointing that their agency overlooked this and were not doing anything specifically for people with disabilities and the elderly. Mr. Anthony said he felt disrespected as a New Yorker and slammed them with a fare increase for the second year in a row. He said that they should be aware that most of their trains came into his turf, New York Penn Station. Mr. Anthony said Commissioner O'Connor and the other Board members, many of whom were not commuters, needed to pay attention and stop disrespecting New Yorkers. He said they demanded more service, but they were not getting it, even though fares went up. Mr. Anthony said they needed to visit New York Penn Station to see firsthand how Long Island Railroad treated their customers. He said he never received a response from President & CEO Kolluri about how the agency treated New Yorkers who relied on their trains.

Mr. Anthony said the conditions of the trains were unacceptable, particularly the taped-up seats. He said they did not receive an apology from the Board. Mr. Anthony said they expected vision and leadership from Commissioner O'Connor and the rest of the Board members. He said they wanted to see them come to New York Penn Station, the Port Authority Bus Terminal, and the George Washington Bridge Bus Station because that was where the people were. Mr. Anthony said riders were not only in Secaucus. He said they expected their presence at these locations within the next month and, if not, they would start calling for their resignations.

Comments in Lieu of Speaking

Anthony Esposito, resident of Sayreville, wrote despite emailing Customer Service many times over the last two years to complain about the last rail car being closed on trips from South Amboy to New York Penn Station, the practice was still in place today. For clarification, the rail car was closed to paying customers. NJ TRANSIT employees were

welcome to enter and sit in the non-crowded car. He would like to see this practice stop, or after 40 complaints, at least be provided with a reason for this practice.

President & CEO's Monthly Report

President & CEO Kolluri first addressed the Trespasser Fatality incident that occurred on Wednesday morning onboard train (3924). He said he had talked to the Board previously about processing the scene when something like this occurred, and it caused a lot of logistical issues when they encountered this type of incident. President & CEO Kolluri assured the Board that things were handled, and he was on the train and able to observe the work of the New Jersey Transit Police and Rail Operations staff. He said while it took two hours to process the scene, he could testify, observing from start to finish, the work that took place was methodical. President & CEO Kolluri said everything was done in the most efficient way possible, and they were able to move the people from one train to another to get them to their destination. He said they usually have trespasser incidents multiple times a year, and it was a challenge from a logistical standpoint to move the train when an incident like this occurred. President & CEO Kolluri said at the end of the day someone lost their life, and he did not want anyone to lose sight of that. He was proud that the passengers onboard the train were respectful and understanding of what happened. The passengers also acknowledged the fact that yes, it was an inconvenience, and there was a troubled person who lost their life, but hoped he was now at peace.

President & CEO Kolluri said for the FIFA Club World Cup, NJ TRANSIT provided more than 150,000 bus and rail trips to all nine FIFA Club World Cup Games at MetLife Stadium. On the last Sunday night of the games, they moved 20,390 people outward-bound. President & CEO Kolluri said he knew Chair O'Connor, the State Police, Rail Operations, and the New Jersey Transit Police Department did a remarkable job in making sure they executed this event and the entire tournament, with as much efficiency and professionalism possible, while still running a commuter service. He was also proud of the 200 NJ TRANSIT ambassadors that were on the scene every tournament, making sure that the fans got to their location, and understood the directions. President & CEO Kolluri said he knew Chair O'Connor and Governor Murphy were proud of how everything turned out. This was not an easy task, but ultimately next year they were going to move more people than what they moved this year. He said the fact that they were already able to move well over 20,000 people an hour, without the improvements that were going to be in place next year, was a testament to the colleagues who were at the tournaments.

President & CEO Kolluri touched briefly on the Brotherhood of Locomotive Engineers & Trainmen (BLET) agreement, which the Board would be voting on that night. He said Tom Haas, the General Chairman from BLET, was at the meeting. He said the agreement reached was a difficult and contentious negotiation, but what they ended up with did not violate the fundamental principles that he and Governor Murphy laid out. President & CEO Kolluri said they wanted something that was fiscally responsible, but also met the needs of the Union, and with the agreement they were voting on that night, they did that.

President & CEO Kolluri said they also did something else that took precedence for how contracts from this point on could, and should be negotiated. Any additional money above the pattern must be paid for by the Union. President & CEO Kolluri said this reasoning was simple. As everyone previously heard from the three young summer fellows from the Tri-State Transportation Campaign, NJ TRANSIT must ensure it runs a budget that is equitable, balanced, and focused on ridership. He said the only way they could do that was if they remained mindful of the money they get from both the riders and legislature. President & CEO Kolluri said NJ TRANSIT needs to make sure the deals they strike with unions meet their fundamental obligations for fiscal responsibility, while trying to meet their needs. He said they met these obligations and he explained what the union gave back.

President & CEO Kolluri said for the first time, BLET members gave back three percent of their gross wage contributions to healthcare, and no other union was doing that. Two, BLET's hourly workday was nine hours, compared to eight hours before the agreement was signed. Three, they reduced the deadhead time that BLET received before. Lastly, they got the union to agree to mandatory training at home, instead of coming into the office.

President & CEO Kolluri said they had multiple mandatory training sessions that he and all of the union were required to complete. He said the exposure for them was when the union member would come in to do the training sessions at work, they would have to find someone to backfill their position and had to pay time and a half for it. He said if they were not able to get the union member to do the training on their regular day, they had to pay time and a half for them to do the training on their day off.

President and CEO Kolluri said these four things alone essentially made sure they covered any additional money given over a pattern. He gave the BLET Chairman a lot of credit for giving up some of those things that were not easy. President & CEO Kolluri said he knew this was the right decision for NJ TRANSIT and the taxpayers. The BLET gave back value, which was the most important, and no other union had done that.

President & CEO Kolluri discussed NJ TRANSIT's Operating Budget and said he was very proud of the work that his colleagues have done. He was also proud of the commitment that Governor Murphy made for over seven years to NJ TRANSIT. This was his last budget, but he has committed to making sure NJ TRANSIT, despite the most incredible challenges, had stable funding. He said the Legislature and the Governor gave them the Corporate Transit Fee, which helped NJ TRANSIT meet and fill the money they received from the federal government during COVID. President & CEO Kolluri said they went one step further in this year's operating budget, which was an important principle for him. He said the public has also talked about fare increases.

President & CEO Kolluri said to Mr. Reich's point, he was glad Mr. Reich mentioned David Peter Alan speaking as a private citizen. He noted that Mr. Reich should clarify that when he spoke at meetings that he did not speak for the Civil Service Commission, and was speaking for himself, for his own protection.

President & CEO Kolluri said when they put a budget in front of the public, they had an obligation to make sure they not only asked for the necessary money, but they provided the public with real cuts and revenue generation opportunities, that would reduce the amount of money they asked for from the legislature. He said they were originally going to ask for 7.7 percent, but ended up getting a 5.1 percent increase in their budget because they identified over \$100 million in new revenues and savings for the upcoming year.

President & CEO Kolluri said the reason for this increase was not so they could have fancy things, but because most of the private bus carriers that NJ TRANSIT had relied on over the years had abandoned routes that they had to pick up. He said this was the biggest driver of NJ TRANSIT expenses, and they incurred \$30,000 in labor costs that were mandatory. Access Link, the most important service they provided to the disabled community, was a service that has gone up exponentially from last year to this year. President & CEO Kolluri said every penny of increases they have asked for was accounted for, budgeted in a thoughtful way, and assured Chair O'Connor and the Board that the budget in front of them had been well thought out. They really worked hard to ensure they proved to the Board and the legislature that they were willing to do their part to reduce the expenditures where appropriate.

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 Weiss 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 2025 Budget, 12-month farebox revenue compared to pre-COVID, major balance sheet items, and a Federal COVID-19 relief grant drawdown summary. 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 May 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: Fiscal Year 2026 Authorization to Secure Capital Funding; NJ TRANSIT Fiscal Year 2026 Grant Programs: Local Transportation for Senior Citizens, Persons with Disabilities, Rural and Low-Income Residents; and NJ TRANSIT Owned Real Estate Transmittal.

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, covering the period from Quarter One 2024 through Quarter One 2025. Agency Safety Management emphasized its ongoing commitment to education, outreach, and community engagement, prioritizing high-risk areas through targeted programming. In Quarter One 2025 alone, the Safety Education Team delivered 82 Rail, Bus, and Pedestrian Safety Awareness presentations, reaching approximately 12,150 individuals across 42 elementary schools, 13 middle schools, 16 high schools, and 11 adult organizations. Notably, 16 of these sessions were part of the Special SEAT program, providing vital safety education to 170 students with special needs.

Chief Trucillo briefed the Board Safety members on the department’s work during the month of June concerning Outreach to at-risk individual, Narcan deployments, and the fact that officers continue to enforce the no smoking regulations at all NJ TRANSIT stations and terminals. In addition, Chief Trucillo updated the committee members regarding the ongoing 2026 FIFA World Cup Planning, the recent Police Awards Ceremony, as well as the graduation of six new police recruits.

Action Items

Board Secretary Umukoro noted they were going to begin with Board Item 2507-34.

Board Secretary Umukoro noted Board Members Abrantes, Brown, and Thomas were recused from Item #2507-34 and would not comment or vote on the item.

2507-34 PROPOSED LABOR AGREEMENT: NJ TRANSIT RAIL OPERATIONS, INC. AND THE BROTHERHOOD OF LOCOMOTIVE ENGINEERS AND TRAINMEN

President & CEO Kolluri introduced James Sincaglia, Senior Vice President & General Manager, Rail Operations, to present Action Item #2507-34. James Sincaglia presented for approval Action Item #2507-34: Proposed Labor Agreement: NJ TRANSIT Rail Operations, Inc. and The Brotherhood of Locomotive Engineers and Trainmen.

Board Member Aaron J. Creuz made a motion, Board Member Evan S. Weiss seconded the motion, and the item was adopted.

Roll Call Vote:

Abrantes	Maroko	Narra	Weiss	Kanef	Creuz	Carson	O’Connor
Recused	Absent	Absent	Yes	Yes	Yes	Yes	Yes

2507-30 FISCAL YEAR 2026 OPERATING BUDGET

President & CEO Kolluri introduced Jacqueline Stamford, Senior Vice President, Chief Financial Officer & Treasurer, to present Action Item #2507-30. Jacqueline Stamford presented for approval Action Item #2507-30: Fiscal Year 2026 Operating Budget.

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

Roll Call Vote:

Abrantes	Maroko	Narra	Weiss	Kanef	Creuz	Carson	O'Connor
Yes	Absent	Absent	Yes	Yes	Yes	Yes	Yes

2507-31: FISCAL YEAR 2026 AUTHORIZATION TO SECURE CAPITAL FUNDING

President & CEO Kolluri introduced William Brooks, Senior Vice President, Capital Delivery, to present Action Item #2507-31. William Brooks presented for approval Action Item #2507-31: Fiscal Year 2026 Authorization to Secure Capital Funding.

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

Roll Call Vote:

Abrantes	Maroko	Narra	Weiss	Kanef	Creuz	Carson	O'Connor
Yes	Absent	Absent	Yes	Yes	Yes	Yes	Yes

2507-32: NJ TRANSIT FISCAL YEAR 2026 GRANT PROGRAMS: LOCAL TRANSPORTATION FOR SENIOR CITIZENS, PERSONS WITH DISABILITIES, RURAL AND LOW-INCOME RESIDENTS

President & CEO Kolluri introduced William Brooks, Senior Vice President, Capital Delivery, to present Action Item #2507-32. William Brooks presented for approval Action Item #2507-32: NJ TRANSIT Fiscal Year 2026 Grant Programs: Local Transportation for Senior Citizens, Persons with Disabilities, Rural and Low-Income Residents.

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

Roll Call Vote:

Abrantes	Maroko	Narra	Weiss	Kanef	Creuz	Carson	O'Connor
Yes	Absent	Absent	Yes	Yes	Yes	Yes	Yes

2507-33: NJ TRANSIT RESILIENCE PROGRAM: DISTRIBUTED GENERATION PROJECT – DESIGN-BUILD CONSTRUCTION, CONSTRUCTION MANAGEMENT SERVICES, AND DESIGN SERVICES CONTRACT AMENDMENTS

President & CEO Kolluri introduced William Brooks, Senior Vice President, Capital Delivery, to present Action Item #2507-33. William Brooks presented for approval Action Item #2507-33: NJ TRANSIT Resilience Program: Distributed Generation Project – Design-Build Construction, Construction Management Services, and Design Services Contract Amendments.

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

Roll Call Vote:

Abrantes	Maroko	Narra	Weiss	Kanef	Creuz	Carson	O’Connor
Yes	Absent	Absent	Yes	Yes	Yes	Yes	Yes

Consent Calendar

ITEM #2507-35: NJ TRANSIT OWNED REAL ESTATE TRANSMITTAL

ITEM #2507-36: REGULATION: ADOPTION OF N.J.A.C. 16:74 NEW JERSEY TRANSIT PROCEDURE FOR CLAIMS OF DESTRUCTIVE COMPETITION

Chair O’Connor asked for a motion to approve the consent calendar.

Board Member Aaron J. Creuz made a motion, Board Member Anthony N. Abrantes seconded the motion, and the consent calendar was adopted.

Roll Call Vote:

Abrantes	Maroko	Narra	Weiss	Kanef	Creuz	Carson	O’Connor
Yes	Absent	Absent	Yes	Yes	Yes	Yes	Yes

Executive Session Authorization

Chair O’Connor noted they would adjourn to Executive Session, would return only to adjourn the meetings, and no further business would be conducted. Chair O’Connor asked for a motion to enter into executive session to discuss personnel matters, contract negotiations, the status of pending and anticipated litigation, and matters falling within the attorney-client privilege.

Board Member Anthony N. Abrantes made the motion, Board Member Aaron J. Creuz seconded the motion, and it was adopted. At approximately 7:24 p.m., the Board adjourned to the Executive Session.

Roll Call Vote:

Abrantes	Maroko	Narra	Weiss	Kanef	Creuz	Carson	O'Connor
Yes	Absent	Absent	Yes	Yes	Yes	Yes	Yes

Return to Open Session

Chair O'Connor reconvened Open Session at 7:55 p.m. Board Secretary Umukoro conducted Roll Call. Chair O'Connor, and Board Members Abrantes, Creuz, Kanef, and Weiss returned to Open Session. Vice Chair Carson and Board Members Brown, Maroko, Narra, and Thomas were absent.

Adjournment

Since there was no further business, a motion to adjourn was made by Board Member Anthony N. Abrantes, seconded by Board Member Aaron J. Creuz, and the motion was adopted.

The meetings were adjourned at approximately 7:56 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

JULY 17, 2025

MINUTES

PAGE

- CALL TO ORDER -
- APPROVAL OF MINUTES OF PREVIOUS MEETINGS 70411
- ADVISORY COMMITTEE REPORT -
- SENIOR CITIZEN AND DISABLED RESIDENT TRANSPORTATION ADVISORY COMMITTEE REPORT -
- PUBLIC COMMENTS -
- PRESIDENT & CEO'S MONTHLY REPORT 70412
- BOARD COMMITTEE REPORTS -

ACTION ITEMS

2507-30 FISCAL YEAR 2026 OPERATING BUDGET – Authorization to adopt the Fiscal Year 2026 Operating Budget in the amount of \$3.1554 billion. **70434**

2507-31 FISCAL YEAR 2026 AUTHORIZATION TO SECURE CAPITAL FUNDING – Authorization to take whatever actions are necessary to seek and secure the funds envisioned by this Program and Projects. **70453**

Authorization to transfer funding sources and amounts among programmed projects as circumstances require, in compliance with the terms and conditions of the grants and other funding sources.

Authorization to make application, execute contracts or agreements, and take whatever other actions are necessary to seek and secure funds, consistent with the basic intent of this program, which may become available subsequent to its adoption.

2507-32 NJ TRANSIT FISCAL YEAR 2026 GRANT PROGRAMS: LOCAL TRANSPORTATION FOR SENIOR CITIZENS, PERSONS WITH DISABILITIES, RURAL AND LOW-INCOME RESIDENTS – Authorization to execute, extend, or modify contracts to implement the FY2026 Senior Citizen and Disabled Resident Transportation Assistance Program as set forth in Exhibit A, for a total program amount of \$46,081,000, subject to the availability of funds. **70454**

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
JULY 17, 2025
MINUTES
PAGE 2

Authorization to execute all appropriate agreements and contracts and to take all other steps necessary to implement the FY2026 FTA Section 5311 Rural and Small Urban Areas Program for the counties, as set forth in Exhibit B, in the amount of \$7,755,591, which includes \$5,755,591 in federal funds and \$2,000,000 as the NJ TRANSIT share of the local match, subject to the availability of funds.

Authorization to execute all appropriate agreements and contracts and to take all other steps necessary to implement the FY2026 Section 5311 Rural Intercity funds, for a total program amount of \$1,015,693, subject to the availability of funds.

Authorization to execute all appropriate agreements and contracts and to take all other steps to implement the FY2026 FTA Section 5311(b)(3) Rural Transit Assistance Program in an amount up to \$175,420 federal funds, at no cost to NJ TRANSIT, subject to the availability of funds.

Authorization to execute all appropriate agreements and leases to implement the FY2026 FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program estimated amount of \$13,957,975, which includes \$11,178,975 in federal funds and \$2,779,000 as the NJ TRANSIT share of the local match, subject to the availability of funds.

Authorization to execute all appropriate agreements and contracts and to take all other steps to implement the FY2026 New Jersey Jobs Access and Reverse Commute (NJ-JARC) Program, in the amount of \$4,500,000 in NJ TRANSIT funds, subject to the availability of funds.

Authorization to execute all appropriate agreements and contracts and to take other steps to implement the FY2026 New Jersey Jobs Access and Reverse Commute (NJ-JARC) Program, in the amount up to \$1,000,000 in additional funds from the State of New Jersey, for a total NJ-JARC Program cost of \$5,500,000, subject to the availability of funds.

Authorization to execute all appropriate agreements and contracts and to take all other steps to implement any specially-dedicated Congressional or State appropriations, FTA Section 5307 Small Urban Cities, Vanpools, TMA programs, FTA Section 5309 Major Capital Investments, Carbon Reduction Program, Congestion Mitigation Air Quality (CMAQ), and/or other local projects, including funds, which will be flexed into ongoing FTA programs under the FY2026 budget for \$10,000,000, subject to the availability of funds.

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
JULY 17, 2025
MINUTES
PAGE 3

2507-33 NJ TRANSIT RESILIENCE PROGRAM: DISTRIBUTED GENERATION PROJECT – DESIGN-BUILD CONSTRUCTION, CONSTRUCTION MANAGEMENT SERVICES, AND DESIGN SERVICES CONTRACT AMENDMENTS – Authorization to amend NJ TRANSIT Contract No. 16-001 with AECOM for Construction Assistance Services, in the amount not to exceed \$1,556,495.00, plus five percent contingency, subject to the availability of funds. **70460**

Authorization to amend NJ TRANSIT Contract No. 21-058 with Burns Engineering for Construction Management Services, in the amount not to exceed \$5,285,978.08, plus five percent contingency, subject to the availability of funds

Authorization to amend NJ TRANSIT Contract No. 19-033XR with Dynamic US, Inc. for Final Design, Construction and Commissioning Services, in the amount not to exceed \$47,584,778.10, plus five percent contingency, subject to the availability of funds.

2507-34 PROPOSED LABOR AGREEMENT: NJ TRANSIT RAIL OPERATIONS, INC. AND THE BROTHERHOOD OF LOCOMOTIVE ENGINEERS AND TRAINMEN – Authorization to approve the economic terms and other proposed conditions set forth in the May 18, 2025 Memoranda of Understanding (Exhibit A) negotiated by NJ TRANSIT Rail Operations, Inc. and the BLET, and authorization for the President & CEO, or his designee, to take all necessary steps to finalize and implement same. **70462**

CONSENT CALENDAR

2507-35 NJ TRANSIT OWNED REAL ESTATE TRANSMITTAL – Approval of the NJ TRANSIT Real Estate Report in Exhibit A and authorization to transmit the report to the Governor, the Commissioner of Transportation, the President of the Senate, the Speaker of the General Assembly, the Assembly Transportation and Independent Authorities Committee, and the Senate Transportation Committee. **70472**

2507-36 REGULATION: ADOPTION OF N.J.A.C. 16:74 NEW JERSEY TRANSIT PROCEDURE FOR CLAIMS OF DESTRUCTIVE COMPETITION – Authorization to take all actions necessary to adopt N.J.A.C. 16:74 et seq., consistent with this Board item and corresponding Exhibits, put the regulation in the appropriate format, and take all other actions necessary to effectuate the final adoption and promulgation of NJ TRANSIT’s Procedure for Claims of Destructive Competition. **70493**

➤ **EXECUTIVE SESSION AUTHORIZATION** **70498**

➤ **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 June 11, 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 June 19, 2025;

NOW, THEREFORE, BE IT RESOLVED that the minutes of actions taken at the June 11, 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: JULY 17, 2025
SUBJECT: PRESIDENT & CEO'S REPORT – JULY 2025

A handwritten signature in black ink, appearing to read 'Kris Kolluri', with a horizontal line underneath.

I'm pleased to report that NJ TRANSIT delivered an overwhelmingly positive customer experience for the 2025 FIFA Club World Cup at MetLife Stadium, providing more than 150,000 bus and rail trips for nine matches, including the finals on July 13. Hundreds of customer service ambassadors were deployed to key transit hubs, and supplemental bus service was provided at the end of each match to increase capacity and reduce wait times – without failing to move fans out of the stadium within the hour on average at any match. The event served as a valuable test of our readiness for the 2026 FIFA World Cup.

To encourage more recreational transit use while supporting local businesses throughout the state, we launched our new “Pizza and Pints” campaign, promoting public transit option to nearly 150 pizza, brewery, and winery destinations statewide. Our new interactive map at njtransit.com/pizza allows customers to search by establishment, location, or transit line for destinations within walking distance of NJ TRANSIT services. The campaign kicked off on June 12th at Yale Terrace Brewery in Cranford—featuring a NJ TRANSIT-themed custom brew called “All Aboard Ale”—and continued with a celebratory visit to the Cranford brewery with Governor Murphy on July 2nd.

We are also taking steps to improve the customer experience for Access Link users. Three new transportation network companies—Via, Uzurv, and FirstAlt—have joined our Riders' Choice Pilot, offering Access Link customers with expanded options and enhanced support. These additions help us better match vehicle types with customer needs and aligns with our ongoing efforts to deliver more responsive, customer-focused ADA service.

This evening, our Board will consider several important items, including a new contract with the Brotherhood of Locomotive Engineers and Trainmen (BLET). The contract represents a deal that adhered to the established pattern, and is fair for our engineers as well as for our riders and New Jersey taxpayers. The contract includes meaningful concessions that help NJ TRANSIT deliver a fiscally responsible FY26 Operating Budget, which is also up for Board approval on today's agenda.

The FY 26 Operating Budget continues our investment in safety, reliability, and systemwide modernization. We are also seeking Board authorization to secure capital funding to maintain progress on advancing critical infrastructure projects and fleet upgrades. As part of these budget items, we will seek approval of the Local Program Budget, which helps sustain transportation services in New Jersey's more rural areas, which most directly benefit seniors, people with disabilities, and residents of low-income communities.

We also marked a major milestone for our Raritan River Bridge project. On June 24th, I joined Governor Murphy, Board Chair O'Connor, Assembly Speaker Craig Coughlin, and local officials to break ground on Phase 2 of the bridge replacement. This project—the second largest in our Capital Plan—supports 17 of the 20 stations on the North Jersey Coast Line and serves approximately 11,400 riders daily. Phase 2 will deliver a storm-resilient lift span, new signals, and catenary infrastructure.

On July 1st, I was pleased to host Senator Cory Booker and Amtrak Acting VP of Capital Jim Short for a tour of the Portal North Bridge—the largest project in our Capital Plan. Portal North remains on time and on budget, with the first track expected to open in 2026. Senator Booker was impressed with the tremendous progress we have made on this project of national significance, which is critical to improving Northeast Corridor reliability.

Finally, on July 3rd, NJ TRANSIT and our development partner LCOR broke ground on upgrades to Hudson Place and Warrington Plaza as part of the broader Hoboken Connect project. These upgrades will transform underutilized space into a welcoming, elevated public plaza with pedestrian and bicycle enhancements, stormwater management features, lighting, and landscaping. They represent an important step toward a fully integrated, multimodal transit hub that includes a new bus terminal, ferry terminal upgrades, and 386 units of mixed-income housing.



PRESIDENT & CEO'S MONTHLY REPORT

July 17, 2025

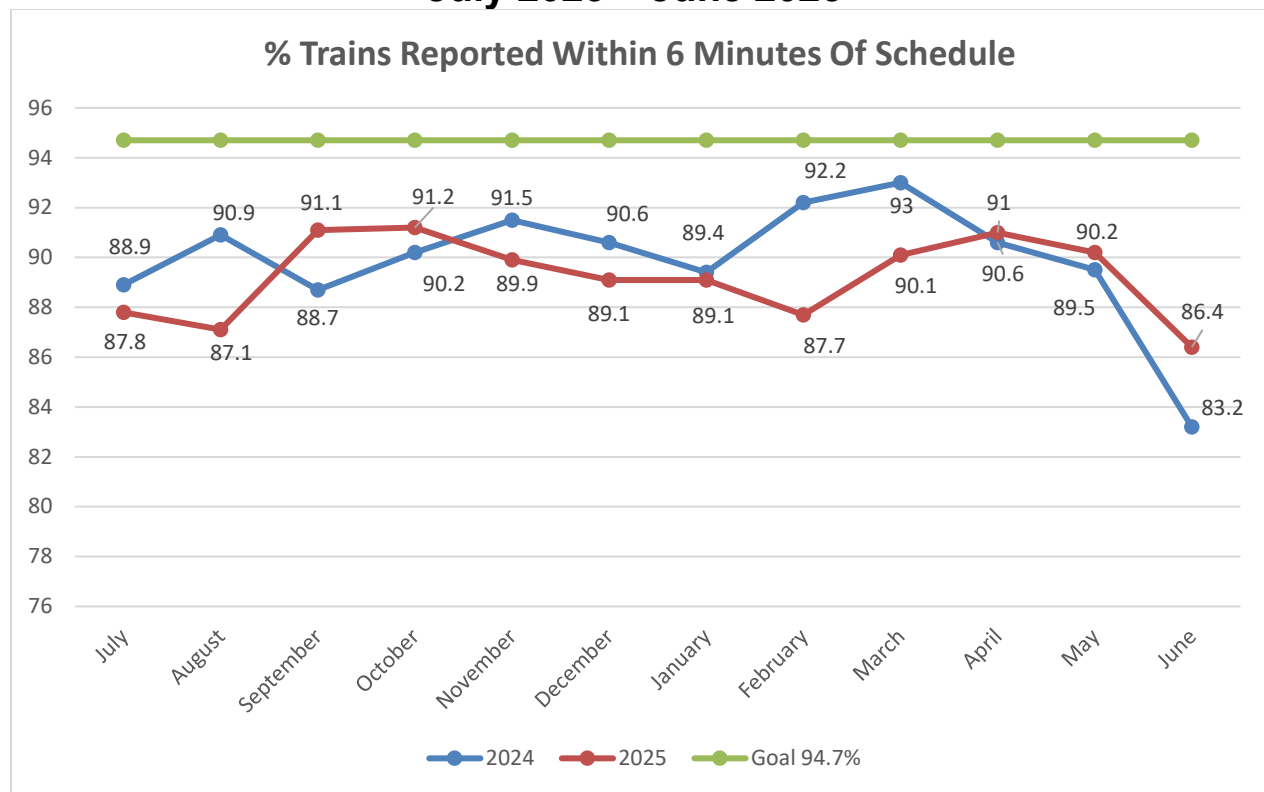
TABLE OF CONTENTS

July 17, 2025

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

PERFORMANCE MEASURES

NJ TRANSIT ON-TIME PERFORMANCE RAIL July 2023 – June 2025



	<u>2024</u>	<u>2025</u>	<u>%Change</u>
June Comparison	83.2%	86.4%	3.2%
12-Month Average July 2023 – June 2025	89.9%	89.2%	-0.7%

Analysis:

Rail On-time Performance was 86.4% for the month of June 2025. Of the 18,128 trains scheduled to operate, 15,671 were on time, while 2,457 trains (or 13.6% were delayed).

Key Causes included:

- Amtrak speed restriction, track issue, NJT electric locomotive issue, heavy travel and an event contributed 156 delays on June 6.
- Amtrak debris, catenary issue, NJT weather related signal issue, weather related catenary issue, electric locomotive issue, PTC mechanical an event contributed to 176 delays on June 19.
- Amtrak signal issue, trackside interference, NJT track issue, dual mode engine issue, electric locomotive issue, MU weather related issue, PTC mechanical, shortage of equipment, trackside interference, electric locomotive issue and multi-level cab car issue contributed to 235 delays on June 23.

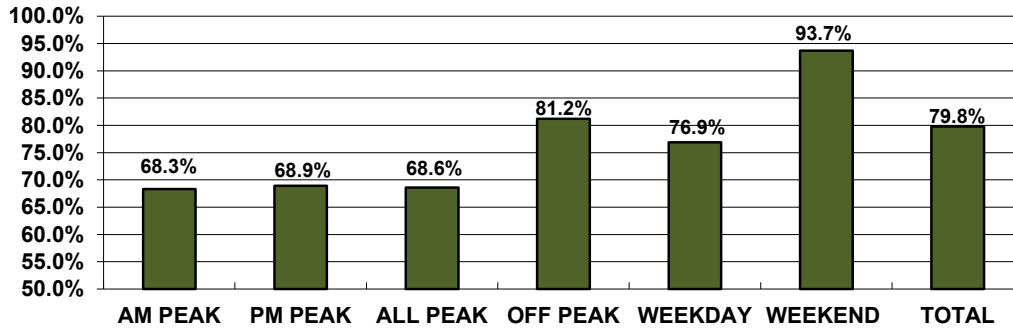
The 12-month Average for Rail On-Time Performance was 89.2%.

