

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

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March 19, 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 Tuesday, March 11, 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 Tuesday, March 11, 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
Justin Davis, Senior Vice President Regulatory and Government Affairs & Chief of Staff

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 Narra were participating remotely, and Board Member Brown would be joining shortly.

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 March 5, 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.

Approval of Minutes

Chair O'Connor asked for a motion to approve the minutes of the February 12, 2025, Board meetings. Board Member Richard A. Maroko made the motion, Board Member Anthony N. Abrantes seconded the motion, and the minutes were adopted.

President & CEO's Monthly Report

President & CEO Kolluri reported they reached a tentative agreement with the Brotherhood of Locomotive Engineers and Trainmen (BLET) and were waiting for ratification of the agreement. Seven weeks ago, when the discussion was started with BLET, the principal item of concern for NJ TRANSIT and BLET was that the contract be fair to taxpayers and members of the Union. He said when all was said and done, that was what everyone would see was presented to the Union, and hopefully once the ratification has happened and it was presented to the Board, that was what they would see.

President & CEO Kolluri said this was important for several reasons. They needed to make sure that they were consistently thinking of the financial health of the organization. President & CEO Kolluri said everyone worked hard, including their fare payers, to make sure they had an operating budget that put them on a sustainable path. They also wanted to make sure they entered into a deal that in no way jeopardized the organization.

President & CEO Kolluri said Senior Vice President of Rail Operations Jim Sincaglia, BLET National Vice President Jim Lewis, and BLET General Chairman Tom Haas were instrumental in the negotiations. They were tough negotiations, but in the end, they knew in their hearts how much NJ TRANSIT appreciated and respected the members of the BLET and knew the work they did running an efficient railroad system was important. BLET also understood that NJ TRANSIT's position was to make sure the taxpayers received the best deal was vital. President & CEO Kolluri said what everyone would see in the end was a representation of those principles.

President & CEO Kolluri said when he started this job, he stated publicly and privately, he took the responsibility of running NJ TRANSIT from a holistic standpoint. That did not mean they only focused on one matter such as customer service, service reliability, or rolling stock, and they needed to focus on all three. Last week they worked with Governor Murphy and President & CEO Kolluri was pleased to see in the Governor's budget speech he talked about finally fully modernizing the entire rolling stock of NJ TRANSIT. President & CEO Kolluri said things like that did not happen by accident and to have a Governor like that, after working with over five in his time, make that kind of commitment was unprecedented. This also showed the level of commitment the Governor had to the riders. This meant they would be replacing over 250 rail cars and 1,000 buses over the next three to four years.

On infrastructure, President & CEO Kolluri said it was true that they own some, but on the Northeast Corridor they depend on Amtrak. They had an opportunity to visit Portal North

Bridge which was almost 80 percent complete and was a good example of a project where NJ TRANSIT worked in partnership with Amtrak to ensure its completion was on time, and on budget, so customers would have a more reliable system.

Last week NJ TRANSIT announced a couple of initiatives. These included the cleaning of Newark Penn Station and Customer Service Ambassadors at their Gateway station, so customers could get on-time information from a person. President & CEO Kolluri said equally important was for customers to have a clean experience when they walk into a train station. He said in announcing these initiatives, they did it with a holistic view in mind because they needed to ensure they were taking care of all three parts of NJ TRANSIT's commitment: rolling stock, infrastructure, and customer service. President & CEO Kolluri said the replacement of windows was a good example of this. He said this may seem like a small gesture or initiative, but customers have been asking for clear windows on multilevel rail cars for some time now and the Customer Advocate Franck Beaumin had this as part of his initiative. Although this may seem like a small matter, this had a meaningful impact on the rider experience. They announced the replacement of all 13,000 windows on their Multilevel I & II rail cars, which was a good example of how they could make meaningful and tangible improvements to their transit system, but they still were not done.

President & CEO Kolluri noted they knew the riders were frustrated with some of the challenges, and yes, they had some mechanical issues, and he took ownership of that. That was why the Governor announced the full modernization of the NJ TRANSIT fleet. Also, they were working collaboratively with Amtrak to ensure they made infrastructure improvements that they said they would. He said it was important for riders to understand that there were protocols in place today with Amtrak on how NJ TRANSIT was supposed to function on the system. When running four-minute headways between trains, there was a very complex and choreographed dance every morning and afternoon, and if one train was late, then the entire system was affected. President & CEO Kolluri said it was imperative, and this has been communicated to Amtrak very clearly, not in a confrontational way, but in a way that reflected the needs of their riders. If one of Amtrak trains were late, that should not mean all NJ TRANSIT trains should be late. President & CEO Kolluri said this was a simple request and had been written in the rules developed in 2016, and they intended to work with Amtrak to ensure they kept their promise.

President & CEO Kolluri said from the beginning, they needed to control their own destiny, and that could not be done if they did not have the dispatching rights on the system. It was true three decades ago, NJ TRANSIT chose not to be part of it. However, now in 2025, it was imperative that NJ TRANSIT have a seat at the table to provide input into how the trains were dispatched to ensure NJ TRANSIT customers have equal access to the system, so they were not inconvenienced. President & CEO Kolluri said NJ TRANSIT trains carried a larger number of passengers than Amtrak, and not to say that the lesser of the two were not as equally important, but they needed an equitable system that worked. He said he had a good relationship with the CEO at Amtrak, and he hoped these issues will be resolved in way that benefits all.

President & CEO Kolluri discussed the March 5, 2025, disruption, and the trespasser incident in Elizabeth. He said on March 5, 2025, the weather was not the best and Amtrak acknowledged there was a water intrusion in the tunnels, which led to two of NJ TRANSIT trains getting stuck in the tunnels. On the trespasser incident that occurred in Elizabeth, NJ TRANSIT had some work to do. President & CEO Kolluri said the idea of accepting a system, where the Medical Examiner showed up three hours after an incident occurred, was not acceptable. He said this inconvenienced our riders and they all needed to work together with the Police Department, Medical Examiner, and EMT to ensure the right response time when a trespasser incident occurred. President & CEO Kolluri said this should also happen when a car was stuck on NJ TRANSIT train tracks. He told the Board he would focus on these issues, and he would report back with their progress.

President & CEO Kolluri addressed the 86 Bus Route concerns. He said this route was abandoned by A&C and NJ TRANSIT stepped in to ensure riders had a service they could rely on. This was done so Senior Citizens who relied on this bus had access to the route. Mr. Kilcoyne, Senior Vice President, Surface Transit & General Manager of Bus Operations, and his staff stepped in, and they now provided that service. He said taking on this service caused some indirect issues, but come June, they would be addressing the issues of the regular riders on the system, to ensure they had a good route to rely on.

President & CEO Kolluri discussed the Governor's budget and said in all his 25 years of working, he has never seen NJ TRANSIT have stable funding. This was the first time in modern history NJ TRANSIT could say they had two reliable sources of funding. President & CEO Kolluri said if they did not have stable predictable funding, they could never get to a system where rolling stock could be purchased and serviced properly, and that was the path they were putting NJ TRANSIT on. They did not just go and ask the Governor for money. While the Governor's gave them full funding, President & CEO Kolluri thought it was only right that NJ TRANSIT submitted \$58.5 million in cost reductions and another \$40 million in revenue enhancements. President & CEO Kolluri said this was the right way to run an organization, although this would be challenging, however, not impossible. He said the Department of Transportation and other agencies were doing the same thing, and he thought NJ TRANSIT should be no different.

President & CEO Kolluri closed with two matters. He said Jeff Marinoff was a long-time member of NJ TRANSIT's South Jersey Passenger Advisory Committee since the 1990s and he passed away on March 2, 2025. He said Mr. Marinoff was a meaningful contributor to the NJ TRANSIT organization and they valued people like Mr. Marinoff who took their time to make sure they were part of a solution and not just posed a problem. President & CEO Kolluri congratulated Board Chair O'Connor, who was being recognized on Wednesday, March 12, 2025, by the American Council of Engineering Companies for Distinguished Service and he could not think of anyone more deserving.

Chair O'Connor thanked President & CEO Kolluri.

Board Member Brown joined the meeting during the President & CEO's Report.

Advisory Committee Report

Suzanne Mack of the North Jersey Passenger Advisory Committee said she was glad to be in the new building. She thought she held the record for attending meetings in all three NJ TRANSIT Headquarters and was pleased there was an in-person and virtual option for them. Ms. Mack welcomed President & CEO Kolluri back to NJ TRANSIT. She said the committee was very pleased to see such a good appointment and great leadership, which was evident in what they just heard in President & CEO Kolluri's remarks. She said they were in their fifth decade of service to the State of New Jersey and NJ TRANSIT which has evolved, and decisions that were made 30 years ago really were out of date. The Committee was very pleased to hear of President & CEO Kolluri's holistic approach in leading and supporting the Board.

Ms. Mack thanked President & CEO Kolluri for mentioning Jeff Marinoff's passing and said Anna Marie Gonnella Rosato would be providing next month's Passenger Advisory Committee report so she would hold most of her remarks. Ms. Mack said prior to President & CEO Kolluri taking over, all of them, Kevin Corbett included, opened their inbox and received a note from Jeff Marinoff on what was happening in the world of transportation. Ms. Mack said there were a couple of things on the agenda that Mr. Marinoff would be pleased with, one was his support of the BLET contract, and for the last seven years he talked about having clear windows on the rail cars and he would be pleased about that outcome as well. Ms. Mack said Mr. Marinoff was a great man and he was the Historian for Railway Age and Anna Marie Gonnella Rosato would speak more to that next month.

Ms. Mack said their next Passenger Advisory Committee meeting was Friday, March 14, 2025, so she did not have anything to report on today. She said they would be meeting with senior staff at Atlantic City's TransAction Conference, which was always a good chance to delve into the budget and make comments. Ms. Mack said the budget was very important and they received some insight on the Governor's budget address and said President & CEO Kolluri was correct in saying NJ TRANSIT hasn't had stable funding in almost 50 years, and Governor Murphy has finally been able to fashion a response that they believe would stick in the future.

Ms. Mack said the strike issue being settled was a good thing. She said everyone had been responding to the customer service and she saw the ambassadors out in their orange jackets. Also, Franck Beaumin has been meeting with the Passenger Advisory Board weekly, which was different, and they had specific issues they were working on, but they appreciated that. She said in his early days he tasked them with issues they could provide input on, and he had been moving things forward.

Ms. Mack said the problems of service disruption continued to be an issue; however, NJ TRANSIT had always been an agency concerned about providing reliable service to its customers, and its dedicated staff has won numerous awards, but the Amtrak issues must get settled. Ms. Mack said they had the right people in leadership and at the dais to take on the Amtrak issue, and most of the problems they had surrounded Amtrak. She said until they can share the system, so it does not disrupt New Jersey riders, they were

only putting a band aid on it. Lastly, Ms. Mack said President & CEO Kolluri was spot-on about Amtrak, and the Passenger Advisory Committee was ready to help in any way they could.

Chair O'Connor asked Board Secretary Umukoro if there were any comments from the public. Board Secretary Umukoro said there were seven in-person speakers and two 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 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 have successfully entered the queue.

Public Comments

Emily Manz, resident of the Roseville section in Newark, said she lived in the area for the past five years and she commuted daily on the Newark Light Rail (NLR) system. Ms. Manz said the NLR was a clean and convenient service and very important for many people that lived in her neighborhood and neighborhoods around Newark. She said according to Intersection Advertising, which sells the advertising on NLR, there were 17,000 riders who used the NLR weekly, and in 2023 four million trips on NLR were reported.

Ms. Manz said for all the good things about the NLR, there were some issues. She said the station could have a better cleaning schedule, particularly Military Park station. She recently said the downtown Arts and Education district in Newark had a lot of change happening above the ground. Burlington Coat Factory opened directly above Military Park station. Ms. Manz said Military Park itself had been renovated and looked beautiful, with the addition of new housing and storefronts. She said there were thousands of people shopping in the area, but unfortunately the station below the ground did not match the activity happening above ground.

Ms. Manz said she used Military Park station nearly every day and she did not like using the station when she commuted with her toddler daughter. She said there were puddles on the ground due to the drainage system being clogged with debris. Ms. Manz said there was rust and peeling paint on the walls and ceilings. She felt this needed to be addressed, along with other external conditions at other NLR stations. Ms. Manz noted that the interior of the rail cars was beautiful and pristine and were kept very nicely, but the stations themselves did not match what the residents' needs were and the high usage of the system.

Ms. Manz said in addition to the cleanliness and upkeep of the stations, there needed to be more information at the platforms about train arrivals and departures. She said she read an article in 2022 about updates that would be done to certain stations based on the results of a study that was conducted. Ms. Manz said she had just given birth to her daughter when she read about the updates and was very excited for them. She said the updates included potential handicap accessibility and stroller accessibility at four NLR stations, including Park Avenue, New Jersey Institute of Technology (NJIT)/Warren Street, and two other stations.

Ms. Manz asked the Board whether there was going to be an update on the study, and if the report was completed, when it would be published, and what the results were. She also noted that she along with other mothers were carrying strollers upstairs, and sometimes a kind neighbor helps carry the stroller up the stairs but sometimes there was no one to help, and there were handicapped riders having to go upstairs with their canes. Ms. Manz said this was a real issue and there were thousands of weekly riders on NLR that needed the handicap and stroller accessibility, and she wanted to speak on their behalf.

Sally Jane Gellert, member and former Chairperson of SCDRTAC and Chairperson of the Lackawanna Coalition, said she was not representing any organizations and was speaking in her personal capacity. Ms. Gellert said she had become more concerned about the state of their nation as she followed news through newspapers, online newsletters, and social media. She said in discussions with colleagues at WBAI Radio 99.5 FM, issues of censorship both imposed and self-censorship came up as they considered Project 2025, mentioning Pacifica Foundation as a target along with larger public media outlets. She said before becoming politically active, primarily with the 2008 Presidential Election, she bought into the US American myths and ideals expressed in the founding documents and later learned that they were never really put into practice. Ms. Gellert said more recently everyone could see that too often wealth, power, and property rights seemed to be a real guiding force and many of them fought for more attention to the ideal, to build a better, more inclusive world.

Ms. Gellert said in her transit advocacy she had complained often about lack of transparency at NJ TRANSIT and more recently about former President & CEO Kevin Corbett's attempts to limit conversations with SCDRTAC, even though it was a legislative mandated advisory committee. She said all NJ TRANSIT had to do was host their meetings. The committee had no authority to direct anything, they were merely bringing the agency the benefits of their experience and those of their friends and family. Ms. Gellert said the committee also served as informal ambassadors to NJ TRANSIT, as they went about their travels and assisted customers at bus stops and at station platforms. She said they looked forward to a formal restoration of their full purview so that they could better serve the agency. Ms. Gellert said the Lackawanna Coalition was prepared to testify at Legislative Budget Hearings and said there would be more comments on that subject once they were finalized.

