

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



April 15, 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 Wednesday, April 9, 2025.

Sincerely,

Meghan Clark Umukoro

Meghan Clark Umukoro
Board Secretary

Enclosures

Open Session Minutes of the actions taken at the Board of Directors' meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. held at NJ TRANSIT Headquarters, Two Gateway, 283-299 Market Street, Newark, New Jersey on Wednesday, April 9, 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
Shanti Narra, Board Member
Evan S. Weiss, Board Member
Rashonda A. Brown, Board Member (Non-Voting)
Karen Thomas, Board Member (Non-Voting)

Staff

Kris Kolluri, President & Chief Executive Officer (CEO)
Meghan Clark Umukoro, Board Secretary
Brian T. Wilton, Senior Vice President, Chief Legal Officer & General Counsel
William C. Brooks, Senior Vice President, Capital Delivery
Jignasa Desai-McCleary, Senior Vice President, Chief of Administration & Risk
Michael Murphy, Acting Chief of Real Estate, Economic Development & TOD

Chair O'Connor convened the Open Session at 10:03 a.m., in accordance with the Open Public Meetings Act and NJ TRANSIT's enabling legislation. Board Secretary Umukoro asked everyone to mute their phones and turn their attention to the Public Safety Announcement. The pledge of allegiance to the flag was recited.

Board Secretary Umukoro conducted Roll Call and noted Vice Chair Carson and Board Member Abrantes were participating remotely.

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 April 3, 2025, with the Secretary of State, sent to newspapers of general distribution, posted in the main entrance of NJ TRANSIT headquarters, published on the corporation's website, and sent to each individual, agency, and organization that requested such notice.

Executive Session Authorization

Chair O'Connor said they needed to hold a brief Executive Session to discuss a matter that would be voted on that day.

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, including but not limited to the Property Acquisition of 2-14 Ferry Street, 372-374 Market Street, Newark, New Jersey for the Newark Penn Station Modernization Project.

Board Member Richard A. Maroko made the motion, Board Member Shanti Narra seconded the motion, and it was adopted. At approximately 10:05 a.m., the Board adjourned to Executive Session.

Roll Call Vote:

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

Return to Open Session

Chair O'Connor reconvened Open Session at 10:47 a.m. Board Secretary Umukoro conducted Roll Call. All Board Members returned to Open Session.

Approval of Minutes

Chair O'Connor asked for a motion to approve the minutes of the March 11, 2025, Board meetings. Board Member Richard A. Maroko made the motion, Board Member Shanti Narra seconded the motion, and the minutes were adopted.

President & CEO's Monthly Report

President & CEO Kolluri noted at the March Board meeting, Ms. Emily Manz discussed her concerns about improvements that needed to be made at the Newark Light Rail Military Park Station. He was pleased to report that all her requests had been made. There was still some minor wrought iron fencing and painting that needed to be done in-house and was underway. President & CEO Kolluri said after all the work was done, Board Member Weiss could be the final judge of everything accomplished.

President & CEO Kolluri addressed Ms. Gloria Robinson Mills from the Senior Citizen Disabled Resident Transportation Advisory Committee (SCDRTAC). He said he was asked to review the work SCDRTAC was doing, and he discussed his plan of action. President & CEO Kolluri said he has asked staff to look at their needs in the Senior Citizen and Disabled community transportation services to review the work they were doing, and

to see what deliverables related to the committee's purview. He said this work was happening as they spoke and as soon as he had it, he would talk to Ms. Robinson Mills, the Chair of SCDRTAC. President & CEO Kolluri said they would also be providing a list of NJ TRANSIT's asks to ensure SCDRTAC does the work they were authorized to do under the statute.

President & CEO Kolluri said on the Hamilton Station escalators, he made a promise that within 90 days they would have a procurement and award. He was pleased to note that the Procurement office within 62 days, not only advertised the escalator procurement, but issued a notice of award to the successful bidder, and work would start upon notice to proceed.

President & CEO Kolluri said he was aware that Chair O'Connor was busy with the Route 80 issues. Based on the Governor's leadership and Chair O'Connor's guidance, NJ TRANSIT put in place a 50 percent discount for five train stations near the impacted zones, and it was going very well, and ridership had doubled. President & CEO Kolluri said the work Chair O'Connor was doing was very important and stressful, but he was happy NJ TRANSIT could relieve some of the traffic on Route 80, and other routes affected.

President & CEO Kolluri said they may get some calls from residents in the Jersey City 700 Grove Street condominium, next to the NJ TRANSIT train tracks, but wanted to note the utility poles were placed there as flood mitigating efforts. He said concerns were raised about the visual obstruction that those poles were causing. President & CEO Kolluri said he has asked William Brooks, Senior Vice President of Capital Delivery to review the project and report back to him. He said he wanted the residents to know he was just briefed on this issue last week, has heard their concerns, and that was why he has asked for a review.

President & CEO Kolluri said they were continuing to work closely with Amtrak. This week Amtrak started catenary repairs on the Raritan Valley Line, which would continue for two weeks. This was a great partnership between Senior Vice President of Rail Operations Jim Sincaglia, his team, and the Amtrak Operations team to make the necessary improvements before the start of summer. President & CEO Kolluri said he really appreciated the customers' patience. Although it was a two-week job, they were making the improvements to ensure the long-term service was reliable.

The Hoboken Interim Bus Terminal construction has started, and once complete, they would make sure they start permanent Hoboken Bus Terminal construction. President & CEO Kolluri said this was all part of Governor Murphy's \$176 million plan.

President & CEO Kolluri said the Board was about to consider a bus resolution. In 2025, during the Governor's Budget Address, the Governor committed to modernizing the entire fleet of rolling stock for NJ TRANSIT. He said they would be pleased, should the Board vote yes, on the 208 60-foot articulated buses, plus 20 electric buses. They would then be on a pathway to ensuring all their buses were replaced by 2031. President & CEO

Kolluri said this had never been done in their history, and Governor Murphy was the only one committed to modernizing the entire NJ TRANSIT rolling stock. He said this was a significant step forward and great addition to the 200 buses they already received, and the additional 500 buses that were authorized and voted on a couple of years ago. President & CEO Kolluri said they were on a path to ensuring by the end of the Governor's tenure that they modernized, or put the agency on a path to modernize, the entire fleet.

President & CEO Kolluri said he and Chair O'Connor were part of a special Autism Awareness event last week. They unveiled two wrapped buses and one wrapped locomotive. He said it was a great event, they were so pleased that the children and their families were able to participate in the event, but equally important, they were able to make customer station announcements recorded by neurodivergent children.

President & CEO Kolluri said customer feedback was very important. Customer Advocate Franck Beaumin was at the meeting, fully engaged, and had an event at New York Penn Station last night listening to NJ TRANSIT customers. He said listening to customers and understanding their feedback was crucial to running a good rail line. Recently, in a Customer Satisfaction Survey, 35,000 customers participated, and 80 percent said they would recommend NJ TRANSIT. President & CEO Kolluri said while he knew they still had work to do, this was a good baseline, and they took all feedback very seriously. He said he was a caseworker by training and when problems arise, he likes to address them, and that was what they would continue to do.

In closing, President & CEO Kolluri said without preempting the event they were about to hold, he wanted to thank Board Member Weiss and Chair O'Connor. He said Newark Penn Station was a very important asset, not just for NJ TRANSIT, but for the entire community of Newark. In an hour or two, they intended to make an announcement that was important, not just for the operations of the train station, but also for the entire community. President & CEO Kolluri said they could not have done this without the support of Governor Murphy, Chair O'Connor, and Board Member Weiss' leadership. He said this would be an important way to handle one of the most intractable problems, Homelessness, and they planned to unveil a plan to do just that.

Advisory Committee Report

Anna Marie Gonnella Rosato presented the Advisory Committee Report. She said the North and South Jersey Passenger Advisory Committee met virtually on March 14, 2025, and Mr. Albert Yannerelli, Senior Program Manager of Capital Delivery, provided a presentation on the improvements to the Secaucus Meadowlands Transitway FIFA plan. Improvements were scheduled for completion on April 26, 2026, in time for the July 2026 event. Franck Beaumin, Customer Advocate, provided a presentation on various passenger concerns, rail delays, Amtrak cancellations, Conrail, Metro North, and NJ TRANSIT trains during 2024 and the beginning of 2025.

Ms. Gonnella Rosato said as President & CEO Kolluri mentioned, on March 27, 2025, NJ TRANSIT began construction on an Interim Bus Terminal near Hoboken Terminal,

which was expected to be completed by the summer. She mentioned the 50 percent discount given on road trip travel to customers affected by the ongoing emergency work on Route 80. Ms. Gonnella said on April 9, 2025, President & CEO Kolluri would join the Newark Alliance and Mayor Ras Baraka, and others to launch the Gateway to Hope Program to support unhoused residents at Newark Penn Station.

Ms. Gonnella Rosato reminded everyone that April was Autism Awareness Month, announcements provided by neurodiverse children would be played throughout NJ TRANSIT train stations during the month of April, and two buses and one locomotive were specially wrapped. She said hopefully one of the buses would be seen around South Jersey.

Ms. Gonnella Rosato said they received updates from Government and Community Relations, which were provided by John Del Colle, Senior Director of Legislative Relations, Paul Wyckoff, Chief of Government & External Affairs, and Barbara Lazzaro, Senior Director of Local Government & Community Relations.

Lastly, Ms. Gonnella Rosato said the next Passenger Advisory Committee meeting would be held in person on April 16, 2025 at the TransAction Conference in Atlantic City, New Jersey.

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

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

Public Comments

Gloria Robinson-Mills, Chairperson of the Senior Citizens, and Disabled Residents Transportation Advisory Committee (SCDRTAC) said she was reporting the committee update on behalf of SCDRTAC. Ms. Mills said while they had successfully filled several openings in recent months, their membership subcommittee was continuing their search to fill one remaining vacancy in the central region. She said their regional partners were contacted to assist in this effort.

Ms. Mills said looking ahead, the application process for the 5310-state review for funding would take place on May 1, 2025. She said the Advisory Committee was integrated into the review process, given that many of the 21 state counties relied on SCDRTAC to match

these funds for their local program. Participants who volunteered to complete this task included a diverse group, with one representative from each of the state's regions representing North, Central, and South Jersey, and providing a well-rounded perspective during the evaluation of the application.

Ms. Mills said since the COVID pandemic, the committee had panel presentations from their providers. She said NJ TRANSIT had supported this effort and, over the past years, Advisory Committee members were provided with specific sections of the provider application to assess service quality. She said to further improve this process, they planned to identify additional areas of the application that would be useful to committee members and develop informative future panel questions. Ms. Mills said to support this initiative, they planned to establish an ad hoc committee to gather members' input by their next meeting. Lastly, they were discussing returning to their on-site visits and would continue the conversation at their next meeting to discuss the benefits of doing so.

Andy Cohen, President of Rock Properties in Newark, said he was grateful to the train from New York to Broad Street Station. Mr. Cohen said he was motivated to come in and speak to one of the worst innovations in train travel in the last 10 years. He said he understood why they increased the font size on the DepartureVision display, but screen number two was frustrating for train travelers. Mr. Cohen said when commuters tried to read the screen, as it scrolled through in stations where there are multiple tracks, people did not know where to go. He said having a screen that simply says train departing 10 minutes from now provided them with nothing they needed to know. Mr. Cohen asked if there was anything that could be done to make it one screen, without any scrolling messages at the bottom of the screen covering up the track. He said anything that could be done to improve this would be greatly appreciated.