ON-TIME PERFORMANCE RAIL

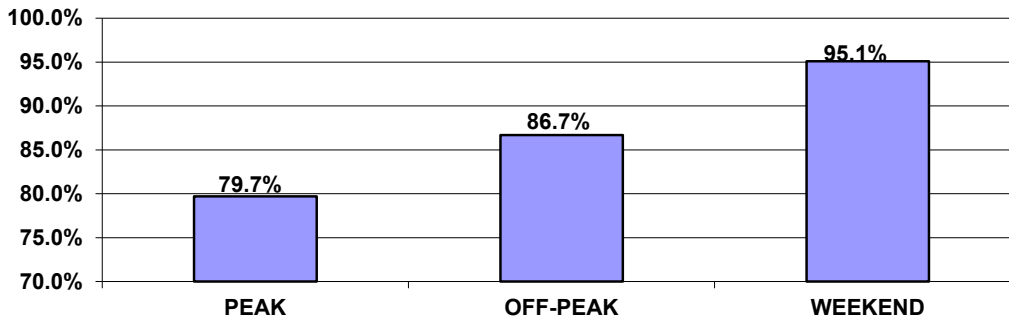
SUMMARY BY TIME PERIOD JUNE 2025

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

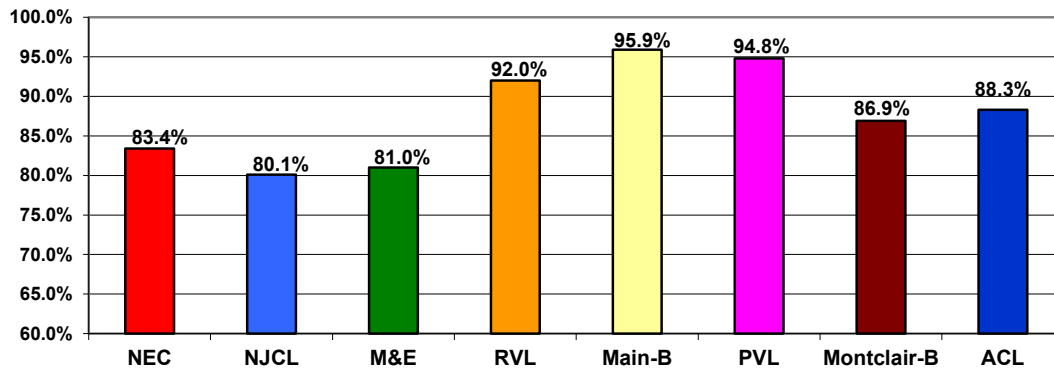
% NEW YORK PENN STATION Trains Reported On Time *



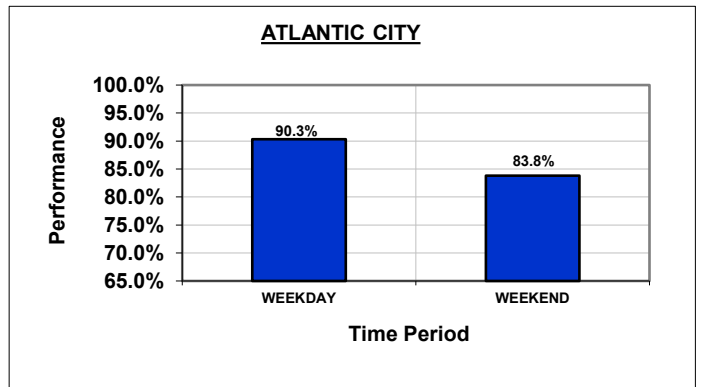
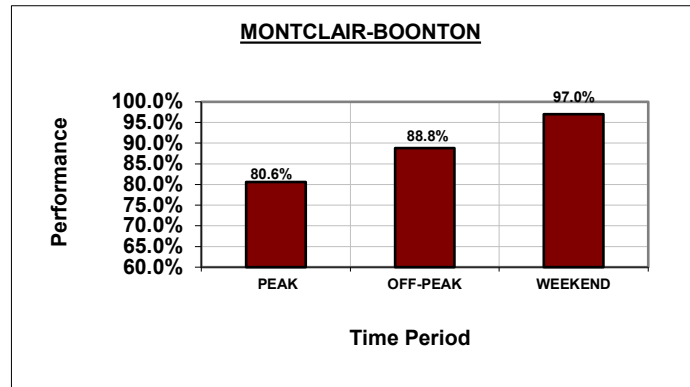
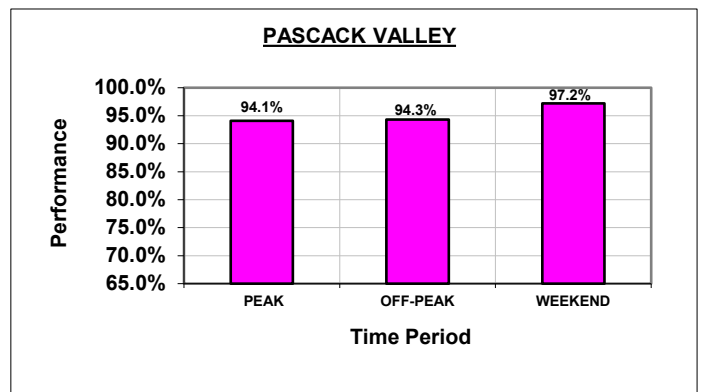
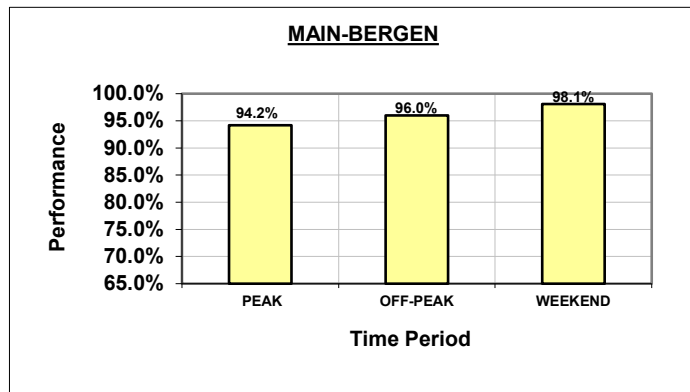
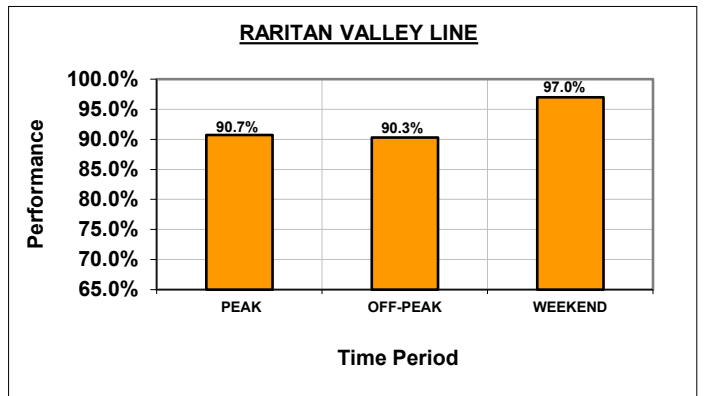
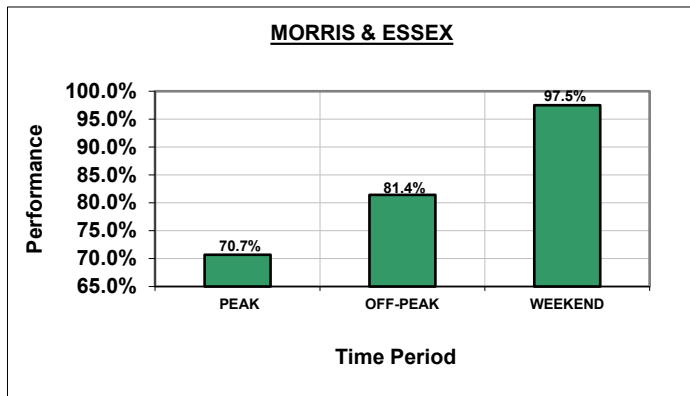
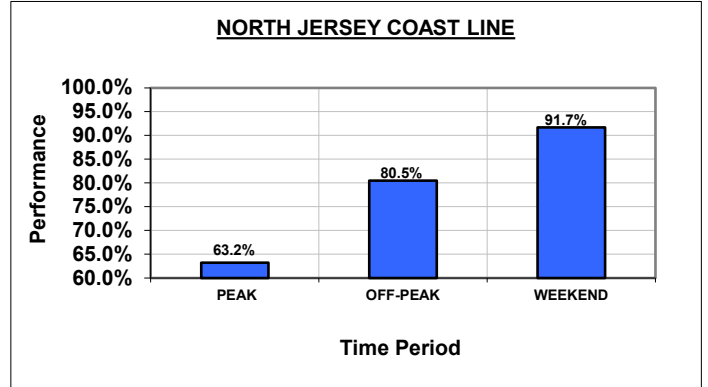
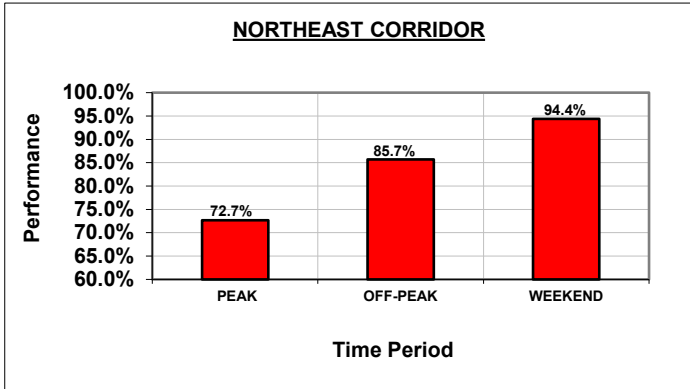
% SYSTEMWIDE Trains Reported On Time



% BY LINE Trains Reported On Time

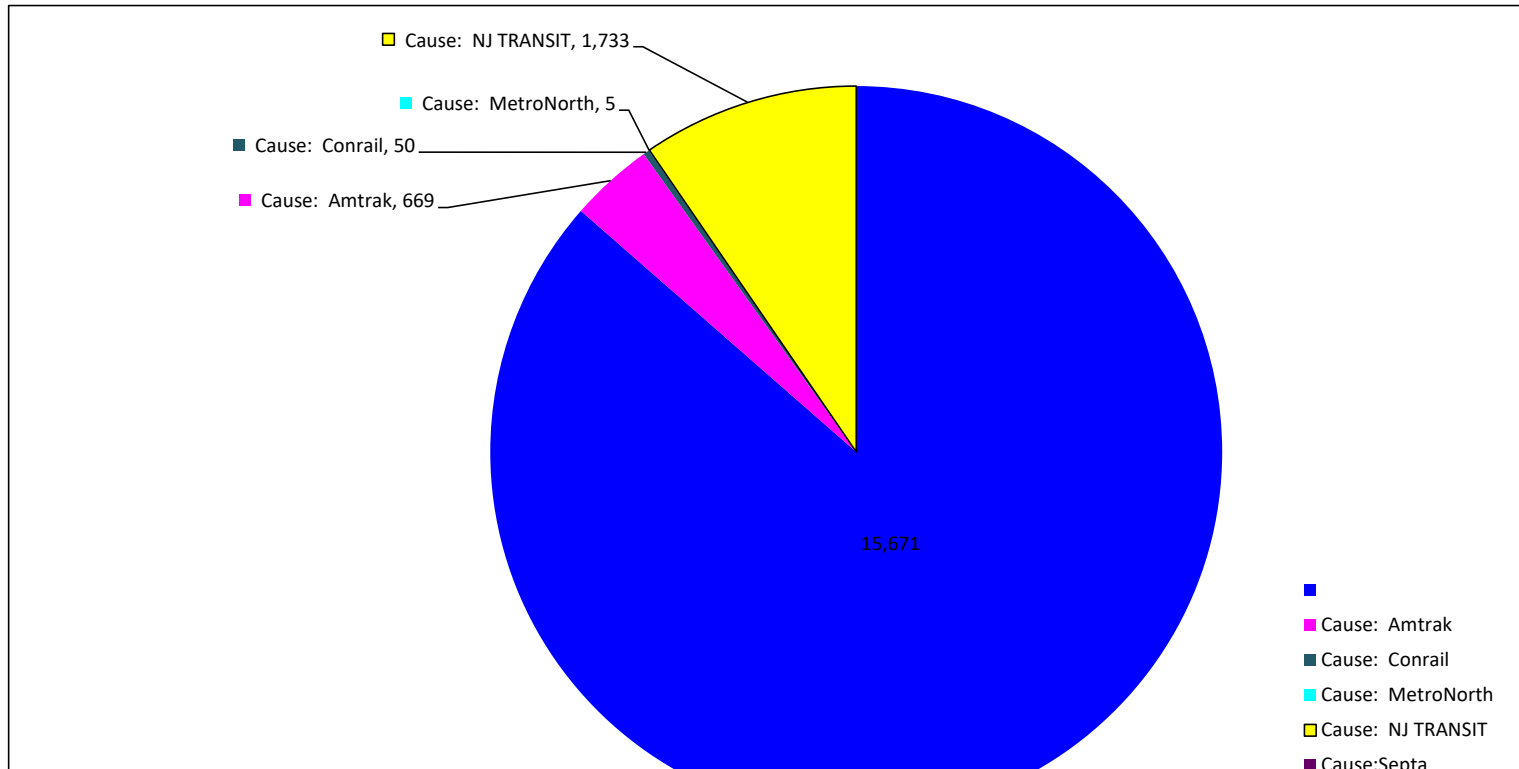


ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD JUNE 2025

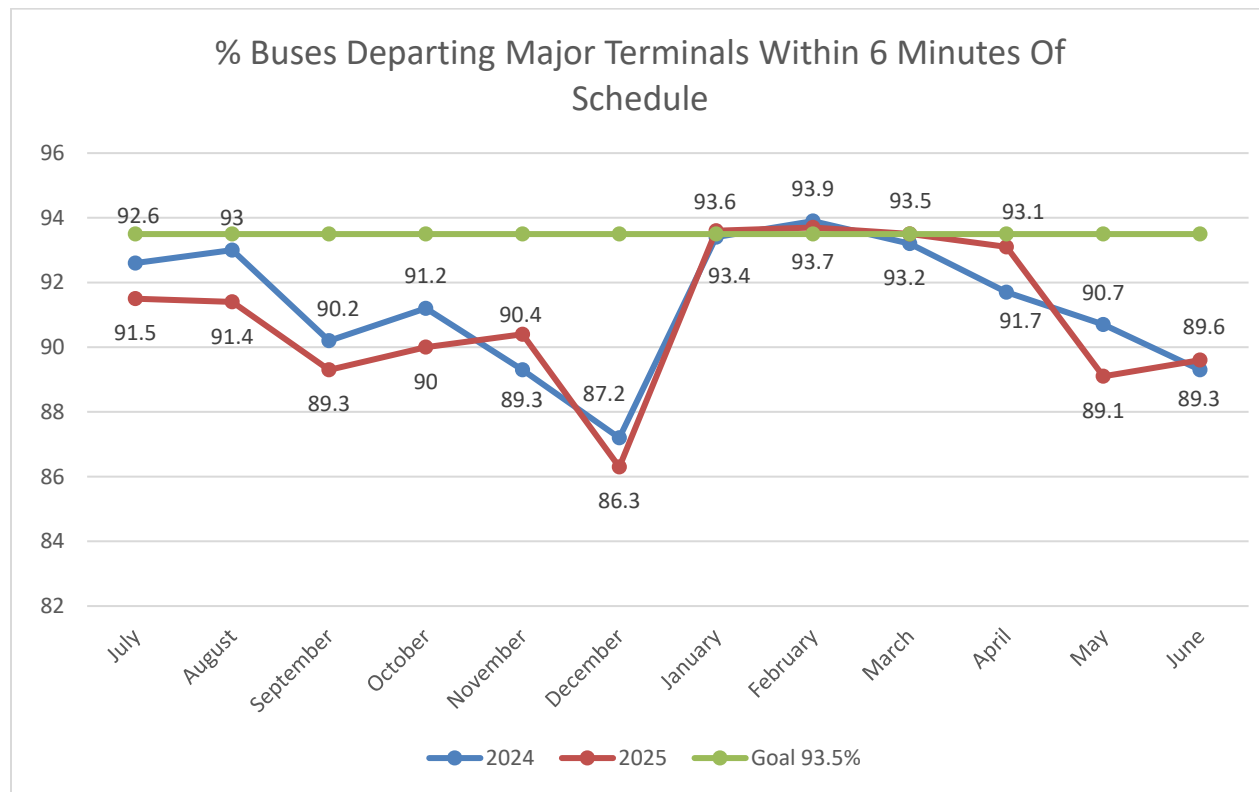


NJ TRANSIT Performance - June 2025 Late NJ TRANSIT Trains

		Cause: Amtrak	Cause: Conrail	Cause: MetroNorth	Cause: NJ TRANSIT	Cause:Septa	Cause: NS
# of Trains On Time	15,671	669	50	5	1,733		
# of Late Trains	2,457	3.69%	0.28%	0.03%	9.56%	0.00%	0.00%
Total # of Trains	18,128						
Percentage On Time	86.4%						



NJ TRANSIT ON-TIME PERFORMANCE BUS July 2023 – June 2025



	<u>2024</u>	<u>2025</u>	<u>%Change</u>
Jun Comparison	89.3%	89.6%	0.3%
12-Month Average Jul 2024 – Jun 2025	91.3%	91.0%	-0.3%

Analysis:

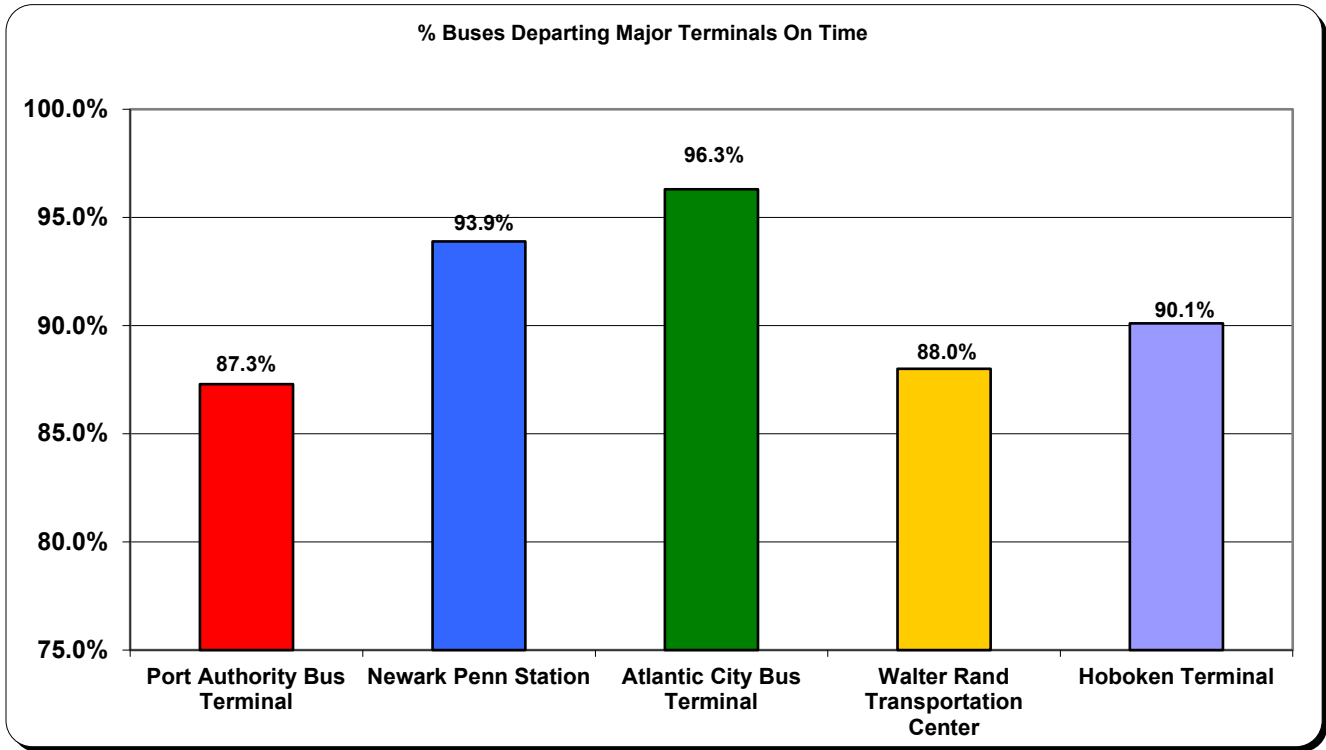
Bus On-Time Performance systemwide was 89.6% for the month of Jun 2025. Of the 46,138 monitored departures, 4,793 experienced delays.

Key Causes included:

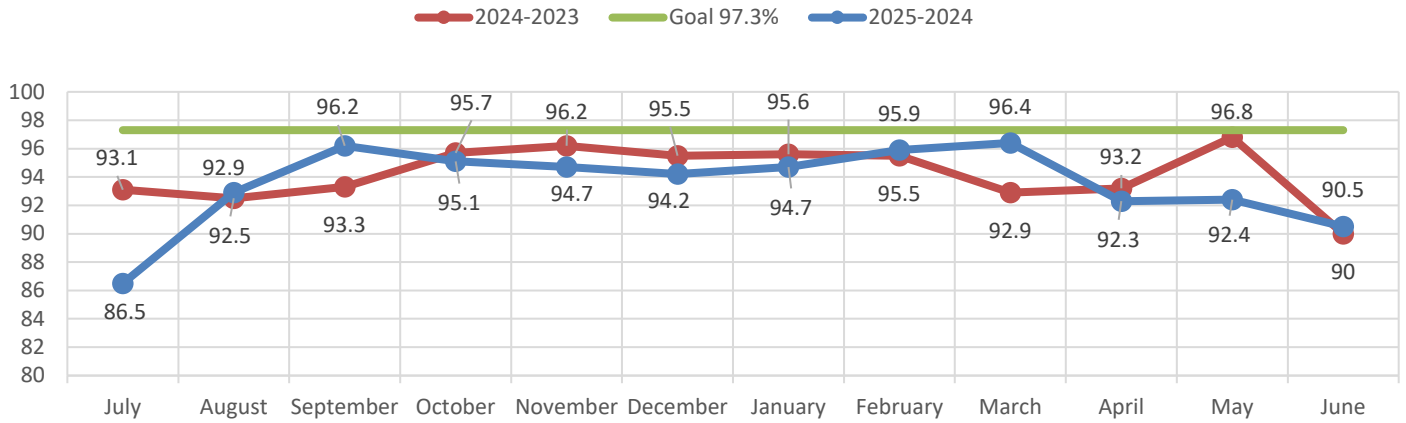
- At PABT, delays were caused by the following: on the 2nd, disabled bus, on the 4th, heavy inbound traffic and road construction on Rt.3. On the 12th & 13th, heavy traffic on both days. On the 18th -20th, disabled bus in north tube, disabled vehicle in tunnel, accident on TPK, overturned truck and heavy traffic. On the 24th – 27th disabled bus in tunnel and heavy traffic; disabled buses and vehicles in the tunnel and on 495 due to heat. On the 27th, heavy traffic caused delays.
- At Newark Penn, on the 3rd, bus auto accident, vandalism, mechanical issues, road construction caused delays. On the 4th, motor vehicle accident, mechanical accident, road construction/closures on multiple roads impacted service. On the 5th, DOT inspections, bus auto accident, delays due to road closures and detours caused 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 July 2023 – June 2025



	<u>2024</u>	<u>2025</u>	<u>% Change</u>
June Comparison	90.0%	90.5%	+0.5%
12-Month Average July – June	94.5%	93.5%	-1.0%

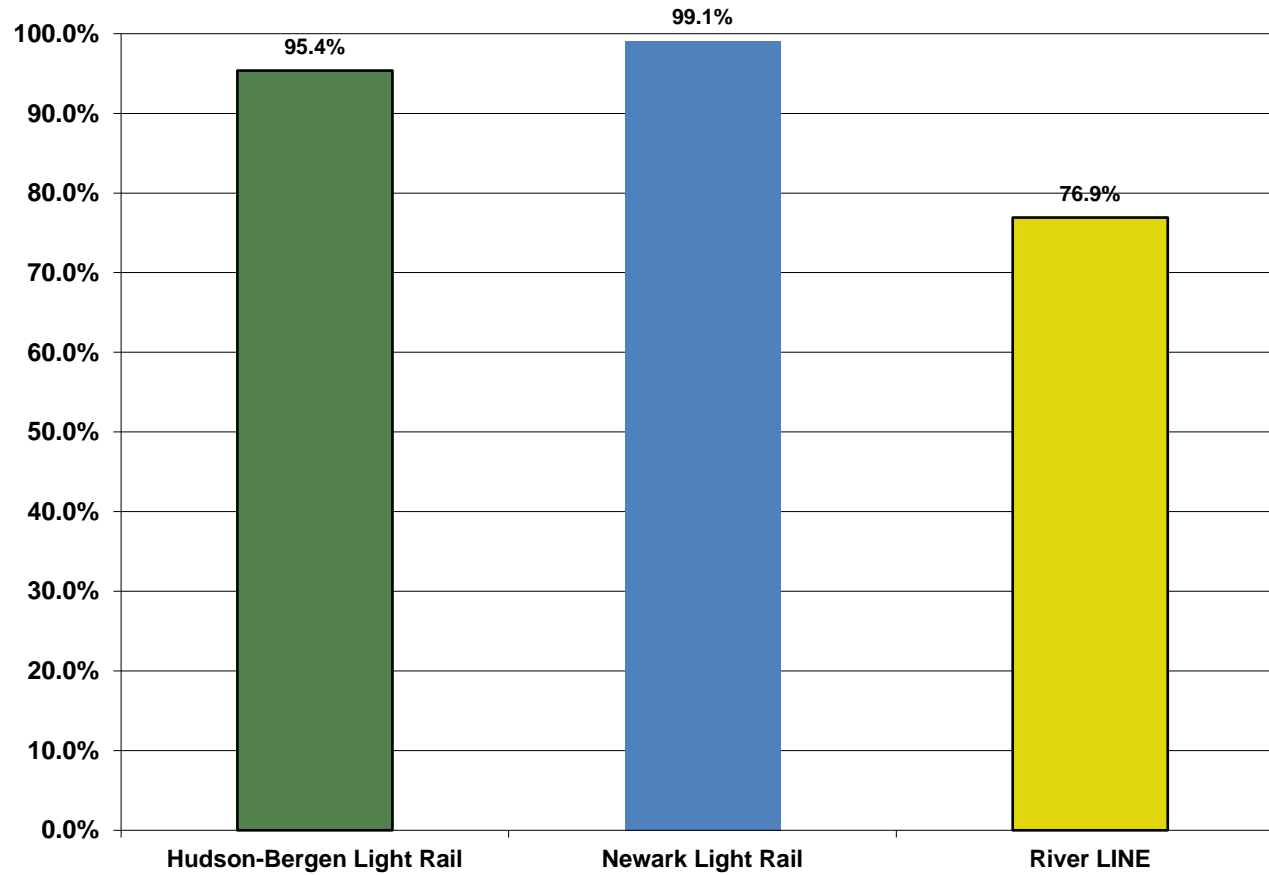
Key Causes included:

- **Newark Light Rail** – OTP decreased by 1.4% compared to the previous month. Roughly 102 trains were impacted, due to the following: propulsion maintenance, equipment issues, signal equipment failures, and fire department activity.
- **River LINE** – OTP decreased by 3.6 % compared to the month before. 532 trains were impacted, with 326 due to lack of available light rail vehicles. Other affected trains were due to various maintenance issues: signal equipment issues, traction issues, diesel engine issue and track speed restrictions.
- **HBLR** – HBLR OTP went down by 1.3% between May and June. Incidents that lead to affected trains included NJTPD activity, issues with vehicle doors and passenger induced events. On 6/19 issues were due to a tree falling on the train tracks. On 6/20 HBLR had a variety of incidents which involved door problems, door issues, NJTPD stops, and track obstructions.

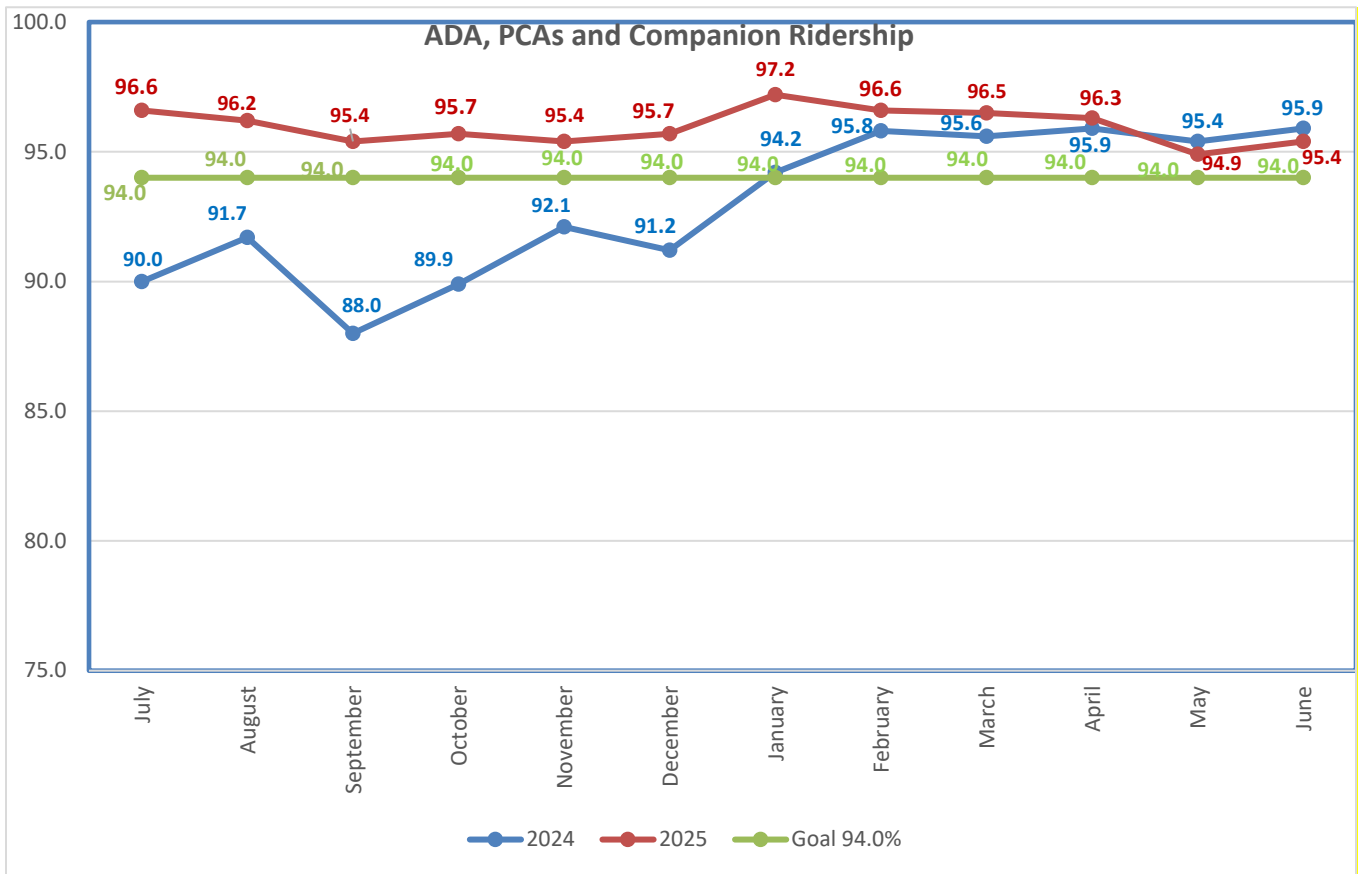
LIGHT RAIL

SUMMARY BY LINE June-25

% Light Rail Trains Reported On Time



NJ TRANSIT ON-TIME PERFORMANCE ACCESS LINK JULY 2023–JUNE 2025



	<u>2024</u>	<u>2025</u>	<u>% Change</u>
June Comparison	95.9%	95.4%	-0.5%
June Ridership	130,651	136,066	5,415
12-Month Average July 2024–June 2025	93.0%	96.0%	3.0%

Analysis:

Access Link On-Time Performance was 95.4% for June 2025. In serving 151,686 total customers, for 136,066 ADA customers trips, 6,293 or (4.6%) experienced delays.