David Peter Alan said he was saddened to learn that his longtime friend Jeff Marinoff had passed away. Mr. Alan said he had been a member of the Senior Citizens and Disabled Residents Transportation Advisory Committee (SCDRTAC) for 21 years, but Mr. Marinoff's time on the South Jersey Transportation Advisory Committee lasted for nearly four decades. He said Mr. Marinoff was always a strong and vocal advocate for better transit in South Jersey; a region that truly needed it. Mr. Marinoff fought hard for the Atlantic City Rail Line, the River LINE, and the Pennsauken Transfer Center that connects the two. He fought relentlessly for transit in his region and Mr. Alan said he was sure that without Mr. Marinoff's efforts, there would not be as much transit in South Jersey as there was today. Mr. Alan said one thing he learned about Mr. Marinoff was that NJ TRANSIT management sometimes did not like what Mr. Marinoff had to say, and refused to listen to him, despite his comprehensive transit knowledge. He said learning this has strengthened his kinship that he felt towards Mr. Marinoff because that was what he was going through at SCDRTAC, which intensified during his term as Chair in 2023 and 2024 and continues. Mr. Alan said Mr. Marinoff was not a motorist and he depended on NJ TRANSIT for mobility. He also lived that way throughout his adult life, and so did 11 of their 17 duly appointed SCDRTAC members, and one of the motorists spent several years depending on transit as an adult. Mr. Alan said the conclusion that made sense was that the agency did not want to hear what non-motorists had to say, and either ignored them, or worse, made a best effort to suppress them.

Mr. Alan said he reviewed the letter from former President & CEO Kevin Corbett dated April 19, 2024. He said Mr. Corbett did not specifically say that topics outside the County grant program were off-limits to their committee, but his words had been construed to say that. Mr. Alan said, there were no words of limitation in the Senior Citizens and Disabled Residents Transportation Assistance Act, which only mentioned SCDRTAC briefly, and did not contain any words of limitations regarding their purview. Mr. Alan said if it had, then NJ TRANSIT might not have approved eight sets of Committee By-laws that stated broader purposes, nor would management have withdrawn the restrictive language it proposed in December 2022, and later substituted the broader language that was adopted instead. Mr. Alan said under these circumstances, the expulsion threat that Mr. Corbett made could not be associated with any content that he might have wished to suppress and punish. He said the language was so vague that it could be construed to threaten arbitrary and capricious punishment in retaliation. Ms. Alan's full statement was shared with the Board.

Gloria Robinson-Mills, Chairperson of the Senior Citizens, and Disabled Residents Transportation Advisory Committee (SCDRTAC), said she wanted to give a brief update of their activities since the last reporting in February. Ms. Mills said on February 24, 2025, they met in person and virtually. They had three excellent presentations, including a local panel on Sussex S-rides and two presentations on micro transit. She said for the next two to three months, they would start consolidating their committees. The Education and Membership Committee received several volunteers as they had several new members. She said they would be forming an ad-hoc Bylaws committee to update and revise their bylaws.

Christopher D. Greif, President of the private group ADA Accessibility Transportation and resident of New York, said he wanted to discuss the accessibility issues at New York Penn Station. Mr. Greif said he used the word accessibility because the issue did not only affect

senior citizens, but also people with disabilities, veterans, and baby strollers. He said they dealt with all types of disabilities, including early childhood. Mr. Greif said he was glad to see that there had been some good changes at NJ TRANSIT, but there were still some safety nets that needed to be adjusted. For example, staff was not alert and respectful to customers who needed assistance accessing the trains. Mr. Greif said when he saw instances of this, it disturbed him. He said the only station that was very professional was the Atlantic City Rail Station because staff there asked customers if they needed to use the ramp or needed assistance boarding the trains. Mr. Greif said staff was not always available at the train stations. He said he was aware of new help on Metro-North Railroad called boarding assistance and he hoped in the future the boarding assistance program would help NJ TRANSIT in assisting senior citizens, person with disabilities, or a person who may have a hidden disability because not all disabilities were shown. He said they needed to upgrade infrastructure to the 21st century like President & CEO Kolluri said in his remarks, but they needed to work together.

Mr. Greif said they also needed to work on better communication regarding accessibility. He said he saw things on their website about accessibility, but he did not see anything about boarding assistance. Mr. Greif said he attended an accessibility forum hosted by NJ TRANSIT and respectfully asked a question but did not get an answer back. He said all he wanted to know was how they could work together to make NJ TRANSIT safe, reliable, and professional.

David Anderson, member of Lackawanna Coalition and SCDRTAC, said he wanted to commend NJ TRANSIT and Bus Operations for the directives for operators to allow riders to board buses during layovers, especially during harsh winter weather so they can keep warm. Mr. Anderson said this was a good sign of commitment toward riders and encouraged people to use the buses. He said the efforts for buses to connect to Rail and Light Rail was also a good sign of commitment to good service. He said he saw buses stop and wait for people to board.

Mr. Anderson said he had two issues of concern, the first was signage and identification on the buses. He said quite often buses will arrive at a stop with no legible identification on the banner in the front of the bus, and sometimes the operator placed a piece of paper in the window saying the number of the bus, but if they hit a bump, the paper could fall, and customers had no way of telling which bus it was. Mr. Anderson said the other concern was signaling. When riders want to get off the bus, sometimes the tape or the chain on the bus was not working and therefore the operator was not being notified that someone wanted to get off at the next stop. Mr. Anderson said sometimes doors do not work, particularly the rear door on the buses.

Sarah Klibanoff said she commutes to Midtown Manhattan daily using NJ TRANSIT. Ms. Klibanoff said she was speaking because she could not get to work. She said service was often delayed due to infrastructure issues. She said even when trains were on time, often it was a single decker. With more people returning to work, it was hard to find room to stand on the trains, let alone find a seat. Ms. Klibanoff said she did not want to whine and complain, she just wanted to get to work. She was now taking an earlier train because she

knew there were going to be problems, and she built in extra time to her commute. Ms. Klibanoff said as a mom of six, and a million things she needs to be doing at home, leaving for work earlier was not ideal. She said she took off from work to come and speak at the meetings because she had not given up on NJ TRANSIT.

Ms. Klibanoff said previously she commuted on the Long Island Railroad (LIRR) for many years, and she never had these issues. She suggested management at NJ TRANSIT meet with LIRR President Rob Free and ask what was working for them that NJ TRANSIT might be able to implement to make service better. Ms. Klibanoff said her goal was to tell the Board that she wanted to help because NJ TRANSIT should be the crown jewel of New Jersey. She said she wanted to help get the funds for NJ TRANSIT so that the infrastructure could be improved. Ms. Klibanoff said she met with her Congresswoman, she knew there were specific issues that had to be addressed regarding the catenary, and she was appreciative for the improvements to the windows, but they needed reliable trains and better infrastructure in place from both NJ TRANSIT and Amtrak. She congratulated President & CEO Kolluri on his appointment and noted her personal email address. Ms. Klibanoff said as a separate issue, the NJ TRANSIT app was not great.

Vito Havrilla, Vice Chair and Legislative Director of the Lackawanna Coalition, said he would be reading from the Coalition's Board statement. Mr. Havrilla said regarding Action Item #2503-07: Engineering Assistance for Multilevel Overhaul and Modernization Project, this appeared to be a midlife equipment overhaul according to page nine of the agenda. He asked what was happening to the overhaul and why the firm was being awarded a contract for \$23 million. The Coalition was pleased to see the window replacement discussed in Action Item #2503-08. Regarding Action Item #2503-10: Authorization for NJ TRANSIT Corporation to Enter into a Memorandum of Understanding with Brick Church P1B Developer, LLC in furtherance of its Application for a RRIF Loan at the Brick Church Station. Assuming the State of New Jersey will add a 20 percent local match, to the almost \$84 million of federal spending, will set this item at \$100 million spent to redo Brick Church Station. He said they assumed that majority of the funds would be for accessibility. Mr. Havrilla asked how they justified such a large sum for a single station when so many stations remained inaccessible for some 35 years after the ADA was signed into law in 1990.

Mr. Havrilla said train #267, 5:25 p.m. departure from Hoboken, was usually a three-car set and they requested an extra car due to overcrowding. He said last week a member observed that the train ran as a four-car comet set, and they hoped that this was intentionally done to alleviate overcrowding and not just a fluke. Mr. Havrilla said regarding exterior electric displays that did not work on buses, numerous times they witnessed the exterior electronic display on the front, side, and rear of the buses have been broken. He asked what NJ TRANSIT Bus Operations was doing to address this problem and asked if there was a contingency plan for when the display was not working. Mr. Havrilla said sometimes the Bus Operator put up a sign in the window or yelled out the route. On occasion, a passenger needed to ask the route and destination, when boarding a bus served by multiple routes.

Mr. Havrilla said lastly, regarding Montclair-Boonton weekend service, they were still calling for hourly weekend service between Montclair State University (MSU) and Hoboken. He said their organization was not alone in this effort. On February 26, 2025, the Lackawanna Coalition and other rail riders were in Montclair at a kick-off meeting for new organization routes restoring their transit in Essex County, and to push for this improvement as well as restoration of more service lost. Mr. Havrilla said when DeCamp stopped running, NJ TRANSIT only picked up minimal rush hour service.

Richard D. Grant said some Board committees held open meetings, including their Operations & Customer Service and Administration Committee meetings 10 times a year. Mr. Grant said the Energy & Sustainability Policy Committee meetings were supposed to be held quarterly beginning each February. He said stakeholders who wanted to read meeting agendas, listen live, comment, or listen later to audio recordings could go to the agency website, and Board committee dates and previous agendas and recordings got their own columns. Mr. Grant said they were nearly halfway through March and according to the website, the last Energy & Sustainability Policy Committee Meeting was held November 21, 2024, with Board Members Abrantes and Weiss still showing as committee members. Mr. Grant said on the website for 2025, there were no Energy & Sustainability Policy Committee Meetings listed. He said if the committee had met in February 2025, the public would not be able to access the meeting agenda and audio recording links. Mr. Grant said if there were future 2025 meeting dates NJ TRANSIT would not be able to hold them.

Mr. Grant asked if they should joke that the Board finally realized that every area of NJ TRANSIT needed and warranted comprehensive in-depth oversight except the Energy & Sustainability Policy Committee. He said it was reasonable to wonder about the actual reason that the Board had no visible plans for the Energy & Sustainability Policy Committee to ever hold open meetings in 2025. Mr. Grant said was this because the Board had been persuaded that the next elected Governor would aid President Trump, and to get ahead of the new Governor's first day Project 2025 inspired Executive Order to end NJ TRANSIT's sustainability initiatives. Mr. Grant said if this was true, the zero emissions bus purchases would end. If the Legislature went along, related garage modernization, solar installations, and research into battery electric locomotives would end. He also said NJ TRANSIT's electrification of light duty fleet and installation of charging stations would end, and the progress on actions committed to sustainability goals and strategies for air quality, energy, and resilience would end, and more. Mr. Grant said the bottom line was if the Board intended on keeping NJ TRANSIT's sustainability initiatives, why effectively end the Board committee that oversaw them by not scheduling new meeting dates.

Andy Weiss, resident of Hudson County, said they had been suffering with NJ TRANSIT local interstate bus service. Mr. Weiss said Michael Kilcoyne, Senior Vice President of Surface Transit & General Manager of Bus Operations, along with his bus management team had been a disaster and needed new leadership. He said the biggest problem with the NJ TRANSIT bus team was poor management. Mr. Weiss said filthy buses and using obsolete one door cruiser buses with luggage compartments in a crowded urban area like Hudson County was a management problem. He said Mr. Kilcoyne and his management team flooded Hudson and Bergen County with obsolete one-door cruiser buses with

luggage compartments. Mr. Weiss asked why the NJ TRANSIT bus team ordered these types of buses that dramatically slowed exiting and boarding. He asked President & CEO Kolluri and the NJ TRANSIT Board to purchase hundreds of 60-foot low-floor articulated buses for local Hudson County interstate bus service to prevent overcrowding and provide quick boarding and exiting. Mr. Weiss said Mr. Kilcoyne and his team wanted to continue purchasing small 40-foot buses for local interstate bus service which would result in continued overcrowding and cause riders to be miserable.

Jason Anthony, resident of New York City, said New Yorkers must depend on NJ TRANSIT when travelling from New York Penn Station into New Jersey. Mr. Anthony said customers were mistreated because NJ TRANSIT did not have assistance buttons for passengers that had a disability. He said Long Island Railroad and Metro-North Railroad both had assistance services available to their customers.

Mr. Anthony asked if someone could explain how pre-registration worked for Board meetings. He said it was a hassle to pre-register for the meetings compared to the process to register for other transit agency meetings like Metropolitan Transportation Authority (MTA). Mr. Anthony asked why NJ TRANSIT was still stuck in the 1990s. He said they were in 2025, and they had something called Zoom. He said the MTA used Zoom for their public meetings.

Mr. Anthony said Board members, including Board Member Shanti Narra owed New York riders an apology. He asked why the public had not seen Board Member Narra or Customer Advocate Franck Beaumin at New York Penn Station, Port Authority Bus Terminal, and the George Washington Bridge Bus Terminal, speaking with passengers from the Empire State. He said they were the ones who paid more and beginning in July, they would have to pay even more. Mr. Anthony asked why New York riders had to pay more for less.

Russell Bornstein-Burd, resident of Jersey City Heights, said he frequently made trips from the Heights to downtown, and he lived a block away from the Bus No. 86 stop. Mr. Bornstein-Burd said since he had been making these trips, he noticed at times during the week and during rush hour, the bus ran on one-hour headways which was not frequent enough. He said he could not rely on the bus because of the infrequency. Mr. Bornstein-Burd said he was calling in to ask for more frequent and reliable service on the Bus No. 86 line, which would be consistent with the population density that existed in the area and the amount of people who did not have vehicles and relied on public transit.

Joy Anderson Manning, resident of North Plainfield, said she recently traveled from Newark Airport, via Uber, to Newark Penn Station, after a delayed flight. Ms. Manning said she and her husband arrived at Newark Penn Station in the evening at approximately 11:15 p.m. to catch the Pascack Valley Line. She said there were so many homeless people in the station, but what really concerned her was the condition of the migrant children laying on the floor in Newark Penn Station. Ms. Manning said she was a member of the Sussex County Mental Health Advisory Committee, member of Concerned Nurses of Newark, New Jersey, and a retired nurse at Newark University Hospital. She said it

was outrageous seeing the amount of homeless people in Penn Station and said she and her husband could not find a seat to sit down. Ms. Manning said as retired, disabled seniors, they could not sit in the warm station on one of the coldest days of the year in New Jersey. Ms. Manning said there was a female NJ TRANSIT police officer who was rude and aggressive to her, but there were also two outstanding NJ TRANSIT police officers who saw that she and her husband were uncomfortable, and they helped them into the elevators to get to the platform. Unfortunately, she did not get their names.