Mr. Cohen said while he was there, he had a quick laundry list of items, some of which NJ TRANSIT had control over and some of which they did not. He said there was a traffic light at the Broad Street train station for the Newark Light Rail, that runs across University Avenue. He said the traffic lights were not synchronized with the other city lights, and it causes a three-block tie up as commuters coming into Newark, southbound on Broad Street and University Avenue, get backed up. He said this created pollution, stress, horn honking, and it seemed like something that could be easily fixed.

Mr. Cohen said also at Newark Broad Street Station, there was a little paved parking lot between the station and Broad Street. He said this was a major gateway into the City of Newark, and currently only a few cars parked there. He said it should be something spectacular, like a park or a monument. Mr. Cohen said it was a great resource, and it was being squandered.

Mr. Cohen said also in front of Newark Penn Station, the back door to Mulberry Street was an asphalt desert. He said whenever he went out that door to go to Mulberry Street, he felt like he was going the wrong way. He said it should be a welcoming gateway into the Ironbound to draw passengers out of the station and across Mulberry Street.

Mr. Cohen said lastly, although NJ TRANSIT was not directly responsible for this, but the greatest hidden resource in plain sight, if anyone was familiar with the old New York Penn Station, it had a spectacular waiting room and concourse in the middle of it. He said it was still there, but people did not realize it. Mr. Cohen said escalators came down from the taxiway at Madison Square Garden and behind the Amtrak waiting room sits a two-story high oval shaped area that was being squandered. He said he would take the retail spaces and move them forward, so it pushed all the people into the open space, and then put something in the center as a focal point of New York Penn Station, so people had somewhere to meet up when they travelled through New York Penn Station.

David Anderson, member of the Lackawanna Coalition and SCDRTAC, wanted to speak about congestion pricing. Mr. Anderson said since the implementation of congestion pricing, many benefits have become more apparent. Even those who previously opposed it, such as taxicab, Uber and Lyft drivers, truckers, and others, were seeing the benefits. There was cleaner air, less traffic, and faster run times. He said considering these positive benefits, he urged the Board of Directors to urge Governor Murphy not to oppose congestion pricing, and work with Governor Hochul and the Metropolitan Transportation Authority (MTA) to create a plan to share revenue from it, proportionately to New Jersey commuters. Mr. Anderson said this way they could share the benefits and improve mass transit because there were many in Washington who would like to diminish public transit and phase it out. He felt it was important to work together for the benefit of everyone who used public transit.

Matty Buchys-Hyland, resident of New York, said he was an advocate for people with developmental disabilities and a clerical trainee at the Winter Center for Autism in West Babylon, New York. Mr. Buchys-Hyland said Happy Autism Awareness Month. He said as they celebrated neurodiversity, it was important to recognize all those with disabilities, and not just those with autism. Mr. Buchys-Hyland said on July 26, 2025, they were celebrating 35 years of the Americans with Disabilities Act (ADA), which was a bipartisan piece of legislation. He said on March 27, 2025, he was at The Port Authority of New York and New Jersey (PATH) Board Meeting in Jersey City, New Jersey, where Chairman Kevin J. O'Toole gave him a goodie bag. Mr. Buchys-Hyland said he explained to Mr. O'Toole and the PATH Commissioners about the possibility of a plan to make the experience for people with autism a little less stressful and much smoother. He said everyone, including New Yorkers, should pay a reduced fare for children 12 years old and younger. Mr. Buchys-Hyland said he would continue fighting for that. He wished everyone a Happy Easter and Happy Passover.

Andy Weiss said he supported the Action Item up for vote for the purchase of 208 60-foot articulated buses. Mr. Weiss said they needed at least another 1,000 60-foot articulated buses ordered to be used for local intercounty bus lines. He said only the 100-bus line service to New York City used 60-foot buses, and they needed to spread them to local intercountry bus service in New Jersey. Mr. Weiss said the Board did a good job with this bus purchase and that they needed to keep buying more. He asked President & CEO Kolluri, what did a small 40-foot NJ TRANSIT bus tell the public of New Jersey. Mr. Weiss said it told the public that NJ TRANSIT was not interested in getting more

ridership and overcrowding on buses was acceptable to bus management. He said usage of 40-foot NJ TRANSIT buses needed to end, especially in Hudson County. Mr. Weiss said they had outgrown 40-foot buses.

Mr. Weiss asked why NJ TRANSIT was only building a temporary bus lane to the Meadowlands for the 2026 FIFA World Cup. He asked why they wanted to tear down this critical bus lane to the Meadowlands. Mr. Weiss said President & CEO Kolluri had done a lot of positive things during his short tenure, but this was a bad idea. He said NJ TRANSIT did not have a single bus lane in New Jersey, and this was terrible policy. Mr. Weiss asked President & CEO Kolluri if he knew how many drunk drivers were at the Meadowlands, that the bus lanes would take off the road, after sporting events and concerts. He asked why NJ TRANSIT was tearing down a bus lane after the World Cup and encouraging drunk driving. Mr. Weiss asked why the NJ TRANSIT press corps was not asking these questions. He asked President & CEO Kolluri to do the right thing for NJ TRANSIT riders and make the Meadowlands bus lane permanent.

Mr. Weiss said the Customer Advocate should be fighting to keep the Meadowlands bus lanes permanent. He said this was a major reason why the Customer Advocate was hired, and he needed to represent bus riders and not management. Mr. Weiss said the Customer Advocate needed to speak up for NJ TRANSIT bus riders and must fight to make the Meadowlands bus lanes permanent infrastructure for New Jersey. He wanted to ask the Customer Advocate Franck Beaumin why Bangladesh was about to build a bus rapid transit lane and not NJ TRANSIT. Mr. Weiss said New Jersey mass transit was more obsolete than mass transit in Bangladesh and this was unacceptable. He said tearing down bus lanes would show the public that NJ TRANSIT would never fight for bus riders and would be another reason to vote Democrats out of office. Mr. Weiss said Democrats ran the worst government and needed to be kicked out of office all over the state. He said tearing down bus lanes for working people was the official policy of the corrupt Democrat party.

Jason Anthony, resident of New York City, said he was a transit guru. Mr. Anthony said he had the pleasure to meet and speak with the Customer Advocate at New York Penn Station. He said he wished that the NJ TRANSIT leadership team would go to New York Penn Station where riders like himself pay more for less.

Mr. Anthony said New Yorkers went to the Meadowlands like Mr. Weiss indicated. He said they should be aware that MTV was once again hosting the Video Music Awards (VMAs) at the UBS Arena in Elmont, New York on September 7, 2025. He said this was because NJ TRANSIT had demonstrated that their infrastructure was crumbling once again. He said NJ TRANSIT did not care about their infrastructure or providing transportation for major events like the MTV Video Music Awards. He said they did not like answering to the riding public about how they were going to handle the FIFA World Cup this year and next year.

Mr. Anthony suggested that President & CEO Kolluri invite the entire Board of Directors to take the train into New York and stay the whole day at New York Penn Station to see

how the ridership was there. He said they should see for themselves if they get stranded due to a delayed train or cancellation. Mr. Anthony said riders like himself would like a public explanation, and they would like a personal meeting with the Board. He said they did not want to see lip service, they wanted to see action from every single Board member.

Board Secretary Umukoro asked the Operator to hold public comments for one moment. President & CEO Kolluri provided clarification regarding the bus lanes at the Meadowlands, noting there was no plan to remove them after the 2026 FIFA World Cup.

Vito Havrilla, Vice Chair and Legislative Director of the Lackawanna Coalition, said he would be reading their Board statement. The Lackawanna Coalition, in partnership with its community member, the City of Summit, extended its gratitude to Dawn Spango, Regional Manager of Community Relations at NJ TRANSIT for her collaboration with Mayor Elizabeth Fagan on facilitating the much-needed repairs to the Summit Station stairwell. He said the New Jersey State Historic Preservation Office recently approved the repair design, and the Department of Community Affairs (DCA) was currently conducting its review. Once the DCA grants approval, the project would advance to the NJ TRANSIT procurement phase for advertisement and bidding, a process that may take several months. Mr. Havrilla said unfortunately, this timeline was extended far too long. He said they sincerely hoped for a prompt initiation of the procurement process, so that commuters did not have to endure another winter with only one functioning stairwell at Summit Station. Mr. Havrilla said, as suggested at the last Board meeting, they request published timelines for all such station repair projects be made readily available, as delays become increasingly intolerable for NJ TRANSIT customers when information was lacking.

Mr. Havrilla said the Lackawanna Coalition believed that New Jersey riders should also benefit from congestion pricing, but currently, they did not because the program excluded any funding for NJ TRANSIT. He said they knew that this was pending in the courts and hoped there was a way for them to work with the New Jersey Governor's Office to get their fair share. Mr. Havrilla said they testified at the Assembly and Senate budget hearings. The Lackawanna Coalition remarks and back up documents were provided to the Board, along with their full written statement. Mr. Havrilla said highlights included NJ TRANSIT financing, mean distance between failure, and weekend service improvements.

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, and Access Link, and an update from the Customer Advocate. The Committee also received an update on the Cost of Service, and the Customer Satisfaction Survey Results for Fall 2024.

Board Administration Committee Report

Board Member Maroko presented the report for the Administration Committee. The Administration Committee received a Financial Update. This included a summary of operating results compared to the previous year's comparable period and Fiscal Year 2025 Budget, 12-month farebox revenue compared to pre-COVID, major balance sheet items, and 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 February 2025.

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

Board Capital Planning, Policy, and Privatization Committee Report

Board Member Weiss presented the report for the Capital Planning, Policy, and Privatization Committee. The Capital Planning, Policy, and Privatization Committee reviewed the Board Item for Information Technology: Amendment of Professional Services Contract for Mainframe Code Migration to Insight Public Sector.

Safety Committee Report

The Safety Committee received a comprehensive update on Key Safety Performance Indicators (KSPIs) for Rail, Light Rail, Bus, Access Link, and Construction Safety, comparing full calendar data from 2023 to 2024.

Agency Safety Management also highlighted its continuing investment in education, outreach, and community engagement. In response to the tragic juvenile fatality in Palmyra, Agency Safety Management expanded its Safety Education Program to prioritize high-risk areas, delivering over 60 safety presentations across schools and community groups in the fourth quarter, reaching over 10,000 participants. Agency Safety Management discussed the implementation of enhanced defensive driving training for NJ TRANSIT service providers and were exploring vehicle decal redesigns to improve rear visibility.

Chief Trucillo briefed the Board Safety committee on the Department's work during the month of March concerning outreach to at risk individuals, Narcan deployments, and the fact that officers continue to enforce the no smoking regulations at all NJ TRANSIT stations and terminals. In addition, the Chief updated the committee members on FIFA World Cup planning and on the start of the Department's Citizen Police Academy.

Action Items

2504-14 BUS STOCK PROGRAM: PURCHASE OF 208 60-FOOT ARTICULATED BUSES AND 20 BATTERY ELECTRIC BUSES

President & CEO Kolluri introduced William Brooks, Senior Vice President, Capital Delivery, to present Action Item #2504-14. William Brooks presented for approval Action Item #2504-14: Bus Stock Program: Purchase of 208 60-Foot Articulated Buses and 20 Battery Electric Buses.

Board Member Shanti Narra made a motion, Board Member Michael Kanef seconded the motion, and the item was adopted.

Roll Call Vote:

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

2504-15: INFORMATION TECHNOLOGY: AMENDMENT OF PROFESSIONAL SERVICES CONTRACT FOR MAINFRAME CODE MIGRATION TO INSIGHT PUBLIC SECTOR

President & CEO Kolluri introduced Jignasa Desai-McCleary, Senior Vice President, Chief of Administration and Risk, to present Action Item #2504-15. Jignasa Desai-McCleary presented for approval Action Item #2504-15: Information Technology: Amendment of Professional Services Contract for Mainframe Code Migration to Insight Public Sector.