Key Causes included:

- Trapeze system outages on 6/16 through 6/20
- 6/7 - Region 5 (Newark) Street closures due to Portuguese Feast Weekend
- Customer cancellations and no-shows

The 12-month average for Access Link On-Time Performance for July 2024-June 2025 was 96% which increased by 3.0%

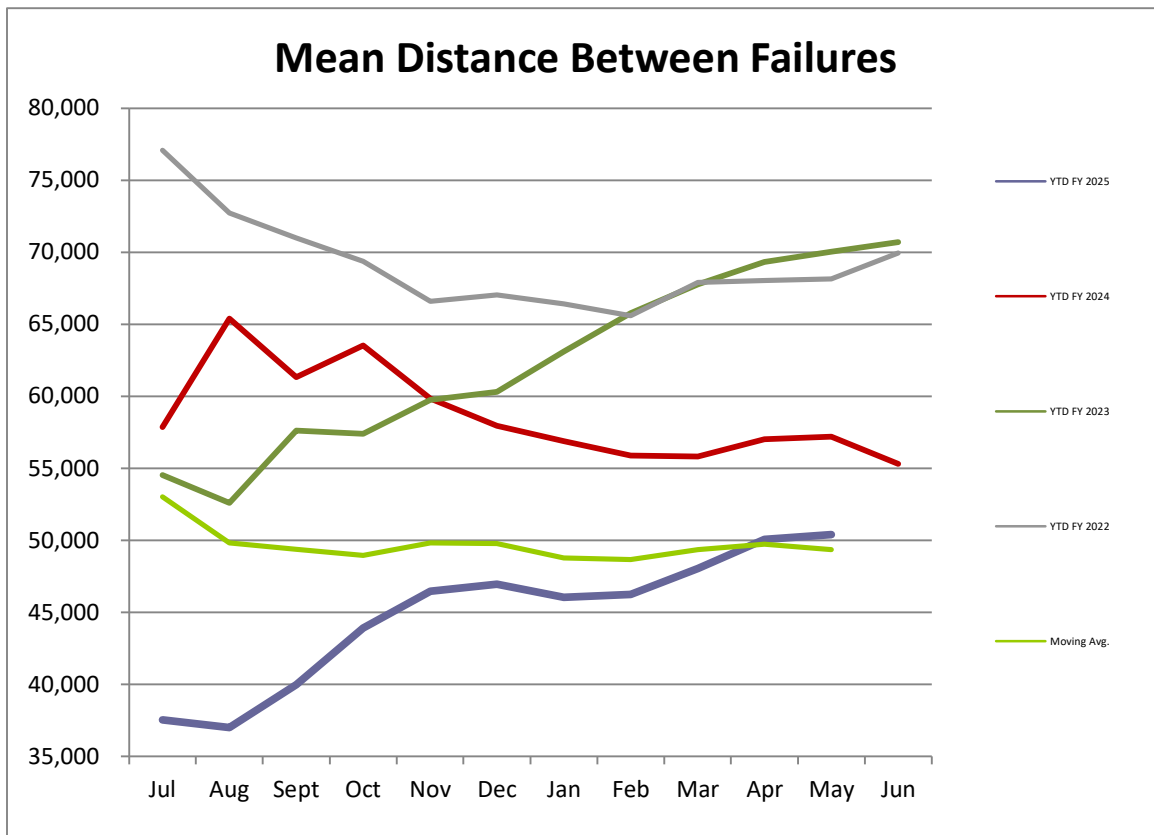
* Statistics comprise both dedicated and non-dedicated service.

MEAN DISTANCE BETWEEN FAILURES

May 2025

NJ TRANSIT Rail Operations
Mean Distance Between Failures

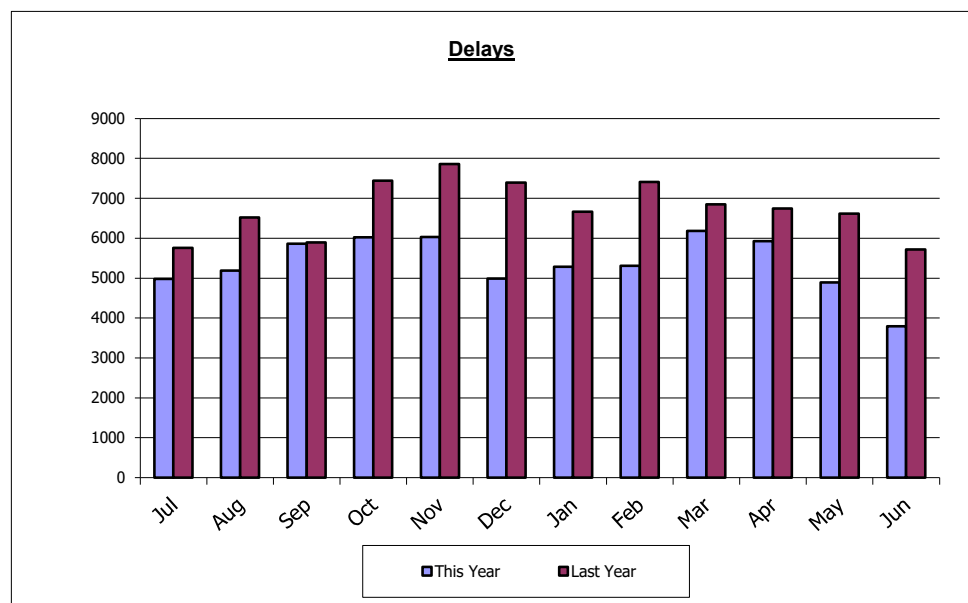
Month	YTD FY 2025	YTD FY 2024	YTD FY 2023	YTD FY 2022	12 Month Moving Avg.
Jul	37,549	57,875	54,531	77,087	53,024
Aug	36,992	65,403	52,602	72,743	49,833
Sept	39,979	61,324	57,623	71,005	49,378
Oct	43,929	63,539	57,410	69,368	48,959
Nov	46,462	59,844	59,761	66,597	49,826
Dec	46,944	57,968	60,315	67,060	49,770
Jan	46,027	56,904	63,121	66,433	48,781
Feb	46,251	55,888	65,780	65,594	48,656
Mar	48,032	55,822	67,778	67,894	49,372
Apr	50,066	57,014	69,327	68,050	49,734
May	50,393	57,197	70,045	68,153	49,371
Jun	-	55,317	70,712	69,949	-



Garage Performance Parameters

June 2025

Location	Miles Between In-Service Delays			
	FY2025 Goal	This Month	FY2025 YTD	FY2024 YTD
Fairview	6,500	5,017	6,434	6,587
Market Street	6,500	2,891	3,956	4,115
Meadowlands	10,000	1,307	2,113	3,596
Oradell	13,000	9,197	12,069	14,275
Wayne	12,000	6,097	10,030	9,283
WestWood	13,000	10,447	15,858	22,421
Northern Division	-	3,260	4,973	6,140
Big Tree	7,500	2,873	3,855	4,385
Greenville	6,000	3,372	4,023	4,051
Hilton	8,500	2,958	4,023	4,834
Howell	17,500	14,437	19,043	21,932
Ironbound	8,000	2,322	3,664	5,081
Kearny Point	-	1,533	2,030	-
Orange	7,800	1,872	2,329	2,831
Morris	10,500	48,765	15,338	22,293
Central Division	-	3,182	4,241	5,577
Egg Harbor	12,000	7,839	10,686	11,975
Hamilton	9,000	4,447	5,861	7,482
Newton Avenue	11,000	6,265	7,394	8,926
Washington Twp.	16,000	10,424	12,238	13,365
Southern Division	-	7,404	9,361	10,861
Bus Operations	-	3,792	5,279	6,670

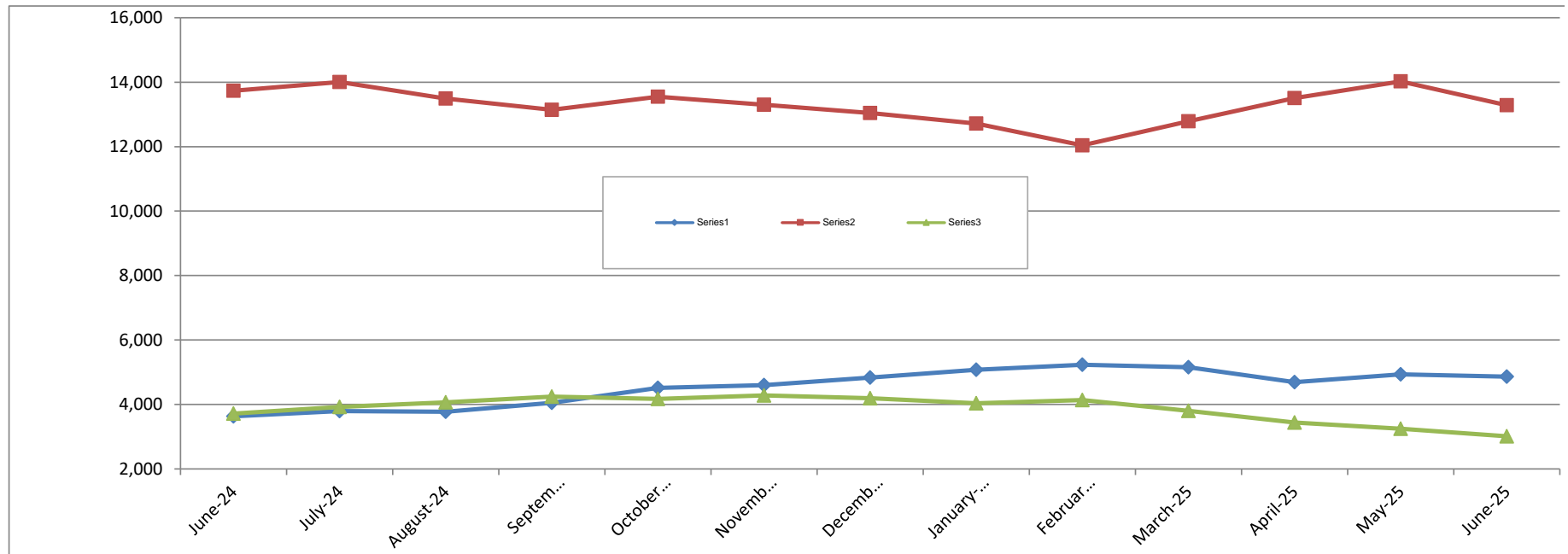


NJ TRANSIT - LIGHT RAIL, June 2025

12 Month Average Miles Between In Service Failures

NJT LIGHT RAIL	MDBSF *	MDBSF *
	June 2025	May 2025
Newark Light Rail	4,865	4,933
Hudson Bergen	13,284	14,023
River LINE	3,013	3,244

AVERAGE MILES BETWEEN IN-SERVICE MECHANICAL FAILURES



DBE/SBE PROGRAM

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

State Funded Contracts

State Fiscal Year 2025 - July 1, 2024, through June 30, 2025

During the month of June 2025, NJ TRANSIT awarded \$27,077,920.65 in state-funded contracts; of that total, Small Business Enterprises (SBE/DVOBs) received \$1,241,296.28 or 4.58%.

State Fiscal Year 2025 YTD (July 1, 2024, through June 30, 2025) NJ TRANSIT awarded \$1,968,139,714.00 in state-funded contracts. Of that total, SBE/DVOBs received \$37,103,640.83 or 1.89%.

SBE/DVOB Goal Attainment from July 1, 2024, through June 30, 2025 (SFY 2025)

Goods & Services

Category 1 SBE/DVOBs	\$1,555,405.56	0.08%
Category 2 SBE/DVOBs	\$1,152,757.72	0.06%
Category 3 SBE/DVOBs	\$27,919,759.62	1.42%

Construction

Category 4 SBE/DVOBs	\$241,383.75	0.01%
Category 5 SBE/DVOBs	\$1,759,715.00	0.09%
Category 6 SBE/DVOBs	\$4,474,619.18	0.23%

FTA Funded Contracts - Updated on a quarterly basis

Federal Fiscal Year (FFY) 2025 - October 1, 2024 through September 30, 2025

During the 3rd Quarter (April 1, 2025 – June 30, 2025), the FTA-funded share of NJ TRANSIT’s federal contracts awarded was \$68,129,103.02. Of that total, Disadvantaged Business Enterprises (DBEs) received \$6,482,949.73 or 9.516%.

FFY 2023 through FFY 2025 (October 1, 2022 – September 30, 2025) NJ TRANSIT awarded \$1,011,764,443.72** in federally funded contracts. Of that total, DBEs received \$126,810,084.09* or 12.53%.

*Numbers reflect federal share

** Number includes subrecipient awards

Next update will occur in October 2025

Transit Vehicle Manufacturer (TVM)¹ Awards

During the 3rd Quarter (April 1, 2025 – June 30, 2025), NJ TRANSIT awarded \$0.00 in TVM contracts or change orders.

Next update will occur in October 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

23 NJ TRANSIT employees retired recently:

1. Hien Nguyen, Stock Clk Garage -- Big Tree -- 40 years
2. Anthony Paccione, Operator -- Egg Harbor -- 11 years
3. Kenneth Pizzuto, Operator -- Washington Twnp. -- 28 years
4. Bogdan Polanski, Comm Tech -- Newark -- 25 years
5. Jan Polanski, Welder -- Newark -- 13 years
6. Robert Baglione, Operator -- Wayne -- 10 years
7. Rosita Booker, Depot Master -- Orange -- 38 years
8. Patricia Gilyard, Depot Master -- Orange -- 19 years
9. Michael James, Repairman A -- Hilton -- 25 years
10. Louis Matos, Maintainer -- Wayne -- 28 years
11. Blake Jernigan, Operator -- Hilton -- 11 years
12. Albert Littlejohn, Sr. Training Specialist -- Ferry St. -- 37 years
13. Mark Danks, Assistant Conductor -- Various -- 25 years
14. Frank Dedics, Class I Operator -- Various -- 30 years
15. Richard Metro, Locomotive Engineer -- Various -- 37 years
16. Nicholas Moschella, Conductor -- Various -- 31 years
17. Franklin Rojas, Conductor -- Various -- 28 years
18. Cosimo Roselli, Conductor -- Various -- 36 years
19. Anthony Smart, Machinist -- Hoboken -- 11 years
20. Joseph Stevenson, Car Appearance Maintainer -- PSNY -- 20 years
21. Stephen Stone, Locomotive Engineer -- Various -- 39 years
22. Anna Wleh, TVM Terminal Agent -- PSNY -- 23 years
23. Daniel Wood, Electrician -- Port Morris -- 16 years

ACTION ITEMS

NJ TRANSIT

Fiscal Year 2026 Operating Budget

JULY 2025

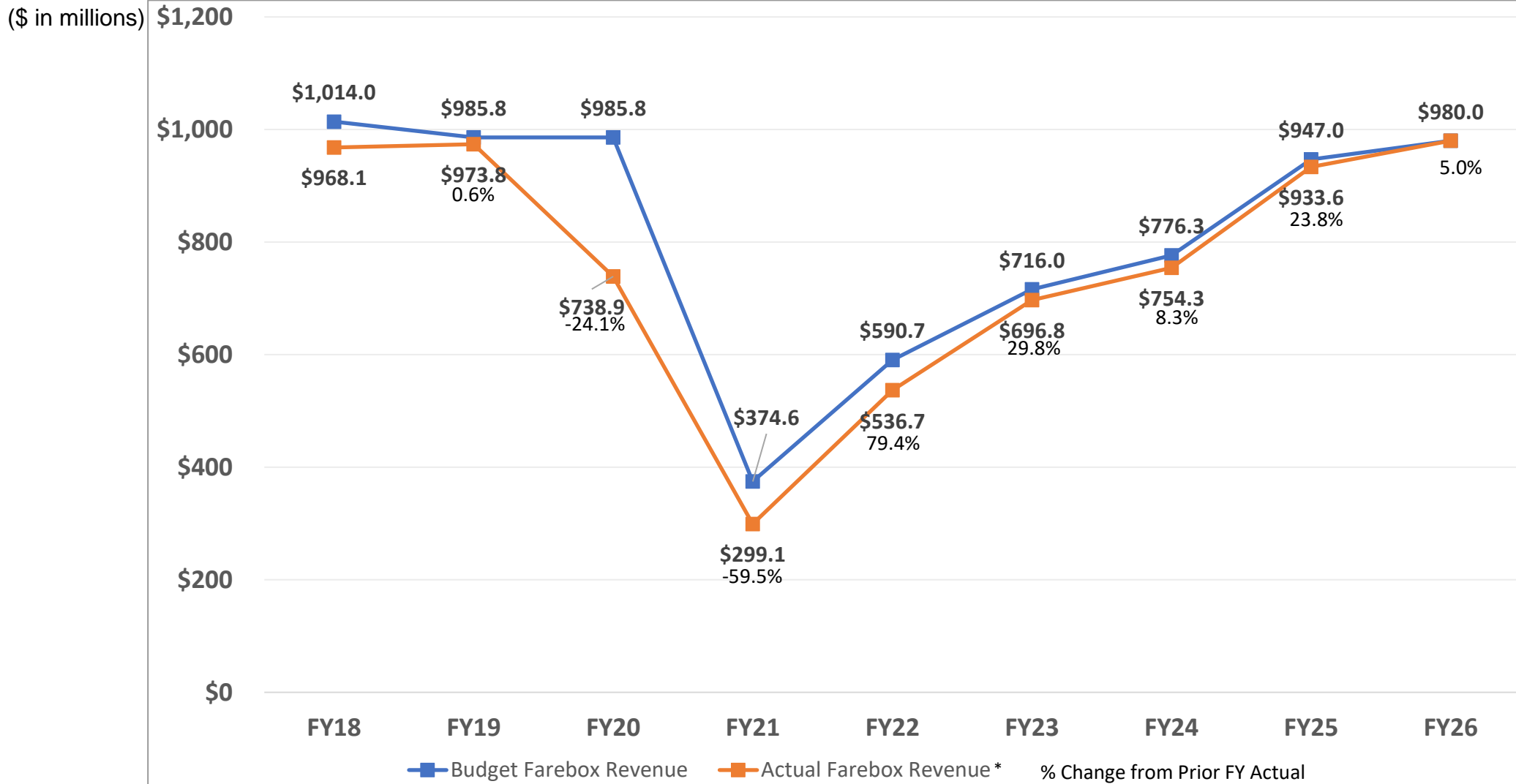
CONTENTS

Topic	Slide
FY26 Operating Budget Highlights	2
Farebox Revenue: Post COVID-19 Recovery	3
Federal COVID-19 Relief	4
FY26 Operating Budget Revenue	5, 6
FY26 Operating Budget Expense	7, 8
FY26 Operating Budget by Department	9, 10
FY25 Budget to Proposed FY26 Budget Changes	11

FY26 OPERATING BUDGET: HIGHLIGHTS

- **PROPOSAL:** NJ TRANSIT's Proposed FY26 Budget is \$3.2B, which is \$151.9m, or 5.1% greater than FY25. Contractual costs account for 66% of FY26 increases totaling 7%, which are offset by 1.9% in cost reductions.
- **FARE REVENUE:** Fares will be adjusted upward 3% on July 1st as determined during the last budget cycle and we expect to see moderate ridership increases. This is expected to generate \$980m in fare revenue which is roughly 100% of pre-pandemic FY19.
- **STATE AND FEDERAL ASSISTANCE:** Federal Preventive Maintenance remains at FY25 levels, NJ Turnpike funding is increased by \$15m (3.3%), Clean Energy Fund funding is increased by \$70m (99.9%), and the State Operating Subsidy is decreased by \$101.1m (69.7%).
- **COVID-19 FUNDING:** In FY25, we will have used the remainder of our COVID-19 stimulus funds, which have provided NJ TRANSIT with a steady source of funding for five fiscal years.
- **CORPORATE TRANSIT FEE:** We now turn to the Corporate Transit Fee (CTF) to fill the funding gap left by the end of COVID-19 stimulus funding while we seek efficiencies and savings over the next five years.

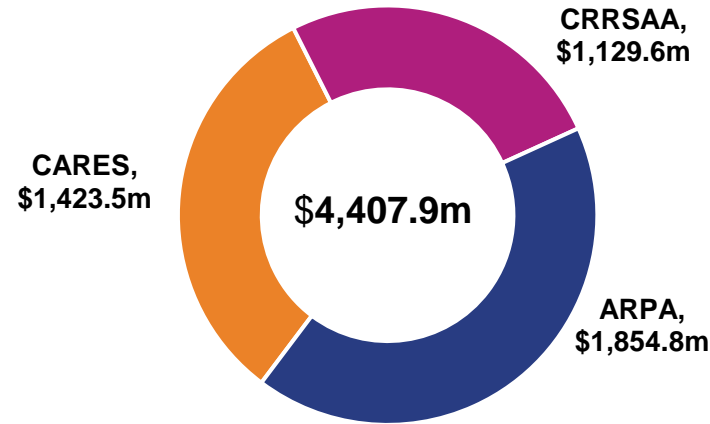
FAREBOX REVENUE: POST COVID-19 RECOVERY



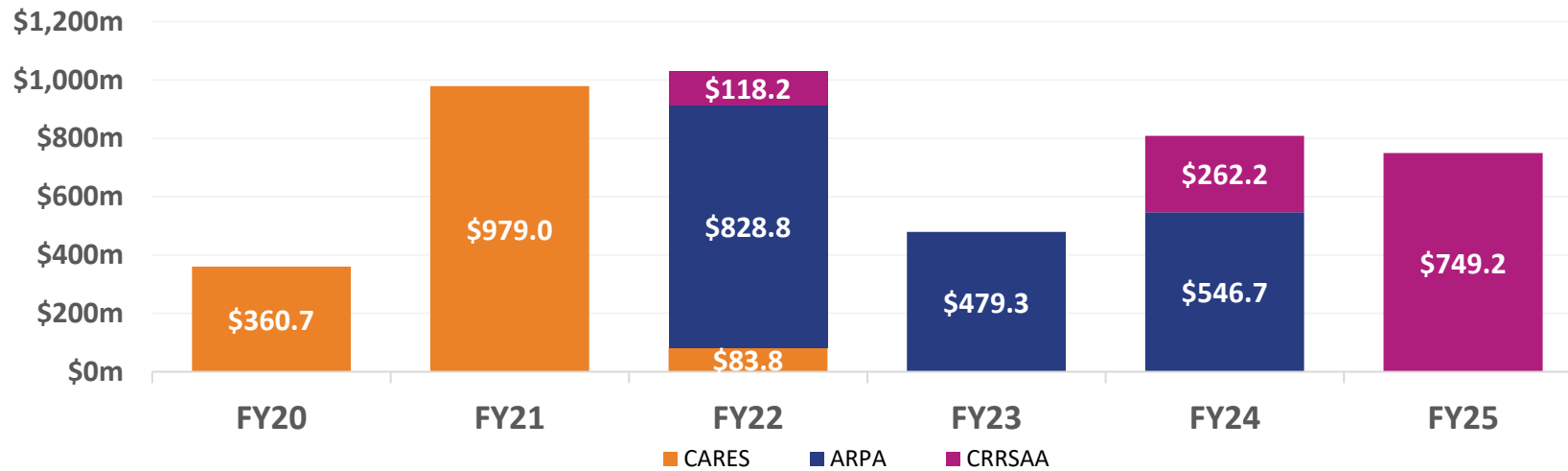
*FY25 and FY26 forecast actuals. FY25 forecast actuals excludes Fare Holiday of August 26 through September 2, 2024 for comparison purposes

FEDERAL COVID-19 RELIEF: FULLY UTILIZED BY FY25

Federal COVID 19 Relief Grants



\$ in millions



FY26 OPERATING BUDGET REVENUE

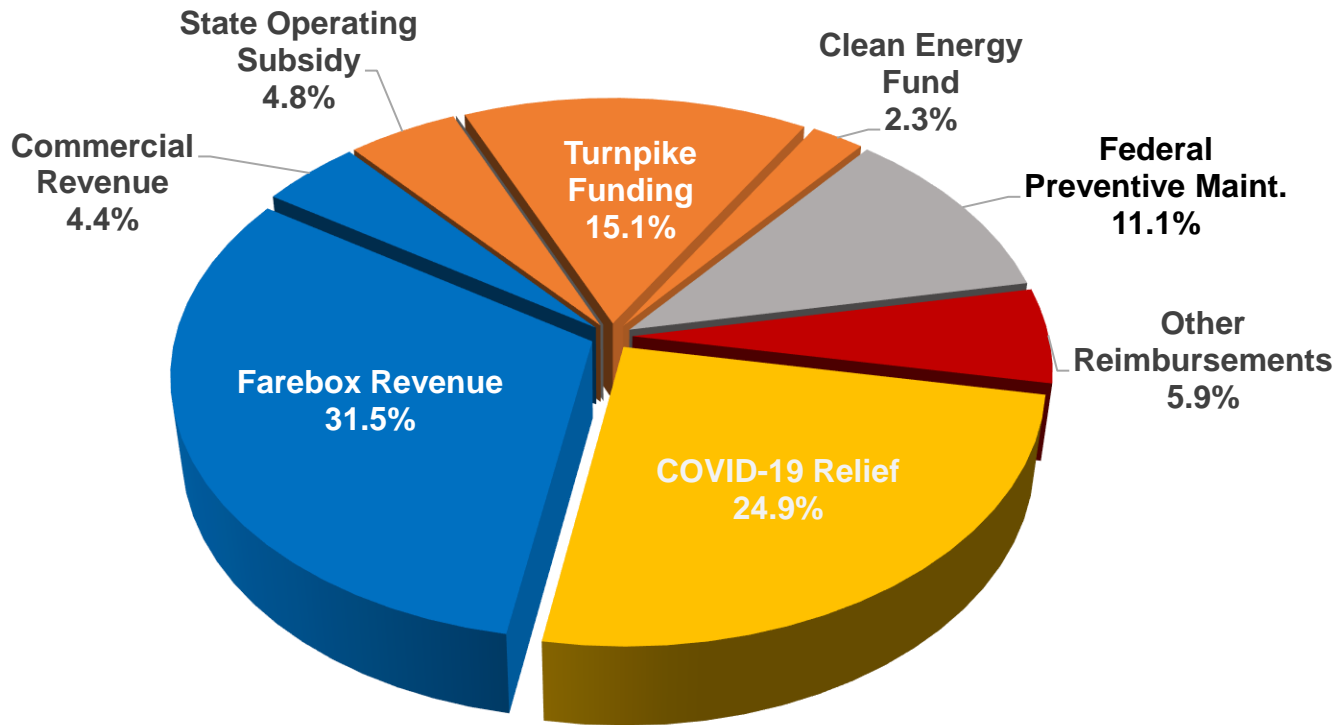
<i>(\$ in millions)</i>	FY24	FY25	FY26		
REVENUE	Actual	Budget	Budget	Δ	%
Farebox Revenue	\$ 754.3	\$ 947.0	\$ 980.0	\$ 33.0	3.5%
Commercial Revenue	168.1	131.7	195.9	64.2	48.7%
State Operating Subsidy*	142.0	145.0	43.9	(101.1)	-69.7%
Corporate Transit Fee	-	-	788.6	788.6	
Turnpike Funding**	440.0	455.0	470.0	15.0	3.3%
Clean Energy Fund	70.1	70.1	140.1	70.0	99.9%
Federal Preventive Maint.	334.0	334.0	334.0	-	0.0%
Other Reimbursements	234.5	171.5	202.9	31.4	18.3%
COVID-19 Relief	808.8	749.2	-	(749.2)	-100.0%
TOTAL REVENUE	\$ 2,951.8	\$ 3,003.5	\$ 3,155.4	\$ 151.9	5.1%

*Does not reflect additional \$20.0m in FY25 from P.L.2025,c.65 supplement appropriation

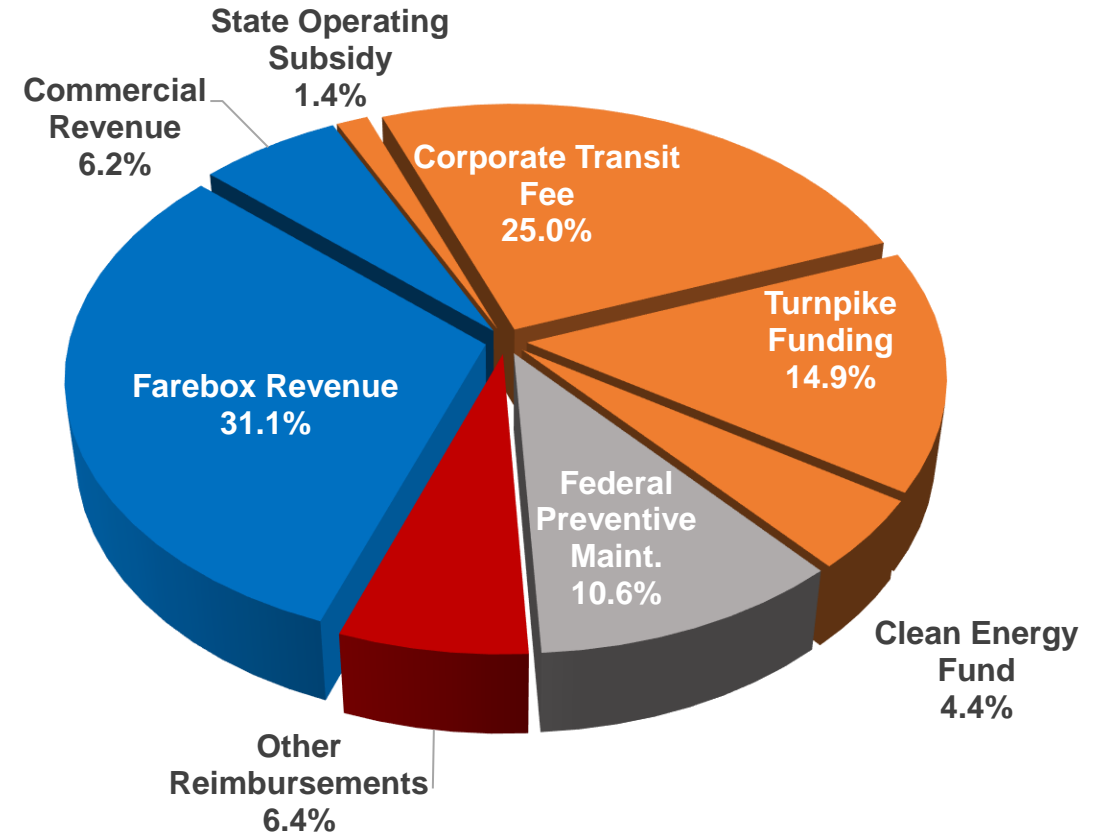
**Does not reflect additional \$25.0m in FY24 to FY26 for Portal North Bridge capital project