Ms. Manning said NJ TRANSIT had some of the mechanisms to fix some of these problems, especially with all the money that was funneled to the crisis intervention team (CIT) training for police officers. She said the condition of the homelessness in the station and not being able to get a seat after hours was ridiculous, especially when they knew people were travelling from Newark International Airport with delayed flights.

Paul Cunningham, resident of Jersey City, said like many people in Jersey City, he believed it to be the second largest city as far as transit users went. Mr. Cunningham said he did not drive, and he depended on NJ TRANSIT to get around. He said he was happy to hear that the Bus Number 86 was mentioned at the meetings, and he wanted to focus his comments on Bus Number 9. Mr. Cunningham said that Bus Number 9 went in the opposite direction of Bus Number 86 and went from West Side Avenue in Society Hill down Montgomery Street and through Downtown Jersey City to Newport Mall. He said the service only ran hourly to approximately 7:00 p.m., which was unfortunate. Mr. Cunningham said he thought this was a direct route for a lot of riders who went from West Side Avenue to downtown Jersey City. He said he also believed that the Bus Number 9 route was quicker than Bus Number 80, which goes through Journal Square and down Newark Avenue. Mr. Cunningham said when the Bus Number 80 route that went north of Journal Square used 40-foot buses, they did not have the capacity to accommodate all the riders. He said the other day when travelling on the Bus Number 80, he could not believe that he was able to find a bus because the buses used were small and the ridership was high.

Mr. Cunningham said at Grove Street PATH Station, he could see large groups of people getting on the number 9 bus and those riders would likely get on the number 80 bus if they could. He was asking for consideration for better service for the number 9 bus to help alleviate overcrowding for one of the highest ridership bus routes in Jersey City, which was the number 80 bus. Mr. Cunningham said they heard great success stories for the 119 and number 10 buses in Jersey City, where they saw ridership improve because the service was improved. He said he travels on the number 9 bus and thought the ridership was pretty good for the hourly service, and a lot of times there were only a couple of seats available.

Assemblywoman Barbara McCann Stamato, representing Legislative District 31 which includes parts of Jersey City, Bayonne, and Kearny, said she also served on the Assembly Transportation and Independence Authorities Committee. She was speaking on behalf of her constituents, who relied on NJ TRANSIT bus service every day and needed more reliable, frequent, and efficient crosstown service in the Heights and West

Side. Assemblywoman Stamato said public transportation was essential to the mobility and economic well-being of their communities. She said many of her residents depended on the bus to get to work, school, medical appointments, and other daily necessities. Yet, infrequent crosstown service made these trips unpredictable and difficult. When service was unreliable, it forced more people into cars, increasing congestion, pollution, and strain on the roadways.

Assemblywoman Stamato said they had already seen when NJ TRANSIT expanded service like with the number 119 and 10 bus routes, ridership increased. This proved that when people had access to frequent and dependable transit, they used it. Expanding crosstown service in Jersey City would not only benefit transit riders, but also strengthen the local economy, making it easier for people to access businesses and jobs. Assemblywoman Stamato said, in the interest of time, she echoed the sentiments of the previous caller regarding the number 9 bus service. She urged NJ TRANSIT to prioritize improvements to crosstown bus service in the Heights and West Side. Assemblywoman Stamato thanked the Board for the time and opportunity to participate via phone. She said this showed a true commitment and partnership with the communities they serviced.

Katie Brennan, resident of Jersey City, welcomed President & CEO Kolluri and said she was excited for his leadership. She said she was a candidate for New Jersey State Assembly in the 22nd District. Ms. Brennan thanked the Board and all New Jersey Legislators for passing the corporate transit fee. She urged their continued support to ensure that the full amount of \$1 billion be allocated to NJ TRANSIT as promised. Ms. Brennan said she also wanted to thank NJ TRANSIT management staff for saving the A&C Bus Corporation routes including the number 9 bus. They heard from some of the prior speakers, and bus numbers 86 and 90 were essential because they provided unique direction. Ms. Brennan said bus number 86 was the only direct route from downtown Jersey City to the Heights. She said to make Jersey City a thriving city economically and socially, people needed to be able to get from the Heights to the City Center. The number of families that lived in Jersey City without a car was approximately 42 percent and growing, and while they could get to New York, it was also essential that people be able to get around their own city.

Ms. Brennan said on a brief personal anecdote, regarding bus number 87, there seemed to be operational issues that she hoped were low or no cost and were able to be resolved. She said she was in the Journal Square neighborhood and taking bus number 87, which was the best way for her to commute from the Heights to Hoboken. Ms. Brennan said the other day, like many mornings, she got on the number 87 bus, and one flew right past her and then three number 87 buses came in a row. She said there was literally no other cars in between them. Ms. Brennan said as they were aware this was called bus stacking and operational changes including mandatory headways, or holdings would make a better rider experience along with being a more accountable and trustworthy service for riders that took this very popular bus route every day. Ms. Brennan said lastly, she wanted to state her opposition to the Turnpike Expansion and call for a full environmental impact study.

Jimmy Lee, resident of Jersey City, said he wanted to thank the Board and Governor Murphy for a good budget for NJ TRANSIT and all the new energy that had been brought to improve long-standing issues, from cleanliness to replacing the windows, and the upcoming replacement of the bus fleet. Mr. Lee said he also wanted to cheer and highlight NJ TRANSIT bus service overall. With service improvements in the last few years, bus service has reached over 90 percent of pre-COVID ridership. He said this was a tremendous accomplishment and strong indicator of an area for continued investment.

Mr. Lee asked the Board not to reorder cruiser buses for urban areas. He said he was speaking alongside hundreds of the Heights and West Side residents who had emailed the Customer Advocate and Commissioner O'Connor on the issue of infrequent crosstown buses in Jersey City. Mr. Lee said residents in Jersey City did not only depend on bus service to New York City, but also on their local bus services every day. He said hourly service left many residents with easier options to travel all the way to New York City than to travel three miles to another neighborhood in the same city.

Mr. Lee said to give a sense of scale, West Side and the Heights might sound like local names, but each of these neighborhoods had a population the size of Hoboken. He said on a personal level, between the long waits and unreliable service whenever he caught the number 86 bus, he felt like he won the lottery. Mr. Lee said he appreciated the mention about improvements on bus number 86 and was aware that there was a Hudson County Bus redesign happening, but he wanted to emphasize that current demand for unreliable and infrequent service was not a good indicator for demand for reliable and frequent service.

Mr. Lee urged NJ TRANSIT to experiment and try more frequent service in the area and get the word out about it. He said he thought there was a lot of potential to serve existing riders better, who were having a hard time, but also new riders. Mr. Lee said transit was not only about the economic benefits and meeting mobility needs. He said he worked with the Board of Safe Streets in Jersey City on Vision Zero and he wanted to point out that it was also a matter of traffic safety and environmental sustainability. He said the people outside of the transit service that were not taking it were also benefiting from it. Mr. Lee said the National Safety Council found that buses were 50 times safer per passenger mile than traveling by car. Improving transit would provide both cleaner air and safe streets for all residents.

Mr. Lee said to Commissioner O'Connor and Chairman of the Turnpike Authority, that he opposed the \$10.7 billion I-78 turnpike widening project. He said the project was proceeding under an environmental assessment rather than a full environmental impact statement, which had not been done by any other bridge project in the Northeast. It was going to end at a bottleneck at the Holland Tunnel which was only two lanes wide. Mr. Lee said with congestion pricing, traffic was already down, and he felt there were so many important projects that they could be investing into New Jersey, such as expanding the Hudson-Bergen Light Rail to Bergen County as the County Executive of Bergen County recently asked for, building the Glassboro Light Rail, improving transit to South Jersey, or extending the Newark Light Rail to Paterson. Mr. Lee urged Commissioner O'Connor to

reallocate the funds from the turnpike widening to much needed projects for bus service, light rail, and better rail service, and ensuring a safer, more sustainable, and connected future for all residents.

Talya Schwartz, resident of the West Side of Jersey City, said she wanted to begin by thanking NJ TRANSIT for saving the number 9 bus routes abandoned by the A&C Bus Corporation. Ms. Schwartz said her daughter used the number 9 bus to get to middle school, along with 10 other kids from the same school. Ms. Schwartz said the number 9 bus was the most direct route to downtown Jersey City from the West Side. She said it came all the way from Society Hill, through the entire West Side, and avoided Journal Square, which was important. She said unlike the number 80 bus, the number 9 bus took the children between 30 to 40 minutes to get to school, instead of 90 plus minutes. Ms. Schwartz said the bus number 9 route went by Newport Mall, the Public Library, Grove Street PATH Station, three middle schools, the high school, and other critical destinations around the city. She would argue that the only thing missing from this line was a stop at the Target shopping center.

Ms. Schwartz said in a city where 42 percent of households did not have vehicles it was challenging that the bus service was hourly and stopped running at 7:00 p.m. She recently appealed to NJ TRANSIT, asking for a second bus service to run between 7:00 a.m. and 8:00 a.m. because the buses were overcrowded, and children were being denied entry. Ms. Schwartz thanked NJ TRANSIT for adding the second service, said the problem had been resolved, and both buses ran full in the morning. She said this was an example of how reliable transit was quickly adopted and used.

Ms. Schwartz said she was calling on NJ TRANSIT to add more service on the number 9 bus route. She said the first improvement could be additional buses around school dismissal time. With schools dismissing at different times and children staying afterschool for activities, they needed two to three more buses running at 30-minute intervals instead of hourly between 3:00 p.m. and 6:00 p.m. Ms. Schwartz said when a child missed the bus, they had to wait upwards of an hour for the next bus. Of course, there were a lot of people who used this bus route in addition to the children, but if they added more frequency, the ridership was there.

Ms. Schwartz said as an advocate for public transportation in Hudson County, and as a member of Hudson County Complete Streets, she wanted to also ask NJ TRANSIT to make ridership and speed data available for January and February to the public, so they could compare it to last year's data. Since congestion pricing had launched, they were hearing and experiencing a big improvement in bus times. While there was a small amount of data available for bridge and tunnel crossings, they believed there had been a significant reduction in congestion, affecting speeds of buses throughout the entire county. Ms. Schwartz asked when they could expect NJ TRANSIT to share this data, so they could review the impact of congestion pricing on their public transportation systems in New Jersey. Without this data, they were unable to report on this issue and there were legal and political reasons why they needed to know the impact of congestion pricing.

Ms. Schwartz said like the previous speaker, she wanted to state her opposition to the turnpike expansion. She said once they had more data about the effects of congestion pricing, they could better understand whether they needed to expand any lanes on the turnpike at all.

Matthew Graham, resident of Union City said he lived a block away from the number 86 bus stop and was glad to hear the bus line mentioned earlier. Mr. Graham said this line connected Union City to downtown Jersey City. He said his parents lived in downtown Jersey City, he eats dinner in downtown Jersey City, and he works in downtown Jersey City. Mr. Graham said he wanted to remind everybody that there were NJ TRANSIT bus riders who commuted to Jersey City, instead of Manhattan. He said he tried to take the Number 86 bus service several times per week, but often did not because the service was so infrequent. Instead, he usually walked to Hoboken and rode a Citi Bike. He said other people probably chose to drive instead, downtown Jersey City was already congested with car traffic, and they did not need more people from the Heights and Union City driving there.

Mr. Graham said the number 86 bus portion of the route south of downtown Jersey City had several loops and this delayed the route North. He suggested that these loop detours become a separate route or be served by another bus that was already south of downtown. Mr. Graham said the number 80 and 84 buses could be alternate connections, but often those buses also ran infrequently, especially in the evening. He said for example, he might take the number 80 bus and then get stranded waiting for the 84 bus. Mr. Graham said the number 23 bus could be an alternative running northbound, but most of those buses ran out of service to get back to Manhattan. He said even if they only ran express and made a few stops, it would be a great alternative for riders going north.

Mr. Graham said the best course of action would be to add more number 86 bus service. He said if they added service every 15-minutes, people would ride the bus. He said Union City was very densely populated and so was downtown Jersey City. Mr. Graham said often when he looks up how to get somewhere from Hudson County, the directions tell him to take a bus to Manhattan and then take a bus to where he wants to go. He said he knew this was not an easy fix, but they needed more buses that stopped in Hudson County on the way out of Port Authority. He said it was hard to get anywhere in New Jersey because he had to travel into Manhattan and wait for a transfer to get to his destination. Mr. Graham said this was unnecessary when there were buses just passing by him in Union City on 495. He said it would be great if more of those buses could stop in Union City and North Bergen on their way to their final destination.

Jessie Halpern, resident of Jersey City, said he wanted to discuss bus performance data, especially considering the MTA's congestion pricing program. Mr. Halpern said he and Governor Murphy were both very sophisticated people and they both knew what it meant to be brave and bold. To look at an existing situation and say, an issue like traffic was fine. Mr. Halpern said he wanted to be stuck in traffic. He said it was their heritage in New Jersey and by God, it must be protected. He said congestion pricing was an attack on their heritage and by God, he would not have it. He said less traffic was a slippery slope.

Mr. Halpern asked if investments in public transit would be next. He said it was cheaper, greener, and safer for children. Mr. Halpern asked what would happen if congestion pricing caused people to drive less, what about the little guy. He said what about the neighborhood car dealership down the street with a history of predatory lending practices. Mr. Halpern said what about the shareholders of the insurance company that mailed him his auto insurance bill every month. He said if he spent less time in traffic, what was he supposed to do with all the extra time, spend it with his family who he loved very much. Mr. Halpern said please do not release the data for bus performance under congestion pricing, nothing good could possibly come of it.

John Reichman, member of Empower NJ Steering Committee, said Empower NJ was a coalition of more than 100 New Jersey environmental, labor, transit, and health groups. Mr. Reichman said he was speaking to call on NJ TRANSIT to stop withholding data of the effects of congestion pricing and demand that it be released immediately. He said on the other side of the river, the MTA was being transparent with respect to what the effects of congestion pricing have been. He said that was no surprise since congestion pricing so far showed to be an unqualified success for everyone, both transit riders and drivers. Traffic was down and bus and subway usage were up. Mr. Reichman said based on the data, travel time was down for bus riders who were travelling from the New York suburbs and the outer boroughs. He said drivers were especially benefiting from congestion pricing as they were seeing their drive times being drastically reduced.