Board Member Shanti Narra made a motion, Board Member Michael Kanef seconded the motion, and the item was adopted.

Roll Call Vote:

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

Board Secretary Umukoro noted that Board Member Weiss was recused from Item #2504-16 and would not comment on the item.

2504-16: PROPERTY ACQUISITION OF 2-14 FERRY STREET, 372-374 MARKET STREET, NEWARK, NEW JERSEY FOR THE NEWARK PENN STATION MODERNIZATION PROJECT

President & CEO Kolluri introduced Michael Murphy, Acting Chief of Real Estate, Economic Development & TOD, to present Action Item #2504-16. Michael Murphy presented for approval Action Item #2504-16: Property Acquisition of 2-14 Ferry Street, 372-374 Market Street, Newark New Jersey for the Newark Penn Station Modernization Project.

Board Member Richard A. Maroko made a motion, Board Member Shanti Narra seconded the motion, and the item was adopted.

Roll Call Vote:

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

Adjournment

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

The meetings were adjourned at approximately 11:26 a.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

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MINUTES

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➤ CALL TO ORDER	-
➤ EXECUTIVE SESSION AUTHORIZATION	70094
➤ APPROVAL OF MINUTES OF PREVIOUS MEETINGS	70095
➤ PRESIDENT & CEO'S MONTHLY REPORT	70096
➤ ADVISORY COMMITTEE REPORT	-
➤ PUBLIC COMMENTS	-
➤ BOARD COMMITTEE REPORTS	-

ACTION ITEMS

2504-14	BUS STOCK PROGRAM: PURCHASE OF 208 60-FOOT ARTICULATED BUSES AND 20 BATTERY ELECTRIC BUSES – Authorization to purchase up to 208 60-foot articulated buses, including capital spare parts and to purchase up to 20 Battery Electric Buses, at a cost not to exceed \$393,432,390.00, plus 10 percent for contingencies, subject to the availability of funds.	70118
2504-15	INFORMATION TECHNOLOGY: AMENDMENT OF PROFESSIONAL SERVICES CONTRACT FOR MAINFRAME CODE MIGRATION TO INSIGHT PUBLIC SECTOR – Authorization to amend NJ TRANSIT Contract No. 23-607 with Insight Public Sector of Tempe, Arizona, for professional services to implement a mainframe code migration project, in an amount not to exceed \$239,737.90, plus five percent for contingencies, subject to the availability of funds.	70119
2504-16	PROPERTY ACQUISITION OF 2-14 FERRY STREET, 372-374 MARKET STREET, NEWARK, NEW JERSEY FOR THE NEWARK PENN STATION MODERNIZATION PROJECT – Authorization to take any and all actions to acquire the rights in interest for the property located at 2-14 Ferry Street, 372-374, Market Street in the City of Newark, Essex County, New Jersey, in accordance with the Eminent Domain Act of 1971, together with any other property rights necessary for its use, for an amount discussed in Executive Session.	70120

NEW JERSEY TRANSIT CORPORATION
NJ TRANSIT BUS OPERATIONS, INC.
NJ TRANSIT RAIL OPERATIONS, INC.
NJ TRANSIT MERCER, INC.
NJ TRANSIT MORRIS, INC.
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Authorization to cause filing complaint in condemnation, and the filing and recording of a declaration of taking, and take any and all actions related to exercise NJ TRANSIT's power of eminent domain, where necessary, to acquire the property located at 2-14 Ferry Street, 372-374 Market Street in the City of Newark, Essex County, New Jersey for the Newark Penn Station Modernization Project, and deposit the estimated just compensation with the Clerk of the Superior Court, so long as NJ TRANSIT attempts to acquire the property from the property owners through bona fide negotiations as required by the Eminent Domain Act of 1971, N.J.S.A. 20:3-1, et. seq. before commencing condemnation proceedings.

➤ **ADJOURNMENT**

EXECUTIVE SESSION AUTHORIZATION

BE IT HEREBY RESOLVED pursuant to N.J.S.A. 10:4-12 and N.J.S.A. 10:4-13 that the Board of Directors of the New Jersey Transit Corporation hold an executive session to discuss personnel matters, contract negotiations, the status of pending and anticipated litigation, and matters falling within the attorney-client privilege, including but not limited to the Property Acquisition of 2-14 Ferry Street, 372-374 Market Street, Newark, New Jersey, for the Newark Penn Station Modernization Project; 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.

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 March 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 March 19, 2025;

NOW, THEREFORE, BE IT RESOLVED that the minutes of actions taken at the March 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: APRIL 9, 2025
SUBJECT: PRESIDENT & CEO'S REPORT – APRIL 2025

In response to ongoing I-80 repairs, NJ TRANSIT is offering a 50% discount on roundtrip rail fares from Hackettstown, Mount Olive, Netcong, Lake Hopatcong, and Mount Arlington stations. Customers boarding at these stations ride for free on outbound trips and pay only the one-way fare for the return. This initiative to ease traffic congestion and provide a faster, more sustainable commuting alternative during the I-80 closures has already led to ridership doubling at these five stations—from approximately 195 to 400 customers every weekday.

Today, our Board will consider the purchase of up to 208 60-foot articulated buses and up to 20 battery electric buses, subject to available funding. Articulated buses will replace outdated 40-foot buses, providing additional capacity to help meet rising demand on our busiest routes. This purchase reflects our commitment to modernizing the fleet by replacing vehicles that have exceeded their useful life. It will help us maintain strong reliability for our customers while continuing to advance our transition to a greener future.

On March 27th, NJ TRANSIT announced that construction has begun on an interim bus terminal near Hoboken Terminal, ushering in the next phase of the Hoboken Connect mixed-use project that will dramatically transform the historic waterfront area into a vibrant space for customers and the public. The interim bus terminal is expected to be completed this summer and will allow for the rehabilitation of the current bus terminal. Features include shelters, lighting, pedestrian pathways, and loading areas. The new bus terminal is one of many public infrastructure upgrades included in the Hoboken Connect project, which includes a \$176 million investment from Governor Murphy.

I am pleased to note that NJ TRANSIT has awarded a construction contract to accelerate the full replacement of both escalators at Hamilton Station. A Notice to Proceed was issued this past Monday, and fabrication of the needed parts and components is expected to take approximately 10 months. Construction will commence at the station as soon as manufacturing is complete. The expected completion date has improved from a projected 2027 finish to late spring or early summer of 2026. Station elevators remain available for use. We thank our Hamilton customers for their patience while we work to replace the escalators as quickly as we can.

Beginning April 4th and continuing through April 18th, NJ TRANSIT is accommodating Amtrak's critical overhead wire repair work on the Northeast Corridor. This necessary infrastructure work has required adjustments to our Raritan Valley Line schedule, which has been communicated to our customers and information remains available on our website. These repairs that Amtrak is undertaking are essential to ensuring continued reliability for both Amtrak and NJ TRANSIT customers on the Northeast Corridor ahead of the busy summer season.

Later today, I will join Newark Mayor Ras Baraka, Board Chair Fran O'Connor, NJTPD Chief Christopher Trucillo, Newark Alliance President & CEO and NJ TRANSIT Board Member Evan Weiss, and others at a press conference launching "Gateway to Hope," an innovative public-private partnership that is aimed to reach, stabilize, and house residents in need near Newark Penn Station. The program includes a dedicated Medical Outreach Team—comprising a nurse, social worker, and outreach worker, supported by the NJTPD—as well as access to 200 Newark Housing Authority units. In partnership with the New Jersey Department of Community Affairs, we are also deploying an additional 200 tenant-based rental assistance vouchers to support individuals experiencing homelessness. Finally, Newark Penn Station will be sponsored by Prudential Financial as the "Home of Prudential." This partnership with Newark-headquartered Prudential Financial represents a meaningful investment in Newark Penn Station from one of the city's most iconic corporate citizens.

In conclusion, I encourage you to explore our 2024 Annual Report, now available at njtransit.com/annualreport. The report highlights significant accomplishments, customer experience improvements, on-time performance statistics, and a comprehensive financial summary, underscoring the momentum we are building for the year ahead.



PRESIDENT & CEO'S MONTHLY REPORT

April 9, 2025

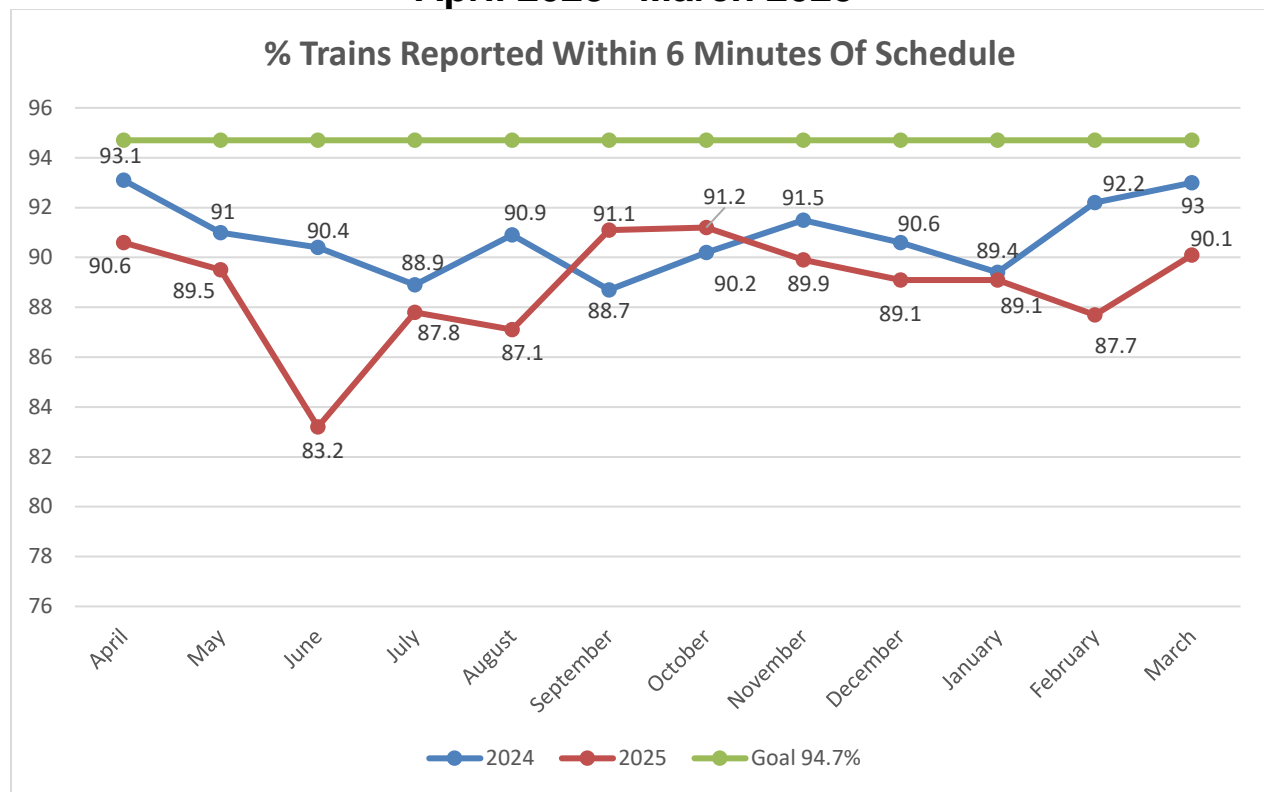
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April 9, 2025

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

PERFORMANCE MEASURES

NJ TRANSIT ON-TIME PERFORMANCE RAIL April 2023 –March 2025



	<u>2024</u>	<u>2025</u>	<u>%Change</u>
Mar. Comparison	93.0%	90.1%	-2.9%
12-Month Average Apr. 2023 – Mar. 2025	90.8%	88.9%	-1.9%

Analysis:

Rail On-time Performance was 90.1% for the month of March 2025. Of the 18,425 trains scheduled to operate, 16,598 were on time, while 1,827 trains (or 9.9% were delayed).