OPERATING BUDGET REVENUE FY25 VS FY26: ~46% STATE SOURCES

FY25 Budget Revenue



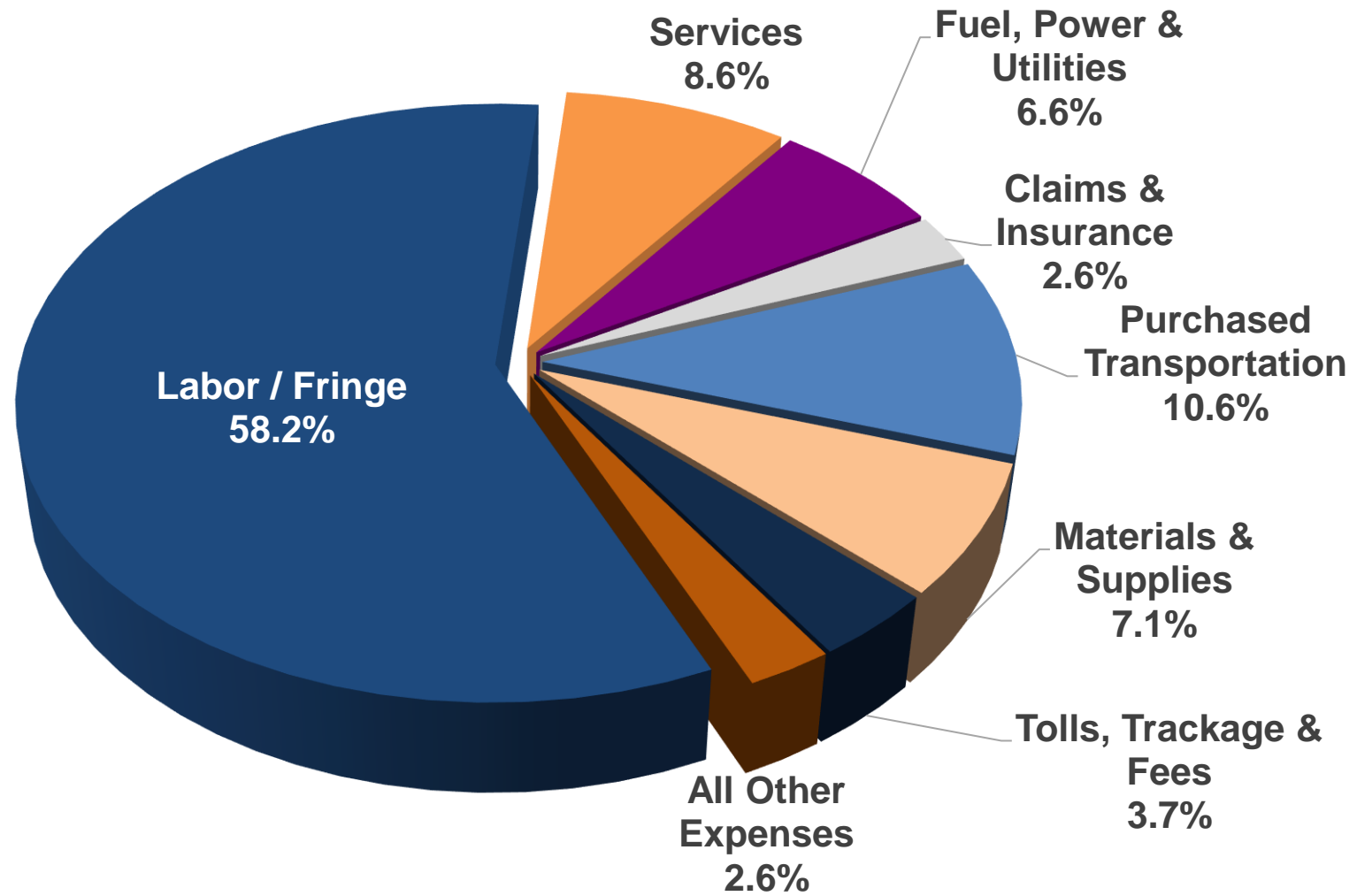
FY26 Budget Revenue



FY26 OPERATING BUDGET EXPENSES

<i>(\$ in millions)</i>	FY24	FY25	FY26		
EXPENSE	Actual	Budget	Budget	Δ	%
Labor	\$ 970.8	\$ 954.0	\$ 984.2	\$ 30.2	3.2%
Fringe Benefits	819.1	828.0	852.5	24.5	3.0%
Services	227.9	246.4	271.9	25.5	10.3%
Fuel & Power	160.3	156.4	152.7	(3.7)	-2.4%
Utilities	50.7	53.3	54.6	1.3	2.4%
Purchased Transportation	279.5	288.7	334.1	45.4	15.7%
Materials & Supplies	234.4	205.6	224.7	19.1	9.3%
Tolls, Trackage & Fees	116.8	111.9	116.5	4.6	4.1%
Claims & Insurance	79.3	80.9	82.9	2.0	2.5%
All Other Expenses	52.7	78.3	81.3	3.0	3.8%
TOTAL EXPENSE	\$ 2,991.5	\$ 3,003.5	\$ 3,155.4	\$ 151.9	5.1%

FY26 OPERATING BUDGET EXPENSES 60% LABOR & FRINGE



FY26 OPERATING BUDGET – SUMMARY BY DEPARTMENT

\$ in millions	FY26			
	Budget	Budget %	FTE	FTE %
Bus	1,012.8	32.1%	6,146.75	47.1%
Rail	1,219.3	38.7%	4,744.75	36.3%
Light Rail and Contracted Services	354.3	11.2%	245.00	1.9%
Police	95.9	3.0%	452.00	3.5%
Agency Safety Management	13.5	0.4%	76.00	0.6%
Info and Digital Technology	151.4	4.8%	182.00	1.4%
Admin	308.2	9.8%	1,211.00	9.2%
NJT Total	\$ 3,155.4	100.0%	13,057.50	100.0%

	Positions			
	FY25	FY26	Growth (#)	Growth (%)
Bus	6,021.50	6,146.75	125.25	2.1%
Rail	4,697.75	4,744.75	47.00	1.0%
Light Rail and Contracted Services	237.00	245.00	8.00	3.4%
Police	427.00	452.00	25.00	5.9%
Agency Safety Management	74.00	76.00	2.00	2.7%
Info and Digital Technology	174.00	182.00	8.00	4.6%
Admin	1,198.50	1,211.00	12.50	1.0%
NJT Total	12,829.75	13,057.50	227.75	1.8%

BUDGET

Operations – 90.2% of Budget

- Bus – 32.1%
- Rail – 38.7%
- Light Rail – 11.2%
- Police – 3.0%
- Agency Safety Management – 0.4%
- Info and Digital Technology – 4.8%

HEADCOUNT

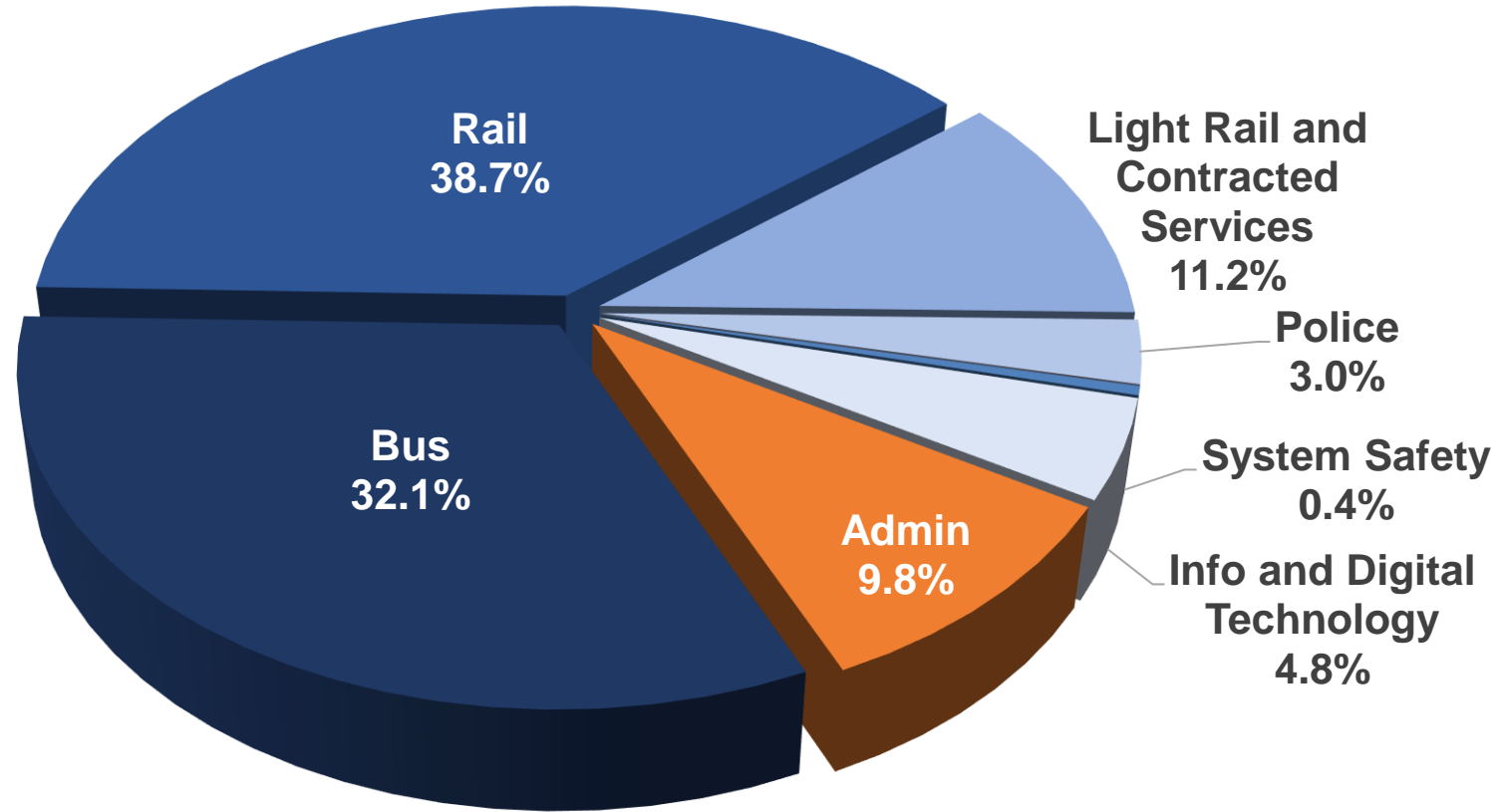
Operations – 90.8% of FTE

- Bus – 47.1%
- Rail – 36.3%
- Light Rail – 1.9%
- Police – 3.5%
- Agency Safety Management – 0.6%
- Info and Digital Technology – 1.4%

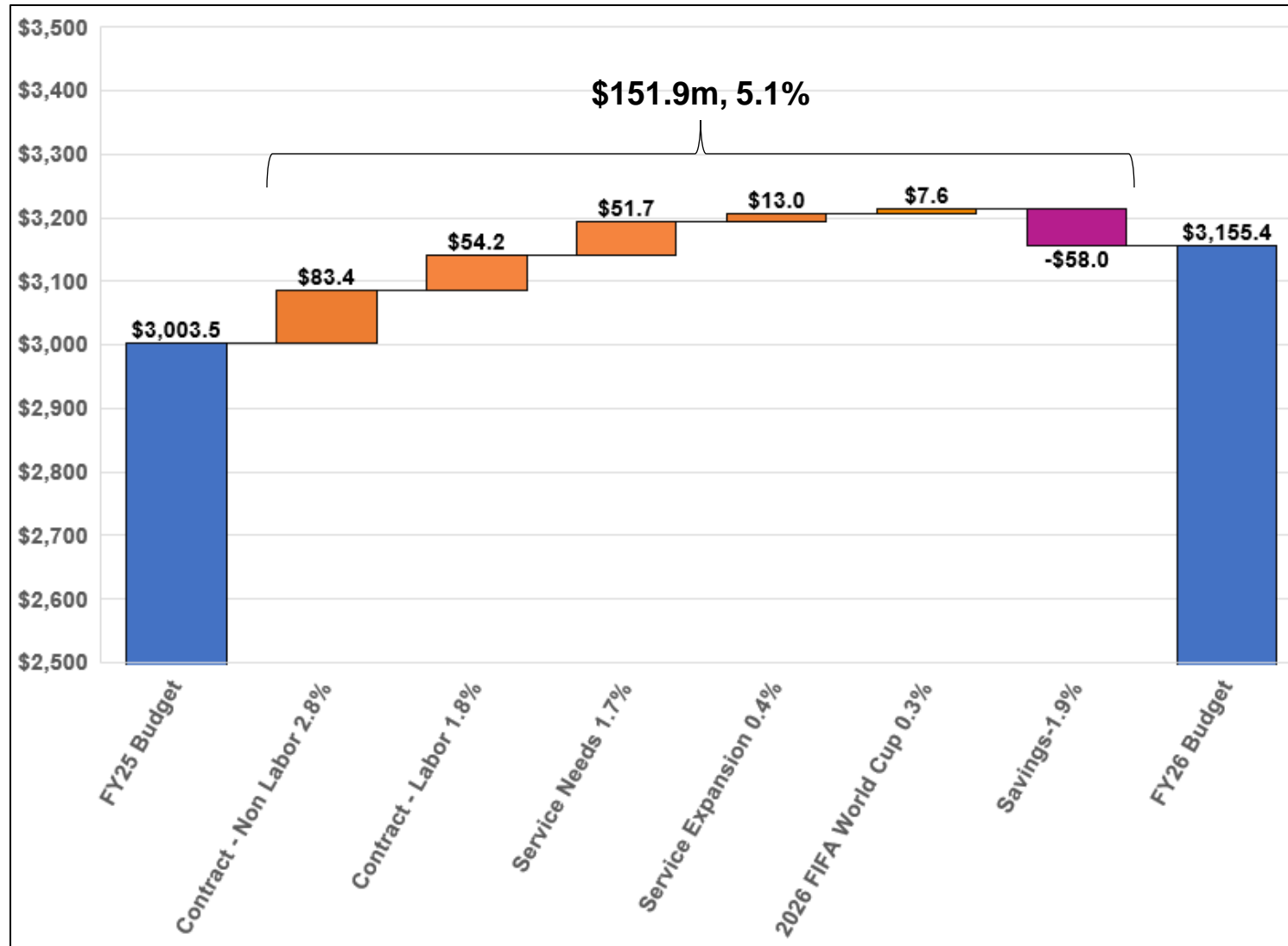
Admin – 9.2% of FTE

- 360 Capital & Grant Funded – 30%

FY26 OPERATING BUDGET: ~90% OPERATIONAL SERVICES (in Blue)



FY25 BUDGET TO FY26 BUDGET CHANGES



ITEM 2507-30: FISCAL YEAR 2026 OPERATING BUDGET

WHEREAS, Article VIII of the Bylaws requires the Board of Directors to adopt a final budget for NJ TRANSIT annually; and

WHEREAS, the New Jersey Legislature has enacted a Fiscal Year 2026 State Budget, which includes appropriations for public transportation purposes; and

WHEREAS, staff has recommended a Fiscal Year 2026 Operating Budget for NJ TRANSIT totaling \$3.1554 billion as detailed in this item and Exhibits A, B, and C attached hereto; and

WHEREAS, NJ TRANSIT's Fiscal Year 2026 Operating Budget provides continued support and investment in the operations of NJ TRANSIT Bus, Rail, Light Rail, and Access Link services; and

WHEREAS, this budget recommendation continues NJ TRANSIT's commitment to provide safe, reliable, and efficient transportation services for its customers; and

WHEREAS, the Fiscal Year 2026 Operating Budget recognizes Farebox Revenue of \$980.0 million or 3.5 percent more than the Fiscal Year 2025 Operating Budget reflecting fare increases of 3 percent effective July 1, 2025; and

WHEREAS, the Fiscal Year 2026 Operating Budget recognizes a State Operating Subsidy of \$43.9 million, representing a \$101.1 million decrease from Fiscal Year 2025; and

WHEREAS, the Fiscal Year 2026 Operating Budget recognizes New Jersey Clean Energy Program funding of \$140.1 million, representing a \$70.0 million increase from Fiscal Year 2025; and

WHEREAS, the Fiscal Year 2026 Operating Budget recognizes New Jersey Turnpike Authority funding of \$470.0 million, representing a \$15 million increase from Fiscal Year 2025; and

WHEREAS, the Fiscal Year 2026 Operating Budget recognizes Corporate Transit Fee funding of \$788.6 million; and

WHEREAS, the State's Fiscal Year 2026 Budget was signed by the Governor and adopted by the state on June 30, 2025; and

WHEREAS, if the State's Fiscal Year 2027 Budget is not finalized prior to the June 2026 NJ TRANSIT Board meeting, the Board may defer adoption of the annual budget until the next special or regular Board meeting after the final actions by the state; and

WHEREAS, if the Board is unable to approve a Fiscal Year 2027 Operating Budget prior to July 2026, it will be necessary to expend funds after July 1, 2026, prior to the final adoption of the Fiscal Year 2027 Operating Budget;

NOW, THEREFORE, BE IT RESOLVED that the NJ TRANSIT Board of Directors adopts the Fiscal Year 2026 Operating Budget in the amount of \$3.1554 billion; and

BE IT FURTHER RESOLVED that the Board of Directors acknowledges and accepts its responsibility to adopt a final operating budget; and

BE IT FURTHER RESOLVED that the Chair or President & CEO is hereby authorized to continue or enter into any agreements and expend funds to continue NJ TRANSIT's transportation related programs and business operations, subject to the availability of funds; and

BE IT FURTHER RESOLVED that the Chair or President & CEO is authorized to provide local share and other in-kind services or act as a pass-through agency for federal or state capital or operating funds subject to the availability of funds; and

BE IT FURTHER RESOLVED that the Chair or President & CEO is authorized to expend, in the normal course of business, the funds necessary to meet NJ TRANSIT's obligations, essentially in accordance with this Fiscal Year 2026 Operating Budget item, resolution, and attachments, and until the adoption and approval of the Fiscal Year 2027 Operating Budget.

EXHIBIT A**FISCAL YEAR 2026 – OPERATING BUDGET
REVENUES****Total Revenues** **\$3,155.4 million**

NJ TRANSIT Fiscal Year 2026 Operating Budget revenues total \$3,155.4 million, reflecting an increase of \$151.9 million or 5.1 percent compared to the Fiscal Year 2025 Operating Budget.

Specific revenue sources are described below:

Farebox Revenue **\$980.0 million**

The Fiscal Year 2026 Operating Budget includes Farebox Revenue of \$980.0 million, up 3.5 percent from the Fiscal Year 2025 Operating Budget. This is reflective of an annual fare increase of no more than 3 percent as approved by the NJ TRANSIT Board of Directors on April 10, 2024.

Other Commercial Revenue **\$195.9 million**

Other commercial revenues are budgeted at \$195.9 million, \$64.2 million or 48.7 percent more than the Fiscal Year 2025 Operating Budget. This revenue includes primarily sale of real estate, increase in advertising, parking, and concessions, permit fees, and other system generated revenue, including transit-oriented development initiatives. The forecasted increase in Fiscal Year 2026 ridership is expected to result in a corresponding increase in many of these commercial revenue streams.

State Operating Subsidy **\$43.9 million**

The state's operating subsidy is budgeted at \$43.9 million in Fiscal Year 2026, representing a \$101.1 million decrease from the Fiscal Year 2025 Operating Budget.

New Jersey Turnpike Authority **\$470.0 million**

The New Jersey Turnpike Authority is budgeted at \$470 million in Fiscal Year 2026, representing an increase of \$15 million from Fiscal Year 2025. This is reflective of the current funding agreement with New Jersey Turnpike Authority.

Clean Energy Fund **\$140.1 million**

Funding from the Clean Energy Fund is budgeted at \$140.1 million in Fiscal Year 2026, which represents an increase of \$70.0 million from Fiscal Year 2025.

Other Reimbursements **\$536.9 million**

Other reimbursements are budgeted at \$536.9 million in Fiscal Year 2026. The largest component is comprised of \$334.0 million in Federal Preventative Maintenance funded by federal grants. Federal Preventative maintenance supports major repair and rehabilitation projects, including axle replacements, pantograph conversions, traction motor repairs, repairing engines, transmissions, and alternators. These non-routine maintenance projects not only extend the useful life of the asset being repaired, but also help to keep those assets in a state of good repair. The remaining \$202.9 million includes other state, federal, and third-party funding primarily for planning and expense projects.

Federal COVID-19 Relief Programs **\$0.0 million**

Since the start of the COVID-19 Pandemic in 2020, NJ TRANSIT has utilized grant funds allocated to it by the Federal Transit Administration (FTA) to support and reimburse its eligible operating expenses. In Fiscal Year 2025, NJ Transit utilized the remaining funds out of a total \$4.4 billion in federal COVID-19 relief provided under the Coronavirus Aid, Relief, and Economic Security (CARES) Act of 2020, CRRSA, and the American Rescue Plan Act of 2021 or ARPA.

Corporate Transit Fee Fund **\$788.6 million**

Beginning Fiscal Year 2026, NJ TRANSIT will receive dedicated funding of \$788.6 million from the State of New Jersey Corporate Transit Fee. The Corporate Transit Fee was created in the Fiscal Year 2025 State Budget and consists of a 2.5% fee on profits of New Jersey businesses with net profits of \$10 million or greater. As a corporate business tax, 6 percent of Corporate Transit Fee revenues must go toward the preservation of open space, farmland, and historical sites, per the state constitution. The balance of funds generated under the fee are designated for public transportation.

EXHIBIT B**FISCAL YEAR 2026 – OPERATING BUDGET
EXPENSES****Total Expenses** **\$3,155.4 million**

NJ TRANSIT Fiscal Year 2026 Operating Budget expenses are budgeted at \$3,155.4 million, an increase of \$151.9 million or 5.1 percent compared to the Fiscal Year 2025 Operating Budget.

Specific expenditure categories are described below:

Labor and Fringe Benefits **\$1,836.7 million**

Labor and fringe benefits are budgeted to increase by \$54.7 million, or 3.1 percent, to a total budgeted amount of \$1,836.7 million. Labor and fringe benefits represent nearly 60 percent of total operating expenses. This increase includes incremental funding to support contractual labor costs, continuation of the locomotive engineer and assistant conductor training programs, and 228 new positions consisting of primarily bus operators for several bus routes that were previously operated by private bus carriers.

Outside Services **\$271.9 million**

Outside Services are budgeted at \$271.9 million representing 8.6 percent of total operating expenses and an increase of \$25.5 million or 10.3 percent from the Fiscal Year 2025 Operating Budget.

Revenue Vehicle Fuel and Power **\$152.7 million**

Revenue Vehicle Fuel and Power is budgeted at \$152.7 million representing a \$3.7 million or 2.4 percent decrease from the Fiscal Year 2025 Operating Budget primarily due to lower fuel cost. Despite recent fluctuations in fuel prices, NJ TRANSIT holds contractual agreements that ensure the future purchase price of diesel fuel in Fiscal Year 2026.

Materials and Supplies **\$224.7 million**

Materials and Supplies are budgeted at \$224.7 million representing 7.1 percent of total operating expenses and an increase of \$19.1 million or 9.3 percent from the Fiscal Year 2025 Operating Budget.

Purchased Transportation **\$334.1 million**

Purchased transportation expenses are budgeted at \$334.1 million for existing Access Link, Light Rail, and Private Carrier Bus contracts. These costs represent 10.6 percent of the total operating expenses and an increase of \$45.4 million or 15.7 percent from the Fiscal Year 2025 Operating Budget due to contractual increases.

All Other Expenses **\$335.3 million**

All Other Expenses, including Utilities, Claims and Insurance, Tolls, Trackage and Fees, and Other Miscellaneous costs are budgeted at \$335.3 million or 10.6 percent of the total operating expenses and representing an increase of \$10.9 million or 3.4 percent from Fiscal Year 2025 Operating Budget. This increase primarily reflects \$2.0 million in increased claims and insurance costs, \$6.5 million in utilities and fees for Bus and Rail operations and \$4 million for a full year lease at Gateway Center Plaza 2.

EXHIBIT C

NEW JERSEY TRANSIT CONSOLIDATED OPERATIONS
Fiscal Year 2026 Proposed Operating Budget
(\$ in millions)

(\$ in millions)	FY25	FY25	FY26	FY26B vs. FY25B		FY26B vs. FY25P	
	Budget	Projection	Budget	Δ \$	Δ %	Δ \$	Δ %
REVENUE							
Farebox Revenue	\$947.0	\$890.8	\$980.0	\$33.0	3.5%	\$89.2	10.0%
Commercial Revenue	131.7	140.3	195.9	64.2	48.7%	55.6	39.6%
State Operating Subsidy	145.0	145.0	43.9	(101.1)	(69.7%)	(101.1)	(69.7%)
Corporate Transit Fee	-	-	788.6	788.6	N/A	788.6	N/A
Turnpike Funding	455.0	455.0	470.0	15.0	3.3%	15.0	3.3%
Clean Energy Fund	70.1	70.1	140.1	70.0	99.9%	70.0	99.9%
Federal Preventive Maint.	334.0	389.3	334.0	-	-	(55.3)	(14.2%)
Other Reimbursements	171.5	257.5	202.9	31.4	18.3%	(54.6)	(21.2%)
COVID-19 Relief	749.2	749.2	-	(749.2)	(100.0%)	(749.2)	(100.0%)
TOTAL REVENUES	\$3,003.5	\$3,097.2	\$3,155.4	\$151.9	5.1%	\$58.2	1.9%
EXPENSES							
Labor	\$954.0	\$1,023.0	\$984.2	\$30.2	3.2%	(\$38.8)	(3.8%)
Fringe Benefits	828.0	858.0	852.5	24.5	3.0%	(5.5)	(0.6%)
Services	246.4	241.1	271.9	25.5	10.3%	30.8	12.8%
Fuel & Power	156.4	158.7	152.7	(3.7)	(2.4%)	(6.0)	(3.8%)
Utilities	53.3	51.6	54.6	1.3	2.4%	3.0	5.8%
Purchased Transportation	288.7	299.2	334.1	45.4	15.7%	34.9	11.7%
Materials & Supplies	205.6	238.8	224.7	19.1	9.3%	(14.1)	(5.9%)
Tolls, Trackage & Fees	111.9	122.5	116.5	4.6	4.1%	(6.0)	(4.9%)
Claims & Insurance	80.9	78.7	82.9	2.0	2.5%	4.2	5.3%
All Other Expenses	78.3	63.1	81.3	3.0	3.8%	18.2	28.8%
TOTAL EXPENSES	\$3,003.5	\$3,134.7	\$3,155.4	\$151.9	5.1%	\$20.7	0.7%

ITEM 2507-31: FISCAL YEAR 2026 AUTHORIZATION TO SECURE CAPITAL FUNDING

WHEREAS, annually, NJ TRANSIT is appropriated expected funding from a variety of federal, state, and other sources, which it then allocates to different multi-year investments in various stages of planning, design, and construction; and

WHEREAS, this year's Fiscal Year 2026 Capital Funding Appropriation equals \$1.687 billion and represents an expected funding source that will provide, along with other past and future annual appropriations; and

WHEREAS, on March 11, 2025, as required by current law (P.L. 2018, c. 162), and as part of the NJ TRANSIT budget approval process, NJ TRANSIT's Board of Directors approved a two-year capital plan appropriation document for Fiscal Years 2026 and 2027; and

WHEREAS, this Fiscal Year 2026 Appropriation of \$1.687 billion consists of \$768 million from the Federal Transit Administration (FTA), \$75 million in flexed funds from the Federal Highway Administration (FHWA) provided through the New Jersey Department of Transportation (DOT), \$767 million from the New Jersey Transportation Trust Fund (TTF), and \$77 million of Casino Revenue, Local Match, and Turnpike Authority funds; and

WHEREAS, each Fiscal Year, NJ TRANSIT's Board of Directors authorizes the Chair or President & CEO to take whatever actions are necessary to seek and secure the funds envisioned by the Program of Projects with the understanding that the Board has approved the two-year capital plan appropriation document for Fiscal Years 2026 and 2027;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to take whatever actions are necessary to seek and secure the funds envisioned by this Program of Projects; and

BE IT FURTHER RESOLVED that the Chair or President & CEO is authorized to transfer funding sources and amounts among programmed projects as circumstances require, in compliance with the terms and conditions of the grants and other funding sources; and

BE IT FURTHER RESOLVED that the Chair or President & CEO is authorized to make application, execute contracts or agreements, and take whatever other actions are necessary to seek and secure funds, consistent with the basic intent of this program, which may become available subsequent to its adoption.