Mr. Reichman said there had been radio silence from NJ TRANSIT and the New Jersey Turnpike Authority. He said this was unacceptable and the only reasonable assumption to make for the withholding of the data was that it undermined the Administration's position both with respect to congestion pricing and the need to spend \$11 billion on a turnpike expansion going into the Holland Tunnel. Mr. Reichman said they needed sunlight and transparency on this issue. He said he was calling on President & CEO Kolluri and the Customer Advocate to release the requested data to the public immediately.

Mr. Reichman said for example, if there had been a great reduction in travel time for bus passengers, the public should know this. It would be incredible publicity for NJ TRANSIT and an aid to the entire system. Mr. Reichman said he was also calling for the New Jersey Turnpike Authority (NJTA) to release their data so they could start making rational transportation decisions.

Tom Connelly said he was calling on behalf of Jersey City Mayoral Candidate Mussab Ali. Mr. Connelly said he was very glad that so many public speakers provided comments regarding the number 86 and 9 bus lines. He said he was also calling to discuss these same lines. Mr. Connelly said everyone had said how these were both critical lifelines for the Heights and the West Side respectfully but come infrequently with little or no weekend and evening service. In the interest of time, he would not reiterate the same points that everyone had already made, but he did want to draw attention to a petition started by

Safe Streets Jersey City related to these bus lines, which had already drawn thousands of signatures and growing.

Mr. Connelly said just to point out, this was a need that was acutely felt by thousands of Jersey City residents, not only those that called into the meetings. He said improving service on these bus lines specifically, as well as other bus lines, would dramatically improve the quality of life for the people in these neighborhoods, reduce congestion, and improve the experience for the residents that live there. Mr. Connelly thanked the Board for their time and said he was excited to see change happen on the bus lines.

Doug O'Malley, Director of Environment New Jersey, welcomed President & CEO Kris Kolluri. Mr. O'Malley said it was refreshing to hear President & CEO Kolluri's focus on the customer experience and congratulated him on avoiding the strike and starting to finally install clear windows so rail customers could see where they were. He said clearly, they were hearing from transit riders, but they still had a lot of work to do. Riders needed to be able to get to work on time and they wanted to have a bus service that was reliable and frequent. Mr. O'Malley said there was clearly demand, and the best way to create a good customer experience was to have stable and dedicated funding that NJ TRANSIT so desperately needed.

Mr. O'Malley said Governor Murphy's Fiscal Year 2026 budget averted a fiscal cliff that awaited transit riders with massive service cuts like they would have never seen before. He said the corporate transit fee was not truly permanent or stable, and they advocated that the Legislature and the Governor make the corporate transit fee permanent and dedicate the funding through the ballot to allow bonding off a dedicated source of funding. Mr. O'Malley said they heard from what seemed like dozens of Jersey City residents and thanked Assemblywoman Stamato for her comments. He said the key takeaway was that the budget that was in front of the Board ensured that they had a stable dedicated source of funding for this year, however, they needed to be thinking about next year.

Mr. O'Malley said he wanted to make an additional comment on an item that was buried in the budget, which was the automatic three percent fare increase that would be added on top of last year's 15 percent fare increase. He said the lack of public hearings for these automatic fare increases violated the spirit of the 2018 NJ TRANSIT reform law and arguably its language. Mr. O'Malley said fare hike hearings provided an opportunity for NJ TRANSIT to hear the concerns of transit riders. Endless fare increases without public hearings deprived transit riders of their ability to officially weigh in.

Mr. O'Malley said even though it did not seem like a lot, eventually NJ TRANSIT riders like the proverbial frog in the boiling pot of water. He said how hot could it get in the pot, and how high could they raise the fares. Mr. O'Malley said NJ TRANSIT had some of the highest fares of nine community train systems according to New Jersey American Rescue Plan (NJ ARP). He said this should give the Board pause in continuing to have automatic fare increase. Mr. O'Malley said it was also worth noting that the budget reduced the state subsidy by \$58 million. He said this would cover the entire fare increase.

Mr. O'Malley said turning to the most transformational change that has occurred in recent history, which was the impact of congestion pricing. Despite the state's opposition to congestion pricing, its adoption had been clearly transformational. He said traffic going to the Hudson Tunnel had dropped by 48 percent, which has met with buses moving faster, meaning more people were riding the buses. He said they did not have the data to show this, and NJ TRANSIT needed to step up and produce daily and weekly ridership data across all NJ TRANSIT buses. Mr. O'Malley said he also wanted to note, in the budget as well, there was \$470 million from the Turnpike Authority going to NJ TRANSIT. He said this should go up to \$700 million like they did in Fiscal Year 2023. He said they needed to rethink transportation in the state by not moving forward with the turnpike extension, and truly investing in NJ TRANSIT.

Board Secretary Umukoro noted for the record Vice Chair Carson and Board Member Brown left the meetings.

Board Member Comments

Board Member Narra said she was a commuter and many who have watched or attended their meetings were aware of that. She commutes from Exit 9 in Middlesex County to downtown Manhattan, was a bus rider, and her line was serviced by a private carrier. Board Member Narra said everything that happened with NJ TRANSIT buses were parallel on private carrier buses as well and she was deeply aware of what bus rider concerns were. She said as a manager at her job in New York she knew several people who commuted from New Jersey using rail and bus, and has heard many things while at work, and when the public calls in. Board Member Narra said while the public keeps asking what their experiences were as Board members, she could say many of them do use different modes of NJ TRANSIT, they too experienced the same things as other riders do, and they absolutely heard everyone.

Board Member Narra said that Customer Advocate Franck Beamin was in a great position to help the Board address a number of the issues raised on ADA accessibility. She said as stated before, Franck Beamin was never intended to become the super customer service representative, and it was not his position to deal with people's individual issues regarding a particular mode of transportation. But the overall system like accessibility issues at the stations or on a particular mode were something that he could work on and be the bridge for riders as well as the agency. Board Member Narra asked Franck Beamin to help them get some answers about what was going on with accessibility and what plans were being made at various stations. Board Member Narra said she heard one of the comments mentioned about the Newark Light Rail station accessibility.

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.

Board Administration Committee Report

Board Member Maroko presented the report for the Administration Committee. The Administration Committee received a Financial Update. This included a summary of operating results compared to previous year’s comparable period and Fiscal Year 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 January 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 the: Engineering Assistance for Multilevel I Overhaul and Modernization Project (329 vehicles); and the Information Technology – Amendment of Contract Awarded to Dell, Inc. for Microsoft Enterprise Agreement for Office Computing.

Action Items

2503-07 ENGINEERING ASSISTANCE FOR MULTILEVEL OVERHAUL AND MODERNIZATION PROJECT (429 VEHICLES)

President & CEO Kolluri introduced William Brooks, Senior Vice President, Capital Delivery, to present Action Item #2503-07. William Brooks presented for approval Action Item #2503-07: Engineering Assistance for Multilevel Overhaul and Modernization Project (429 Vehicles).

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

Roll Call Vote:

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

2503-08: ADDITIONAL FISCAL YEAR 2025 SOLE, SINGLE AND LIMITED QUALIFIED SOURCE PROCUREMENT BY EXCEPTION AUTHORIZATION

President & CEO Kolluri introduced Jignasa Desai-McCleary, Senior Vice President, Chief of Administration and Risk, to present Action Item #2503-08. Jignasa Desai-McCleary presented for approval Action Item #2503-08: Additional Fiscal Year 2025 Sole, Single and Limited Qualified Source Procurement by Exception.

Board Member Richard A. Maroko 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	Absent	Yes

2503-09: INFORMATION TECHNOLOGY – AMENDMENT OF CONTRACT AWARDED TO DELL, INC. FOR MICROSOFT ENTERPRISE AGREEMENT FOR OFFICE COMPUTING

President & CEO Kolluri introduced Jignasa Desai-McCleary, Senior Vice President, Chief of Administration and Risk, to present Action Item #2503-09. Jignasa Desai-McCleary presented for approval Action Item #2503-09: Information Technology – Amendment of Contract Awarded to Dell, Inc. for Microsoft Enterprise Agreement for Office Computing.

Board Member Richard A. Maroko 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	Absent	Yes

2503-10: AUTHORIZATION FOR NJ TRANSIT CORPORATION TO ENTER INTO A MEMORANDUM OF UNDERSTANDING WITH BRICK CHURCH P1B DEVELOPER, LLC. IN FURTHERANCE OF ITS APPLICATION FOR A RRIF LOAN AT THE BRICK CHURCH STATION

President & CEO Kolluri introduced Justin Davis, Senior Vice President, Regulatory and Government Affairs and Chief of Staff, to present Action Item #2503-10. Justin Davis presented for approval Action Item #2503-10: Authorization for NJ TRANSIT Corporation to Enter into a Memorandum of Understanding with Brick Church P1B Developer, LLC. in Furtherance of its Application for a RRIF Loan at the Brick Church Station.

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

Roll Call Vote:

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

Board Secretary Umukoro noted that Board Thomas was recused from Item #2503-13 and would not comment on the item.

Consent Calendar

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

2503-11: ANNUAL BUDGET PROPOSAL TRANSMITTAL

2503-12 REGULATION: ADOPTION OF NEW RULES – N.J.A.C. 16:75 BUS ALLOCATION PROGRAM GUIDELINES AND PROCEDURES

2503-13 PERSONAL INJURY CLAIM OF ANTONELLA PAPPAGALLO

Board Member Anthony N. Abrantes made a motion, Board Member Michael Kanef seconded the motion, and the consent calendar was adopted.

Roll Call Vote:

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

Executive Session Authorization

Chair O'Connor noted that before they adjourned to Executive Session, he wanted to let the public know that they would return to adjourn the meeting, but 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 Richard A. Maroko made the motion, Board Member Anthony N. Abrantes seconded the motion, and it was adopted. At approximately 11:41 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	Absent	Yes

Return to Open Session

Chair O'Connor reconvened Open Session at 12:04 p.m. Board Secretary Umukoro conducted Roll Call. All Board Members returned to Open Session, except for Vice Chair Carson and Board Members Brown and Thomas.

Adjournment

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

The meetings were adjourned at approximately 12:05 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**

MARCH 11, 2025

MINUTES

PAGE

➤ CALL TO ORDER	-
➤ APPROVAL OF MINUTES OF PREVIOUS MEETINGS	69912
➤ PRESIDENT & CEO'S MONTHLY REPORT	69913
➤ ADVISORY COMMITTEE REPORT	-
➤ PUBLIC COMMENTS	-
➤ BOARD COMMITTEE REPORTS	-

ACTION ITEMS

2503-07	ENGINEERING ASSISTANCE FOR MULTILEVEL OVERHAUL AND MODERNIZATION PROJECT (429 VEHICLES) – Authorization to enter into NJ TRANSIT Contract No. 0000078 with Hatch Associates Consultants, Inc., of Ambler, Pennsylvania, for engineering assistance for overhaul and modernization of 329 Multilevel I and 100 Multilevel II vehicles in the amount not to exceed \$23,273,094.02, plus 10 percent for contingencies, subject to the availability of funds.	69935
2503-08	ADDITIONAL FISCAL YEAR 2025 SOLE, SINGLE, AND LIMITED QUALIFIED SOURCE PROCUREMENT-BY-EXCEPTION AUTHORIZATION – Authorization to enter into procurement-by-exception contracts for the purchase of materials and services from approved vendors set forth in Exhibit A1 (subject to adjustments) to support Bus, Rail, Light Rail, and Headquarters operations at a cost not to exceed \$20,000,000, plus five percent for contingencies, subject to the availability of funds. The Board will be advised when actual spend is projected to exceed this allowance. New firms with material or services whose aggregate value exceeds \$250,000 within the fiscal year, will be submitted to the Board. This request will cover the 12-month period ending June 30, 2025.	69938

Authorization to enter into procurement-by-exception contracts for the purpose of maintaining/upgrading hardware and software systems from approved vendors set forth in Exhibit A2 (subject to adjustments) to support NJ TRANSIT's Information Systems at a total cost not to exceed \$20,000,000, plus five percent for contingencies, subject to the availability of funds. The Board will be advised when actual spend is projected to exceed this allowance. New firms with services

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
MARCH 11, 2025
MINUTES
PAGE 2

whose aggregate value exceeds \$250,000 within the fiscal year, will be submitted to the Board. This request will cover the 12-month period ending June 30, 2025.

2503-09 INFORMATION TECHNOLOGY – AMENDMENT OF CONTRACT AWARDED TO DELL, INC. FOR MICROSOFT ENTERPRISE AGREEMENT FOR OFFICE COMPUTING – Authorization to amend NJ State Contract 20-TELE-0150 T3121 with Dell Inc. of Round Rock, Texas, for the period of November 1, 2023 through October 31, 2026, in an amount increase not to exceed \$1,215,580.81, plus five percent for contingencies, subject to the availability of funds, for a total contract authorization of \$15,990,931.93. **69947**

2503-10 AUTHORIZATION FOR NJ TRANSIT CORPORATION TO ENTER INTO A MEMORANDUM OF UNDERSTANDING WITH BRICK CHURCH P1B DEVELOPER LLC IN FURTHERANCE OF ITS APPLICATION FOR A RRIF LOAN AT THE BRICK CHURCH STATION – Authorization to execute a Memorandum of Understanding (MOU) and any supporting agreements with the Developers in furtherance of their application of the above referenced RRIF Loan. **69948**

CONSENT CALENDAR

2503-11 ANNUAL BUDGET PROPOSAL TRANSMITTAL – Authorization to transmit Exhibits A and B to the Commissioner of Transportation and to the President of the Senate, the Speaker of the General Assembly, and the Assembly Transportation and Independent Authorities Committee, and the Senate Transportation Committee. **69951**

2503-12 REGULATION: ADOPTION OF NEW RULES – N.J.A.C. 16:75 BUS ALLOCATION PROGRAM GUIDELINES AND PROCEDURES – Authorization to take all actions necessary to adopt N.J.A.C. 16:75 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 Bus Allocation Program Guidelines and Procedures. **70021**

2503-13 PERSONAL INJURY CLAIM OF ANTONELLA PAPPAGALLO – Authorization to settle the claim of Antonella Pappagallo, through her attorney, at an amount discussed in Executive Session. **70028**

➤ **EXECUTIVE SESSION AUTHORIZATION** **70029**

➤ **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 February 12, 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 February 20, 2025;

NOW, THEREFORE, BE IT RESOLVED that the minutes of actions taken at the February 12, 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: MARCH 11, 2025
SUBJECT: PRESIDENT & CEO'S REPORT – MARCH 2025

I am very pleased to share that NJ TRANSIT and the Brotherhood of Locomotive Engineers & Trainmen (BLET) have reached a tentative agreement, averting a potential rail strike that could have occurred as early as March 22nd. While the agreement is subject to ratification by BLET union members, we appreciate the collaboration that brought us to this point. This agreement is both fair and fiscally responsible—balancing value for our customers and taxpayers with a reasonable wage increase for BLET members. In addition to this settlement, we successfully resolved a long-standing grievance and settled another outstanding dispute in a way that benefits both parties.