Key Causes included:

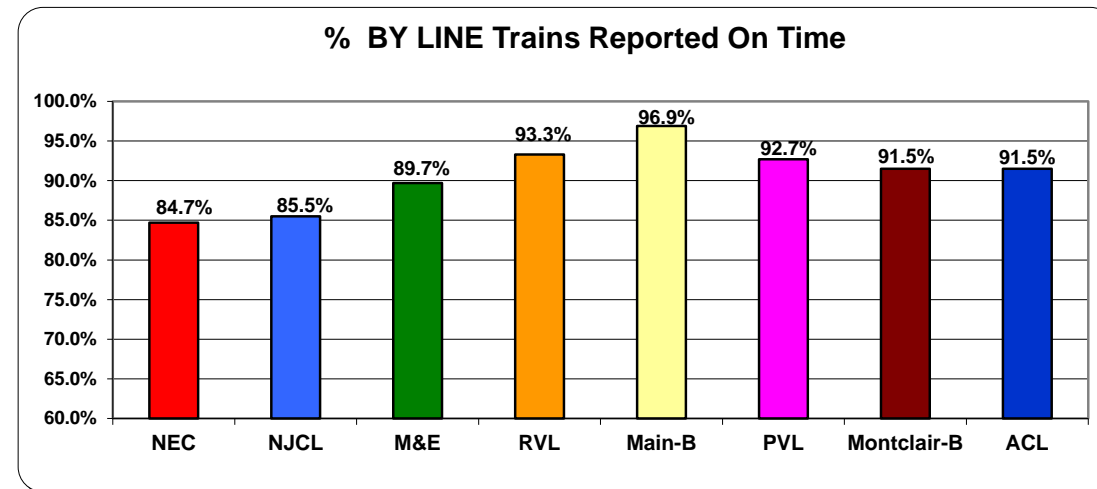
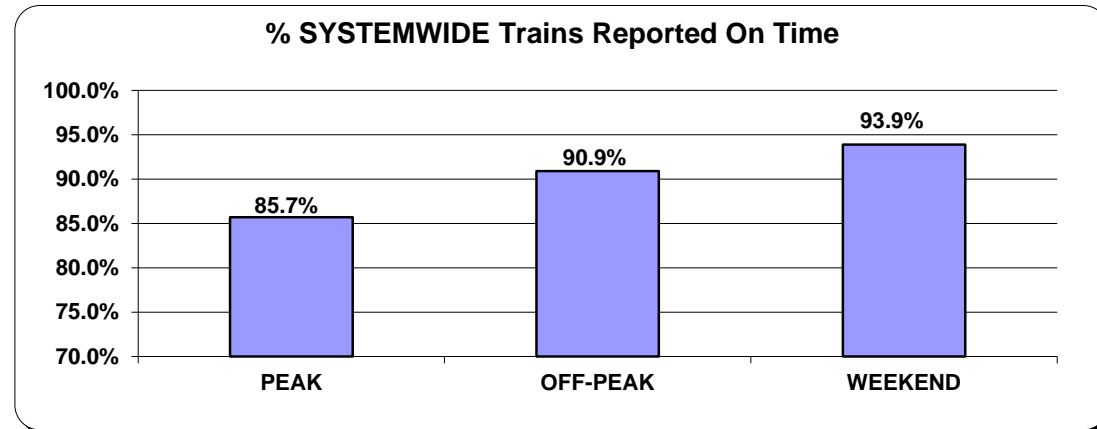
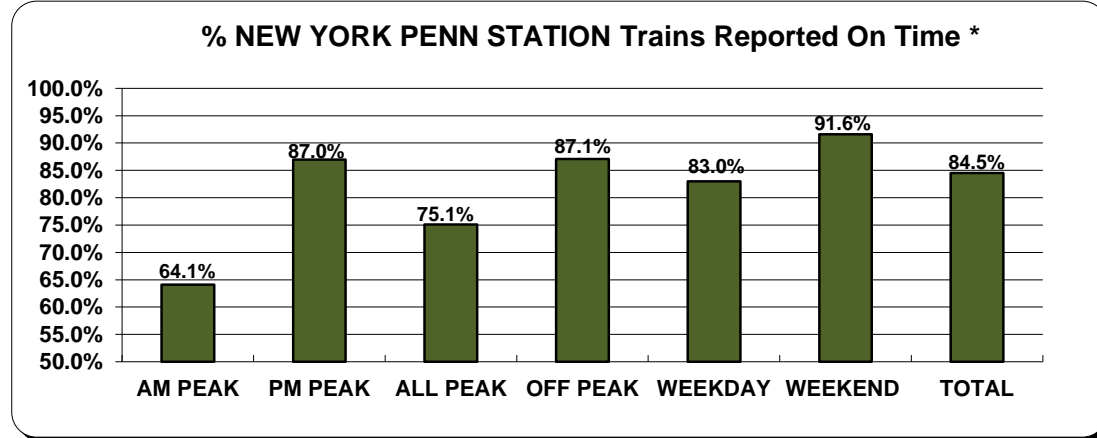
- Amtrak weather related catenary issue, Acela, NJT weather related catenary issue, signal weather related issue, Ill/Injured employee, a fatality and PTC mechanical contributed 153 delays on March 5.
- Amtrak weather related catenary issuer, Portal Bridge open, track issue, Acela, Metro North signal issue, NJT trackside interference, PTC mechanical, police action and weather related grade crossing issue contributed to 78 delays on March 6.
- Amtrak equipment issue, track issue, programmed maintenance, NJT diesel issue and PTC mechanical contributed 118 delays on March 20..

The 12-month Average for Rail On-Time Performance was 88.9%.

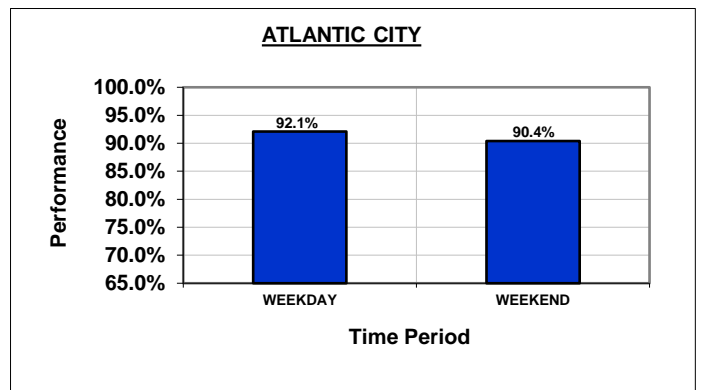
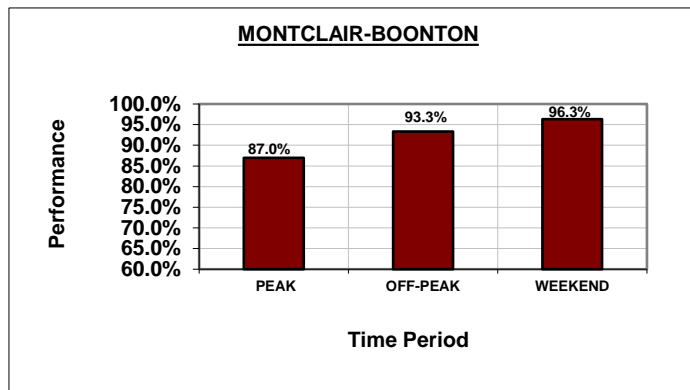
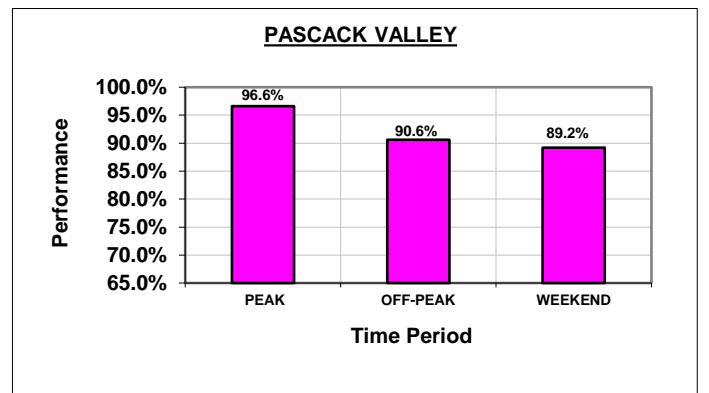
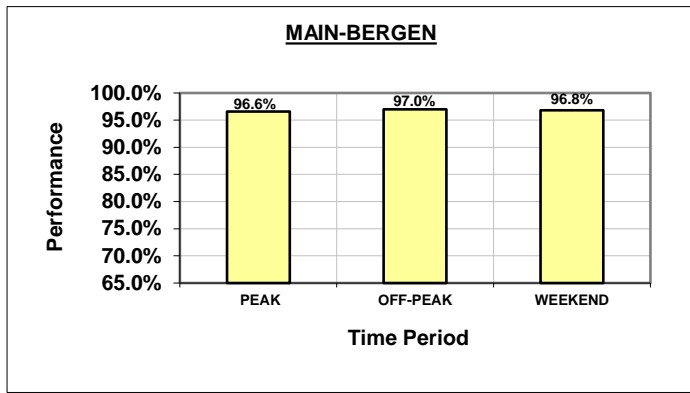
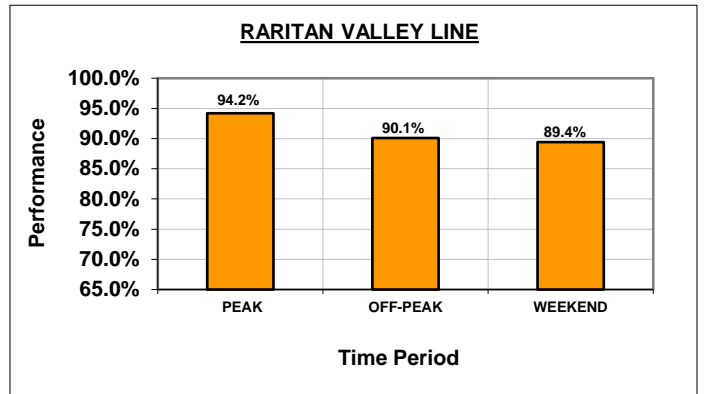
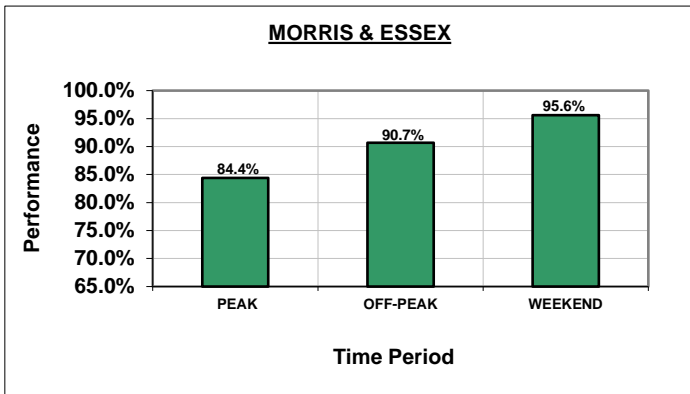
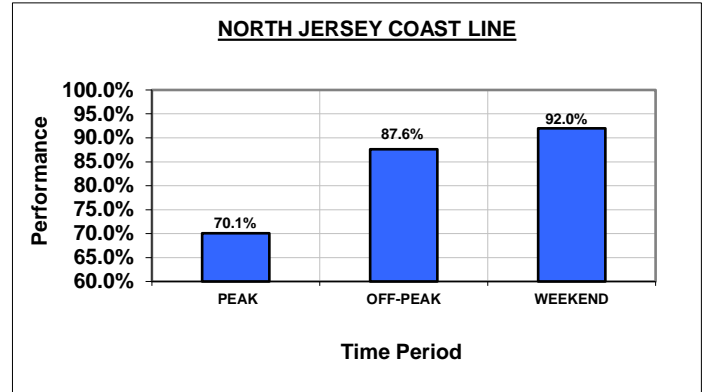
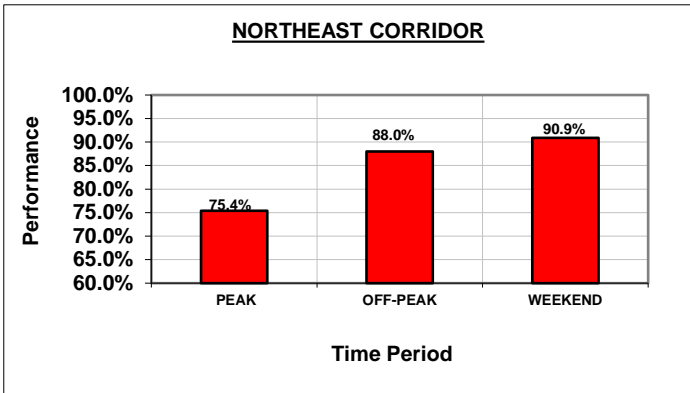
ON-TIME PERFORMANCE RAIL