ITEM 2507-32: NJ TRANSIT FISCAL YEAR 2026 GRANT PROGRAMS: LOCAL TRANSPORTATION FOR SENIOR CITIZENS, PERSONS WITH DISABILITIES, RURAL AND LOW-INCOME RESIDENTS

WHEREAS, NJ TRANSIT administers a variety of federal and state grant programs dedicated to maintenance and development of coordinated community-based transportation services that benefit senior citizens, persons with disabilities, rural and small urban area residents; and

WHEREAS, the services funded through these grants provide non-emergency medical, employment, food shopping, education, and other life-enhancing transportation that include, but are not limited to, demand-responsive, route deviation services, and community shuttles; and

WHEREAS, NJ TRANSIT requires that grant subrecipients make every effort to coordinate services in order to maximize efficiency, and feed existing bus and rail services when possible; and

WHEREAS, NJ TRANSIT also monitors subrecipients for compliance with relevant federal and state laws and regulations; and

WHEREAS, these programs assist a variety of private non-profit organizations, counties, municipalities, county improvement authorities, and NJ TRANSIT in meeting the mobility needs of New Jersey's senior citizens, persons with disabilities, low income, and rural residents; and

WHEREAS, the New Jersey Senior Citizen and Disabled Resident Transportation Assistance Act provides funding based on state Casino Revenue Fund collections for the counties or their designees to provide community-based transportation services, as well as for NJ TRANSIT to administer the program, to provide technical assistance to the counties, and accessible enhancement services or accessible improvements to fixed-route systems; and

WHEREAS, the Federal Transit Administration (FTA) makes available, under the Section 5311 Rural and Small Urban Areas program, 80 percent of the non-operating assistance and 50 percent of the operating assistance to improve public transit services in rural areas, with NJ TRANSIT providing one-half of the local match, and 10 percent of the grant funds are reserved for NJ TRANSIT to administer the program; and

WHEREAS, the FTA requires 15 percent of a state's allocation of Section 5311 Rural Program to be spent for the development and support of rural intercity bus transportation unless the state certifies that such intercity bus needs of the state are adequately met; and

WHEREAS, the FTA makes available, under Section 5311(b)(3) Rural Transit Assistance Program (RTAP), funding without a matching fund requirement, for training and technical assistance to FTA Section 5311, FTA Section 5310, and Casino Revenue sub-recipients; and

WHEREAS, the FTA makes available, under Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program, 80 percent of funding for capital purchases for private non-profit organizations and/or designated public bodies to transport seniors and individuals with disabilities, which includes vehicles and/or mobility management projects, with NJ TRANSIT providing the 20 percent match, for vehicles and/or equipment; and 10 percent of the grant funds retained for NJ TRANSIT to administer the program; and

WHEREAS, up to 35 percent of the funds FTA makes available under Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program may be used for operating assistance, with 50 percent local match to be provided by the sub-recipient; and 10 percent for NJ TRANSIT to administer the program; and

WHEREAS, the New Jersey Department of Human Services has provided funding to address the needs of low-income customers transitioning from welfare and/or seeking employment, and this funding supplements NJ TRANSIT's New Jersey Job Access and Reverse Commute (NJ-JARC) Program that has succeeded the Federal JARC Program; and

WHEREAS, the FTA makes funds available under specially-dedicated Congressional appropriations, Congestion Mitigation Air Quality (CMAQ), Section 5307 Small Urban Cities, Section 5309 Major Capital Investments, etc. for the provision of operating, planning assistance and/or capital assistance with various matches provided by state, local agencies, or toll credit for capital projects or equipment, and/or local transit services that address the needs of community transit services; and

WHEREAS, the Senior Citizen and Disabled Resident Transportation Assistance Program Funding Distribution for the year 2026 is shown in Exhibit A; and

WHEREAS, the Grant Program totals for the year 2026 is shown in Exhibit B; and

WHEREAS, the Funding Sources for the year 2026 is shown in Exhibit C;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is hereby authorized to execute, extend, or modify contracts to implement the FY2026 Senior Citizen and Disabled Resident Transportation Assistance Program as set forth in Exhibit A, for a total program amount of \$46,081,000, subject to the availability of funds; and

BE IT FURTHER RESOLVED that the Chair or President & CEO is authorized to execute all appropriate agreements and contracts and to take all other steps necessary to implement the FY2026 FTA Section 5311 Rural and Small Urban Areas program for the counties, as set forth in Exhibit B, in the amount of \$7,755,591, which includes \$5,755,591 in federal funds and \$2,000,000 as the NJ TRANSIT share of the local match, subject to the availability of funds; and

BE IT FURTHER RESOLVED that the Chair or President & CEO is authorized to execute all appropriate agreements and contracts and to take all other steps necessary to implement the FY2026 Section 5311 Rural Intercity funds, for a total program amount of \$1,015,693, subject to the availability of funds; and

BE IT FURTHER RESOLVED that the Chair or President & CEO is hereby authorized to execute all appropriate agreements and contracts and to take all other steps to implement the FY2026 FTA Section 5311(b)(3) Rural Transit Assistance Program, in an amount up to \$175,420 federal funds at no cost to NJ TRANSIT, subject to the availability of funds; and

BE IT FURTHER RESOLVED that the Chair or President & CEO is hereby authorized to execute all appropriate agreements and leases to implement the FY2026 FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program estimated amount of \$13,957,975, which includes \$11,178,975 in federal funds and \$2,779,000 as the NJ TRANSIT share of the local match, subject to the availability of funds; and

BE IT FURTHER RESOLVED that the Chair or President & CEO is hereby authorized to execute all appropriate agreements and contracts and to take all other steps to implement the FY2026 New Jersey Jobs Access and Reverse Commute (NJ-JARC) Program, in the amount of \$4,500,000 in NJ TRANSIT funds, subject to the availability of funds; and

BE IT FURTHER RESOLVED that the Chair or President & CEO is hereby authorized to execute all appropriate agreements and contracts and to take other steps to implement the FY2026 New Jersey Jobs Access and Reverse Commute (NJ-JARC) Program, in the amount up to \$1,000,000 in additional funds from the State of New Jersey, for a total NJ-JARC Program cost of \$5,500,000, subject to the availability of funds; and

BE IT FURTHER RESOLVED that the Chair or President & CEO is hereby authorized to execute all appropriate agreements and contracts and to take all other steps to implement any specially-dedicated Congressional or State appropriations, FTA Section 5307 Small Urban Cities, Vanpools, TMA programs, FTA Section 5309 Major Capital Investments, Carbon Reduction Program, Congestion Mitigation Air Quality (CMAQ), and/or other local projects, including funds, which will be flexed into ongoing FTA programs under the FY2026 budget for \$10,000,000, subject to the availability of funds.

Exhibit A
SENIOR CITIZEN AND DISABLED RESIDENT TRANSPORTATION
ASSISTANCE PROGRAM FUNDING DISTRIBUTION, 2026

COUNTY	2025 BUDGET	2026 BUDGET
Atlantic	\$1,221,655	\$1,323,936
Bergen	\$3,159,063	\$3,423,550
Burlington	\$1,866,762	\$2,023,053
Camden	\$2,139,021	\$2,318,107
Cape May	\$790,286	\$856,452
Cumberland	\$790,286	\$856,452
Essex	\$2,895,846	\$3,138,295
Gloucester	\$1,203,638	\$1,304,411
Hudson	\$2,054,388	\$2,226,388
Hunterdon	\$790,286	\$856,452
Mercer	\$1,390,861	\$1,507,309
Middlesex	\$2,998,391	\$3,249,426
Monmouth	\$2,588,135	\$2,804,822
Morris	\$1,875,457	\$2,032,476
Ocean	\$3,159,063	\$3,423,549
Passaic	\$1,743,809	\$1,889,806
Salem	\$790,286	\$856,452
Somerset	\$1,166,603	\$1,264,275
Sussex	\$790,286	\$856,452
Union	\$1,938,442	\$2,100,735
Warren	\$790,286	\$856,452
NJ TRANSIT	\$6,378,150	\$6,912,150
TOTAL	\$42,521,000	\$46,081,000

100% State funds - Casino Revenue Fund

**Exhibit B
2026 GRANT PROGRAM TOTALS**

	FY2024 AUTHORIZATION	FY2025 AUTHORIZATION	FY2026 REQUESTED AUTHORIZATION
SCDRTAP	\$ 38,929,000	\$ 42,521,000	\$ 46,081,000
Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program	\$ 13,840,664	\$ 13,957,975	\$ 13,957,975
Section 5311 Rural and Small Urban Area Program	\$ 6,219,808	\$ 7,939,066	\$ 7,755,591
Section 5311 Intercity Program	\$ 843,962	\$ 987,813	\$ 1,015,693
Section 5311(b)(3) Rural Transit Assistance Program	\$ 155,540	\$ 171,979	\$ 175,420
NJ-JARC	\$ 5,500,000	\$ 5,500,000	\$ 5,500,000
Other (Small Urban, CMAQ, Carbon Reduction Flex programs, Congressional and State appropriations, etc.) ¹	<u>\$ 6,000,000</u>	<u>\$ 27,000,000</u>	<u>\$ 10,000,000</u>
TOTAL	\$ 71,488,974	\$ 98,077,833	\$ 84,485,679

¹ "Other" estimated amount may include CMAQ flex funding for both operating and capital expenditures, which is allocated by MPOs and administered by NJT. This may also include other flex funding by the MPO's, Congressional appropriations, Section 5307 funding for on-going services in Cumberland County, operating match for the continuation of WHEELS route by Somerset County, East Windsor shuttle service, and funds for Vanpools and TMA's.

**Exhibit C
FY2026 FUNDING SOURCES**

PROGRAM	FEDERAL	NJ TRANSIT MATCH – CAPITAL	NJ TRANSIT MATCH – OPERATING	OTHER FUNDING	CASINO REVENUE	TOTAL
Senior Citizen and Disabled Resident Transportation Assistance.					\$46,081,000	\$ 46,081,000
Section 5310	\$ 11,178,975	\$ 2,779,000				\$ 13,957,975
Section 5311 Non-Urban	\$ 5,755,591	\$ 100,000	\$ 1,900,000			\$ 7,755,591
Section 5311 Intercity	\$ 1,015,693					\$ 1,015,693
Section 5311(b)	\$ 175,420					\$ 175,420
NJ JARC			\$ 4,500,000	\$ 1,000,000		\$ 5,500,000
Other	<u>\$ 5,350,000</u>	<u> </u>	<u>\$ 650,000</u>	<u>\$ 4,000,000</u>	<u> </u>	<u>\$ 10,000,000</u>
TOTAL	\$ 23,475,679	\$ 2,879,000	\$ 7,050,000	\$ 5,000,000	\$46,081,000	\$ 84,485,679

ITEM 2507-33: NJ TRANSIT RESILIENCE PROGRAM: DISTRIBUTED GENERATION PROJECT – DESIGN-BUILD CONSTRUCTION, CONSTRUCTION MANAGEMENT SERVICES, AND DESIGN SERVICES CONTRACT AMENDMENTS

WHEREAS, for several weeks, Superstorm Sandy disabled much of northern New Jersey’s regional electric power system, such that rail services were inoperable, either for lack of electric traction power to drive locomotives and rail cars, or to energize key signal and communications systems that allow centralized control of trains; and

WHEREAS, in the aftermath of the storm, NJ TRANSIT made immediate repairs to restore service, and began identifying opportunities to increase the rail system’s resilience against future extreme weather events; and

WHEREAS, among the concepts considered was the implementation of resilient power generation in select critical passenger transportation facilities such as train stations, bus maintenance facilities, and a ferry terminal; and

WHEREAS, this Distributed Generation solution would extend passenger mobility during a commercial grid outage; and

WHEREAS, the Distributed Generation Project will provide distributed energy resources located at key rail, bus, light rail, and select ferry terminal locations; and

WHEREAS, this project was identified as a capital need in the *NJ TRANSIT A 5-Year Capital Plan: An Unconstrained Vision for NJ TRANSIT* (as approved by the NJ TRANSIT Board of Directors in July 2021); and

WHEREAS, the Chair or President & CEO was previously authorized to enter into NJ TRANSIT Contract No. 16-001 with AECOM for Construction Assistance Services, in the amount not to exceed \$1,056,495.00, plus five percent for contingencies; and

WHEREAS, the Chair or President & CEO was previously authorized to enter into NJ TRANSIT Contract No. 21-058 with Burns Engineering for Construction Management Services, in the amount not to exceed \$4,285,978.08, plus five percent for contingencies; and

WHEREAS, the Chair or President & CEO was previously authorized to enter into NJ TRANSIT Contract No. 19-033XR with Dynamic US, Inc. for Final Design, Construction and Commissioning Services, in the amount not to exceed \$39,084,778.10, plus five percent for contingencies; and

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

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to amend NJ TRANSIT Contract No. 16-001 with AECOM for Construction Assistance Services, in the amount not to exceed \$1,556,495.00, plus five percent contingency, subject to the availability of funds; and

BE IT FURTHER RESOLVED that the Chair or President & CEO is authorized to amend NJ TRANSIT Contract No. 21-058 with Burns Engineering for Construction Management Services, in the amount not to exceed \$5,285,978.08, plus five percent contingency, subject to the availability of funds; and

BE IT FURTHER RESOLVED that the Chair or President & CEO is authorized to amend NJ TRANSIT Contract No. 19-033XR with Dynamic US, Inc. for Final Design, Construction and Commissioning Services, in the amount not to exceed \$47,584,778.10, plus five percent contingency, subject to the availability of funds.

ITEM 2507-34: PROPOSED LABOR AGREEMENT: NJ TRANSIT RAIL OPERATIONS, INC. AND THE BROTHERHOOD OF LOCOMOTIVE ENGINEERS AND TRAINMEN

WHEREAS, NJ TRANSIT Rail Operations, Inc. (NJTRO) and Brotherhood of Locomotive Engineers and Trainmen (BLET) have negotiated a Labor Agreement for the approximately 457 represented employees; and

WHEREAS, the represented BLET employees of NJTRO have negotiated a tentative labor agreement with NJTRO management; and

WHEREAS, the terms and conditions of the agreement is set forth in the May 18, 2025 BLET Memorandum of Understanding (“May MOU”); and

WHEREAS, employees represented by BLET have ratified the May MOU;

NOW, THEREFORE, BE IT RESOLVED that the Board hereby approve the economic terms and other proposed conditions set forth in the May 18, 2025 Memoranda of Understanding (Exhibit A) negotiated by NJ TRANSIT Rail Operations, Inc. and the BLET, and authorization for the President & CEO, or his designee, to take all necessary steps to finalize and implement same.

EXHIBIT A

MEMORANDUM OF UNDERSTANDING
BETWEEN
THE BROTHERHOOD OF LOCOMOTIVE ENGINEERS & TRAINMEN
REPRESENTING
ENGINEERS AND ASSISTANT ENGINEERS AND
NEW JERSEY TRANSIT RAIL OPERATIONS

The parties hereby agree to the following terms and conditions of employment for a new labor agreement ("Agreement") for the period January 1, 2020, through December 31, 2027.

This Memorandum of Understanding is subject to ratification by the membership of the Brotherhood of Locomotive Engineers & Trainmen and final approval by the New Jersey Transit Board of Directors.

This Memorandum of Understanding amends the Agreement between the Brotherhood of Locomotive Engineers & Trainmen (BLET) and New Jersey Transit Rail Operations (NJTRO) amended through December 31, 2019. The rules in the Agreement are changed only to the extent indicated herein and remain otherwise unchanged and in full force until changed in accordance with the provisions of the Railway Labor Act, as amended. The rule changes set forth in this Memorandum of Understanding shall be effective upon ratification and approval by the parties unless otherwise specified. To the extent applicable, the rule changes contained herein are understood by the parties to also apply to any corresponding rules found in the Agreements covering Assistant Locomotive Engineers and the Locomotive Engineers' Training Program.

EXHIBIT A

1. Wages

Upon full and final ratification, wage rates shall be set as follows: (1) the wage rate for Locomotive Engineers shall be set at \$53.00 per hour; (2) the wage rate for Assistant Locomotive Engineers shall be set at \$43.48 per hour (except as provided in the Letter of Understanding dated March 6, 2025); and (3) the wage rate for Locomotive Engineer Trainees shall be set at \$37.10 per hour. Thereafter wages shall be adjusted as follows:

Effective July 1, 2026, wages shall be increased by three percent (3%) over the rates in effect on June 30, 2026.

2. Retroactive Wages

NJTRO shall establish a retroactive payment fund in the amount of \$22,900,000 for distribution to active and retired employees, including deceased employees, who worked between January 1, 2020, and the date of ratification and final approval of this Memorandum of Understanding. The Parties shall agree on the method of distributing the contents of the retroactive payment fund to those employees who are eligible. In the event of a dispute, the Parties agree to expedited arbitration. Retroactive payments shall be paid as soon as practical, but not later than ninety (90) days, following full and final ratification of the agreement by BLET; approval by the Board of Directors of New Jersey Transit Corporation; and agreement by the Parties as to a schedule of payments to employees.

3. Holiday

Effective January 1, 2025, add two additional holidays: Juneteenth and Veterans Day.

4. Bereavement Leave

Add Step-parent. The three (3) days of bereavement leave may be used within any seven (7) day period beginning with the date of death or ending sixty (60) days after the death.

5. Payroll

All payroll, including shortage adjustments and expense payments, will be made electronically, via direct deposit only. Paper paychecks and pay advices are discontinued.

EXHIBIT A

6. Electronic Communication

The parties recognize that this provision is not subject to negotiations, however, for sake of clarity, the parties have agreed to insert this provision in this Memorandum of Understanding. NJTRO and New Jersey Transit Corporation may use electronic communication to the email address furnished to each employee for various notices from the Human Resources, Pension, EEO, Employee Benefits and other Departments. Correspondence from the NJTRO Transportation and Labor Relations Departments, including correspondence related to employee discipline, shall continue by current methods.

7. Health and Welfare Benefits

- a. Change the out-of-network reimbursement methodology from 80% of Fair Health to 180% of Centers of Medicare and Medicaid Services (CMS) standard.
- b. Add Dispense as Written (DAW) cost containment provision for prescription drug plan.
- c. All prescription drugs to be filled using National Preferred Formulary (NPF) standard.
- d. Specialty drugs to be filled via mail order only. In a situation following the initial prescribing of a medication by a physician in which the employee or dependent must commence use of the medication immediately, the drug may be filled once at a retail pharmacy.
- e. As soon as practicable after full and final ratification and approval by the Board, members will move to the existing double option dental plan.

f. Employee Health Care Contributions:

There will be no “true up” of health care contribution increases, as provided in the Memorandum of Understanding dated June 24, 2016. Except as provided below, there will be no health premium increases during the term of this Agreement. Effective July 1, 2025, the employee contribution for health care shall be increased to three percent (3%) of the employee’s base wages (base wages are wages paid at the basic rate; payments at the overtime rate, penalty payments and arbitratories are not base wages and are not subject to the contribution). Employees participating in the PPO plan shall continue to pay an additional \$225/month supplement on top of the percent of base wage contribution.

- g. The HMO Plan will terminate upon implementation of this MOU following full and final ratification by the Union and NJT Board approval, and those employees in the HMO Plan at that time will automatically be transferred to the EPO Plan, which has coverage within as well

EXHIBIT A

as outside the State of New Jersey. They will be given credit for time spent in the HMO plan toward the five (5) year requirement to be in the HMO/EPO Plans for their first five (5) years of service. Upon completion of five (5) years of service, they may remain in the EPO Plan or elect to transfer to the DA10 Plan. Employees hired on or after the full and final ratification of this MOU must remain in the EPO Plan for their first five (5) years of service, following which they may remain in the EPO Plan or transfer to the DA10 Plan.

h. The Traditional Plan and the Enhanced Traditional Plan for retirees will be terminated and replaced with the DA10 Plan for all retirees and their spouses for those retirees who are at least sixty (60) years of age and who have a minimum of thirty (30) years of service with NJTRO for employees hired after full and final ratification. For employees hired prior to full and final ratification of this agreement, combined service with other employer(s) subject to the Railroad Retirement Act may be combined to obtain the thirty (30) years of service required to be considered a retiree. There will be no monthly contribution toward the premium of the DA10 Plan for retirees and their spouses, and eligibility will be the same as with the Traditional Plan for retirees and their spouses.

8. Bulletins and Assignment

Amend the language of Rule 14(1), "Bulletins and Assignments" to provide that displacements related to the semi-annual, optional displacement must occur within 24 hours (present rule: 48 hours).

9. Sick Leave

Effective upon ratification, amend Rule 10(2)(a) to increase the annual allowance from five (5) days to six (6) days.

10. Rules

a. The base workday for time worked and paid shall be nine (9) hours at straight time. Pay for time not worked; holidays, personal days, bereavement days, sick leave, etc., shall continue to be paid at eight hours; provided, however, that the charge against the 45 hour guarantee week shall be nine (9) hours for any day off.

b. Employees shall be required to complete up to sixteen (16) hours of annual computer-

EXHIBIT A

based training assigned by the Carrier on their own time, outside of working hours, and with their own personal electronic devices. Employees who complete all of the required computer-based training courses on or before the established deadline will be compensated at the straight time rate of pay for the estimated cumulative hourly duration of all the required computer-based training. Payment for the completion of all required courses shall be made as soon as practicable after completion. Carrier and the Organization will meet in committee to discuss the implementation of this new rule.

c. Engineers assigned to an extra list must answer for any call even if not on their respective list. An Engineer assigned to an extra board who lays off or misses a call will forfeit his weekly guarantee.

Question 1: What is meant by “lay off”?

Answer 1: Lay off, for this rule, means that the engineer marks off in uncompensated, unexcused status, to include uncompensated sick, or personal business layoff. Union business, FMLA, or extra list optional day shall not be considered a lay off for the purpose of this rule only. See the clarification of individual layoffs below.

- Sick Day – the engineer will be deducted the greater of eight (8) hours pay at the straight time rate, or the earnings of the assignment they would have worked that day had they not laid off.
- Personal Day – the engineer will be deducted eight (8) hours at the straight time rate.
- Vacation Day – the engineer will be deducted eight (8) hours at the straight time rate.
- FMLA (Unpaid) – the engineer will be deducted the greater of eight (8) hours at the straight time rate, or the earnings of the assignment they would have worked that day had they not laid off.
- Optional Day – will be considered to protect the guarantee subject to the restrictions in the January 16, 2001, letter of agreement regarding temporary vacancies.

Question 2: What is meant by “misses a call?”

Answer 2: Misses a call, for this rule, shall mean that an engineer does not answer a call for work, in accordance with Rule 18 of the agreement. It shall also include an engineer who answers a call as above but at the time of call either refuses the assignment or attempts to mark off by any means, including those exceptions listed in Answer 1. This will be in addition to the existing rule regarding an engineer who misses a call (held off the extra list for 24 hours).

EXHIBIT A

- d. An engineer assigned to the Atlantic City extra board may take a temporary vacancy only from their Home Terminal.
- e. All travel time/deadhead payment allowances shall be reduced by 10%.
- f. Training Recoupment
 1. Any employee entering employment with NJ Transit after the date of this agreement who successfully completes the Locomotive Engineers' Training Program (LETP) but voluntarily leaves employment with NJ Transit shall be required to repay up to \$9,300 to NJ Transit. This amount shall reflect the costs associated with training new employees, including the Trainees' salaries and the pro-rata share of the instructors' salaries.
 2. If an employee leaves employment with NJ Transit within one (1) year of the employee's successful completion of the LETP, such employee shall be required to repay ten percent (10%) of the training costs to NJ Transit in the amount of \$9,300.
 3. If an employee leaves employment with NJ Transit after one (1) year but before two (2) years of the employee's successful completion of the LETP, such employee shall be required to repay seven and a half percent (7.5%) of the training costs to NJ Transit in the amount of \$6,975.
 4. If an employee leaves employment with NJ Transit after two (2) years but before three (3) years of the employee's successful completion of the LETP, such employee shall be required to repay five percent (5%) of the training costs to NJ Transit in the amount of \$4,650.
 5. Payment of the training costs shall be made by the employee to NJ Transit in one lump sum certified check or money order within thirty (30) days of the employee's separation date.
 6. It is understood by the parties that the training costs may change over time due to economic factors. NJ Transit will notify the Organization when such costs are changed. The cost outlined reflects the training cost in effect in 2019.
 7. This provision does not apply to employees that leave employment with the Carrier because they: (a) were laid off by the Carrier, or (b) suffer from an injury or illness that results in a determination by a medical doctor that the employee is totally disabled from engine service.
- g. For the first 180 days after completion of the Training program (i.e., becoming a promoted Engineer), the Carrier can terminate the employee for any reason, or for no reason, without the necessity for a hearing and investigation. The Carrier must notify the employee in writing of the decision to terminate. At the request of the Organization, the termination shall

EXHIBIT A

be subject to a joint review between NJT Rail and the BLE-T General Chairman. The Carrier's decision is final.

h. Discipline

1. Rule 47 (e) - Change the reference from "begin within 7 days from the date the Engineer received notice of the investigation." to "begin within 14 days from the date the Engineer received notice of the investigation."
2. Rule 47 (h) - Change the reference from "within 5 days of the conclusion of the appeal hearing" to "within 21 days of the conclusion of the appeal hearing".
Change the reference from "discipline will be effective on the fourth day following the day of the appeal hearing." to "discipline will be effective on the fourth day following the issuance of the decision of the Director of Labor Relations."
3. Rule 47 (j) - Change the reference from "Arbitration shall be held in Newark, New Jersey at a public building (except NJT Rail property) unless otherwise determined by the Board." to "Arbitration shall be held at a location mutually agreed upon by the Board members."
4. Rule 47 (k) - For regularly assigned engineers, reimbursement for lost wages shall be limited to the earnings of the job held. An extra list engineer will receive reimbursement for lost wages at the rate of 1/52 of their prior year's earnings for each week of lost wages due.

11. 10.4 Percent Agreement

All pending grievances regarding the payment of penalty pay under the 10.4% Agreement are withdrawn; provided, however, the arbitrator shall issue a decision on the merits of the grievance currently pending.

12. Term

This Agreement shall continue in full force and effect from January 1, 2020, through December 31, 2027.

13. Moratorium

There shall be a moratorium on serving the Section 6 Notices until April 1, 2027, which notices shall not be effective prior to the amendable date of January 1, 2028.

EXHIBIT A

14. Continuation of Status Quo

Status quo shall be maintained commencing 12:01AM, May 20, 2025, as follows:

Throughout the parties' respective ratification and approval process and thereafter as provided by law. In the event that this agreement fails ratification, it is further agreed that neither party shall engage in any form of self-help, including but not limited to strikes, lock outs, or any other form of economic pressure, for a period of ninety (90) days after the date on which such failure is officially reported by the BLET to their respective membership and New Jersey Transit Rail or by New Jersey Transit Rail to the BLET.

If such 90-day period expires on a day on which the Congress, both House and Senate, is not officially in session, the "status quo" period shall be extended for a period of five (5) days beyond the earliest date thereafter on which Congress is in official session.

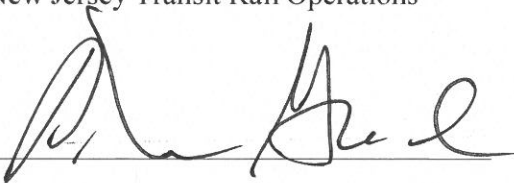
This Memorandum of Understanding constitutes the complete agreement of the parties with the respect to changes in the Collective Bargaining Agreement reached with the undersigned on May 18, 2025.

For the Organization:
BLET



Thomas F. Haas, Jr.
General Chairman

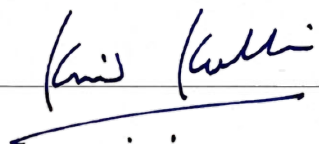
For the Company:
New Jersey Transit Rail Operations



Patrick J. McGreal
DGM – Labor Relations & Administration



James P. Louis
National Vice President



Kris Kolluri
President and CEO
New Jersey Transit Corporation

CONSENT CALENDAR

ITEM 2507-35: NJ TRANSIT OWNED REAL ESTATE TRANSMITTAL

WHEREAS, Public Law 2018, Chapter 135 requires the Board of Directors to approve and the corporation to transmit to the Commissioner of Transportation, the President of the Senate, the Speaker of the General Assembly, the Assembly Transportation and Independent Authorities Committee, and the Senate Transportation Committee a report regarding real property owned by the NJ TRANSIT Corporation by October 1st of each year; and

WHEREAS, Public Law 2018, Chapter 135 requires the report contain: a list of each parcel of real property owned by the corporation; the most recent appraised value of that real property interest only if the corporation has obtained an appraisal during the three years immediately preceding the report; the purpose for which the corporation holds the real property interest; any revenue the corporation receives that arises out of the real property; and any real property sold or otherwise disposed of, including the amount of money received by the corporation for that sale or disposition, during the one-year period immediately preceding the report and including an accompanying explanation for any real property disposed of for less than market value and any real property acquired for more than market value;

NOW, THEREFORE, BE IT RESOLVED that the NJ TRANSIT Board of Directors approves the report annexed hereto as Exhibit A and authorizes the transmission of the report to the Governor, the Commissioner of Transportation, the President of the Senate, the Speaker of the General Assembly, the Assembly Transportation and Independent Authorities Committee, and the Senate Transportation Committee.

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



NJ TRANSIT REAL ESTATE REPORT: FISCAL YEAR 2025

P.L. 2018, c. 135
October 1, 2025

Executive Summary

New Jersey Transit Corporation's Office of Real Estate, Economic Development and Transit-Oriented Development ensures efficient management of NJ TRANSIT's real estate assets to support safe, reliable mass transit service and maximize non-farebox revenue opportunities. The office assesses and develops recommendations for economic development and transit-oriented development opportunities for parcels of real property in which the corporation holds a property interest in order to increase the corporation's non-fare revenue sources.

Effective November 1, 2018, P.L. 2018, c. 135 amended N.J.S.A. 27:25-20 requires NJ TRANSIT to issue an annual report containing: (1.) a list of each parcel of real property owned by the corporation; (2.) the most recent appraised value of that real property obtained during the three years immediately preceding the report; the purpose for which the corporation holds the real property; (3.) any revenue the corporation receives that arises out of the real property; (4.) any real property sold or otherwise disposed of, including the amount of money received by the corporation for that sale or disposition, during the one-year period immediately preceding the report and including an accompanying explanation for any real property disposed of for less than market value and (5.) any real property acquired for more than market value. Pursuant to those reporting requirements, NJ TRANSIT is pleased to provide this report.

1. Schedule 1. Real Property Owned:

The attached represents a list of real property owned by the corporation and its underlying property purpose. Additions to the real property list, as compared to last year's submission, have been highlighted.

2. Schedule 2. Appraised Valuations:

NJ TRANSIT obtains appraisals for real property it owns if a property is no longer needed for transportation purposes and NJ TRANSIT receives a request for disposition. The appraisals provided in the Real Property list represent values obtained during the three-year period immediately preceding this report. (Please note that the list omits any property where the corporation is currently negotiating a disposition or anticipates negotiating a sale or lease in the near future, because disclosing the appraised values would provide potential buyers/lessees with an unfair competitive advantage.)

EXHIBIT A

3. Revenue Generated:

NJ TRANSIT recorded \$59.7 million of non-farebox revenue in FY25, an increase of \$15.4 million over FY24, comprised of \$7.3 million from Property Leases; \$4.5 million from Utility Permits and Cell Tower Licenses; \$14.5 million in Parking Fees; \$5.9 million in Billboard Advertising; \$13.1 million in Rail, Bus, and Light Rail Advertising; and \$14.4 million in property sales.