As part of our continued efforts to improve the customer experience, we officially launched our Customer and Station Care initiative, with a press event at Newark Penn Station on February 27th, joined by NJTPD Chief Christopher Trucillo and NJ TRANSIT Board Member & Newark Alliance President & CEO Evan Weiss. This initiative focuses on making key gateway stations cleaner, brighter, safer, and improving customer communications. Beginning May 3rd, we introduced Customer Care Ambassadors at Newark Penn and New York Penn stations, providing real-time assistance and wayfinding during peak hours. To complement these efforts, we are enhancing station cleaning at Newark Penn, New York Penn, Trenton Transit Center, and Walter Rand Transportation Center. Additionally, at Newark Penn Station, we installed new facility upgrades such as Departure Vision monitors, interactive kiosks, and improved lighting and signage.

PATH train service to and from Hoboken Station, which was temporarily suspended by the Port Authority for critical track and switch replacements, resumed on February 25th following a 25-day closure. The Port Authority completed this work in a single closure rather than spreading it out over a year, minimizing long-term disruptions. Throughout the closure, NJ TRANSIT worked closely with the Port Authority to provide alternative travel options, including additional bus service on our #126 bus route and additional light rail trips on the Hudson-Bergen Light Rail. This project stands as a model of interagency coordination, ensuring efficient execution while limiting the impact on customers.

On the financial front, our Board will vote this morning to transmit NJ TRANSIT's fully funded Fiscal Year 2026 operating budget to the State Legislature. Aligned with our Budget, Governor Murphy unveiled his proposed State Budget on February 25th, which once again prioritizes transit investment with a record-high commitment of state funding, including the entire \$815 million allocation from the Corporate Transit Fee. We also thank the New Jersey business community for their support of public transit. As we've discussed in prior meetings, NJ TRANSIT must acquire 250 new rail cars and 1,000 new buses to improve reliability. Given the significant costs and long lead times—approximately 10 years for rail cars and 6 years for buses—this new funding allows us to begin purchasing these vehicles over the next three years.

Some of the biggest infrastructure projects in our capital program also continue to advance. On February 26th, I joined Amtrak CEO Stephen Gardner at the Portal North Bridge site to highlight a major milestone: the installation of the third and final 2,500-ton arch span, which was transported to the construction site via the Hudson River. The project remains on schedule and on budget, with the first track expected to open in 2026, delivering a far more reliable and resilient Northeast Corridor crossing between New Jersey and New York.

In another key initiative, we have accelerated our plan to replace all windows on our Multilevel rail cars, hastening the completion of this project from six to eight years to within three years. One-third of the active Multilevel I & II fleet will receive new windows annually—totaling more than 13,000 replacements across nearly 400 rail cars. Meanwhile, NJ TRANSIT will begin taking delivery of 174 brand-new Multilevel III cars starting in late 2025, further enhancing the customer experience.

Finally, I want to take a moment to recognize the contributions of Jeff Marinoff, a long-standing member of NJ TRANSIT's South Jersey Passenger Advisory Committee, who passed away on March 2nd. Since the early 1990s, Jeff was a passionate advocate for public transportation, bringing invaluable historical knowledge and thoughtful insights to our discussions. His voice and dedication will be deeply missed.



PRESIDENT & CEO'S MONTHLY REPORT

March 11, 2025

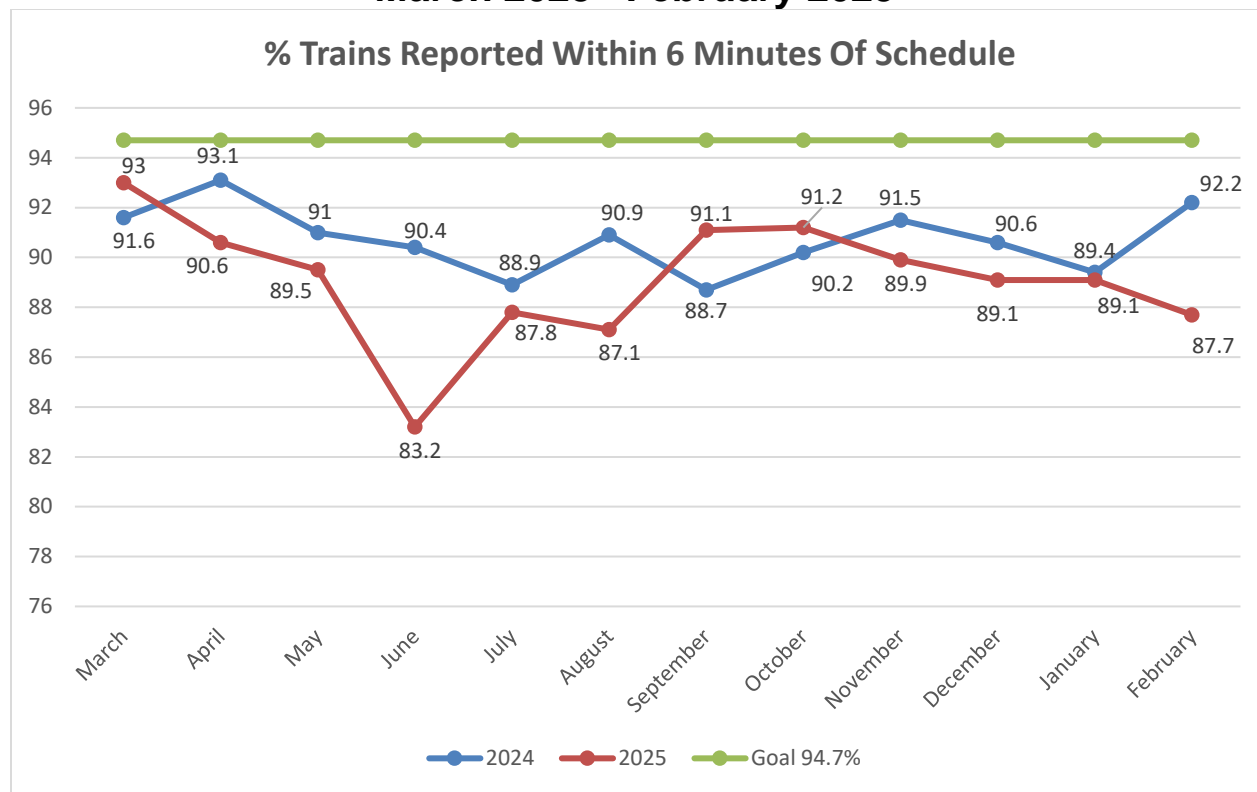
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March 11, 2025

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

PERFORMANCE MEASURES

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



	<u>2024</u>	<u>2025</u>	<u>%Change</u>
Feb. Comparison	92.2%	87.7%	-4.5%
12-Month Average Mar. 2023 – Feb. 2025	90.7%	89.1%	-1.6%

Analysis:

Rail On-time Performance was 87.7% for the month of February 2025. Of the 16,611 trains scheduled to operate, 14,569 were on time, while 2,042 trains (or 12.3% were delayed).

Key Causes included:

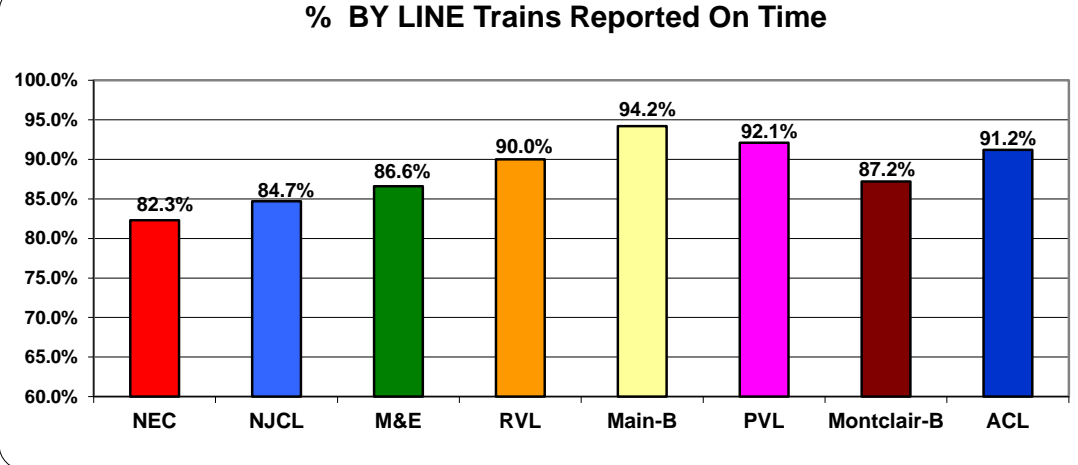
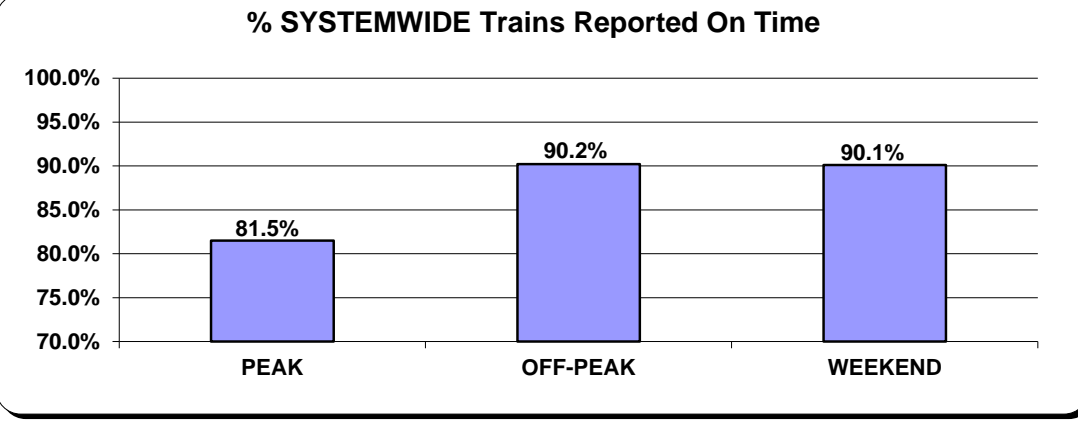
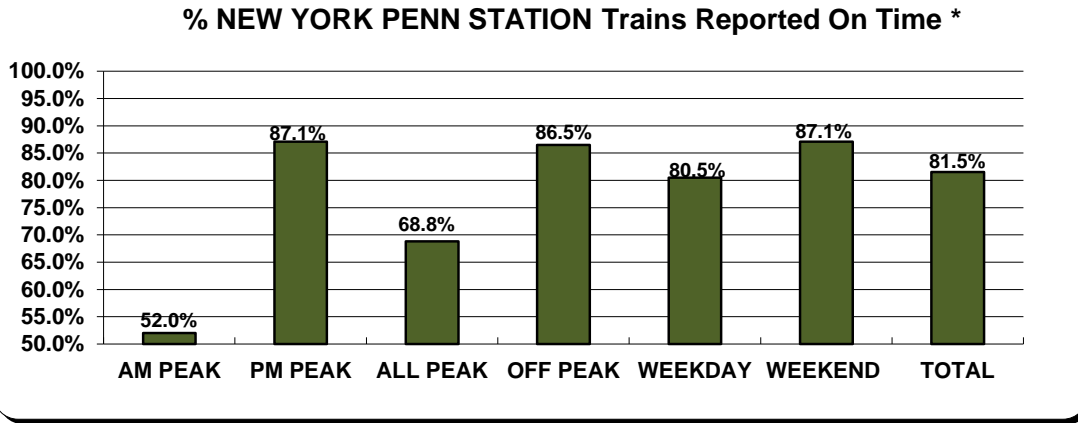
- Amtrak switch issue, equipment issue, Portal Bridge open, NJT diesel issue and weather related switch issue contributed 104 delays on February 3.
- Amtrak signal issue, track issue, NJT police action, signal issue and trackside interference contributed to 144 delays on February 14.
- Amtrak switch issue, programmed maintenance, track issue, Portal Bridge open, Conrail derailment, NJT PTC mechanical and electric locomotive issue contributed 129 delays on February 20.

The 12-month Average for Rail On-Time Performance was 89.1%.