SUMMARY BY TIME PERIOD MARCH 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.



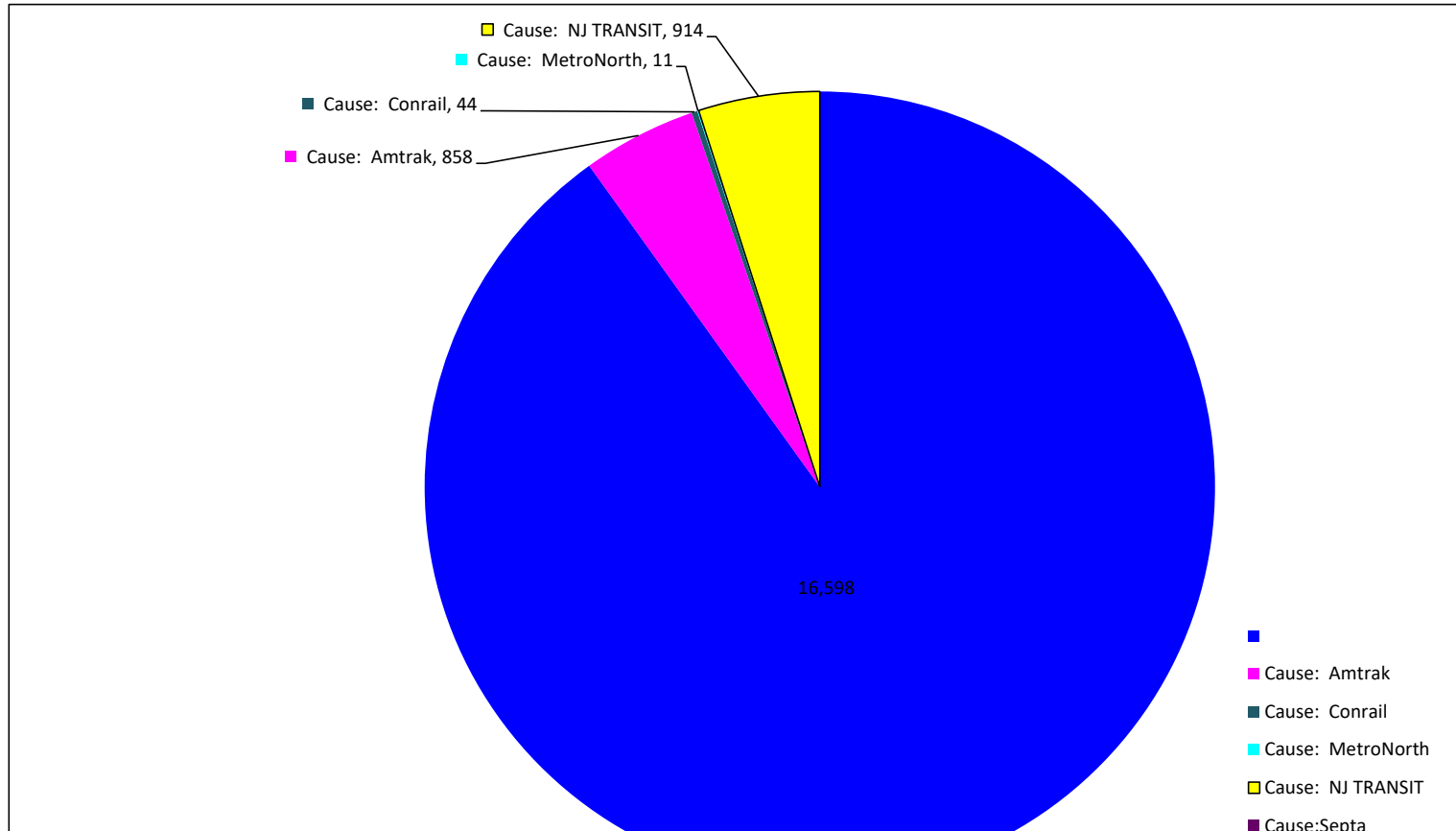
ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD MARCH 2025



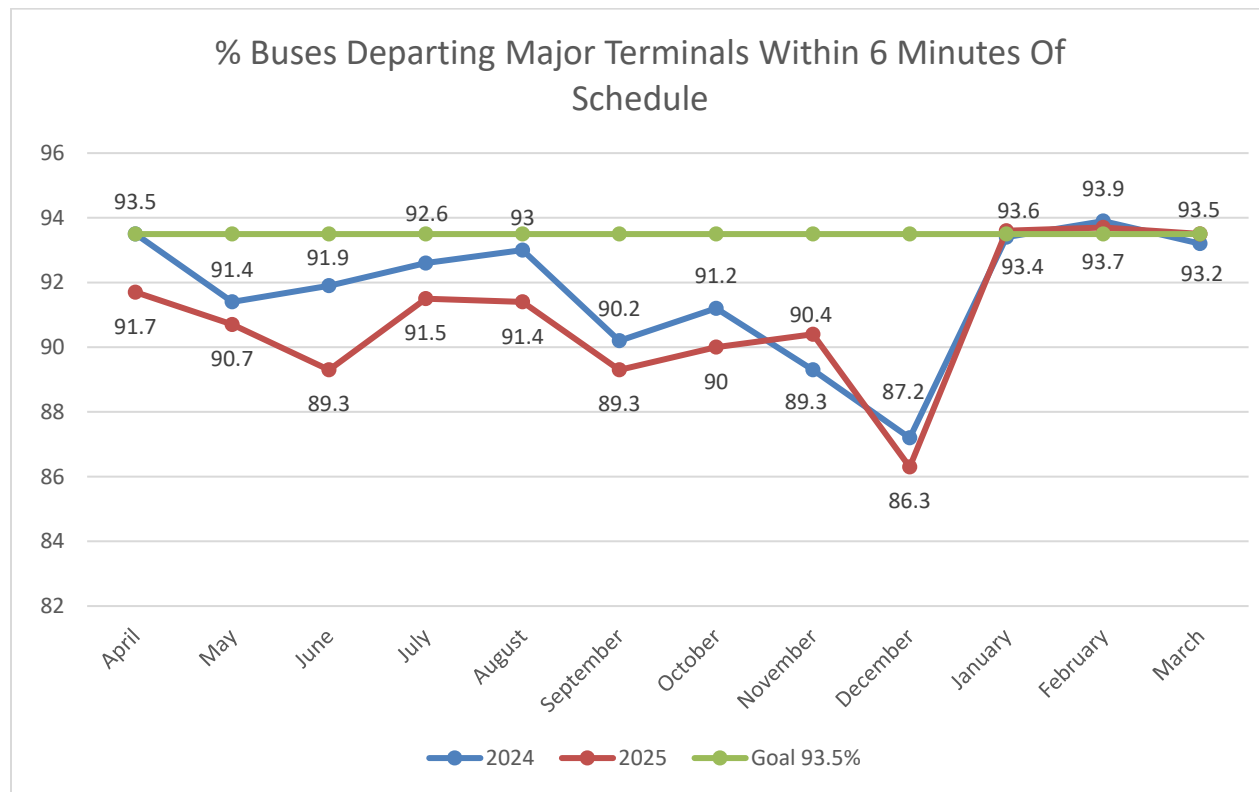
NJ TRANSIT Performance - March 2025

Late NJ TRANSIT Trains

		Cause: Amtrak	Cause: Conrail	Cause: MetroNorth	Cause: NJ TRANSIT	Cause:Septa	Cause: NS
# of Trains On Time	16,598	858	44	11	914		
# of Late Trains	1,827	4.66%	0.24%	0.06%	4.96%	0.00%	0.00%
Total # of Trains	18,425						
Percentage On Time	90.1%						



NJ TRANSIT ON-TIME PERFORMANCE BUS Apr 2023 – Mar 2025



	<u>2024</u>	<u>2025</u>	<u>%Change</u>
Mar Comparison	93.2%	93.5%	0.3%
12-Month Average Apr 2024 – Mar 2025	91.7%	90.9%	-0.8%

Analysis*:

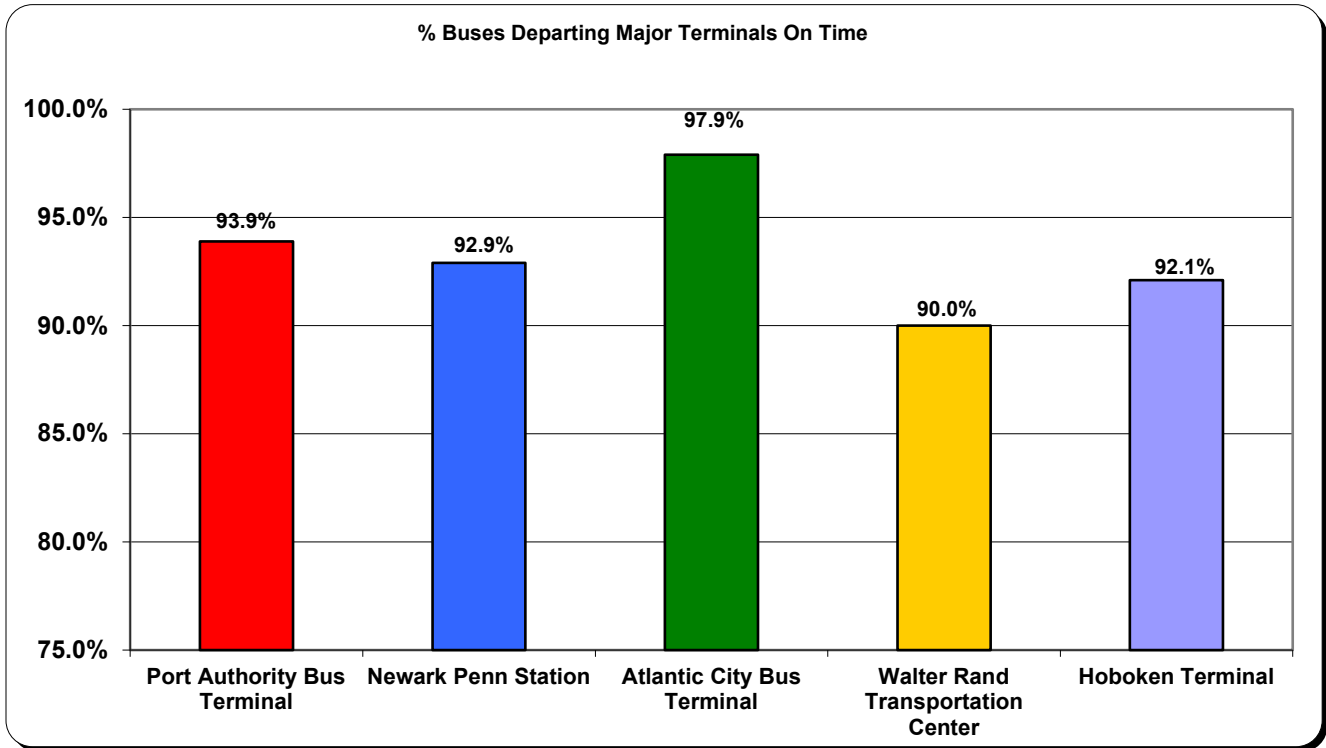
Bus On-Time Performance systemwide was 93.5% for the month of Mar 2025. Of the 46,613 monitored departures, 3,037 experienced delays.