4. Property Sales and Dispositions:

NJ TRANSIT sold approximately 4.66 acres of property, designated as Block 73, Lot 1, in the Township of Lyndhurst, for \$14,400,000 to the New Jersey Economic Development Authority (NJEDA) in accordance with New Jersey Senate Bill 3519. The parcel had been used as a parking lot and was sold to NJEDA for future development. NJ TRANSIT obtained an appraisal valuing it at \$13,860,000. It sold for \$14,400,000 in accordance with the legislation which requires the price to be determined based on an appraisal obtained by NJEDA.

5. Real Property Acquired:

Following July 1, 2024, through June 30, 2025, NJ TRANSIT acquired one property:

1. NJ TRANSIT purchased approximately 0.377 acres of vacant land in Newark, NJ, known as municipal Block 851, Lot 40. The property was acquired from Norfolk Southern Railway Company on January 6, 2025, through a quitclaim deed for the Orange Branch Preservation Project. It was appraised for \$680,000 and purchased for \$680,000.

REAL PROPERTY OWNED BY NJ TRANSIT ¹
EXHIBIT A

RAIL LINE	PARCEL	MUNICIPALITY	BLOCK/LOT	SITE SIZE (ACRES)/CONFIGURATION (MILES)	PURPOSE
MAIN LINE	N/A	JERSEY CITY - RIDGEWOOD	N/A	MP 1.9 - MP 20.2 (18.30 MILES)	ACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE
MAIN LINE	N/A	JERSEY CITY & SECAUCUS	1200/42.A & 2/3, 13/1 & 14/1&3	28.13	SECAUCUS TRANSFER (FRANK R. LAUTENBERG RAIL STATION)
MAIN LINE	N/A	SECAUCUS	N/A	13.14	SECAUCUS TRANSFER (FRANK R. LAUTENBERG RAIL STATION) - WETLANDS MITIGATION
MAIN LINE	N/A	SECAUCUS	BLOCK 5, LOT 3	0.22	SECAUCUS TRANSFER (FRANK R. LAUTENBERG RAIL STATION)
MAIN LINE	179	SECAUCUS	N/A	0.40	PORTION OF ACTIVE PASSENGERS RAILROAD ROW/ FREIGHT SERVICE
MAIN LINE	N/A	LYNDHURST	73/1	4.66	LYNDHURST TRAIN STATION PARKING LOT ³
MAIN LINE	N/A	RAMSEY	3609/1 & 2	2.78	RAMSEY STATION PARK & RIDE (DECK)
MAIN LINE		CLIFTON	15.04/4	2.61	NORTHERN BUS MAINTENANCE FACILITY
MAIN LINE		CLIFTON	15.14/33	1.39	NEW RAIL MAINTENANCE OF WAY FACILITY ²
HARRISON-KINGLAND	NA	LYNDHURST - HARRISON	N/A	MP 0.00 - MP 5.50 (5.50 MILES)	INACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE
HOBOKEN TERMINAL	N/A	JERSEY CITY & HOBOKEN	7302/1 & 139/1.01, 1.02, 1.03, 2, 3, 4 & 5	69.78	HOBOKEN RAIL TERMINAL
READING COMMUTER LINE	121A	EWING TWP	342/4	1.74	PORTION OF WEST TRENTON TRAIN STATION
READING COMMUTER LINE	119A & 119B	MONTGOMERY	5002/2 & 6	4.45	BELLE MEAD TRAIN STATION (INACTIVE)
MONTCLAIR BRANCH	N/A	NEWARK - MONTCLAIR	N/A	MP 9.0 - MP 13.0 (4.00 MILES)	ACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE
MONTCLAIR BRANCH	N/A	MONTCLAIR	4201/6.02 & 6.04	3.42	MONTCLAIR CONNECTION
MONTCLAIR BRANCH	26	MONTCLAIR	4202/1	0.01	MONTCLAIR CONNECTION
MONTCLAIR BRANCH	R238	MONTCLAIR	4201/23	0.01	MONTCLAIR CONNECTION
MONTCLAIR BRANCH	4	MONTCLAIR	4210/19	0.09	MONTCLAIR CONNECTION
MONTCLAIR BRANCH	R8	MONTCLAIR	4210/9 & 10	0.18	MONTCLAIR CONNECTION
MONTCLAIR BRANCH	6	MONTCLAIR	4210/12	0.06	MONTCLAIR CONNECTION
MONTCLAIR BRANCH	R7	MONTCLAIR	4210/11	0.07	MONTCLAIR CONNECTION
MONTCLAIR BRANCH	9	MONTCLAIR	4209/22	0.09	MONTCLAIR CONNECTION
MONTCLAIR BRANCH	10	MONTCLAIR	4209/13	0.09	MONTCLAIR CONNECTION
MONTCLAIR BRANCH	11	MONTCLAIR	4209/24	0.06	MONTCLAIR CONNECTION
MONTCLAIR BRANCH	R13	MONTCLAIR	4209/26	0.09	MONTCLAIR CONNECTION
MONTCLAIR BRANCH	R15	MONTCLAIR	4209/16	0.15	MONTCLAIR CONNECTION
MONTCLAIR BRANCH	12	MONTCLAIR	4209/25	0.06	MONTCLAIR CONNECTION
MONTCLAIR BRANCH	16	MONTCLAIR	4209/14 & 15	0.22	MONTCLAIR CONNECTION
MONTCLAIR BRANCH	R18	MONTCLAIR	4209/12	0.12	MONTCLAIR CONNECTION
MONTCLAIR BRANCH	R19	MONTCLAIR	4209/10 & 11	0.22	MONTCLAIR CONNECTION
MONTCLAIR BRANCH	17	MONTCLAIR	4209/13	0.14	MONTCLAIR CONNECTION

REAL PROPERTY OWNED BY NJ TRANSIT ¹
EXHIBIT A

RAIL LINE	PARCEL	MUNICIPALITY	BLOCK/LOT	SITE SIZE (ACRES)/CONFIGURATION (MILES)	PURPOSE
MONTCLAIR BRANCH	2R20	MONTCLAIR	4207/P/O 8	0.03	MONTCLAIR CONNECTION
MONTCLAIR BRANCH	R22	MONTCLAIR	4207/P/O 10 & 11	0.03	MONTCLAIR CONNECTION
MONTCLAIR BRANCH	R21	MONTCLAIR	4207/9	0.05	MONTCLAIR CONNECTION
GLADSTONE BRANCH	N/A	MILLINGTON - GLADSTONE	N/A	MP 30.20 - MP 42.27 (12.07 MILES)	ACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE
GLADSTONE BRANCH	N/A	SUMMIT - MILLINGTON	N/A	MP 20.0 - MP 30.0 (10.00 MILES)	ACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE
GLADSTONE BRANCH	N/A	BERNARDS	112/1	2.43	COMMUTER PARKING LOT - LYONS TRAIN STATION
GLADSTONE BRANCH	151	PEAPACK/GLADSTONE	10/4	0.55	AUTOTRANSFORMER NO.11
LEHIGH VALLEY	N/A	UION TWP.	105/15	0.39	UNION TOWNSHIP TRAIN STATION BUILDING
NEWARK CITY SUBWAY	2	NEWARK	1974/ 56.02	0.09	PART OF NEWARK CITY SUBWAY ROW
NEWARK CITY SUBWAY	N/A	NEWARK	791/41	0.50	PART OF NEWARK CITY SUBWAY ROW
NEWARK CITY SUBWAY	N/A	NEWARK	751/ 40	0.08	BRANCH BROOK LIGHT RAIL STATION
NEWARK CITY SUBWAY	E2A & E2B	NEWARK	142/1	0.12	NEWARK ELIZABETH RAIL LINK (NERL) PARCELS
NEWARK CITY SUBWAY	3A,3B,E3C & E3D	NEWARK	138/1.02 & 1.03	0.03	NEWARK ELIZABETH RAIL LINK (NERL) PARCELS
NEWARK CITY SUBWAY	9	NEWARK	14/26 & 28	0.07	NEWARK ELIZABETH RAIL LINK (NERL) PARCELS
NEWARK CITY SUBWAY	10	NEWARK	14/21 - 25 & 60	0.58	NEWARK ELIZABETH RAIL LINK (NERL) PARCELS
NEWARK CITY SUBWAY	15	NEWARK	27/1 & 9/9	0.06	NEWARK ELIZABETH RAIL LINK (NERL) PARCELS
NEWARK CITY SUBWAY	4A,4B & E4C	NEWARK	137/25	0.15	NEWARK ELIZABETH RAIL LINK (NERL) PARCELS
NEWARK CITY SUBWAY	5A & E5B	NEWARK	126.01/9, 39, 41 & 42	0.15	NEWARK ELIZABETH RAIL LINK (NERL) PARCELS
NEWARK CITY SUBWAY	6A & E6B	NEWARK	126.01 & 137/21 & 50, 54 & 56	0.14	NEWARK ELIZABETH RAIL LINK (NERL) PARCELS
NEWARK CITY SUBWAY	7A & E7B	NEWARK	137/50, 54, & 56	0.13	NEWARK ELIZABETH RAIL LINK (NERL) PARCELS
NEWARK CITY SUBWAY	8	NEWARK	14/28,33,35 - 37, 39, 42, 54 & 55	0.29	NEWARK ELIZABETH RAIL LINK (NERL) PARCELS
NEWARK CITY SUBWAY	11	NEWARK	12/1,2,14,16,20,44,46 ,53	0.03	NEWARK ELIZABETH RAIL LINK (NERL) PARCELS
NEWARK CITY SUBWAY	12A & E12B	NEWARK	25/1,7,8,10 - 17, 23, 24 & 76	0.44	NEWARK ELIZABETH RAIL LINK (NERL) PARCELS
NEWARK CITY SUBWAY	13A, 13B & 13C	NEWARK	25/27 & 64, 26/P/O 3 & 8	0.25	NEWARK ELIZABETH RAIL LINK (NERL) PARCELS
NEWARK CITY SUBWAY	14	NEWARK	25/18, 25.01/1.02 & 26/1 & 7	0.34	NEWARK ELIZABETH RAIL LINK (NERL) PARCELS
NEWARK CITY SUBWAY	17A & 17B	NEWARK	26/1, 7, 10 & 42	0.20	NEWARK ELIZABETH RAIL LINK (NERL) PARCELS
NEWARK CITY SUBWAY	1 & 2	BLOOMFIELD & BELLEVILLE	392/1 & 53, & P/O 768/25	18.84	NEWARK CITY SUBWAY VEHICLE BASE
FREEHOLD BRANCH	N/A	MATAWAN - FREEHOLD	N/A	MP 11.33 - MP 22.76 (11.43 MILES)	INACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE

REAL PROPERTY OWNED BY NJ TRANSIT ¹
EXHIBIT A

RAIL LINE	PARCEL	MUNICIPALITY	BLOCK/LOT	SITE SIZE (ACRES)/CONFIGURATION (MILES)	PURPOSE
FREEHOLD BRANCH	N/A	MATAWAN	N/A	STA. 578+60 - STA. 363+00 (0.41 MILES)	WYE AT MATAWAN JUNCTION
FREEHOLD SECONDARY	N/A	FARMINGDALE - HOWELL	N/A	MP 8.33 - MP 12.72 (4.39 MILES)	INACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE
FREEHOLD SECONDARY	N/A	HOWELL - FREEHOLD	N/A	MP 12.72 - MP 15.5 (2.78 MILES)	INACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE
PRINCETON BRANCH	N/A	WEST WINDSOR - PRINCETON	N/A	MP 0.40 - MP 2.81 (2.41 MILES)	ACTIVE PASSENGERS RAILROAD ROW (DINKY)
RARITAN VALLEY	1	ROSELLE PARK	3000/17 & 18	1.60	ROSELLE PARK TRAIN STATION PARKING LOT
RARITAN VALLEY	N/A	SOMERVILLE	120.01 P/O1	0.04	SOMERVILLE STATION ACCESS
RARITAN VALLEY	N/A	ROSELLE PARK	3000/1-16,19	1.58	ACTIVE PASSENGERS RAILROAD ROW (ALDENE CONNECTION)
RARITAN VALLEY	N/A	ROSELLE PARK - PHILLIPSBURG	N/A	MP 15.7 - MP 71.1 (56.4 MILES)	ACTIVE & INACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE
RARITAN VALLEY	N/A	LEBANON	100/3	0.65	LEBANON TRAIN STATION COMMUTER PARKING LOT
NJCL (N OF RARITAN RIVER)	N/A	RAHWAY - PERTH AMBOY	N/A	MP 0.0 - MP 5.9 (5.90 MILES)	ACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE
NJCL (N OF RARITAN RIVER)	N/A	WOODBIDGE JUNCTION - RARITAN RIVER	N/A	MP 20.0 - MP 22.0 (2.00 MILES)	ACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE
NJCL (N OF RARITAN RIVER)	6	PERTH AMBOY	12/1.03	1.22	ACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE (RARITAN BRIDGE PROJECT)
NJCL (S OF THE RARITAN RIVER)	N/A	PERTH AMBOY - BRADLEY BEACH	N/A	MP 0.0 - MP 29.16 (29.16 MILES)	ACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE
NJCL (S OF THE RARITAN RIVER)	R3	SOUTH AMBOY	160/ P/O 1.03	0.09	ACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE (RARITAN BRIDGE PROJECT)
NJCL (S OF THE RARITAN RIVER)	N/A	SOUTH AMBOY	164/1,8 & 9	0.98	SUBSTATION
NJCL (S OF THE RARITAN RIVER)	2R215	SOUTH AMBOY	162/91	0.58	MICROWAVE TOWER
NJCL (S OF THE RARITAN RIVER)	N/A	SOUTH AMBOY	164.2-7	4.30	SOUTH AMBOY TRAIN STATION COMMUTER PARKING LOT
NJCL (S OF THE RARITAN RIVER)	N/A	SOUTH AMBOY	47/6 & 7	0.16	SOUTH AMBOY TRANSIT VILLAGE
NJCL (S OF THE RARITAN RIVER)	5	MATAWAN	11/8	0.21	ABERDEEN-MATAWAN TRAIN STATION PARKING LOT
NJCL (S OF THE RARITAN RIVER)	2	MATAWAN	11/10	0.22	ABERDEEN-MATAWAN TRAIN STATION PARKING LOT
NJCL (S OF THE RARITAN RIVER)	3 & 4	MATAWAN	11/5,6 & 7	1.36	ABERDEEN-MATAWAN TRAIN STATION PARKING LOT
NJCL (S OF THE RARITAN RIVER)	1	MATAWAN	11/11	1.07	ABERDEEN-MATAWAN TRAIN STATION PARKING LOT
NJCL (S OF THE RARITAN RIVER)	7	MATAWAN	11/3	0.15	ABERDEEN-MATAWAN TRAIN STATION PARKING LOT
NJCL (S OF THE RARITAN RIVER)	173	ABERDEEN	259/8	1.94	ABERDEEN-MATAWAN TRAIN STATION PARK & RIDE

REAL PROPERTY OWNED BY NJ TRANSIT ¹
EXHIBIT A

RAIL LINE	PARCEL	MUNICIPALITY	BLOCK/LOT	SITE SIZE (ACRES)/CONFIGURATION (MILES)	PURPOSE
NJCL (S OF THE RARITAN RIVER)	174	ABERDEEN	N/A	1.60	MU STORAGE TRACK - ELECTRIFICATION PROJECT
NJCL (S OF THE RARITAN RIVER)	199	ABERDEEN	260/1	5.13	SUBSTATION
NJCL (S OF THE RARITAN RIVER)	6	MATAWAN	11/4	0.42	ABERDEEN-MATAWAN TRAIN STATION PARKING LOT
NJCL (S OF THE RARITAN RIVER)	8	MATAWAN	11/2	0.18	ABERDEEN-MATAWAN TRAIN STATION PARKING LOT
NJCL (S OF THE RARITAN RIVER)	9	MATAWAN	11/1	0.49	ABERDEEN-MATAWAN TRAIN STATION PARKING LOT
NJCL (S OF THE RARITAN RIVER)	201	MIDDLETOWN	39 PART 16	0.40	SUBSTATION
NJCL (S OF THE RARITAN RIVER)	200	HOLMDEL/MIDDLETOWN	51 /PART 7	0.01	SUBSTATION
NJCL (S OF THE RARITAN RIVER)	1A & 1B	LITTLE SILVER	75/6.01	5.29	LITTLE SILVER TRAIN STATION PARKING LOT
NJCL (S OF THE RARITAN RIVER)	197	LONG BRANCH	188/1B	0.54	LONG BRANCH TRAIN STATION PARKING LOT
NJCL (S OF THE RARITAN RIVER)	195	LONG BRANCH	492/19.04	0.25	LONG BRANCH TRAIN STATION PARKING LOT
NJCL (S OF THE RARITAN RIVER)	R194	LONG BRANCH	157/5 PORT.4	0.75	LONG BRANCH TRAIN STATION PARKING LOT
NJCL (S OF THE RARITAN RIVER)	196	LONG BRANCH	188/1	0.38	LONG BRANCH TRAIN STATION PARKING LOT
NJCL (S OF THE RARITAN RIVER)	193	LONG BRANCH	492/PART 19.01 & 19.02	0.03	LONG BRANCH TRAIN STATION PARKING LOT
NJCL (S OF THE RARITAN RIVER)	N/A	BRADLEY BEACH - BAY HEAD	N/A	MP 29.16 - MP 38.00 (8.84 MILES)	ACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE
NORTHEAST CORRIDOR	R1A, R1B & 2	KEARNY	PART. 287/54-56, 60, 61.02, 62, 62.01, 63, 70, 70.01, 71, 71.01, 73 & 80,	26.68	KOPPERS KOKE PROPERTY
NORTHEAST CORRIDOR	113	KEARNY	286/40	2.53	PORTAL NORTH BRIDGE PROJECT
NORTHEAST CORRIDOR	115	KEARNY	286/PART 33	1.85	PORTAL NORTH BRIDGE PROJECT
NORTHEAST CORRIDOR	118	KEARNY	287/35, 36, 37, 38.01, 38.02 & 39	12.64	PORTAL NORTH BRIDGE PROJECT
NORTHEAST CORRIDOR	119	KEARNY	287/33 & 33.01	2.01	PORTAL NORTH BRIDGE PROJECT
NORTHEAST CORRIDOR	R124A, R124B & 124C	KEARNY	287/32.03	0.305	PORTAL NORTH BRIDGE PROJECT
NORTHEAST CORRIDOR	N/A	NEWARK	150/140&141, 151/80&81, 152/1&10, 157/1&21, 169/58	6.23	NEWARK PENN STATION

REAL PROPERTY OWNED BY NJ TRANSIT ¹
EXHIBIT A

RAIL LINE	PARCEL	MUNICIPALITY	BLOCK/LOT	SITE SIZE (ACRES)/CONFIGURATION (MILES)	PURPOSE
NORTHEAST CORRIDOR	N/A	NEWARK	2755/P/O 62	0.12	EWR - MONORAIL NEC CONNECTION
NORTHEAST CORRIDOR	3A & 3B	NEWARK	5090/1.01 & 5088/126.01	2.48	EWR - MONORAIL NEC CONNECTION
NORTHEAST CORRIDOR	1&2	WOODBIDGE	434/1.02 (1.B)	12.40	METROPARK TRAIN STATION PARKING LOT (DECK/SURFACE PARKING)
NORTHEAST CORRIDOR	6C2	METUCHEN	35/P/O6	0.49	METUCHEN TRAIN STATION (SHELTER WESTBOUND)
NORTHEAST CORRIDOR	6D2	METUCHEN	164/51	0.95	METUCHEN TRAIN STATION/PARKING LOT (EASTBOUND)
NORTHEAST CORRIDOR	D	EDISON	3.C/1.05 (1.A3)	2.11	VACANT LAND
NORTHEAST CORRIDOR	N/A	EDISON	3-C/4.02	5.44	EDISON TRAIN STATION COMMUTER PARKING LOT
NORTHEAST CORRIDOR	B	EDISON	3-C/ 1.03 (P/O 1.A2)	1.55	ACCESS TO EDISON TRAIN STATION COMMUTER PARKING LOT
NORTHEAST CORRIDOR	C	EDISON	3.C/ 1.07 (P/O 1.B4)	0.73	EDISON TRAIN STATION COMMUTER PARKING LOT
NORTHEAST CORRIDOR	7C2	EDISON	100/30	0.65	VACANT LAND
NORTHEAST CORRIDOR	7B2	EDISON	97A/2	0.42	EDISON TRAIN STATION/PARKING LOT (EASTBOUND)
NORTHEAST CORRIDOR	8B2	NEW BRUNSWICK	44.02/27	0.06	NEW BRUNSWICK TRAIN STATION (STAIRWAY & ELEVATOR)
NORTHEAST CORRIDOR	8C2	NEW BRUNSWICK	800/P/O 10	0.28	NEW BRUNSWICK TRAIN STATION (EASTBOUND)
NORTHEAST CORRIDOR	9A2 & 9C2A	NEW BRUNSWICK	598/8.01	7.84	JERSEY AVENUE TRAIN STATION COMMUTER PARKING LOT (SURFACE PARKING)
NORTHEAST CORRIDOR	5A	NEW BRUNSWICK	242/p/05.06	0.40	COUNTY YARD
NORTHEAST CORRIDOR	3A	NEW BRUNSWICK	242/p/03.02	0.19	COUNTY YARD
NORTHEAST CORRIDOR	8A	NEW BRUNSWICK	242/P/O/10.03	0.37	COUNTY YARD
NORTHEAST CORRIDOR	N/A	NEW BRUNSWICK - NORTH BRUNSWICK	90/1 & 11.01, 142/6.01, 6.05, 6.06 & 7.02, 143/15, 148/37 & 38.06	MP 33.1 - MP 36.40 (3.3 MILES)	DELCO LEAD TRACK
NORTHEAST CORRIDOR	10A2A	NORTH BRUNSWICK	148/P/O 38.06	2.55	VACANT LAND - ADAMS INACTIVE TRAIN STATION
NORTHEAST CORRIDOR	10B2	NORTH BRUNSWICK	148/P/O 40.04	6.09	VACANT LAND - ADAMS INACTIVE TRAIN STATION
NORTHEAST CORRIDOR	10A1B	NORTH BRUNSWICK	148/P/O 38.05	0.67	VACANT LAND - ADAMS INACTIVE TRAIN STATION
NORTHEAST CORRIDOR	11A2	SOUTH BRUNSWICK	259/P/O 2.01	1.46	VACANT LAND - DEANS INACTIVE TRAIN STATION
NORTHEAST CORRIDOR	11D1B	SOUTH BRUNSWICK	259/P/O 2.01	2.18	VACANT LAND - DEANS INACTIVE TRAIN STATION
NORTHEAST CORRIDOR	12B2	SOUTH BRUNSWICK	259/P/O 4 & 4.01, 262/P/O 1.01	2.03	VACANT LAND - MONMOUTH JUNCTION INACTIVE TRAIN STATION
NORTHEAST CORRIDOR	14A2B	PLAINSBORO	1801/P/O 72	1.00	VACANT LAND - PLAINSBORO INACTIVE TRAIN STATION
NORTHEAST CORRIDOR	1B1	ELIZABETH	12/1255.A	0.99	STATION BUILDING - NORTH ELIZABETH TRAIN STATION
NORTHEAST CORRIDOR	1A1	ELIZABETH	11/1247.B, 1248.A & 1250	0.61	PARKING - NORTH ELIZABETH - NORTH ELIZABETH TRAIN STATION
NORTHEAST CORRIDOR	R2F1	ELIZABETH	N/A	0.09	ELIZABETH TRAIN STATION BUILDING (EASTBOUND)
NORTHEAST CORRIDOR	2E1	ELIZABETH	6/1581	0.65	ELIZABETH TRAIN STATION - PARKING LOT
NORTHEAST CORRIDOR	2D1	ELIZABETH	6/1632	0.37	ELIZABETH TRAIN STATION - VACANT LAND

REAL PROPERTY OWNED BY NJ TRANSIT ¹
EXHIBIT A

RAIL LINE	PARCEL	MUNICIPALITY	BLOCK/LOT	SITE SIZE (ACRES)/CONFIGURATION (MILES)	PURPOSE
NORTHEAST CORRIDOR	2C1	ELIZABETH	6/1418, 1420, 1421, 1422 & 1568	0.76	ELIZABETH TRAIN STATION PARKING DECK
NORTHEAST CORRIDOR	2A	ELIZABETH	6/1599	1.04	ELIZABETH TRAIN STATION - PARKING LOT
NORTHEAST CORRIDOR	N/A	ELIZABETH	6/74	0.04	ELIZABETH TRAIN STATION
NORTHEAST CORRIDOR	211	ELIZABETH	6/76	0.07	ELIZABETH TRAIN STATION
NORTHEAST CORRIDOR	N/A	LINDEN	254/10	2.05	LINDEN TRAIN STATION PARKING LOT (SURFACE PARKING)
NORTHEAST CORRIDOR	3A1B	LINDEN	254/P/O 14	0.89	LINDEN TRAIN STATION - DRIVEWAY/PARKING LOT
NORTHEAST CORRIDOR	3B2	LINDEN	457/38, 254/P/O 14 & 15	1.85	LINDEN TRAIN STATION BUILDING/ SURFACE PARKING LOT
NORTHEAST CORRIDOR	5D2	RAHWAY	500/P/O 10	0.33	RAHWAY TRAIN STATION BUILDING (EASETBOUND)
NORTHEAST CORRIDOR	4B & 4C	WEST WINDSOR	6/33 & 18 & 57/1	11.67	PRINCETON JUNCTION TRAIN STATION PARKING LOT
NORTHEAST CORRIDOR	N/A	WEST WINDSOR	6/44	0.12	PRINCETON JUNCTION TRAIN STATION PARKING LOT
NORTHEAST CORRIDOR	13D	WEST WINDSOR	6/66.	5.63	PRINCETON JUNCTION TRAIN STATION PARKING LOT
NORTHEAST CORRIDOR	13A3	WEST WINDSOR	6/P/O 88	0.38	PRINCETON JUNCTION TRAIN STATION BULIDING (WESTBOUND)
NORTHEAST CORRIDOR	13C	WEST WINDSOR	6/14	12.21	PRINCETON JUNCTION TRAIN STATION PARKING LOT
NORTHEAST CORRIDOR	13B2	WEST WINDSOR	6/67 & 68	6.23	PRINCETON JUNCTION TRAIN STATION PARKING LOT
NORTHEAST CORRIDOR	13A2	WEST WINDSOR	6/P/O 88	0.90	PRINCETON JUNCTION TRAIN STATION PARKING LOT
NORTHEAST CORRIDOR	3	WEST WINDSOR	6/P/O 88	4.89	PRINCETON JUNCTION TRAIN STATION PARKING LOT
NORTHEAST CORRIDOR	2	WEST WINDSOR	N/A	0.85	VAUGHN DRIVE
NORTHEAST CORRIDOR	1	WEST WINDSOR	N/A	0.88	VAUGHN DRIVE
NORTHEAST CORRIDOR	N/A	HAMILTON	1518/5 & 6	49.18	SITE RAIL STATION/PARKING LOT
NORTHEAST CORRIDOR	N/A	HAMILTON	1518/7	6.89	SITE RAIL STATION/PARKING LOT
NORTHEAST CORRIDOR	N/A	HAMILTON	1518/8	2.04	SITE RAIL STATION/PARKING LOT
NORTHEAST CORRIDOR	N/A	HAMILTON	1518/9	4.58	SITE RAIL STATION/PARKING LOT
NORTHEAST CORRIDOR	N/A	HAMILTON	1508/ 13, 14 & 15 & 1505/11	9.70	HAMILTON TRANSIT COMPLEX
NORTHEAST CORRIDOR	25	HAMILTON	5/10 PO	0.22	ACCESS ROAD - KLOCKNER AVENUE
NORTHEAST CORRIDOR	N/A	TRENTON	13302/P/O 1	1.83	TRENTON TRAIN STATION PARKING LOT (DECK)
NORTHEAST CORRIDOR	N/A	HAMILTON & TRENTON	1508/27 (HAM) & 12501/3, 25101/3, 25201/3 ETC. (TRE)	25.00	VANCANT LAND (WEST BARRACKS YARD)
NORTHEAST CORRIDOR	226	TRENTON	13302/P/O 1	0.32	TRENTON TRAIN STATION PARKING LOT (DECK)
NORTHEAST CORRIDOR	158A	TRENTON	802/2 & 3	1.42	TRENTON TRAIN STATION BUILDING & PARKING LOT (SURFACE)
NORTHEAST CORRIDOR	158D	TRENTON	13203/3 & 4, 13301/3, 4, 10, 19-20	2.73	TRENTON TRAIN STATION PARKING LOT (SURFACE - THE PIT)
NORTHEAST CORRIDOR	158E	TRENTON	13302/P/O 1	1.71	TRENTON TRAIN STATION PARKING LOT (DECK)