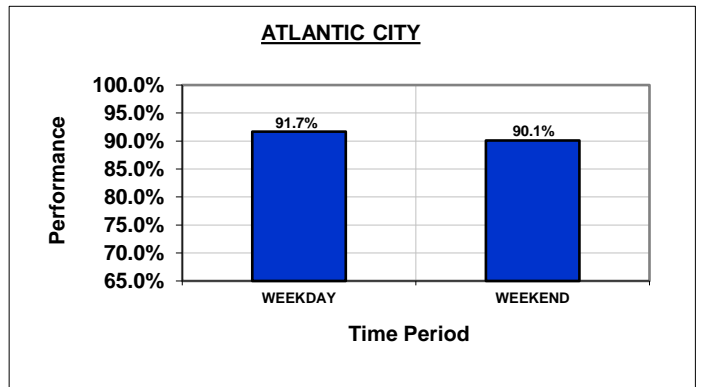
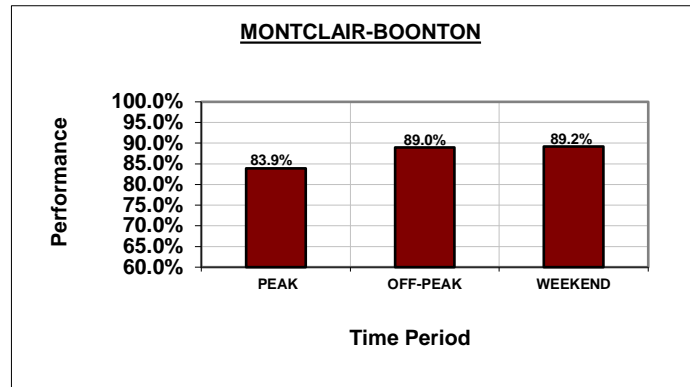
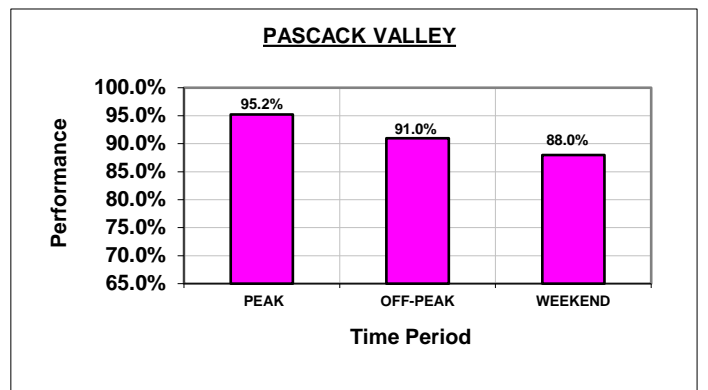
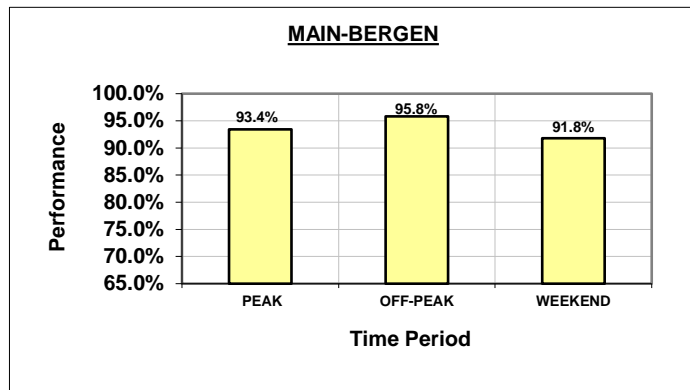
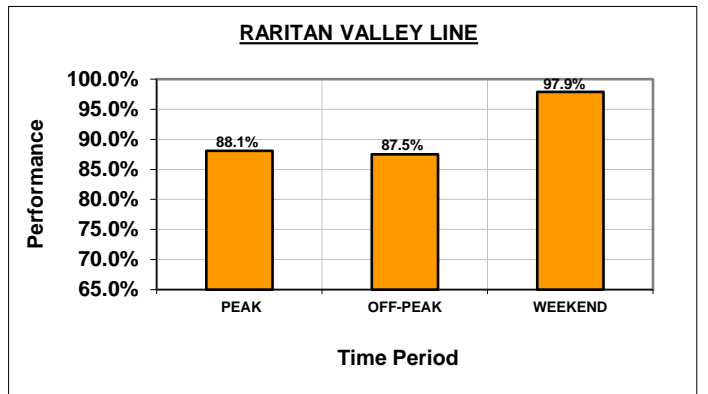
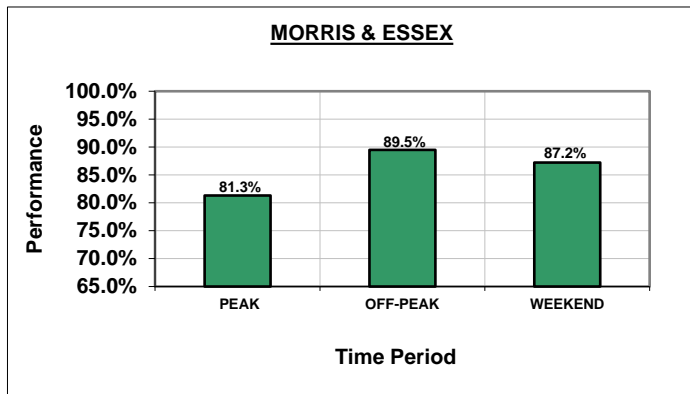
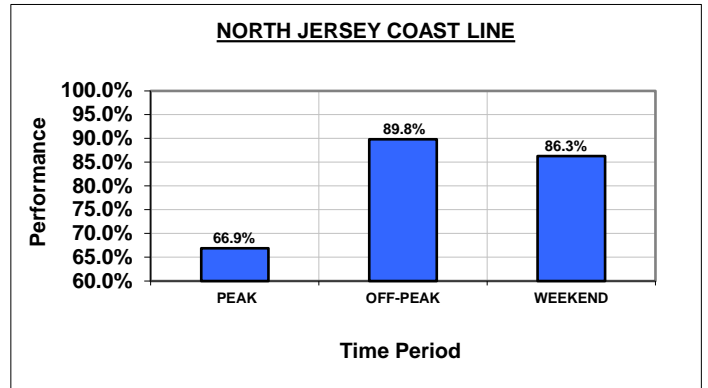
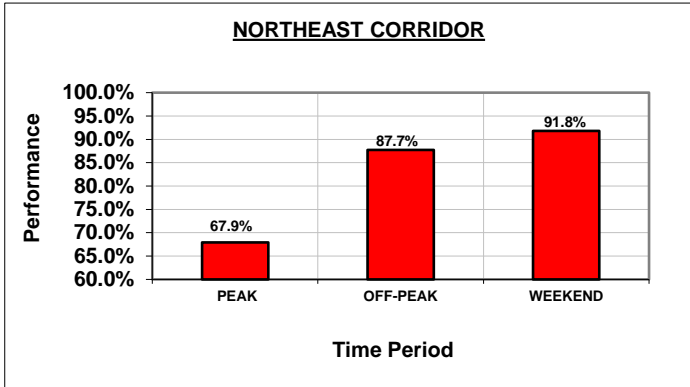
ON-TIME PERFORMANCE RAIL

SUMMARY BY TIME PERIOD FEBRUARY 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.

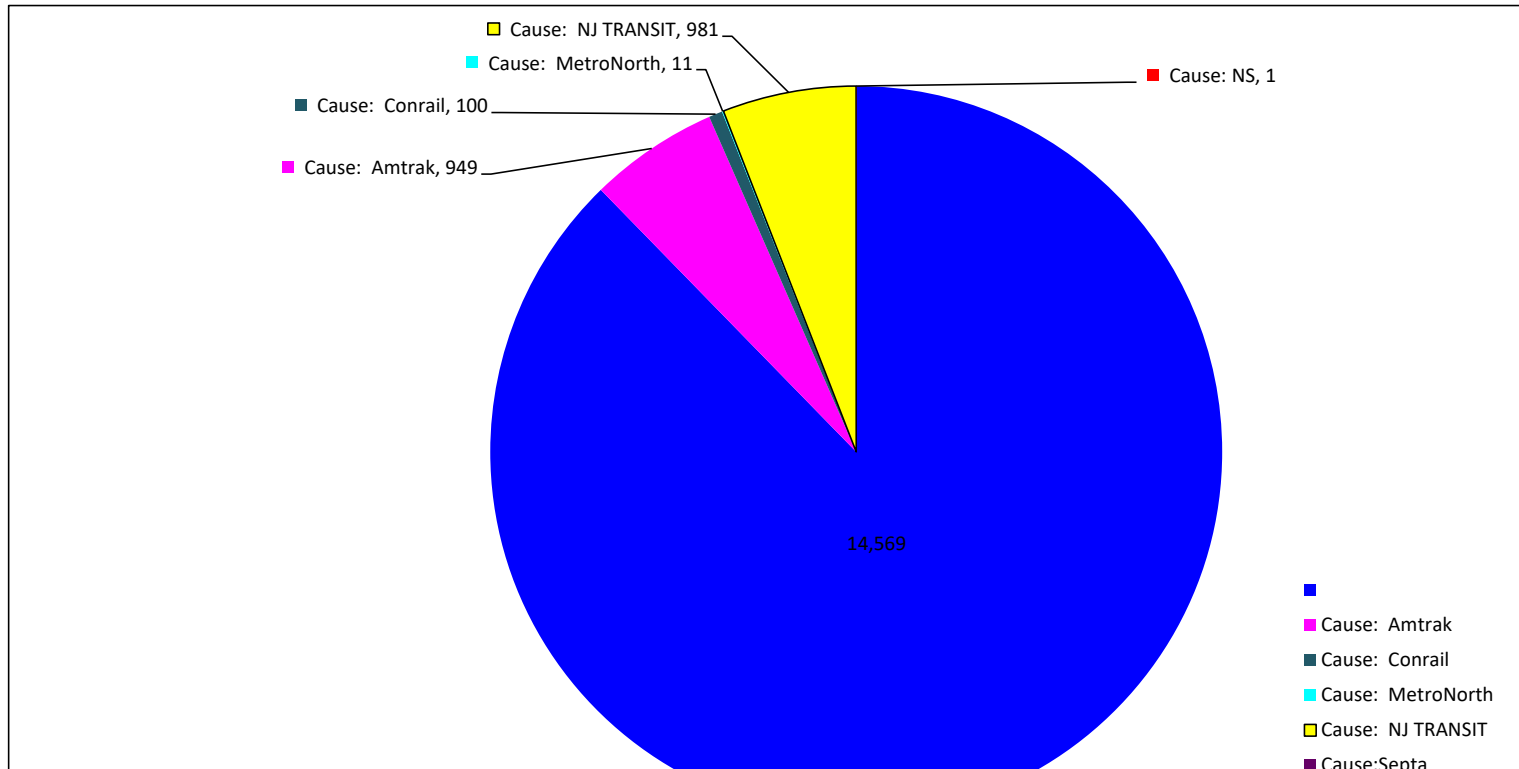


ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD FEBRUARY 2025

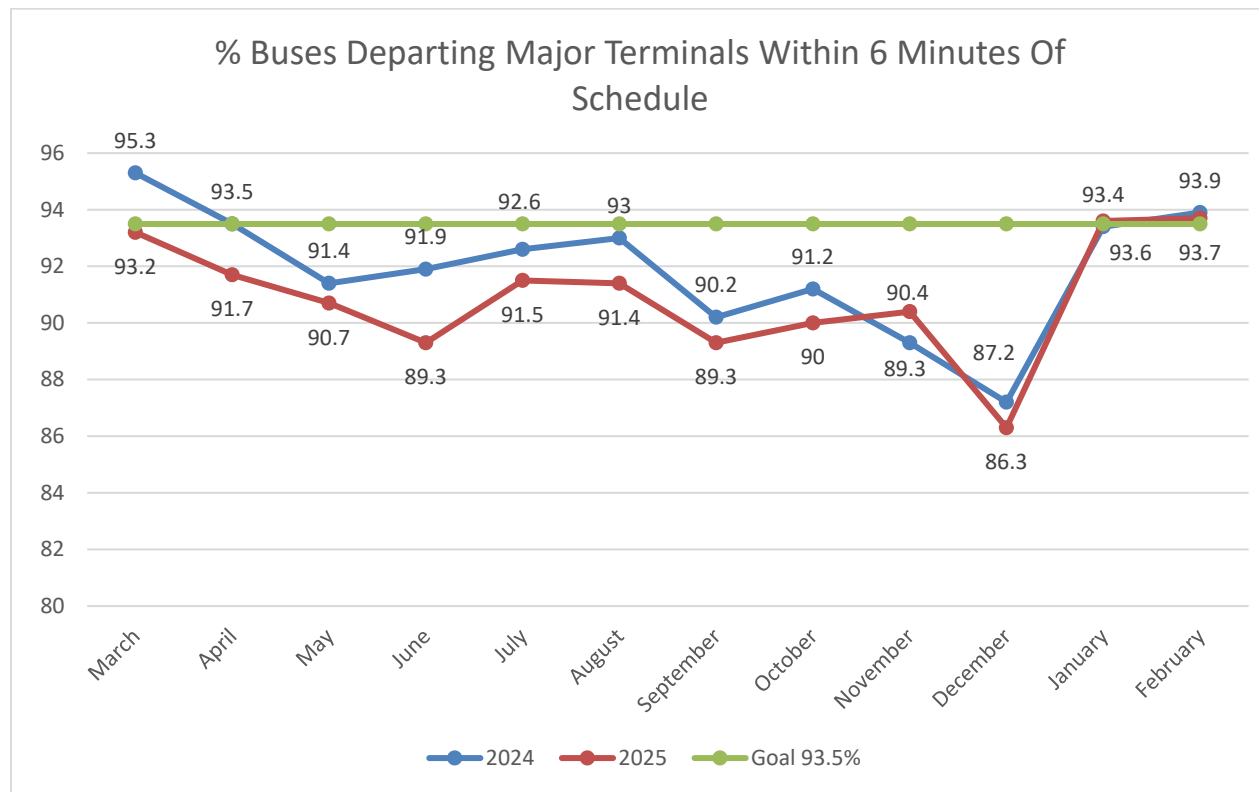


NJ TRANSIT Performance - February 2025 Late NJ TRANSIT Trains

		Cause: Amtrak	Cause: Conrail	Cause: MetroNorth	Cause: NJ TRANSIT	Cause:Septa	Cause: NS
# of Trains On Time	14,569	949	100	11	981		1
# of Late Trains	2,042	5.71%	0.60%	0.07%	5.91%	0.00%	0.01%
Total # of Trains	16,611						
Percentage On Time	87.7%						



NJ TRANSIT ON-TIME PERFORMANCE BUS March 2023 – Feb 2025



	<u>2024</u>	<u>2025</u>	<u>%Change</u>
Feb Comparison	93.9%	93.7%	-0.2%
12-Month Average Mar 2024 – Feb 2025	91.9%	90.9%	-1.0%

Analysis:

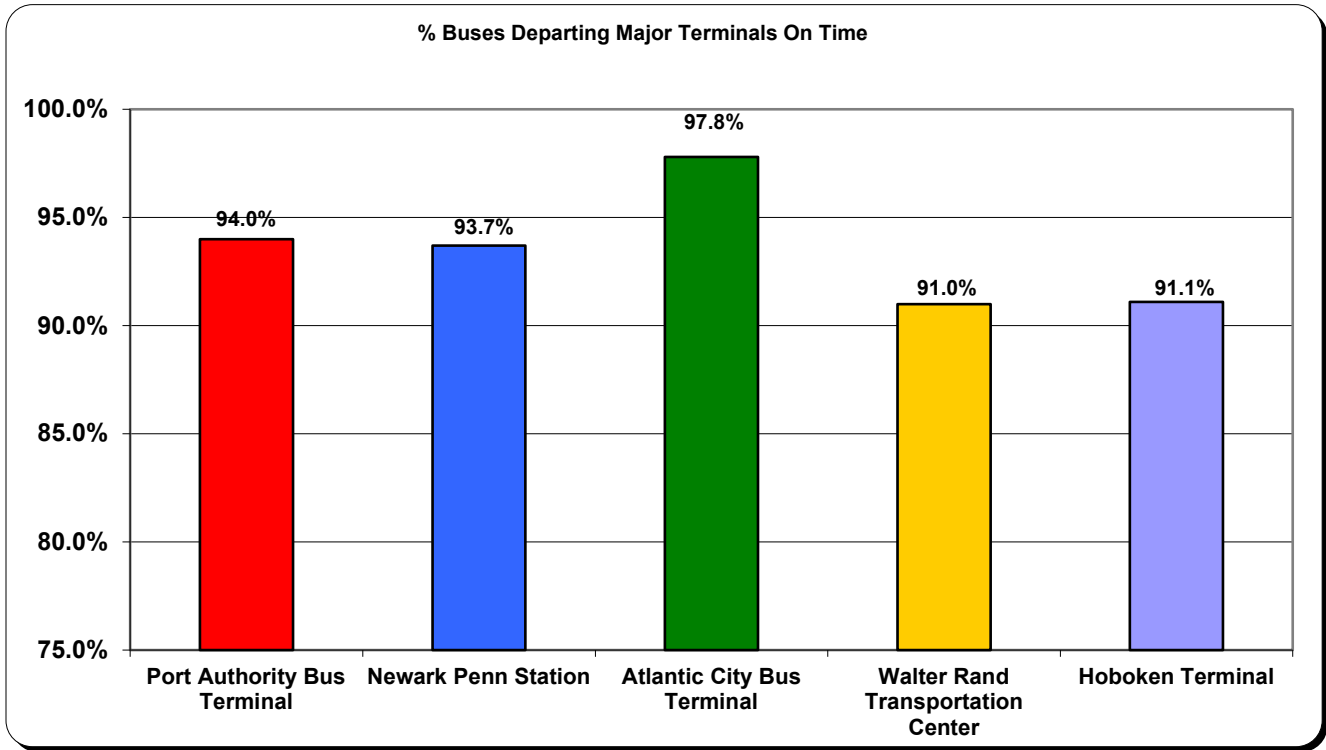
Bus On-Time Performance systemwide was 93.7% for the month of Feb 2025. Of the 43,085 monitored departures, 2,733 experienced delays.