Key Causes included:

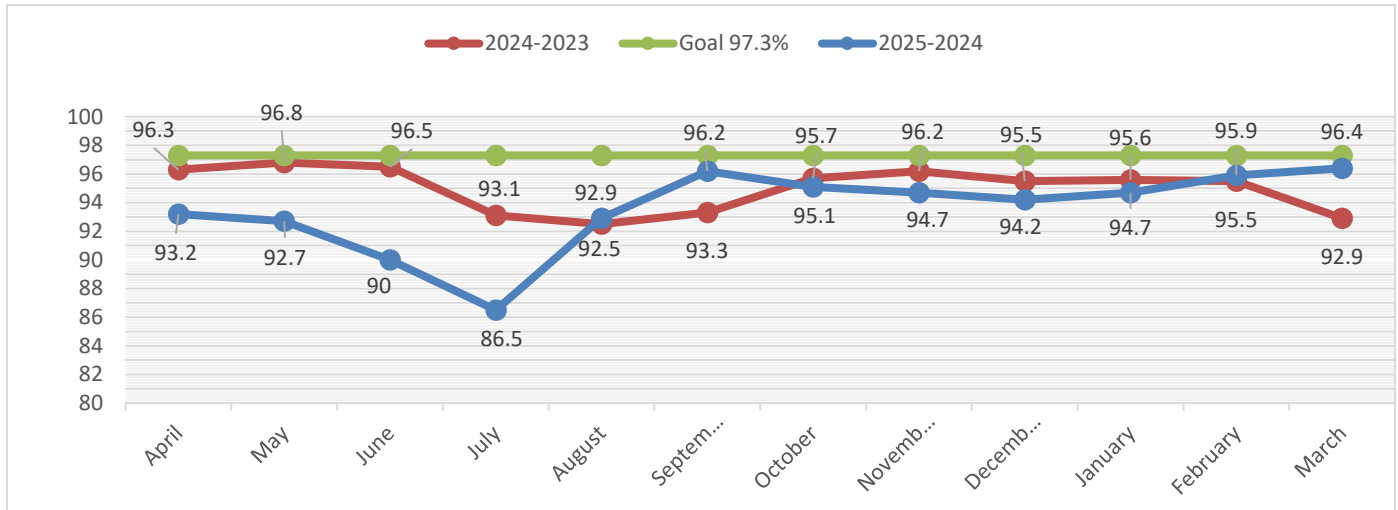
- At PABT, on the 6th, outbound traffic caused delays. On the 13th, disabled bus in center tube, disabled vehicle and motorcycle in North tube, disabled bus contributed to the delays. On the 26th, disabled vehicle in South tube contributed to the delays.
- At Newark Penn, on the 3rd, Bus/Bus accident, mechanical issues, road closures due to construction work on multiple roads causing heavy delays. On the 4th, police activity, bus accident, road construction/closures on multiple roads causing heavy traffic delays. On the 21st, operator illness, police investigation on GSP, delays due to road closures causing heavy traffic contributed to 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 90.9%.

ON-TIME PERFORMANCE BUS

SUMMARY BY TERMINAL



NJ TRANSIT ON-TIME PERFORMANCE LIGHT RAIL April 2023 – March 2025



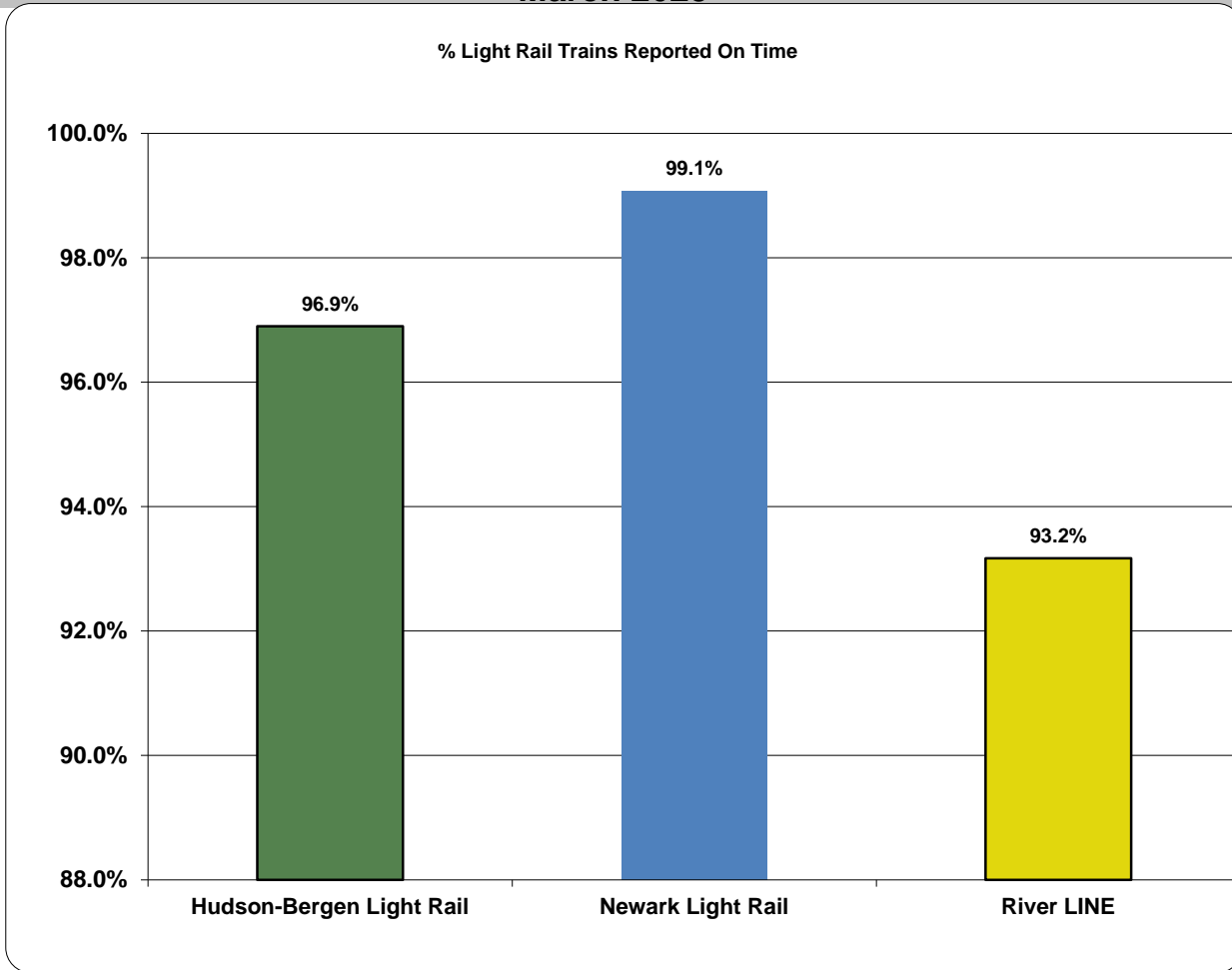
	<u>2024</u>	<u>2025</u>	<u>%Change</u>
March Comparison	92.9%	96.4%	+3.5%
12-Month Average April 2024 – March 2025	95%	93.5%	-2.5%

Key Causes included:

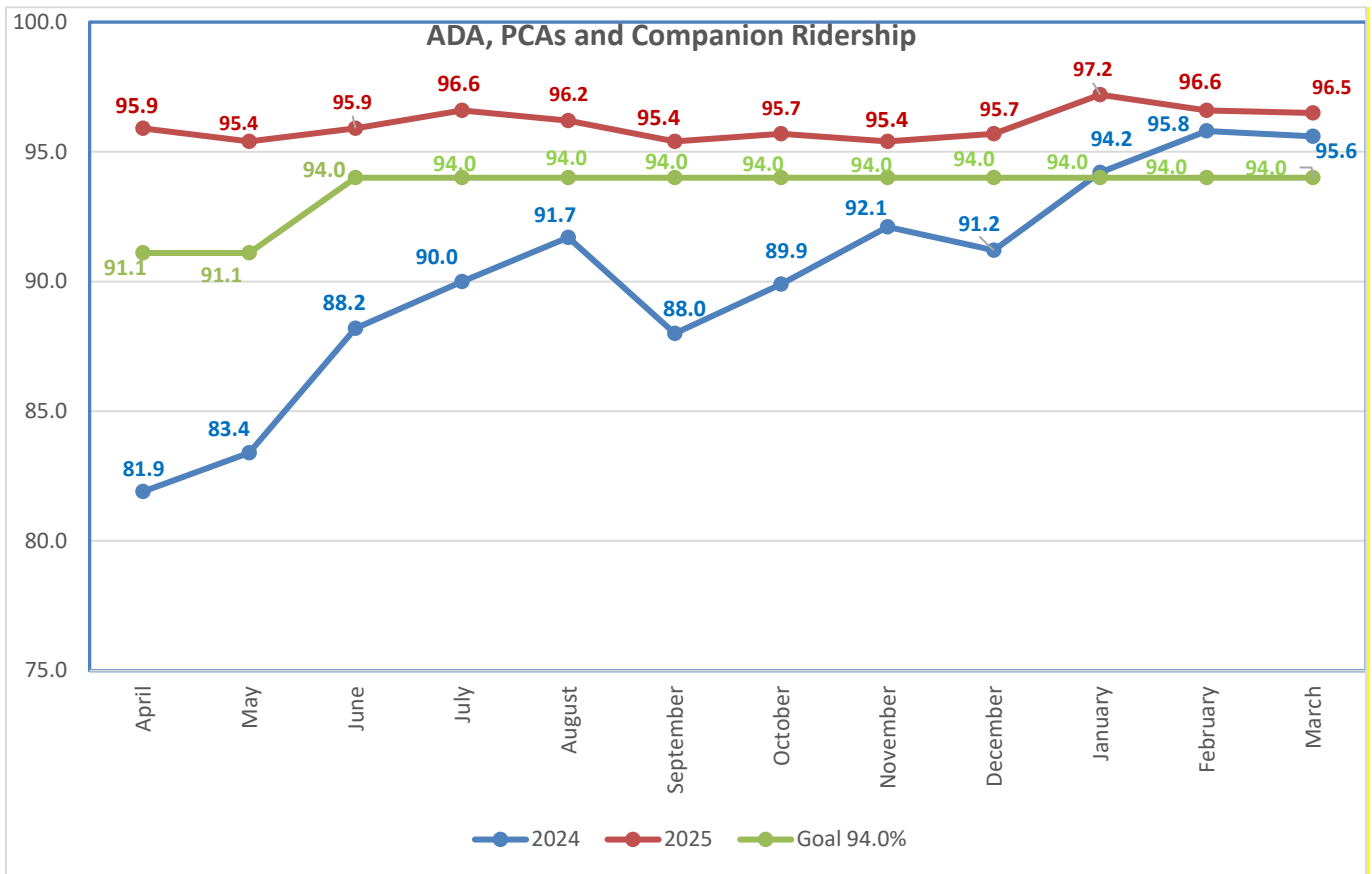
- Newark Light Rail** – The on-time performance decreased to 99.1% from 99.4% compared to last month. Causes included the following: On the 6th a train experienced propulsion issues and was removed from service impacting 32 trains. More than half of the days in the month had no major issues.
- River LINE** – The on-time performance went up from 91.3% to 93.2% compared to last month. Incidents impacting performance included on the 18th, a trespasser strike affected 12 trains. Other issues over the month that affected OTP were equipment issues, right of way being obstructed, signal issues and vehicle availability.
- HBLR** – The on-time performance had a negligible decrease from 97.0% to 96.9% compared to the previous month. Most of the impacted trains were due to door issues which affected 130 trains and NJTPD activity which impacted 107 trains.