REAL PROPERTY OWNED BY NJ TRANSIT ¹
EXHIBIT A

RAIL LINE	PARCEL	MUNICIPALITY	BLOCK/LOT	SITE SIZE (ACRES)/CONFIGURATION (MILES)	PURPOSE
NORTHEAST CORRIDOR	N/A	NEW YORK CITY	781/10	0.09	NEW YORK PENN STATION EAST END CONCOURSE ENTRANCE
NORTHEAST CORRIDOR	N/A	FALL (BUCKS COUNTY, PA)	28/75	30.78	MORRISVILLE TRAIN YARD
BOONTON EAST OF DENVERVILLE	N/A	NEWARK	837/1	0.04	RADIO BASE STATION ADJACENT TO FORMER NORTH NEWARK STATION
BOONTON EAST OF DENVERVILLE	70A, 70B, 70C & 70D	GLEN RIDGE	82/9	1.76	GLEN RIDGE TRAIN STATION
BOONTON EAST OF DENVERVILLE	N/A	MONTCLAIR - DENVERVILLE	N/A	MP 11.5 - MP 34.5 (23.00 MILES)	ACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE
BOONTON EAST OF DENVERVILLE	N/A	MONTCLAIR	803/39	0.54	VACANT LAND - ADJACENT TO ACTIVE RAILROAD ROW
BOONTON EAST OF DENVERVILLE	N/A	MONTCLAIR	803/38	0.58	VACANT LAND - ADJACENT TO ACTIVE RAILROAD ROW
BOONTON EAST OF DENVERVILLE	N/A	MONTCLAIR	905/25.01	1.03	VACANT LAND - ADJACENT TO ACTIVE RAILROAD ROW
BOONTON EAST OF DENVERVILLE	200A & X200D	KEARNY	284/35.02	7.16	MEADOWS SUPPLY STATION
BOONTON EAST OF DENVERVILLE	15	KEARNY	178/P/O 32	0.19	ARLINGTON INACTIVE TRAIN STATION
BOONTON EAST OF DENVERVILLE	N/A	DENVERVILLE	30608/1	1.00	DENVERVILLE TRAIN STATION PARKING LOT (SURFACE)
BOONTON EAST OF DENVERVILLE	N/A	LITTLE FALLS	234/P/O 3, 4, 5 & 6 AND 250/P/O1	3.60	MSU TRAIN STATION PARKING LOT (DECK & SURFACE)
BOONTON EAST OF DENVERVILLE	VX7C2	WAYNE	301/2	7.22	WAYNE ROUTE 23 TRANSIT CENTER PARK & RIDE
BOONTON EAST OF DENVERVILLE	VX7C2	WAYNE	301/1	2.86	WAYNE ROUTE 23 TRANSIT CENTER PARK & RIDE
BOONTON EAST OF DENVERVILLE	VX150C	WAYNE	748/1	1.80	MOUNTAIN VIEW TRAIN STATION PARKING LOT EXPANSION
BOONTON EAST OF DENVERVILLE	VX151B & VX154B	WAYNE	713/5 & 714/2	0.48	MOUNTAIN VIEW TRAIN STATION PARKING LOT
BOONTON EAST OF DENVERVILLE	N/A	MONTVILLE	97/1	1.01	TOWACO TRAIN STATION PARKING LOT (SURFACE)
BOONTON WEST OF DENVERVILLE	3	DOVER	1901/10 (PORTION)	1.95	DOVER YARD FACILITY
BOONTON WEST OF DENVERVILLE	1	DOVER	1901/9 (portion)	0.39	DOVER YARD FACILITY
BOONTON WEST OF DENVERVILLE	N/A	DOVER - PORT MORRIS	N/A	MP 38.5 - MP 45.7 (7.20 MILES)	ACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE
BOONTON WEST OF DENVERVILLE	R169	ROXBURY	258/P/O 6 & 7	1.36	WEST WHARTON SUPPLY STATION NO. 16
BOONTON WEST OF DENVERVILLE	N/A	PORT MORRIS - NETCONG- STANHOPE	N/A	MP 45.7 - MP 48.0 (2.30 MILES)	ACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE
BOONTON WEST OF DENVERVILLE	1	ROXBURY TWP	10503/42	0.38	PORT MORRIS TRAIN STORAGE YARD

REAL PROPERTY OWNED BY NJ TRANSIT ¹
EXHIBIT A

RAIL LINE	PARCEL	MUNICIPALITY	BLOCK/LOT	SITE SIZE (ACRES)/CONFIGURATION (MILES)	PURPOSE
BOONTON WEST OF DENVILLE	N/A	SUSSEX BR. JCT. - NETCONG-STANHOPE	N/A	MP 47.4 - MP 48.0 (0.60 MILES)	ACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE
BOONTON WEST OF DENVILLE	N/A	HACKETTSTOWN	92/4	1.03	HACKETTSTOWN TRAIN STATION PARKING LOT (SURFACE)
BOONTON WEST OF DENVILLE	N/A	HACKETTSTOWN	92/6	0.25	HACKETTSTOWN TRAIN STATION PARKING LOT (SURFACE)
BOONTON WEST OF DENVILLE	N/A	NECTCONG - HACKETTSTOWN	N/A	MP 48.10 - MP 57.25 (9.15 MILES)	WASHINGTON SECONDARY ROW ACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE ²
MORRISTOWN LINE	N/A	JERSEY CITY (WEST END) - DOVER	N/A	MP 1.9 - MP 38.5 (36.60 MILES)	ACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE
MORRISTOWN LINE	N/A	EAST ORANGE	531/6.02	2.56	BRICK CHURCH TRAIN STATION COMMUTER PARKING LOT (SURFACE)
MORRISTOWN LINE	N/A	SOUTH ORANGE	1902/13-15, 27, 28, 30 & 31	1.48	SOUTH ORANGE TRAIN STATION COMMUTER PARKING LOT (SURFACE)
MORRISTOWN LINE	2R160	MILLBURN	701/P/O 7	0.40	MILLBURN AUTOTRANSFORMER NO. 7
MORRISTOWN LINE	N/A	HOBOKEN - JERSEY CITY (WEST END)	N/A	MP 0.00 - MP 1.86 (1.86 MILES)	ACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE
MORRISTOWN LINE	N/A	JERSEY CITY	7202/3	0.36	HOBOKEN YARD STORAGE TANK AREA
MORRISTOWN LINE	124, 143 & 143	JERSEY CITY	6005/7, 8 & 9	3.01	HOBOKEN YARD CONNECTING TRACK
MORRISTOWN LINE	N/A	JERSEY CITY	5304/28,6401/10, 6502/3, 8203/8, 8204/2, 8401/5 & 6902/7	10.93	BERGEN ARCHES (0.92 MILES BELOW GRADE INACTIVE RAILROAD ROW)
MORRISTOWN LINE	N/A	KEARNY	287/54-56, 60. 61.02,62, 62.01, 63, 70.01, 71, 71.01 &80	26.70	HUDSON COUNTY IMPROVEMENT AUTHORITY (HCIA) KOPPERS KOKE SITE
MORRISTOWN LINE	200A X200D	KEARNY	284/35.02	7.16	MEADOWS SUPPLY STATION
MORRISTOWN LINE	R184A, 184C & 184B	KEARNY	284/21.01	76.25	MEADOWLANDS MAINTENACE COMPLEX (MMC) RAIL EQUIPMENT & MAINTENANCE FACILITY ³
MORRISTOWN LINE	2R155 & 156	MORRIS TOWNSHIP	8401/4	0.63	CONVENT TIE STATION NO. 12
MORRISTOWN LINE	153	MORRISTOWN	301/7	0.31	MORRISTOWN AUTOTRANSFORMER NO. 13
MORRISTOWN LINE	R161A	DOVER	1901/8	1.65	DOVER AUTOTRANSFORMER NO. 5
MORRISTOWN LINE	R157	SUMMIT	604/3	1.19	SUMMIT SUPPLY STATION NO. 8
ATLANTIC CITY LINE	N/A	ATLANTIC CITY - END TRACK	N/A	MP 58.00 - MP 59.00 (1.0 MILES)	PORTION OF ACTIVE PASSENGERS RAILROAD ROW/ FREIGHT SERVICE
ATLANTIC CITY LINE	N/A	ATLANTIC CITY	287/1.01	0.52	ATLANTIC CITY BUS TERMINAL
ATLANTIC CITY LINE	N/A	ATLANTIC CITY	285/1.02	2.01	ATLANTIC CITY BUS TERMINAL
ATLANTIC CITY LINE	A	PENNSAUKEN	1005/P/O 1	0.29	PENNSAUKEN TRANSIT CENTER
ATLANTIC CITY LINE	A	PENNSAUKEN	1005/1	1.58	PENNSAUKEN TRANSIT CENTER - COMMUTER PARKING LOT (SURFACE PARKING)

REAL PROPERTY OWNED BY NJ TRANSIT ¹
EXHIBIT A

RAIL LINE	PARCEL	MUNICIPALITY	BLOCK/LOT	SITE SIZE (ACRES)/CONFIGURATION (MILES)	PURPOSE
ATLANTIC CITY LINE	B	PENNSAUKEN	1005/2	2.00	PENNSAUKEN TRANSIT CENTER - COMMUTER PARKING LOT (SURFACE PARKING)
ATLANTIC CITY LINE	N/A	LINDENWOLD - LUCASTON	N/A	MP 11.25 - MP 13.53 (2.28 MILES)	ACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE
ATLANTIC CITY LINE	N/A	LUCASTON - ATLANTIC CITY	N/A	MP 13.6 - MP 58.0 (44.40 MILES)	ACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE
ATLANTIC CITY LINE	222	BERLIN	6203/1	0.93	ATCO TRAIN STATION PARKING LOT (SURFACE)
ATLANTIC CITY LINE	223	BERLIN	6203/1A	1.81	ATCO TRAIN STATION PARKING LOT (SURFACE)
ATLANTIC CITY LINE	R224	BERLIN	202/1	1.15	ATCO TRAIN STATION PARKING LOT (SURFACE)
CAPE MAY BRANCH	N/A	WINSLOW - CAPE MAY	N/A	MP 26.1 - MP 80.0 (53.90 MILES)	INACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE
SOUTHERN BRANCH	N/A	WOODLAND - WINSLOW	N/A	MP 79.0 - MP 103.6 (24.6 MILES)	INACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE
SOUTHERN BRANCH	N/A	RED BANK - LAKEWOOD	N/A	MP 38.1 - MP 63.0 (24.9 MILES)	INACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE
SOUTHERN BRANCH	N/A	LAKEWOOD - WOODLAND	N/A/	MP 63.0 - MP 79.0 (16.0 MILES)	INACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE
LINDENWOLD LINK	N/A	PENNSAUKEN - HADDON	N/A	MP 4.52 - MP 8.1 (3.58 MILES)	ACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE
LINDENWOLD LINK	B	CHERRY HILL	98.01/11 & 11.01 (PORTION)	4.03	CHERRY HILL TRAIN STATION PARKING LOT (SURFACE)
MILLVILLE SECONDARY	N/A	PENNSAUKEN - CAMDEN	N/A	MP 0.7 - MP 1.2 (0.5 MILES)	INACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE
MILLVILLE SECONDARY	N/A	CHERRY ST. CAMDEN - NEWTON CREEK CAMDEN	N/A	MP 1.8 - MP 3.1 (1.3 MILES)	INACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE
MILLVILLE SECONDARY	N/A	DOMINO SUGAR - GLASSBORO	N/A	MP 14.3 - MP 18.0 (3.7 MILES)	INACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE
PEMBERTON BRANCH	N/A	PENNSAUKEN - MOUNT LAUREL	N/A	MP 2.6 - MP 12.6 (10.0 MILES)	INACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE
OCEAN CITY BRANCH	N/A	TUCKAHOE - PALERMO	N/A	MP 51.75 - MP 58.13 (6.38 MILES)	INACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE
OCEAN CITY BRANCH	N/A	PALERMO - OCEAN CITY	N/A	MP 58.13 - MP 64.98 (6.85 MILES)	INACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE
BERGEN COUNTY LINE	N/A	JERSEY CITY - RIGDEWOOD	N/A	MP 2.8 - MP 19.4 (16.60 MILES)	ACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE
BERGEN COUNTY LINE	80A & 80B	RUTHERFORD/EAST RUTHERFORD	N/A	0.92	EAST RUTHERFORD TRAIN STATION BUILDING & PLATFORMS
BERGEN COUNTY LINE	201	WOOD-RIDGE	320/1.03	8.35	WOOD-RIDGE RAIL SURPPORT FACILITY
BERGEN COUNTY LINE	81A, 81B, 81C & 81D	GARFIELD	N/A	0.67	GARFIELD TRAIN STATION BUILDING & PLATFORMS
BERGEN COUNTY LINE	N/A	GARFIELD	143.03/1	0.28	PLAUDEVILLE TRAIN STATION PARKING LOT (SURFACE)
BERGEN COUNTY LINE	N/A	GARFIELD	144/10,48 & 69	1.31	PLAUDEVILLE TRAIN STATION PARKING LOT (SURFACE)
BERGEN COUNTY LINE	84A & 84B	FAIRLAWN	N/A	1.50	RADBURN - FAIRLAWN STATION BUILDING & PLATFORMS

REAL PROPERTY OWNED BY NJ TRANSIT ¹
EXHIBIT A

RAIL LINE	PARCEL	MUNICIPALITY	BLOCK/LOT	SITE SIZE (ACRES)/CONFIGURATION (MILES)	PURPOSE
BERGEN COUNTY LINE	71A, 71B	GLEN ROCK	N/A	0.94	GLEN ROCK TRAIN STATION BUILDING & PLATFORMS
BERGEN COUNTY LINE	N/A	RIDGEWOOD - SUFFERN	N/A	MP 19.4 - MP 31.5 (12.10 MILES)	ACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE
BERGEN COUNTY LINE	R85	HO-HO-KUS	N/A	1.55	HO-HO-KUS TRAIN STATION PLATFORM (INBOUND SIDE)
BERGEN COUNTY LINE	R86	WALDWICK	117/1.01	10.01	VACANT LAND WALDWICK TRAIN STATION
BERGEN COUNTY LINE	87A, 87 B & 87C	ALLENDALE	N/A	0.49	ALLENDALE TRAIN STATION BUILDING & PLATFORMS
BERGEN COUNTY LINE	88A & 88B	RAMSEY	N/A	1.24	RAMSEY TRAIN STATION BUILDING & PLATFORMS
BERGEN COUNTY LINE	89A, 89B, 89C & 89D	MAHWAH	N/A	0.74	MAHWAH TRAIN STATION BUILDING & PLATFORMS
BERGEN COUNTY LINE	179	SECAUCUS	N/A	0.40	PORTION OF ACTIVE PASSENGERS RAILROAD ROW
PASCACK VALLEY LINE	NA	EAST RUTHERFORD - NANUET	N/A	MP 7.6 - MP 28.2 (20.60 MILES)	ACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE
PASCACK VALLEY LINE	N/A	RIVER EDGE	1412/1 & 2	2.24	NEW BRIDGE LANDING TRAIN STATION PARKING LOT (SURFACE)
PASCACK VALLEY LINE	N/A	RIVER EDGE	414/102	1.30	VACANT LAND ALONG ACTIVE PASSENGERS RAILROAD ROW
PASCACK VALLEY LINE	N/A	MONTVALE	1604/1	0.80	MONTVALE TRAIN STATION PARKING LOT (SURFACE)
PASCACK VALLEY LINE	N/A	MONTVALE	1606/2 & 3	0.75	MONTVALE TRAIN STATION PARKING LOT (SURFACE)
PASCACK VALLEY LINE	N/A	NANUET - SPRING VALLEY	N/A	MP 9.0 - MP 11.5 (2.50 MILES)	ACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE
PASCACK VALLEY LINE	N/A	SPRING VALLEY - WOODBINE	N/A	MP 30.7 - MP 31.5 (0.80 MILES)	ACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE
ORANGE BRANCH	1B	NEWARK	851/40	0.38	ORANGE BRANCH PRESERVATION PROJECT ²
SNJLRTS (CAMDEN-BORDENTOWN TWP)	11	CAMDEN	120/50	0.17	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	13	CAMDEN	123/17	0.36	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	N/A	CAMDEN - BORDENTOWN	N/A	MP 1.07 - MP 32.9 (31.83 MILES)	SNJLRTS (RIVERLINE) ROW - ACTIVE PASSENGERS LIGHT RAIL ROW/FREIGHT SERVICE
SNJLRTS (CAMDEN-BORDENTOWN TWP)	R14	CAMDEN	1457/P/0 17	0.01	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	67	CAMDEN	1184/5	0.23	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	171, 172 & 173	CAMDEN	1185/1&2 & 1188/1&3	0.48	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	162	CAMDEN	1188/P/O 4	0.10	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	R73 & R74	CAMDEN	876/49, 3 11 & 12	1.91	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	68	CAMDEN	876/15	0.05	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	130	CAMDEN	975/2	0.13	SNJLRTS (RIVERLINE) ROW

REAL PROPERTY OWNED BY NJ TRANSIT ¹
EXHIBIT A

RAIL LINE	PARCEL	MUNICIPALITY	BLOCK/LOT	SITE SIZE (ACRES)/CONFIGURATION (MILES)	PURPOSE
SNJLRTS (CAMDEN-BORDENTOWN TWP)	16A, 16B & 16C	CAMDEN/PENNSAUKEN	973/4, 974/3 & 3.01 & 304/36	16.79	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	69 & 70	CAMDEN	876/16 P/O 17,18, & 19	0.07	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	15A & 15B	CAMDEN	972/P/O 4	0.39	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	278	PENNSAUKEN	301/P/O 1	0.01	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	161	PENNSAUKEN	304/P/O 18	0.58	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	174	PENNSAUKEN	204/P/O 8	0.16	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	176	PENNSAUKEN	1002/P/O 2	0.24	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	20	PENNSAUKEN	1802/10	6.27	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	21	PENNSAUKEN	1802/11	11.98	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	218	CINNAMINSON	507/1, 2, 3 & 5.02	1.82	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	215	CINNAMINSON	505/3	0.96	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	220	RIVERSIDE	901/3	0.02	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	37A	RIVERSIDE	602/5	0.42	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	37	RIVERSIDE	808/8 & 8.02	0.41	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	96 & 97	RIVERSIDE	3201/1, 2, & 3 & 3205/1	1.30	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	R100	DELANCO	2100/P.O. 1	0.92	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	R24	DELANCO	2100/3	3.11	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	186	DELANCO	1900/ P/O 1.03	0.25	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	159	BURLINGTON	1.01/1.02	3.41	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	106A, 106B & 106C	FLORENCE	159/P/O 7.02, 2 & 12	4.08	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	168	FLORENCE	158/P/O 6.01, 6.02, 7.01 & 7.02	4.94	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	193	FLORENCE	159/P/O 1.01	0.39	SNJLRTS (RIVERLINE) ROW

REAL PROPERTY OWNED BY NJ TRANSIT ¹
EXHIBIT A

RAIL LINE	PARCEL	MUNICIPALITY	BLOCK/LOT	SITE SIZE (ACRES)/CONFIGURATION (MILES)	PURPOSE
SNJLRTS (TRENTON-BORDENTOWN TWP)	201	BORDENTOWN	801/44	0.02	SNJLRTS (RIVERLINE) ROW
SNJLRTS (CAMDEN-BORDENTOWN TWP)	140	TRENTON	702/1, 2, 3 & 4	0.37	SNJLRTS (RIVERLINE) ROW -TRENTON STATION PARKING LOT (SURFACE)
SNJLRTS (CAMDEN-BORDENTOWN TWP)	143	TRENTON	702/ 8, 12 & 10	0.92	SNJLRTS (RIVERLINE) ROW -TRENTON STATION PARKING LOT (SURFACE)
SNJLRTS (CAMDEN-BORDENTOWN TWP)	141 & 142	TRENTON	702/ 5, 6 & 7	0.31	SNJLRTS (RIVERLINE) ROW -TRENTON STATION PARKING LOT (SURFACE)
SNJLRTS (TRENTON-BORDENTOWN TWP)	112	TRENTON	150A/2	0.02	SNJLRTS (RIVERLINE) ROW
SNJLRTS (TRENTON-BORDENTOWN TWP)	284	TRENTON	147/P/O1	0.01	SNJLRTS (RIVERLINE) ROW
SNJLRTS (TRENTON-BORDENTOWN TWP)	31	TRENTON	13505/1	0.90	SNJLRTS (RIVERLINE) ROW - TRENTON MAINTAINANCE FACILITY
HBLRTS (BAYONNE BRANCH)	MAIN STEM	JERSEY CITY - BAYONNE	303304/19 & 21, 27401/1 & 2, 21503/2 AND 504/1,2,3,5,6,12,13 & 14.01	MP 1.4 - MP 7.0 (5.6 MILES)	HBLRTS ROW - ACTIVE PASSENGERS LIGHT RAIL /FREIGHT SERVICE
HBLRTS (BAYONNE BRANCH)	203D	JERSEY CITY	21503/3	18.75	HBLRTS ROW - VACANT LAND ADJACENT TO ROW
HBLRTS (BAYONNE BRANCH)	204	JERSEY CITY	21503/43	0.48	HBLRTS ROW - SUPPORT FACILITY
HBLRTS (BAYONNE BRANCH)	205	JERSEY CITY	21503/37 & 44	2.64	HBLRTS ROW - VACANT LAND ADJACENT TO ROW
HBLRTS (BAYONNE BRANCH)	203C	JERSEY CITY	21503/33, P/O 34 & P/O 42	1.72	HBLRTS ROW - SUPPORT FACILITY
HBLRTS (BAYONNE BRANCH)	202	JERSEY CITY	21503/35	1.58	HBLRTS ROW - SUPPORT FACILITY
HBLRTS (BAYONNE BRANCH)	207	JERSEY CITY	21503/36	0.94	HBLRTS ROW - SUPPORT FACILITY
HBLRTS (BAYONNE BRANCH)	66	JERSEY CITY	28904/10 & 11	0.10	HBLRTS ROW - VACANT LAND ADJACENT TO ROW
HBLRTS (BAYONNE BRANCH)	34	BAYONNE	401/14	0.15	HBLRTS ROW - 45TH STREET STATION
HBLRTS (BAYONNE BRANCH)	75A & 75B	BAYONNE	407/1,2 & 3 AND 408/1 & 2	4.19	HBLRTS ROW - 34TH STREET STATION PARK & RIDE (SURFACE)
HBLRTS (BAYONNE BRANCH)	314B	BAYONNE	459/1	0.45	HBLRTS ROW - 22ND STREET STATION PARK & RIDE (SURFACE)
HBLRTS (BAYONNE BRANCH)	313	BAYONNE	462/1	1.30	HBLRTS ROW - 22ND STREET STATION PARK & RIDE (SURFACE)
HBLRTS (BAYONNE BRANCH)	2R19B, 19C, R19D - R19F & E19G	BAYONNE	504/ 16.01 - 19.01	6.06	HBLRTS ROW - ACTIVE PASSENGERS LIGHT RAIL /FREIGHT SERVICE

REAL PROPERTY OWNED BY NJ TRANSIT ¹
EXHIBIT A

RAIL LINE	PARCEL	MUNICIPALITY	BLOCK/LOT	SITE SIZE (ACRES)/CONFIGURATION (MILES)	PURPOSE
HBLRTS (BAYONNE BRANCH)	525	BAYONNE	Block 298 / Lot 1	1.16	HBLRTS ROW
HBLRTS (BAYONNE BRANCH)	523A	BAYONNE	504/p/o 19.01	0.06	HBLRTS ROW
HBLRTS (WEST SIDE INDUSTRIAL)	203B	JERSEY CITY	20303/23, 24 & 25	1.12	HBLRTS ROW - VACANT LAND ADJACENT TO ROW
HBLRTS (WEST SIDE INDUSTRIAL)	201A	JERSEY CITY	21503/41	2.51	HBLRTS ROW - SUPPORT FACILITY
HBLRTS (WEST SIDE INDUSTRIAL)	200	JERSEY CITY	21503/1, 31, 32 & P/O 34	16.40	HBLRTS ROW
HBLRTS (WEST SIDE INDUSTRIAL)	77	JERSEY CITY	21404/2	0.34	HBLRTS ROW - VACANT LAND ADJACENT TO ROW
HBLRTS (WEST SIDE INDUSTRIAL)	R7	JERSEY CITY	20902/88	1.70	HBLRTS ROW - WESTSIDE STATION PARK & RIDE (SURFACE)
HBLRTS (WEST SIDE INDUSTRIAL)	76	JERSEY CITY	22204/P/O 1	0.29	HBLRTS ROW - WESTSIDE STATION PARK & RIDE (SURFACE)
HBLRTS (WEST SIDE INDUSTRIAL)	52	JERSEY CITY	21802/31	1.20	HBLRTS ROW - WESTSIDE STATION PARK & RIDE (SURFACE)
HBLRTS (WEST SIDE INDUSTRIAL)	53	JERSEY CITY	21802/29	0.40	HBLRTS ROW - WESTSIDE STATION PARK & RIDE (SURFACE)
HBLRTS (WEST SIDE INDUSTRIAL)	54	JERSEY CITY	21802/6	0.11	HBLRTS ROW - WESTSIDE STATION PARK & RIDE (SURFACE)
HBLRTS (WEST SIDE INDUSTRIAL)	55	JERSEY CITY	21802/32	1.19	HBLRTS ROW - WESTSIDE STATION PARK & RIDE (SURFACE)
HBLRTS (WEST SIDE INDUSTRIAL)	56	JERSEY CITY	21802/3, 4 & 5	0.21	HBLRTS ROW - WESTSIDE STATION PARK & RIDE (SURFACE)
HBLRTS (WEST SIDE INDUSTRIAL)	57	JERSEY CITY	21802/7, 8 & 30	0.72	HBLRTS ROW - WESTSIDE STATION PARK & RIDE (SURFACE)
HBLRTS (WEST SIDE INDUSTRIAL)	15	JERSEY CITY	21802/1	2.02	HBLRTS ROW - WESTSIDE STATION PARK & RIDE (SURFACE)
HBLRTS (BERGEN COUNTY BRANCH)	1C	JERSEY CITY	15802/	0.36	HBLRTS ROW - LIBERTY STATE PARK STATION PARKING LOT (SURFACE)
HBLRTS (BERGEN COUNTY BRANCH)	3R241A, 4R241A & 241D	JERSEY CITY	15802/3, 4, 6, 7, 22, & 24,	10.88	HBLRTS ROW - LIBERTY STATE PARK STATION PARK & RIDE (SURFACE)
HBLRTS (BERGEN COUNTY BRANCH)	5S & 5L	JERSEY CITY	15801/P/O1	0.03	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	242 & X242B	Jersey City	2048/A, P1	4.71	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	243A	Jersey city	2048/A4	1.16	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	5E	JERSEY CITY	15801/2 & 65	9.26	HBLRTS ROW

REAL PROPERTY OWNED BY NJ TRANSIT ¹
EXHIBIT A

RAIL LINE	PARCEL	MUNICIPALITY	BLOCK/LOT	SITE SIZE (ACRES)/CONFIGURATION (MILES)	PURPOSE
HBLRTS (BERGEN COUNTY BRANCH)	17A	JERSEY CITY	15801 & 15901/11,12,26,27&14	1.40	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	44A & 44B	JERSEY CITY	60/P/O 28E & 165/P/O 1C & 1H	0.42	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	5D, 5D-1, 5D-2 & 5D-3	JERSEY CITY	19-15/PL-2	1.12	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	45A	JERSEY CITY	15901/20 & 21	0.33	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	R69	JERSEY CITY	109/P/O EAST A	0.29	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	214A - 214X (REVISED)	J.C., HOB, WEE & N. B.	MULTIPLE	96.03	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	115	JERSEY CITY	6006/1	0.01	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	114	JERSEY CITY	6005/11	0.07	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	113	JERSEY CITY	6005/5	0.23	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	119	HOBOKEN	BLOCK 9, P/O LOT 5.2	0.02	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	109	HOBOKEN	BLOCK 24, LOT 1	0.10	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	118	HOBOKEN	BLOCK 24, LOTS 5 & P/O 6	0.02	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	130	HOBOKEN	Block 105/p/o Lot .1	0.06	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	116	JERSEY CITY	4002/1	0.84	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	117	JERSEY CITY	3004/1	0.93	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	128	JERSEY CITY	Block 790 / lot 5 (aka p/o lot 1) - 1801/2	0.74	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	N/A	WEEHAWKEN	64.01/2.01	7.69	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	300	UNION CITY	BLOCK 267, LOTS 32.01 & 33 - 43	0.63	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	343	UNION CITY	BLOCK 267, LOTS 23 - 27, 28.01, 29 - 31 & 32.02	0.49	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	375	NORTH BERGEN	160/2,3 & 4 AND 127/1B,2A, ETC.	0.07	HBLRTS ROW
HBLRTS (BERGEN COUNTY BRANCH)	310, 311 & 312	NORTH BERGEN	Block 166, Lots 2A, 2B, 3, 4, 5, & 1B	7.29	HBLRTS ROW

REAL PROPERTY OWNED BY NJ TRANSIT ¹
EXHIBIT A

RAIL LINE	PARCEL	MUNICIPALITY	BLOCK/LOT	SITE SIZE (ACRES)/CONFIGURATION (MILES)	PURPOSE
HBLRTS (BERGEN COUNTY BRANCH)	334	NORTH BERGEN	P/O BLOCK 167, LOT 16A & 1.B3	0.42	HBLRTS ROW
BUS INTERESTS	N/A	ATLANTIC CITY	285/1.02	2.47	ATLANTIC CITY BUS TERMINAL
BUS INTERESTS	N/A	EGG HARBOR TWP.	1029 /5.02	13.00	EGG HARBOR BUS GARAGE
BUS INTERESTS	N/A	EGG HARBOR TWP.	1029/P/O 5.01	1.29	EGG HARBOR BUS GARAGE ACCES ROAD
BUS INTERESTS	N/A	EGG HARBOR TWP.	1029/10	0.20	EGG HARBOR BUS GARAGE ACCES ROAD
BUS INTERESTS	29	FAIRVIEW	408/45	3.69	FAIRVIEW BUS GARAGE
BUS INTERESTS	N/A	FAIRVIEW	408/P/O 46.01	0.45	FAIRVIEW BUS GARAGE
BUS INTERESTS	17	NORTH ARLINGTON	10/.52	0.25	NORTH ARLINGTON BUS LOOP - CAB STAND
BUS INTERESTS	19	ORADELL	121/1	5.30	ORADELL BUS GARAGE
BUS INTERESTS	N/A	ORADELL	121/1	1.13	ORADELL BUS GARAGE - REPARIAN GRANT
BUS INTERESTS	7	MAPLE SHADE	82/1	2.62	MAPLE SHADE BUS GARAGE
BUS INTERESTS	23	RIVERSIDE	602/1	1.13	RIVERSIDE BUS GARAGE
BUS INTERESTS	43	CAMDEN	1452/24	0.71	NEWTON AVENUE BUS GARAGE
BUS INTERESTS	49	CAMDEN	1444/P/O 1	0.04	NEWTON AVENUE BUS GARAGE
BUS INTERESTS	R44	CAMDEN	1449/1 & 2	0.65	NEWTON AVENUE BUS GARAGE
BUS INTERESTS	N/A	CAMDEN	1450/12	1.05	NEWTON AVENUE BUS GARAGE
BUS INTERESTS	1	CAMDEN	1452/5	4.17	NEWTON AVENUE BUS GARAGE
BUS INTERESTS	1, M2B & M2A	CAMDEN	1397/2	2.94	WALTER RAND TRASPORTATION CENTER
BUS INTERESTS	24	STRATFORD	34/11	0.05	VACANT LAND ALONG EAST ATLANTIC AVENUE
BUS INTERESTS	N/A	WINSLOW TWP.	11801/1	6.14	AVANDALE BUS PARK & RIDE
BUS INTERESTS	N/A	WILDWOOD CITY	82/10-14,23-27	0.92	WILDWOOD BUS TERMINAL
BUS INTERESTS	8	MAPLEWOOD	44.02/50	6.05	HILTON BUS GARAGE
BUS INTERESTS	9	MAPLEWOOD	44.02/101	4.59	GENERAL OFFICES, MAPLEWOOD
BUS INTERESTS	10	MAPLEWOOD	20.5/302	0.34	MAPLEWOOD BUS LOOP
BUS INTERESTS	10	MILLBURN	409/14	0.23	MAPLEWOOD BUS LOOP
BUS INTERESTS	12	NEWARK	2402/20, 21, 24 & 30	8.86	NEWARK SHOPS FERRY STREET
BUS INTERESTS	14	NEWARK	850/15 & 16	0.16	HIGHLAND AVENUE BUS LOOP
BUS INTERESTS	13	NEWARK	339/1	0.37	16TH AVENUE BUS LOOP
BUS INTERESTS	15	NEWARK	N/A	0.20	NEWARK CITY SUBWAY ENTRANCE
BUS INTERESTS	18	NUTLEY	9505/1	3.21	BIG TREE BUS GARAGE
BUS INTERESTS	20 & 1-F	ORANGE	602/1, 2, 3 & 4	10.23	ORANGE BUS GARAGE/STORAGE/MAINTENANCE FACILITY
BUS INTERESTS	21	ORANGE	2502/11	0.34	ERIE BUS LOOP
BUS INTERESTS	27A & 27B	WEST ORANGE	142/32	1.17	MISSISSIPPI BUS LOOP PARKING LOT (SURFACE)
BUS INTERESTS	P217	WEST ORANGE	111/1.10	0.20	WEST ORANGE MICROWAVE TOWER
BUS INTERESTS	3R33, 36 & 26	WASHINGTON TWP	196/3, 4.01 & 5	9.41	TURNERSVILLE BUS GARAGE