Key Causes included:

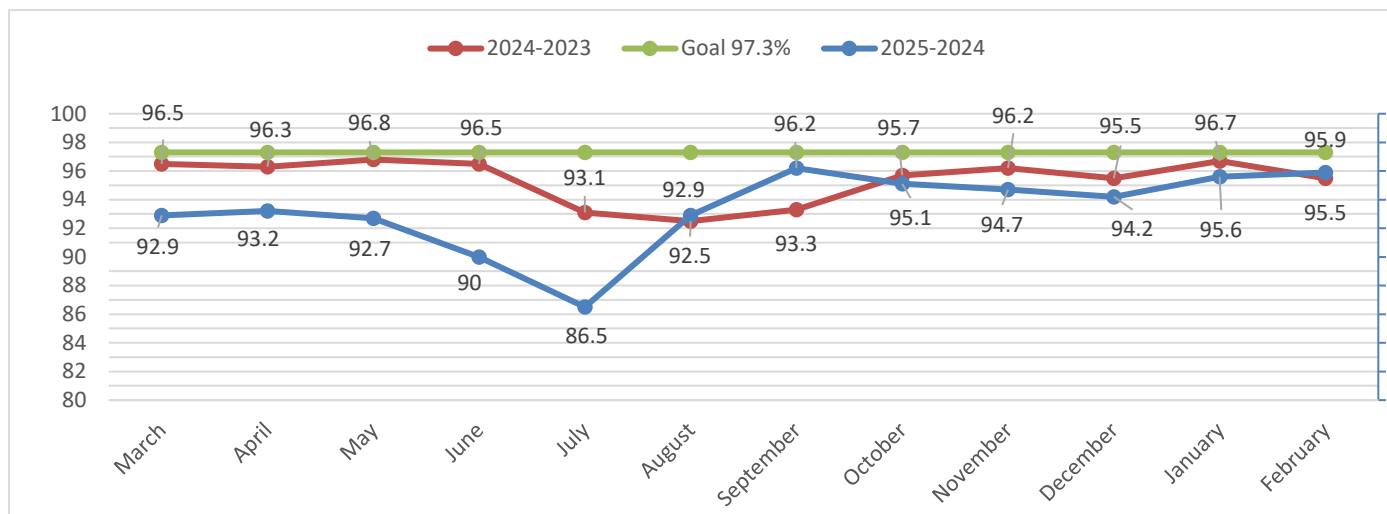
- At PABT delays were caused by the following: on the 5th, stalled bus, on the 10th, disabled bus in tunnel inbound, on the 11th, accident on inbound ramp, disabled bus on ramp and disabled vehicle in North tube, on the 26th, disabled bus in the tunnel and accident in the north wing.
- At Newark Penn, on the 7th, road closures due to construction work on multiple roads causing heavy delay. On the 11th, injured passenger, mechanical issue, road closures on multiple roads causing heavy traffic delays. On the 14th, fire and police activity, mechanical issues, 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 March 2023 – February 2025

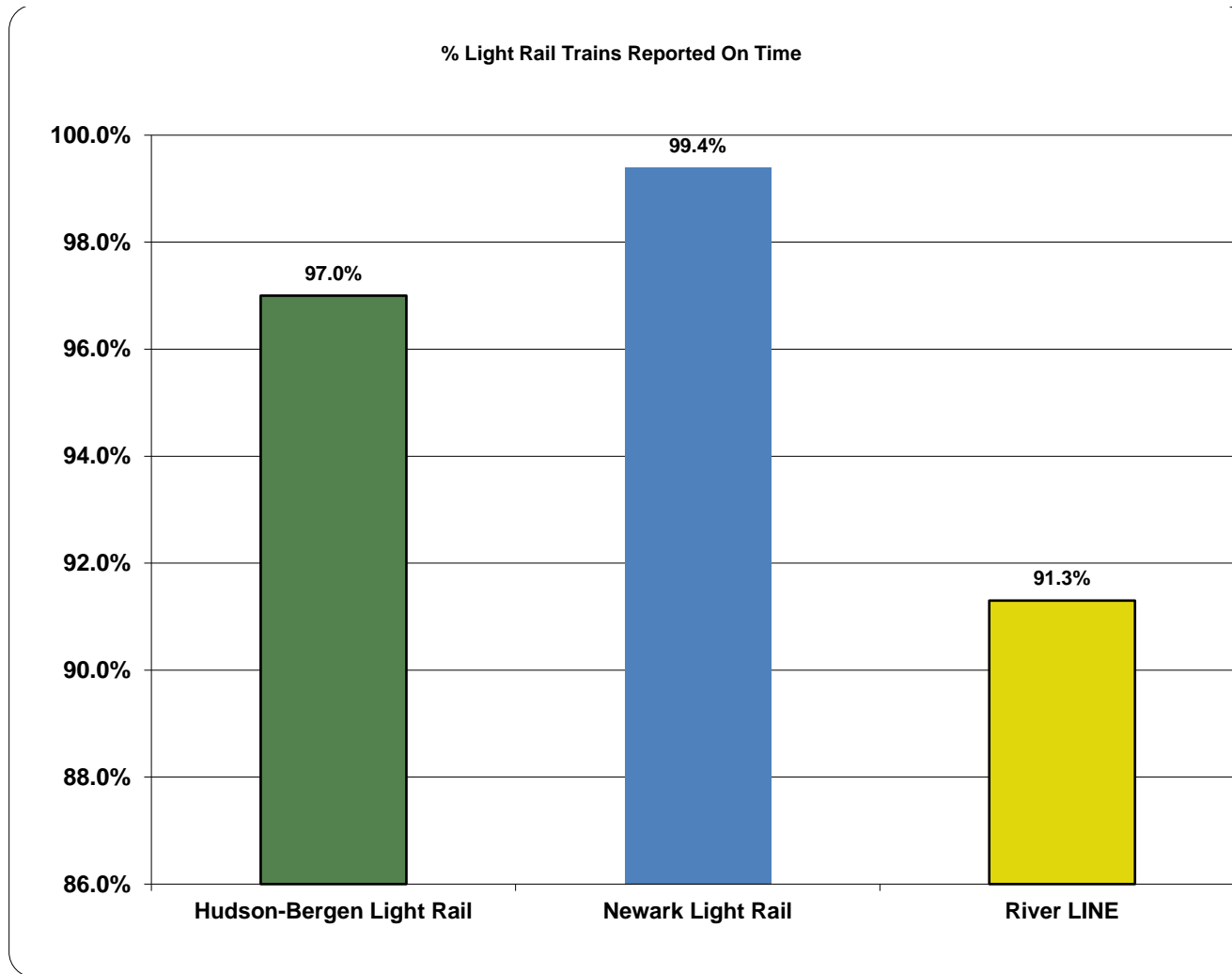


	<u>2024</u>	<u>2025</u>	<u>%Change</u>
February Comparison	95.5%	95.9%	+2.7%
12-Month Average March 2024 – February 2025	95.3%	93.2%	-2.1%

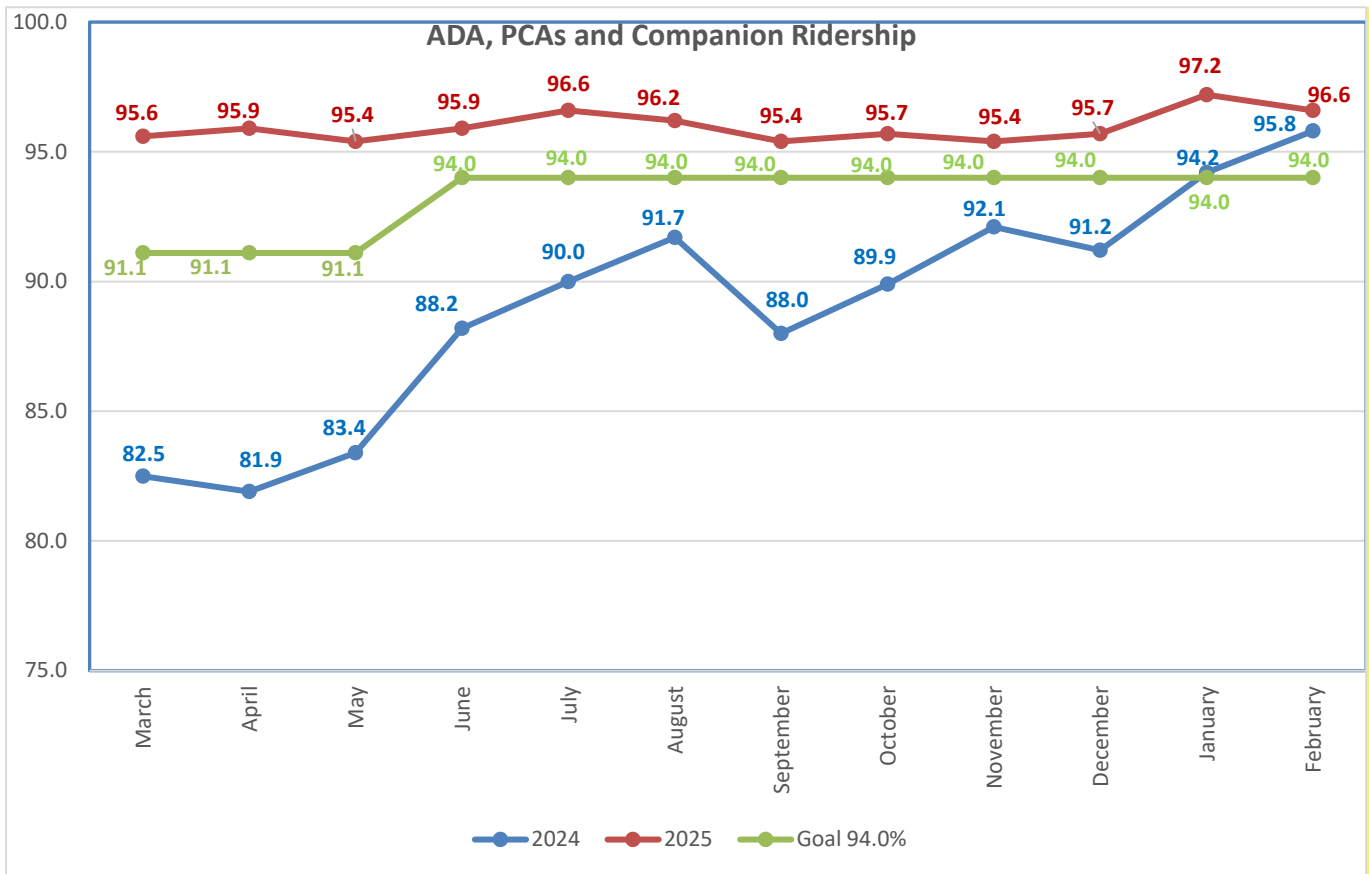
Analysis: Monthly Average for the Light Rail On-Time Performance across all systems was 95.9% for the month of February.

Key Causes included:

- **Newark Light Rail** – Incidents affecting OTP include general maintenance for LRVs such as door, power, brake, and propulsion issues affecting service taking place throughout the month.
- **River LINE** – Incidents affecting OTP involved LRV equipment issues caused by diesel engines, traction, and electrical equipment, which impacted 78 trains over the course of the month. Transportation issues due to stop signal issue and lack of manpower affected 10 trains. Track obstructions impacted 12 trains. Signal equipment issues over the course of the month caused affected 7 trains.
- **HBLR** – The majority of incidents affecting OTP were due to door issues, NJTPD activity, and PATH outages. Feb 4th had 73 impacted trains and Feb 6th had 89 trains. Issues that occurred on Feb 4th were caused by problems relating to vehicle power, PATH service outages, door issues, and NJTPD activity. A vehicle strike occurred on Feb 6th impacting 54 trains, along with PATH outages, and passenger related issues. A total of 596 trains were affected over the course of the month.
- The 12-month Average for Light Rail On-Time Performance is 93.2%.



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



	<u>2024</u>	<u>2025</u>	<u>% Change</u>
February Comparison	95.8%	96.6%	0.8%
February Ridership	125,718	124,486	-1,232
12-Month Average March 2024–February 2025	89.1%	96.0%	6.9%

Analysis:

Access Link On-Time Performance was 96.6% for February 2025. In serving 136,855 total riders, for 124,486 ADA customers trips, 4,202 or (3.4%) experienced delays.