ON-TIME PERFORMANCE LIGHT RAIL

SUMMARY BY LINE March 2025



NJ TRANSIT ON-TIME PERFORMANCE ACCESS LINK APRIL 2023–MARCH 2025



	<u>2024</u>	<u>2025</u>	<u>% Change</u>
March Comparison	95.6%	96.5%	0.9%
March Ridership	136,832	143,849	7,017
12-Month Average March 2024–February 2025	90.2%	96.0%	5.8%

Analysis:

Access Link On-Time Performance was 96.5% for March 2025. In serving 159,088 total customers, for 143,849 ADA customers trips, 5,051 or (3.5%) experienced delays.

Key Causes included:

- Street closures due to NCAA basketball tournament event at Prudential Center on 3/27
- Delays due to driver availability
- Customer cancellations and no-shows

The 12-month Average for Access Link On-Time Performance was 96.0%.

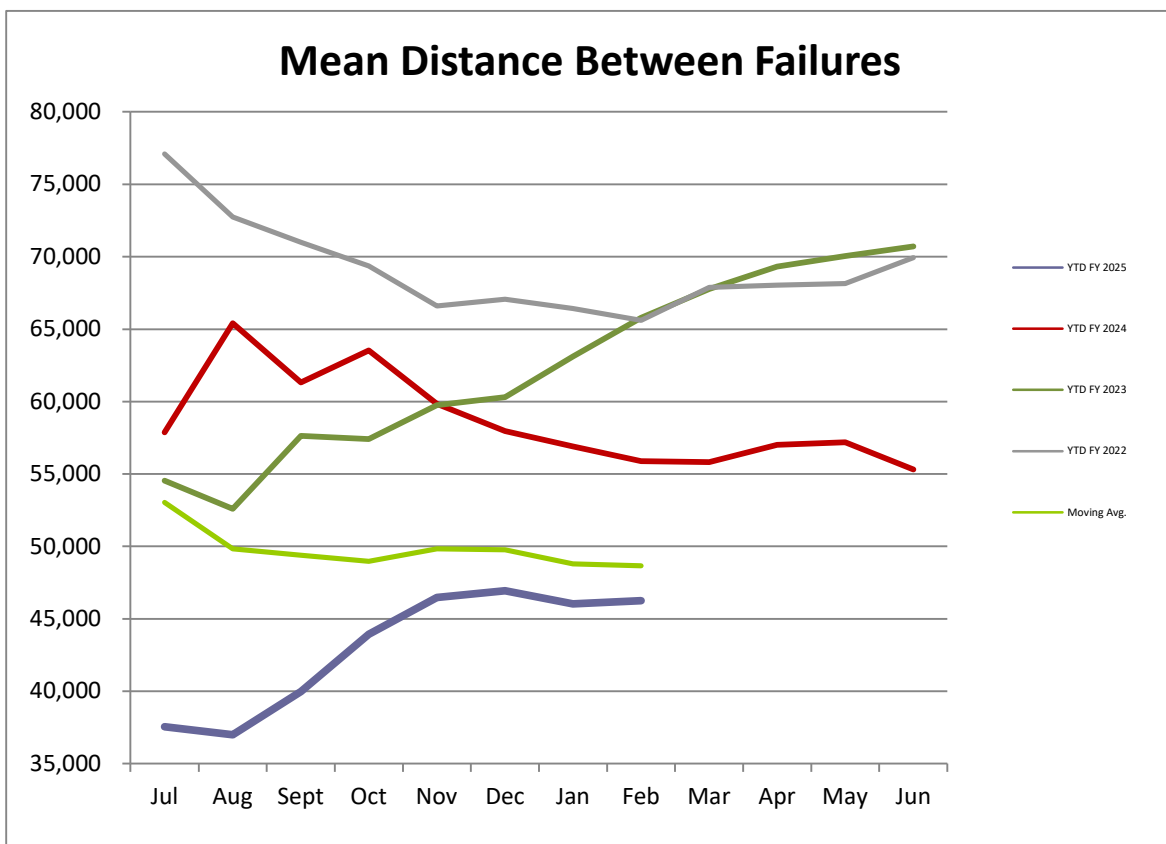
* Statistics comprise both dedicated and non-dedicated service.

MEAN DISTANCE BETWEEN FAILURES

February 2025

NJ TRANSIT Rail Operations
Mean Distance Between Failures

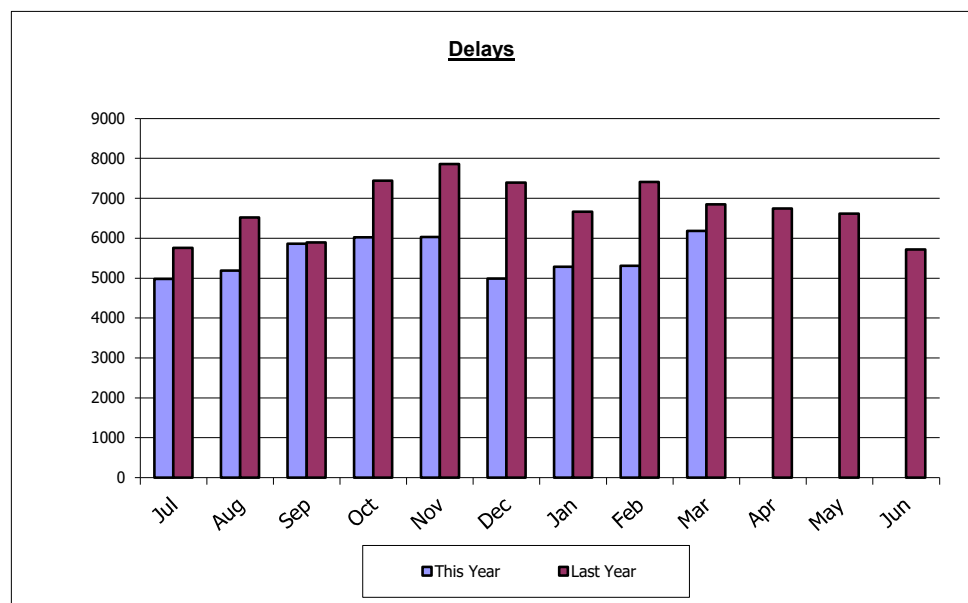
Month	YTD FY 2025	YTD FY 2024	YTD FY 2023	YTD FY 2022	12 Month Moving Avg.
Jul	37,549	57,875	54,531	77,087	53,024
Aug	36,992	65,403	52,602	72,743	49,833
Sept	39,979	61,324	57,623	71,005	49,378
Oct	43,929	63,539	57,410	69,368	48,959
Nov	46,462	59,844	59,761	66,597	49,826
Dec	46,944	57,968	60,315	67,060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



Garage Performance Parameters

March 2025

Location	Miles Between In-Service Delays			
	FY2025 Goal	This Month	FY2025 YTD	FY2024 YTD
Fairview	6,500	8,482	6,351	6,588
Market Street	6,500	5,711	4,162	4,137
Meadowlands	10,000	2,097	2,229	3,702
Oradell	13,000	23,258	12,095	14,652
Wayne	12,000	12,747	10,958	8,744
WestWood	13,000	13,134	16,634	24,442
Northern Division	-	5,402	4,969	6,228
Big Tree	7,500	3,872	4,001	4,246
Greenville	6,000	3,259	4,199	4,051
Hilton	8,500	5,468	4,199	4,931
Howell	17,500	20,370	19,451	21,422
Ironbound	8,000	4,580	3,809	5,465
Kearny Point	-	3,591	2,053	-
Orange	7,800	2,783	2,445	2,771
Morris	10,500	12,510	18,083	21,323
Central Division	-	5,370	4,532	5,658
Egg Harbor	12,000	12,780	11,195	12,152
Hamilton	9,000	5,051	6,061	8,166
Newton Avenue	11,000	8,430	7,857	9,261
Washington Twp.	16,000	14,891	12,529	13,779
Southern Division	-	10,315	9,757	11,271
Bus Operations	-	6,181	5,500	6,795

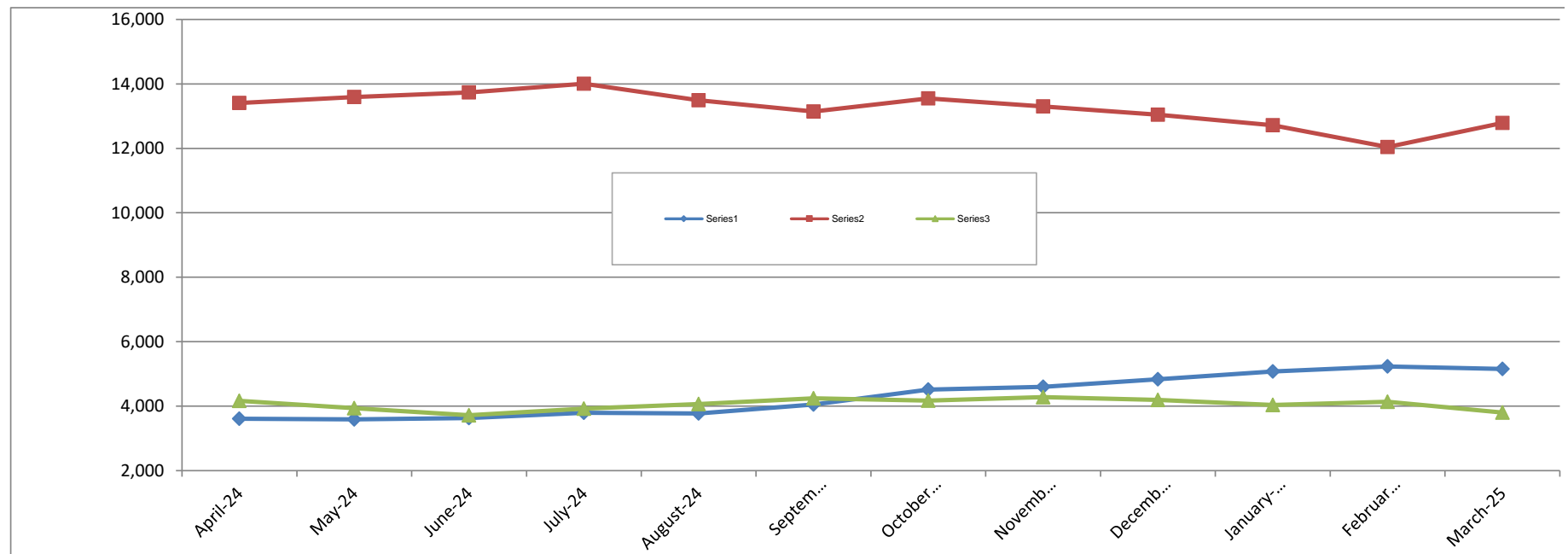


NJ TRANSIT - LIGHT RAIL, MARCH 2025

12 Month Average Miles Between In Service Failures

NJT LIGHT RAIL	MDBSF *	MDBSF *
	February 2025	March 2025
Newark Light Rail	5,232	5,153
Hudson Bergen	12,041	12,784
River LINE	4,138	3,801

AVERAGE MILES BETWEEN IN-SERVICE MECHANICAL FAILURES



DBE/SBE PROGRAM

NJ TRANSIT - DBE/SBE/DVOB Participation for March 2025**State Funded Contracts****State Fiscal Year 2025 - July 1, 2024, through June 30, 2025**

During the month of **March 2025**, NJ TRANSIT awarded **\$6,675,163.34** in state-funded contracts; of that total, Small Business Enterprises (SBE/DVOBs) received **\$680,228.08** or **10.19%**.