REAL PROPERTY OWNED BY NJ TRANSIT ¹
EXHIBIT A

RAIL LINE	PARCEL	MUNICIPALITY	BLOCK/LOT	SITE SIZE (ACRES)/CONFIGURATION (MILES)	PURPOSE
BUS INTERESTS	4A, 4B, 4C, 4D, 4E, & 4F	HOBOKEN	229/1 & 2	1.75	HOBOKEN BUS TERMINAL
BUS INTERESTS	5	JERSEY CITY	29701/27	2.29	GREENVILLE BUS GARAGE
BUS INTERESTS	65	JERSEY CITY	30002/1 & 2	1.81	GREENVILLE BUS GARAGE
BUS INTERESTS	R39A, 39B, 39C & 39D	NORTH BERGEN	451.04/20 & 27.03	14.23	MEADOWLANDS BUS GARAGE
BUS INTERESTS	25	UNION CITY	153/1	3.02	UNION CITY BUS GARAGE
BUS INTERESTS	N/A	WEEHAWKEN	34.A/1	3.47	BUS STORAGE FACILITY
BUS INTERESTS	N/A	OLD BRIDGE	4185/9.12	2.24	OLD BRIDGE PARK & RIDE
BUS INTERESTS	1	OLD BRIDGE	4185/9.13	1.37	OLD BRIDGE PARK & RIDE
BUS INTERESTS	2	OLD BRIDGE	4185/9.14	1.18	OLD BRIDGE PARK & RIDE
BUS INTERESTS	57	OLD BRIDGE	5000/12.12	0.48	OLD BRIDGE PARK & RIDE
BUS INTERESTS	N/A	OLD BRIDGE	4185/9.16	1.18	OLD BRIDGE PARK & RIDE
BUS INTERESTS	35A & 35B	HOWELL TWP	144/113 & 141	61.94	HOWELL BUS GARAGE
BUS INTERESTS	N/A	HOWELL TWP	142/1.04	4.35	HOWELL PARK & RIDE
BUS INTERESTS	N/A	LAKEWOOD	122/10 & 124/2	1.91	LAKEWOOD BUS TERMINAL
BUS INTERESTS	22	PATERSON	4503/6	0.13	BROADWAY TERMINAL
BUS INTERESTS	VX2R378	PATERSON	4701/2 - 6.	3.99	MARKET STREET BUS GARAGE
BUS INTERESTS	N/A	PATERSON	4503/18	0.03	BROADWAY BUS TERMINAL
BUS INTERESTS	VX100F	WAYNE	402/1	23.88	WAYNE BUS GARAGE
BUS INTERESTS	B	WAYNE	801/5	3.04	MOTHER PARK & RIDE
BUS INTERESTS	N/A	WEST MILFORD TWP	3610/27.02 & 28	3.41	WEST MILFORD PARK AND RIDE
BUS INTERESTS	32 D.O.T	BYRAM TOWNSHIP	214.01/1	0.37	BUS PARK/RIDE
BUS INTERESTS	2	CLIFTON	15.04/4	2.61	NORTHERN BUS MAINTENANCE FACILITY
BUS INTERESTS	N/A	MIDLAND PARK	40/2	0.58	BUS PARK/RIDE
BUS INTERESTS	1 & 4	RIDGEFIELD PARK	49.01/1, 47.02/1 & 40.02/1.02	35.65	NEW NORTHERN BUS MAINTENANCE FACILITY
BUS INTERESTS	2 & 3	RIDGEFIELD PARK	49.01/2 & 40.02/2	17.87	NEW NORTHERN BUS MAINTENANCE FACILITY
BUS INTERESTS		WESTWOOD	2001/15	4.73	WESTWOOD BUS GARAGE
RAIL INTERESTS	356A	NORTH BERGEN	457/2	0.03	69TH STREET GRADE SEPARATION PROJECT
RAIL INTERESTS	R208	HOBOKEN/UNION CITY/WEEHAWKEN	136/6.2. 142/1, 143/2; 192.01/1; & 2/3	1.89	GATEWAY TUNNEL PROJECT
RAIL INTERESTS	R207A - 207C	HOBOKEN/WEEHAWKEN	143/3, 144/2, 3, 18, & 19, & 145/1.2, 2, 12.1 & 12.2; 2/2	1.05	GATEWAY TUNNEL PROJECT
RAIL INTERESTS	T201A	HOBOKEN	146 P/O 4 & 4.01	5.00	GATEWAY TUNNEL PROJECT
RAIL INTERESTS	354	NORTH BERGEN	27/41 & 42	0.89	GATEWAY TUNNEL PROJECT

REAL PROPERTY OWNED BY NJ TRANSIT ¹
EXHIBIT A

RAIL LINE	PARCEL	MUNICIPALITY	BLOCK/LOT	SITE SIZE (ACRES)/CONFIGURATION (MILES)	PURPOSE
RAIL INTERESTS	2R355 & 2R394	NORTH BERGEN	35 /5.031 & 5.03	2.66	GATEWAY TUNNEL PROJECT
RAIL INTERESTS	353	NORTH BERGEN	27/39 & 40	3.36	GATEWAY TUNNEL PROJECT
RAIL INTERESTS	399	WEEHAWKEN	34.03/7.07	0.02	GATEWAY TUNNEL PROJECT
RAIL INTERESTS	341A, UE341B, UE341C	NORTH BERGEN	442/ 6, 7, & 8	0.14	69TH STREET GRADE SEPARATION PROJECT
RAIL INTERESTS	349A & E349B	NORTH BERGEN	453.01/P/O 5.011	0.87	69TH STREET GRADE SEPARATION PROJECT
RAIL INTERESTS	348A, E348B, E348C, UE348D	NORTH BERGEN	453.07/P/O22.01	0.12	69TH STREET GRADE SEPARATION PROJECT
RAIL INTERESTS	359	NORTH BERGEN	455/P/O 23	0.01	69TH STREET GRADE SEPARATION PROJECT
RAIL INTERESTS	11A	NORTH BERGEN	453.01/11	0.82	69TH STREET GRADE SEPARATION PROJECT
RAIL INTERESTS	2R61A, R61C, 61B1, SP61B2, 61B3 & 61	NORTH BERGEN	451C/22H, 22M1.1, 27A & 28 AND 451D, 27C &27C1	19.18	PATERSON PLANK ROAD GRADE SEPARATION PROJECT (BONE YARD)
CORPORATE INTEREST	N/A	NEWARK	169/39	1.80	NJ TRANSIT HEADQUARTERS

NOTES

1. NJ TRANSIT recorded \$45,314,565.00 in FY25 non-farebox revenue from system wide Property Leases, of \$7,309,196.00, Utility Permits and Cell Tower Licenses of \$4,463,738.00, Parking Fees of \$14,470,169.00, Billboard Advertising of \$5,943,180.00, and Rail, Bus and Light Rail Advertising of \$13,128,281.00. The recorded revenue figure includes an estimate of \$3,776,214.00 for June 2025, for which figures were unavailable
2. Property interest acquired during FY 2025 is highlighted on page 10
3. NJ TRANSIT executed the property sale of approximately 4.66 acres known as Block 73, Lot 1 in the Township of Lyndhurst for \$14,400,000.00 - see page 1.

NJ TRANSIT REAL ESTATE REPORT: APPRAISALS FISCAL YEARS 23 - 25

EXHIBIT A

SCHEDULE 2

RAIL LINE	MUNICIPALITY	BLOCK/LOT	DATE OF VALUE	FISCAL YEAR	APPRAISED VALUE	SITE SIZE/CONFIGURATION	APPRAISAL PURPOSE
MAIN LINE	CLIFTON	15.4/33	10/6/2022	FY23	\$2,435,000.00	1.39	FEE ACQUISITION RAIL MAINTENANCE FACILITY
BUS INTEREST	WESTWOOD	2001/15	11/2/2022	FY23	\$4,660,000.00	4.73	FEE ACQUISITION WSETWOOD BUS GARAGE
RAIL INTEREST	WEEHAWKEN	34.03/7.07	6/16/2023,	FY23	\$16,500.00	0.024	FEE ACQUISITION GATEWAY PROJECT

ITEM 2507-36: REGULATION: ADOPTION OF N.J.A.C. 16:74- NEW JERSEY TRANSIT PROCEDURE FOR CLAIMS OF DESTRUCTIVE COMPETITION

WHEREAS, NJ TRANSIT was established by the New Jersey Public Transportation Act of 1979 “the Act” (N.J.S.A. 27:25-1 et seq.) as the instrumentality of the State of New Jersey to establish and provide for the operation and improvement of a coherent public transportation system in the most efficient and effective manner; and

WHEREAS, in accordance with N.J.S.A. 27:25-5(e), (h), and (k) and N.J.S.A. 27:25-7(b), NJ TRANSIT has the statutory authority to promulgate rules and regulations; and

WHEREAS, a legislative finding set forth in the Act is that, in the provision of public transportation services, it is desirable to encourage to the maximum extent feasible the participation of private enterprise and to avoid destructive competition; and

WHEREAS, N.J.S.A. 27:25-7(b), requires NJ TRANSIT to establish rules and regulations regarding procedures for claims of destructive completion arising from alleged actions by NJ TRANSIT, which are brought by private entities providing motorbus regular route service; and

WHEREAS, in furtherance of that requirement, NJ TRANSIT proposed N.J.A.C. 16:74, Procedure for Claims of Destructive Competition; and

WHEREAS, the proposed rules, set forth in Exhibit A, were published in the New Jersey Register on January 21, 2025, and the comment period expired on March 22, 2025; and

WHEREAS, as set forth in Exhibit B, no relevant public comments were received regarding the proposed regulations during the public comment period; and

WHEREAS, staff has reviewed the proposed rules and determined that the rules are necessary, adequate, reasonable, efficient, and responsive to the purposes for which they shall be promulgated, and should be adopted as new rules;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO, or the appropriate designee, is hereby authorized to take all actions necessary to adopt N.J.A.C. 16:74 et seq., consistent with this Board item and corresponding Exhibits, put the regulation in the appropriate format, and take all other actions necessary to effectuate the final adoption and promulgation of NJ TRANSIT’s Procedure for Claims of Destructive Competition.

about You, your financial situation, insurance needs and financial objectives.

If You sign this form, it means You know that you're buying an annuity that was not recommended.

Statement of Purchaser:

I understand that I am buying an annuity, but the agent, broker or company did not recommend that I buy it. If I buy it **without a recommendation**, I understand I may lose protections under the insurance laws of New Jersey.

Customer Signature

Date

Agent/Producer Signature

Date

TRANSPORTATION

(a)

NEW JERSEY TRANSIT CORPORATION
Procedure for Claims of Destructive Competition
Proposed New Rules: N.J.A.C. 16:74

Authorized By: New Jersey Transit Corporation, Kevin S. Corbett, President and CEO.

Authority: N.J.S.A. 27:25-2.a; 27:25-5.e, h, and k; and 27:25-7.b.

Calendar Reference: See Summary below for explanation of exception to calendar requirement.

Proposal Number: PRN 2025-006.

Submit comments by March 22, 2025, to:

Compliance Department
New Jersey Transit Corporation
One Penn Plaza East, 8th Floor
Newark, NJ 07105-2246
Email: commentsdestructivecompetitionrules@njtransit.com

The agency proposal follows:

Summary

The New Jersey Transit Corporation ("NJ TRANSIT" or "Corporation") was established by the New Jersey Public Transportation Act of 1979 (Act), N.J.S.A. 27:25-1 et seq., as an instrumentality of the State government responsible to establish and provide for the operation and improvement of a coherent public transportation system in the most efficient and effective manner. The Act provides that, in the provision of public transportation services, it is desirable to encourage to the maximum extent feasible, the participation of private enterprise and to avoid destructive competition. It further provides that the Corporation shall promulgate rules and regulations setting forth the procedures for hearings before NJ TRANSIT's Board of Directors (Board) relating to claims of destructive competition, arising from alleged actions by the Corporation, brought by private entities providing motorbus regular route service.

N.J.A.C. 16:74, Procedures for Claims, expired on February 20, 2014. The proposed new rules re-promulgate the previously expired rules as new rules, which were first adopted effective October 20, 1986. NJ TRANSIT has reviewed these previously expired rules proposed herein as new rules and has determined that the rules are necessary, adequate, reasonable, efficient, understandable, and responsive to the purposes for which they were originally promulgated.

A review of each of the subchapters at N.J.A.C. 16:74 follows:

Subchapter 1, General Provisions, delineates the purpose of the rules and sets forth definitions of words and terms used in the chapter. Subchapter 2, Procedures, sets forth rules on procedures, including filing of claims, conferences, transmittal to the Office of Administrative Law, factors to be considered in determining whether destructive competition

has taken place and rules on the allowable remedy and action of the Board after receipt of the administrative law judge decision.

NJ TRANSIT has determined that the comment period for this notice of proposal shall be 60 days; therefore, pursuant to N.J.A.C. 1:30-3.3(a)5, this notice is excepted from the rulemaking calendar requirement.

Social Impact

It is not anticipated that the previously expired rules proposed herein as new rules will have a significant social impact. However, if unchecked, destructive competition could lead to the loss of service to the public as the costs of providing such service become prohibitive. The previously expired rules proposed herein as new rules continue to provide a procedure for the resolution of claims of destructive competition where it is alleged that NJ TRANSIT destructively competes with a private carrier.

Economic Impact

It is not anticipated that these previously expired rules proposed herein as new rules will have a significant economic impact because they merely provide for a procedure required by law that affects only a limited number of private companies. During the filing process, companies may incur costs associated with identifying, documenting, and quantifying the economic impact of any alleged destructive competition. The results of a proceeding in a particular case; however, could have an economic impact upon a carrier or NJ TRANSIT, and their employees and their customers. The existence of the previously expired rules proposed herein as new rules serves as a deterrent to destructive competition, which limits the potential for economic harm.

Federal Standards Statement

There are no Federal standards that apply to these previously expired rules proposed herein as new rules and, therefore, no Federal standards analysis is required.

Jobs Impact

It is not anticipated that these previously expired rules proposed herein as new rules will result in the creation or loss of jobs because they merely provide for a procedure required by law. The results of a proceeding in a particular case could result in the creation or loss of jobs at the particular carriers that are involved.

Agriculture Industry Impact

The previously expired rules proposed herein as new rules will have no impact on the agriculture industry.

Regulatory Flexibility Analysis

The previously expired rules proposed herein as new rules impose no reporting or recordkeeping requirements on small businesses, which are approximately 13 bus and/or ferry companies currently engaged in the provision of regular route service. NJ TRANSIT presently contracts through its private sector support programs with numerous separate small businesses, as such businesses are defined by the Regulatory Flexibility Act, N.J.S.A. 52:14B-16 et seq. The previously expired rules proposed herein as new rules set forth specific requirements for the filing and content of claims. As set forth above, the previously expired rules proposed herein as new rules will have no impact on these businesses, as the previously expired rules proposed herein as new rules are designed to maintain a procedure for resolving claims of destructive competition. The previously expired rules proposed herein as new rules will not result in any expenditure for capital equipment or professional services. There will be no initial compliance costs.

The previously expired rules proposed herein as new rules were designed to minimize any adverse economic impact on small businesses. Accordingly, the previously expired rules proposed herein as new rules do not establish differing compliance, reporting, or recordkeeping requirements. The only reporting requirements relate to the filing of the claim itself, a simple procedure calling for the submission of specified data.

Housing Affordability Impact Analysis

NJ TRANSIT does not anticipate any impact on housing affordability as a result of the previously expired rules proposed herein as new rules. The previously expired rules proposed herein as new rules govern the procedures for hearings before the Board on claims of destructive

competition. As such, the previously expired rules proposed herein as new rules will have no effect on housing units or on the average costs associated with housing.

Smart Growth Development Impact Analysis

NJ TRANSIT does not anticipate any impact upon smart growth or the implementation of the State Development and Redevelopment Plan as a result of the previously expired rules proposed herein as new rules. The previously expired rules proposed herein as new rules govern the procedures for hearings before the Board on claims of destructive competition. The previously expired rules proposed herein as new rules will have no effect on the affordability of housing or on housing production within Planning Areas 1 or 2, or within designated centers, pursuant to the State Development and Redevelopment Plan. The previously expired rules proposed herein as new rules will increase transportation options and transit availability and reduce automobile traffic and dependency.

Racial and Ethnic Community Criminal Justice and Public Safety Impact

NJ TRANSIT has evaluated this rulemaking and determined that it will not have an impact on pretrial detention, sentencing, probation, or parole policies concerning adults and juveniles in the State. Accordingly, no further analysis is required.

Full text of the proposed new rules follows:

CHAPTER 74

PROCEDURE FOR CLAIMS OF DESTRUCTIVE COMPETITION

SUBCHAPTER 1. GENERAL PROVISIONS

16:74-1.1 Purpose

(a) The New Jersey Transit Corporation (NJ TRANSIT) was established by the New Jersey Public Transportation Act of 1979 (Act), N.J.S.A. 27:25-1 et seq., as the instrumentality of the State of New Jersey to carry out the State's responsibility to establish and provide for the operation and improvement of a coherent public transportation system in the most efficient and effective manner. One of the legislative findings set forth in the Act is that, in the provision of public transportation services, it is desirable to encourage to the maximum extent feasible, the participation of private enterprise and to avoid destructive competition. N.J.S.A. 27:25-7.b requires NJ TRANSIT to establish rules and regulations for hearings before the Board on claims by private carriers, providing motorbus regular route service, that the actions of NJ Transit caused destructive competition.

(b) Certain mass transit services or service improvements by NJ TRANSIT are excluded from the scope of these rules as they are, as a matter of law, in the public interest and have been authorized for funding, construction, and implementation by Congress and/or the New Jersey State Legislature. (See N.J.A.C. 16:74-2.4(b).) Consistent with various legislative procedures and enactments by Congress and the President of the United States and/or by the Legislature and Governor of the State of New Jersey, the implementation and operation of any mass transit service or service improvements on certain identified Federal or State mass transit projects that are specified in this chapter are excluded from the ambit of this chapter.

16:74-1.2 Definitions

The following words and terms, as used in this chapter, shall have the following meanings unless the context clearly indicates otherwise.

“Act” means the New Jersey Public Transportation Act of 1979, N.J.S.A. 27:25-1 et seq.

“Actions by NJ TRANSIT” means the operation of equipment or facilities by NJ TRANSIT, its subsidiaries, or other carriers contracting with NJ TRANSIT pursuant to Section 6 of the Act to the extent that such operation by carriers is within the control of NJ TRANSIT.

“Board” means the Board of Directors of NJ TRANSIT.

“Carrier” means any individual, partnership, association, corporation, limited liability company, joint stock company, trustee or receiver, or any other private entity operating or controlling regular route motorbus service on established routes within the State or between points in this State and points in other states.

“Equipment or facilities” means and includes, in connection with public transportation service, passenger stations, shelters and terminals, automobile parking facilities, ramps, track connections, signal systems, power systems, information and communication systems, roadbeds, transit lanes or rights of way, equipment storage and servicing facilities, bridges, grade crossings, rail cars, locomotives, ferries and ferry facilities, including capital projects for ferry terminals, approach roadways, pedestrian accommodations, parking, docks, ramps and other necessary land-side improvements, motorbus and other motor vehicles, maintenance and garage facilities, revenue handling equipment and any other equipment, facility or property useful for or related to the provision of public transportation service.

“Established routes” means the intrastate and interstate motorbus regular route service of the carrier authorized by the Office of Regulatory Affairs of the New Jersey Motor Vehicle Commission, the Federal Motor Carrier Safety Administration, a municipality, or any other regulatory body.

“Ferry passenger service” shall mean any regular service that involves the carriage of persons for compensation or hire by waterborne craft in this State or between points in this State and points in other states.

“Motorbus regular route service” means the operation of any motorbus or motorbuses on streets, public highways or other facilities, over a fixed route and between fixed termini on a regular schedule for the purpose of carrying passengers for hire or otherwise, in this State, or between points in this State and points in other states.

“NJ TRANSIT” means the New Jersey Transit Corporation.

“President and CEO” means the President and CEO of NJ TRANSIT, or his or her designee.

“Rail passenger service” means and includes the operation of a railroad, subway, street, traction, or electric railway for the purpose of carrying passengers in this State or between points in this State and points in other states.

SUBCHAPTER 2. PROCEDURES

16:74-2.1 Filing of claims

(a) All claims must be filed, in writing, with NJ TRANSIT's President and CEO, One Penn Plaza East, Newark, New Jersey 07105-2246.

(b) Claims may be filed only by private carriers authorized by New Jersey Motor Vehicle Commission, the United States Department of Transportation, a municipality, or any other duly authorized regulatory body to provide regular route service.

(c) Claims will not be cognizable unless they contain the following information:

1. The name and address of the carrier;

2. An identification and description of the established route or routes of the carrier alleged to have been adversely impacted by the actions of NJ TRANSIT;

3. A copy of the relevant operating authority or Certificate of Public Convenience and Necessity issued by a regulatory body for each established route of the carrier alleged to have been impacted by the actions of NJ TRANSIT;

4. A detailed description of the actions of NJ TRANSIT alleged to be destructively competitive including, but not limited to, the date of such actions, the carrier's reasons why it alleges the particular actions of NJ TRANSIT are alleged to be destructively competitive, and the actions taken by the carrier to respond to the acts at issue. This statement must contain the facts upon which the carrier relies to support its claim of destructive competition;

5. The economic and operational impact of the alleged acts of destructive competition on the carrier, its employees, and customers; and

6. A statement of the relief sought, including alternatives deemed appropriate by the carrier pursuant to N.J.A.C. 16:74-2.5.

(d) Nothing in this section shall be construed to prevent the carrier from presenting additional facts to the administrative law judge (ALJ) for his or her consideration.

(e) Upon receipt of the claim, the designee of the President and CEO shall provide the claimant with an acknowledgement of receipt of the claim and shall perform a review of the submitted claim within 30 days of receipt to ensure that it is complete with respect to the requirements of this

section. The purpose of this review is not to pass judgment on the accuracy or completeness of the facts relating to the allegation or on the merits of the claim, but rather to ensure its completeness. If the review determines that the submitted claim is incomplete, the claimant will be notified and provided an opportunity to resubmit the claim.

16:74-2.2 Conferences

(a) Settlement conferences may be held in accordance with the provisions at N.J.A.C. 1:1-4.2.

(b) Settlement discussions and unaccepted proposals of settlement or of adjustment will be privileged and will not be admissible in evidence against either NJ TRANSIT or the carrier.

16:74-2.3 Transmittal to Office of Administrative Law (OAL)

When the carrier has satisfied all of the requirements at N.J.A.C. 16:74-2.1, the matter will be considered a contested case and the President and CEO shall, within 30 days of receipt of the completed claim, refer the complaint to the OAL to be processed in accordance with the Administrative Procedure Act, N.J.S.A. 52:14B-1 et seq., and 52:14F-1 et seq., and the Uniform Administrative Procedure Rules, N.J.A.C. 1:1.

16:74-2.4 Factors to be considered

(a) The following factors shall be considered in determining whether NJ TRANSIT has engaged in destructive competition:

1. Whether NJ TRANSIT or the carrier was the first to provide the service in question;
2. Whether the action of NJ TRANSIT was a significant factor in causing the alleged adverse impact on the carrier;
3. Whether NJ TRANSIT is complying with all applicable Federal and State laws, its Certificates of Public Convenience and Necessity and applicable tariffs, in providing the service alleged to be destructively competitive;
4. The inherent benefits of the service to the riders, including, but not limited to, destination, door to door travel time, frequency of service, comfort, cost, transfer frequencies, or proximity to the riders' residences;
5. Whether the NJ TRANSIT service alleged to be destructively competitive is in the public interest; and
6. Whether the level of service and fares of NJ TRANSIT are destructively competitive.

(b) For purposes of this section, when considering whether the NJ TRANSIT service alleged to be destructively competitive is in the public interest, implementation and operation of any new mass transit service or any service improvements resulting from any of the projects contained in the "Circle of Mobility" as defined at P.L. 1984, c. 73 (N.J.S.A. 27:1B-3) or amendments thereto shall be deemed to be in the public interest and not a violation of N.J.S.A. 27:25-1 et seq., or this chapter. As defined in that law, "Circle of Mobility" means an essential group of related transit projects that include:

1. The New Jersey Urban Core Project, as defined in section 3031 of the "Intermodal Surface Transportation Efficiency Act of 1991" Pub. L. 102-240, and consisting of the following elements:
 - i. Secaucus Transfer;
 - ii. Kearny Connection, that is, the NJ TRANSIT service known as MidTOWN Direct;
 - iii. Waterfront Connection;
 - iv. Northeast Corridor Signal System;
 - v. Hudson River Waterfront Transportation System, that is, the Hudson Bergen Light Rail System, including advancing extension of Hudson Bergen Light Rail service along Northern Branch in Bergen County;
 - vi. Newark-Newark International Airport Elizabeth Transit Link;
 - vii. A light rail connection between Penn Station Newark and Broad Street Station, Newark; and
 - viii. New York Penn Station concourse;
2. The modification and reconstruction of the West Shore Line in Bergen County connected to Allied Junction/Secaucus Transfer Meadowlands Rail Center; the construction of a rail station and associated components at the Meadowlands Sports Complex; the modification and reconstruction of the Susquehanna and Western Railway, as defined and provided in section 3035(a) of the "Intermodal Surface Transportation Efficiency Act of 1991"; the modification and reconstruction of the

Lackawanna Cutoff Commuter Rail Line connecting Morris, Sussex, and Warren Counties to the North Jersey Transportation Rail Centers;

3. Commuter rail service in the central New Jersey region terminating at the proposed Lakewood Transportation Center in Ocean County or another location as determined by NJ TRANSIT; and

4. The equipment or facilities needed to operate revenue service associated with the improvements made by the above projects.

(c) For the purposes of this section, when considering whether the NJ TRANSIT service alleged to be destructively competitive is in the public interest, implementation and operation of any new mass transit service or service improvements resulting from any of the projects contained in a Regional Transportation Plan (RTP) of a Municipal Planning Organizations (MPOs) in this subsection, shall be deemed to be in the public interest and not in violation of N.J.S.A. 27:25-1 et seq. and this chapter. MPOs and RTPs include:

1. Projects covered pursuant to the North Jersey Transportation Planning Authority Regional Transportation Plan;
2. Projects covered pursuant to the South Jersey Transportation Planning Organization Regional Transportation Plan; and
3. Projects covered pursuant to the Delaware Valley Regional Planning Commission Connections Plan for Greater Philadelphia for Major Regional Transit System Expansion Projects.

(d) Nothing in this section should be construed to preclude additional factors from being considered in determining whether NJ TRANSIT has engaged in destructive competition.

16:74-2.5 Remedy and order

(a) The sole remedy that may be considered pursuant to this chapter and N.J.S.A. 27:25-7(b) is to direct NJ TRANSIT to cease and desist in whole or part from using its equipment or facilities in a destructively competitive manner. No monetary damages may be awarded by the administrative law judge (ALJ).

(b) Upon receipt of the initial decision of the ALJ, the President and CEO shall present the matter to the Board and the Board shall adopt an order or final decision accepting, rejecting, or modifying the initial decision by the ALJ or remanding the decision to the OAL for further action, all in accordance with N.J.A.C. 1:1-18.6 and 18.7.

TREASURY—GENERAL

(a)

**DIVISION OF PENSIONS AND BENEFITS
PUBLIC EMPLOYEES' RETIREMENT SYSTEM**

Proposed Readoption with Amendments: N.J.A.C. 17:2

Authorized By: Public Employees' Retirement System Board of Trustees, Jeff Ignatowitz, Secretary.

Authority: N.J.S.A. 43:15A-1 et seq.

Calendar Reference: See Summary below for explanation of exception to calendar requirement.

Proposal Number: PRN 2025-004.

Submit comments by March 22, 2025, to:

Danielle Schimmel
Assistant Director
Division of Pensions and Benefits
PO Box 295
Trenton, NJ 08625-0295
DPB.regulations@treas.nj.gov

The agency proposal follows:

Summary

The Board of Trustees of the Public Employees' Retirement System (Board) is responsible for maintaining N.J.A.C. 17:2. Additionally, the rules are periodically reviewed by the Division of Pensions and Benefits (Division) and the Board's staff to determine whether the current rules are necessary, cost-efficient, reflect the current policies and procedures of the

EXHIBIT B

TRANSPORTATION

NEW JERSEY TRANSIT CORPORATION

Procedure for Claims of Destructive Competition

Notice of Adoption: N.J.A.C. 16:74

Notice of Adoption of New Rules: N.J.A.C. 16:74

Proposed: January 21, 2025 at 57 N.J.R. 175(a)

Adopted: ____, 2025, by New Jersey Transit Corporation, Kris Kolluri, President and Chief Executive Officer.

Filed: ____, 2025 as R. 2025 ____, **without change**.

Authority: N.J.S.A. 27:25-2.a; 27:25-5.e, h, and k; and 27:25-7.b.

Effective Date:

Expiration Date:

Summary of Public **Comments** and Agency Responses:

The comment period officially ended on March 22, 2025. There were no comments received during the comment period.

Full text of the adopted new rules follows:

EXECUTIVE SESSION AUTHORIZATION

BE IT HEREBY RESOLVED pursuant to N.J.S.A. 10:4-12 and N.J.S.A. 10:4-13 that the Board of Directors of the New Jersey Transit Corporation hold an executive session to discuss personnel matters, contract negotiations, the status of pending and anticipated litigation, and matters falling within the attorney-client privilege; and

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