State Fiscal Year 2025 YTD (July 1, 2024, through June 30, 2025) NJ TRANSIT awarded **\$1,844,851,366.09** in state-funded contracts. Of that total, SBE/DVOBs received **\$17,827,887.28** or **0.97%**.

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

Category 1 SBE/DVOBs	\$360,850.00	0.02%
Category 2 SBE/DVOBs	\$1,051,087.72	0.06%
Category 3 SBE/DVOBs	\$10,889,194.38	0.59%

Construction

Category 4 SBE/DVOBs	\$25,771.00	0.00%
Category 5 SBE/DVOBs	\$1,026,365.00	0.06%
Category 6 SBE/DVOBs	\$4,474,619.18	0.24%

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

During the 2nd Quarter (January 1, 2025 – March 31, 2025), the FTA-funded share of NJ TRANSIT's federal contracts awarded was **\$334,158,077.70**. Of that total, Disadvantaged Business Enterprises (DBEs) received **\$14,725,503.49** or **4.28%**.

FFY 2023 through FFY 2025 (October 1, 2022 – September 30, 2025) NJ TRANSIT awarded **\$943,635,340.70**** in federally funded contracts. Of that total, DBEs received **\$120,327,134.36*** or **12.75%**.

**Numbers reflect federal share*

*** Number includes subrecipient awards*

Next update will occur in July 2025

Transit Vehicle Manufacturer (TVM)¹ Awards

During the 2nd Quarter (**January 1, 2025 – March 31, 2025**), NJ TRANSIT awarded \$253,814.59* in TVM Change Orders.

Next update will occur in July 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

54 NJ TRANSIT employees retired recently:

1. Steven Bernstein, Electrician -- County Yard -- 36 years
2. Tracey Cansler, TVM Terminal Agent -- Long Branch -- 37 years
3. Kevin Dvorak, Section Storekeeper -- MMC -- 17 years
4. Curtis Harriott, Power Supervisor -- ROC -- 19 years
5. Chris Hasher, Conductor -- Various -- 34 years
6. Guillermo Hernandez, TVM Terminal Agent -- PSNY -- 31 years
7. Keith Johnson, Locomotive Engineer -- Various -- 33 years
8. Leonard Schab, Assistant Conductor -- Various -- 37 years
9. John Spiak, Conductor -- Various -- 18 years
10. Syemea Walker, Time & Attendance Admin -- HQ -- 30 years
11. Cesar Avila, Operator -- Wayne -- 18 years
12. Curtis Barfield, Operator -- Newton Ave. -- 15 years
13. Sandra Brennan, Operator -- Greenville -- 12 years
14. Celestino Busto, Operator -- Meadowlands -- 29 years
15. Larry Espinosa, Operator -- Market St. -- 25 years
16. Donna Evans, Operator -- Egg Harbor -- 13 years
17. Jon Jackson, Operator -- Orange -- 21 years
18. June Jarrell, Operator -- Washington Twp. -- 26 years
19. Elsi Leon -- Operator -- Meadowlands -- 17 years
20. Neville Mathurine, Repairman -- Wayne -- 26 years
21. Erroll Turner, Repairman -- Greenville -- 31 years
22. Joseph Vu, Spec Mech Wldr -- Newark Bus -- 17 years
23. Jose Agudo, Operator -- Meadowlands -- 23 years
24. Alexander Albarracin, Operator -- Market St. -- 19 years
25. Simon Anderson, Operator -- Hamilton -- 22 years
26. Todd Coles, Maint Man -- Wayne -- 30 years
27. Dewayne Conn, Operator -- Hamilton -- 19 years
28. Francisco Delacruz, Operator -- Meadowlands -- 21 years
29. Edwin Dorga, Operator -- Orange -- 28 years
30. Thomas Guarino, Operator -- Howell -- 29 years
31. Denise Hallman, Operator -- Market St. -- 27 years
32. Doris Henderson, Operator -- Hilton -- 25 years
33. Patrick Jackson, Light Rail Operator -- Bloomfield -- 15 years
34. Jean Lafleur, Operator -- Ironbound -- 25 years
35. Antoine Lebonet, Operator -- Orange 22 years
36. Marly Martinez, Operator -- Meadowlands -- 13 years
37. Helbert Monroy, Operator -- Westwood -- 24 years
38. Ronald Neree, Operator -- Orange -- 22 years
39. Todd Owens, Operator -- Newton Ave. -- 23 years
40. Marianne Riley, Repairman -- Howell -- 22 years
41. Denzil Roberts, Starter -- PABT -- 18 years
42. Angel Rodriguez, Operator -- Big Tree -- 18 years
43. Xiomara Romero, Operator -- Oradell -- 24 years
44. Eric Schwarz, Repairman -- Wayne -- 20 years
45. Richard Sciallabba, Strrm Spc -- Newark Bus -- 23 years
46. Rodger Spence, Operator -- Oradell -- 38 years
47. Amit Toska, Operator -- Market St. -- 25 years
48. Edgardo Vega, Operator -- Greenville -- 21 years
49. Wilson Wan, Operator -- Newton Ave. -- 28 years
50. Marvin Glickstein, Manager Ops Budgets -- HQ -- 36 years
51. Thomas Boughton, Foreman II -- Wayne -- 20 years
52. John Broering, Director Cloud Ops -- HQ -- 32 years
53. Penny Brown, Customer Communications Associate -- HQ -- 28 years
54. Maria Cordero, Associate Manager Payroll -- Maplewood -- 37 years

ACTION ITEMS

ITEM 2504-14: BUS STOCK PROGRAM: PURCHASE OF 200 60-FOOT ARTICULATED AND 20 BATTERY ELECTRIC BUSES

WHEREAS, NJ TRANSIT provides its customers with regular route bus service throughout New Jersey and to New York City and Philadelphia which carries 151 million annual passenger trips (based on FY2019 data); and

WHEREAS, NJ TRANSIT's Bus Fleet Strategy and NJT2030 (A 10-Year Strategic Plan) call for the replacement of its outdated 40-foot transit buses and 60-foot artic buses with new transit buses; and

WHEREAS, the purchase of 208 transit buses will provide fleet reliability at reduced operating and maintenance costs and will be equipped with the latest technology to significantly reduce vehicle exhaust emissions; and

WHEREAS, the purchase of 20 Battery Electric Buses will advance the State's goal of increasing NJ TRANSIT's usage of plug-in electric vehicles; and

WHEREAS, the new transit buses will include new passenger amenities such as USB, security cameras, blind spot cameras, and turn warning system, to enhance the customer experience and safety;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO authorizes NJ TRANSIT to purchase up to 208 60-foot articulated buses, including capital spare parts and to purchase up to 20 Battery Electric Buses, at a cost not to exceed \$393,432,390.00, plus 10 percent for contingencies, subject to the availability of funds.

ITEM 2504-15: INFORMATION TECHNOLOGY: AMENDMENT OF PROFESSIONAL SERVICES CONTRACT FOR MAINFRAME CODE MIGRATION TO INSIGHT PUBLIC SECTOR

WHEREAS, NJ TRANSIT's legacy mainframe computing environment is costly to operate and maintain and creates business risk due to the increasing difficulty of finding skilled staff to support this aging technology; and

WHEREAS, the NJ TRANSIT Information Technology Department seeks to retire its current mainframe environment to expand NJ TRANSIT's business capabilities and improve the experience of our customers; and

WHEREAS, NJ TRANSIT in September of 2022, the Board of Directors approved the award of NJ TRANSIT Contract No. 23-607 to Insight Public Sector for \$3,024,270.73, plus five percent for contingencies, for a total authorization of \$3,175,484.27;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to amend NJ TRANSIT Contract No. 23-607 with Insight Public Sector of Tempe, Arizona, for professional services to implement a mainframe code migration project, in an amount not to exceed \$ 239,737.90, plus five percent for contingencies, subject to the availability of funds.

ITEM 2504-16: PROPERTY ACQUISITION OF 2-14 FERRY STREET, 372-374 MARKET STREET, NEWARK, NEW JERSEY FOR THE NEWARK PENN STATION MODERNIZATION PROJECT

WHEREAS, staff has identified the building at 2-14 Ferry Street, 372-374, Market Street in the City of Newark, Essex County, New Jersey for purchase, as part of the Newark Penn Station Modernization Project; and

WHEREAS, the property is being purchased as part of the Newark Penn Station Modernization Project; and

WHEREAS, the new facility will provide the New Jersey Transit Police Department (NJTPD) with a state-of-the-art facility that effectively and efficiently supports their mission of maintaining the safety and security of New Jersey's public transportation network, as well as accommodating future growth within the police department; and

WHEREAS, staff obtained an appraisal of the property, engaged a relocation specialist, and obtained approval of a Relocation Assistance Plan from the New Jersey Department of Transportation, and consistent with the eminent domain act, initiated negotiations with the property owner; and

WHEREAS, this authorization seeks ratification of actions taken and allows NJ TRANSIT to take any and all actions to acquire the rights in interest for the property in accordance with the Eminent Domain Act of 1971, together with any other property rights necessary for its use for an amount discussed in Executive Session; and

WHEREAS, the authorization also allows NJ TRANSIT to file a complaint in condemnation, and file and record a declaration of taking to acquire the property located at 2-14 Ferry Street, 372-374, Market Street in the City of Newark for the Newark Penn Station Modernization Project, and deposit just compensation with the Clerk of the Superior Court;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO are authorized to take any and all actions to acquire the rights in interest for the property located at 2-14 Ferry Street, 372-374, Market Street in the City of Newark, Essex County, New Jersey, in accordance with the Eminent Domain Act of 1971, together with any other property rights necessary for its use, for an amount discussed in Executive Session; and

BE IT FURTHER RESOLVED that the Chair or President & CEO is further authorized to cause filing complaint in condemnation, and the filing and recording of a declaration of taking, and take any and all actions related to exercise NJ TRANSIT's power of eminent domain, where necessary, to acquire the property located at 2-14 Ferry Street, 372-374 Market Street in the City of Newark, Essex County, New Jersey for the Newark Penn Station Modernization Project, and deposit the estimated just compensation

with the Clerk of the Superior Court, so long as NJ TRANSIT attempts to acquire the property from the property owners through bona fide negotiations as required by the Eminent Domain Act of 1971, N.J.S.A. 20:3-1, et. seq. before commencing condemnation proceedings.