Key Causes included:

- Service delays on 2/14 (in southern area - Region 2) due to Philadelphia Eagles parade
- Delays due to driver availability
- Customer cancellations and no-shows

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

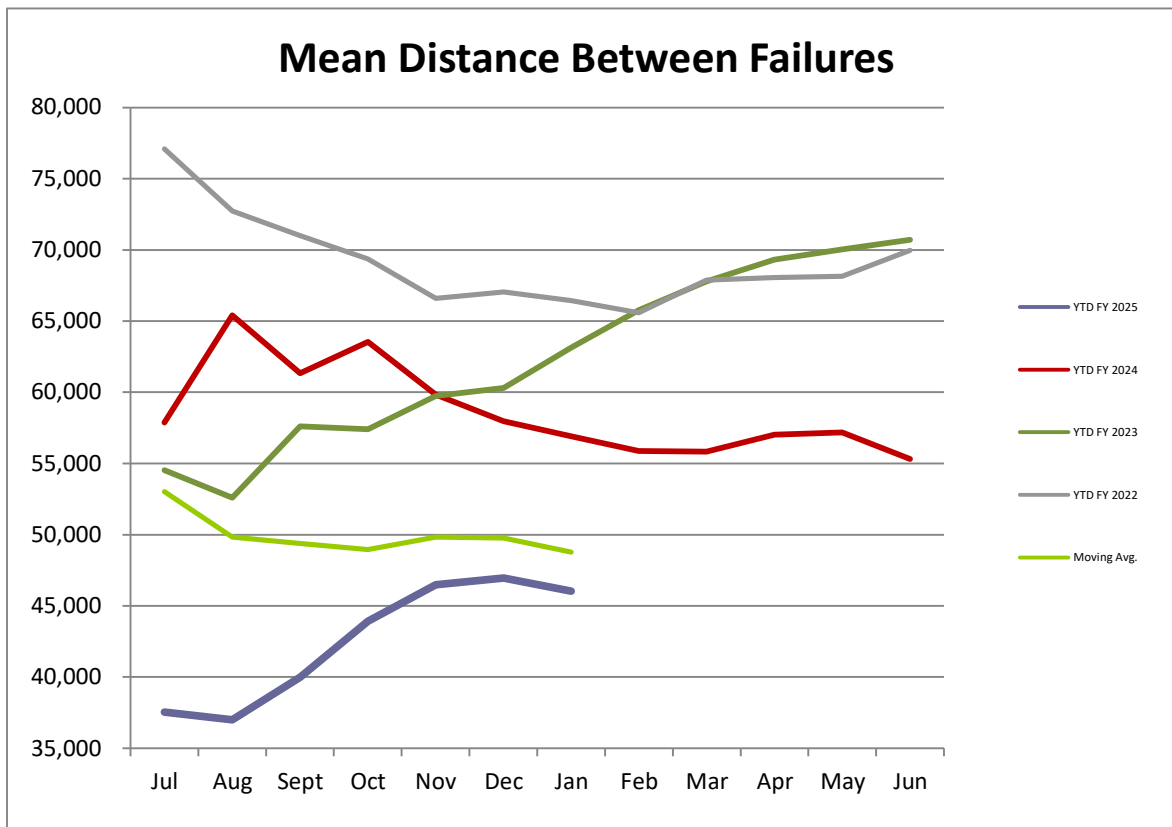
* Statistics comprise both dedicated and non-dedicated service.

MEAN DISTANCE BETWEEN FAILURES

January 2025

NJ TRANSIT Rail Operations
Mean Distance Between Failures

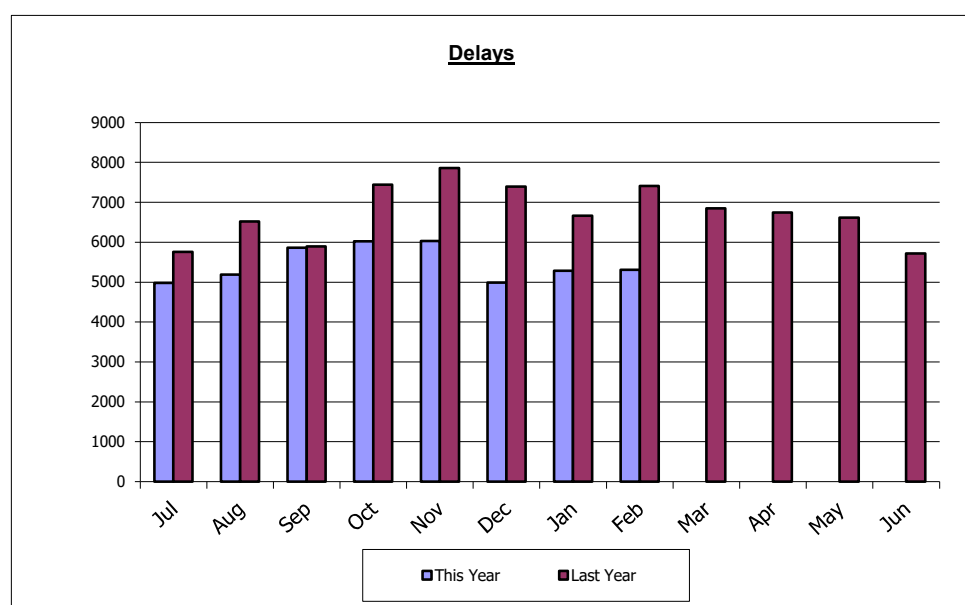
Month	YTD FY 2025	YTD FY 2024	YTD FY 2023	YTD FY 2022	12 Month Moving Avg.
Jul	37,549	57,875	54,531	77,087	53,024
Aug	36,992	65,403	52,602	72,743	49,833
Sept	39,979	61,324	57,623	71,005	49,378
Oct	43,929	63,539	57,410	69,368	48,959
Nov	46,462	59,844	59,761	66,597	49,826
Dec	46,944	57,968	60,315	67,060	49,770
Jan	46,027	56,904	63,121	66,433	48,781
Feb	-	55,888	65,780	65,594	-
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

February 2025

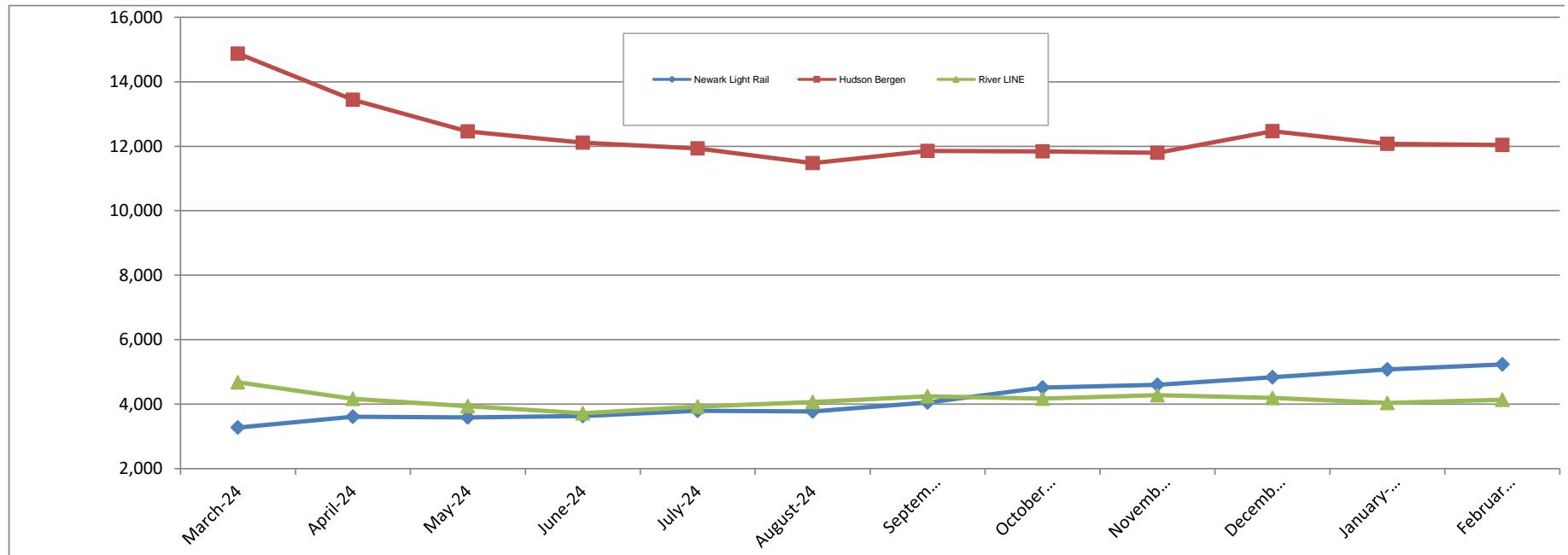
Location	Miles Between In-Service Delays			
	FY2025 Goal	This Month	FY2025 YTD	FY2024 YTD
Fairview	6,500	5,193	6,165	6,573
Market Street	6,500	4,537	4,025	4,145
Meadowlands	10,000	2,092	2,246	3,758
Oradell	13,000	9,986	11,364	14,423
Wayne	12,000	10,189	10,762	8,601
WestWood	13,000	21,396	17,225	23,540
Northern Division	-	4,732	4,918	6,243
Big Tree	7,500	4,158	4,018	4,333
Greenville	6,000	2,983	2,900	4,051
Hilton	8,500	3,859	4,078	4,853
Howell	17,500	17,694	19,338	21,105
Ironbound	8,000	4,270	3,736	5,460
Kearny Point	-	2,285	1,895	-
Orange	7,800	2,492	2,409	2,753
Morris	10,500	46,361	19,144	19,844
Central Division	-	4,665	4,444	5,636
Egg Harbor	12,000	8,979	11,023	12,057
Hamilton	9,000	4,942	6,220	8,292
Newton Avenue	11,000	6,536	7,791	9,073
Washington Twp.	16,000	11,580	12,281	13,852
Southern Division	-	8,213	9,691	11,233
Bus Operations	-	5,313	5,424	6,787



12 Month Average Miles Between In Service Failures

NJT LIGHT RAIL	MDBSF *	MDBSF *
	February 2025	January 2025
Newark Light Rail	5,232	5,078
Hudson Bergen	12,041	12,077
River LINE	4,138	4,036

AVERAGE MILES BETWEEN IN-SERVICE MECHANICAL FAILURES



DBE/SBE PROGRAM

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

State Funded Contracts

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

During the month of February 2025, NJ TRANSIT awarded \$1,573,855,534.53 in state-funded contracts; of that total, Small Business Enterprises (SBE/DVOBs) received \$25,500.00 or 0.0%.

State Fiscal Year 2025 YTD (July 1, 2024, through June 30, 2025) NJ TRANSIT awarded \$1,838,176,202.75 in state-funded contracts. Of that total, SBE/DVOBs received \$17,147,659.20 or 0.93%.

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	\$986,312.49	0.05%
Category 3 SBE/DVOBs	\$10,875,625	0.59%

Construction

Category 4 SBE/DVOBs	\$0.00	0.00%
Category 5 SBE/DVOBs	\$1,026,365.00	0.06%
Category 6 SBE/DVOBs	\$3,898,506.71	0.21%

FTA Funded Contracts - Updated on a quarterly basis

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

During the 1st Quarter (October 1, 2024 – December 31, 2024), the FTA-funded share of NJ TRANSIT’s federal contracts awarded was \$286,806,787.50. Of that total, Disadvantaged Business Enterprises (DBEs) received \$36,693,961.83 or 12.79%.

FFY 2023 through FFY 2025 (October 1, 2022 – September 30, 2025) NJ TRANSIT awarded \$1,303,689,651.65** in federally funded contracts. Of that total, DBEs received \$105,601,630.86* or 17.62%.

*Numbers reflect federal share

** Number includes subrecipient awards

Next update will occur in April 2025

Transit Vehicle Manufacturer (TVM)¹ Awards

During the 1st Quarter (October 1, 2024 – December 31, 2024), there were no TVM contract(s) awarded at NJ TRANSIT.

Next update will occur in April 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

50 NJ TRANSIT employees retired recently:

1. Godwin Bailey, Lead Laborer -- Morrisville -- 10 years
2. Charles Fulton, Locomotive Engineer -- Various -- 40 years
3. John Herman, Assistant Conductor -- Various -- 17 years
4. Lewis Sutherland, Carman -- Dover -- 24 years
5. Gerald Thomas, Locomotive Engineer -- Various -- 45 years
6. Jerome Barfield, Ticket Agent -- Camden -- 18 years
7. Carl Diggs, Operator -- Hamilton -- 15 years
8. Melvin Gonzalez, Repairman -- Greenville -- 10 years
9. Jose Hernandez, Operator -- Meadowlands -- 14 years
10. David Hines, Light Rail Tech -- Bloomfield -- 11 years
11. David Jackson, Operator -- Westwood -- 17 years
12. Daisy Johnson, Principal Bookkeeper -- HQ -- 55 years
13. Ross Johnson, Operator -- Oradell -- 37 years
14. Joseph Kelly, Operator -- Howell -- 10 years
15. Tomas Montalvo, Repairman -- Ironbound -- 29 years
16. Dung Nguyen, Repairman -- Big Tree -- 13 years
17. William Ramos, Operator -- Fairview -- 24 years
18. Kim Salvemini, Operator -- Oradell -- 13 years
19. Samuel Uneze, Cleaner -- Hilton -- 21 years
20. Nabil Zaki, Strrm Specialist -- NBC -- 28 years
21. Hope Alers-Pinckney, Operator -- Greenville -- 23 years
22. Kasondra Braswell, PRC Bookkeeper -- HQ -- 32 years
23. James Collazo, Operator -- Ironbound -- 21 years
24. Anthony Davis, Operator -- Wayne -- 25 years
25. Cassandra Dillahunt, Operator -- Hilton -- 27 years
26. Leonardo Dominguez, SPC Mech Wldr -- NBC -- 22 years
27. Lester German, Operator -- Fairview -- 30 years
28. Lance Grant, Operator -- Greenville -- 29 years
29. Juanita Hill, Sr. Input Acct -- Maplewood GOB -- 23 years
30. Sean Jefferson, Operator -- Wayne -- 24 years
31. Naeem Johnson, Operator -- Howell -- 33 years
32. Patrick Joseph, Operator -- Hilton -- 20 years
33. Eduar Laverde, Operator -- Meadowlands -- 21 years
34. Yolanda McConnell, Group Head -- Maplewood GOB -- 24 years
35. Prudencio Morales Jr., Repairman -- Wayne -- 26 years
36. Mark Murray, Repairman -- Big Tree -- 28 years
37. Angela Ochoa, Operator -- Fairview -- 10 years
38. Hipolita Ovalle -- Operator -- Greenville -- 18 years
39. Richard Pacheco, Operator -- Fairview -- 21 years
40. Ramon Reyna, Operator -- Westwood -- 20 years
41. Nelson Rosario, Spc Maintenance -- Ferry St. -- 27 years
42. Omar Rosario, Mechanic -- Big Tree -- 25 years
43. Ainsworth Rose, Operator -- Meadowlands -- 26 years
44. Aisha Givans-Charles, Operator -- Hilton -- 16 years
45. Ryan Isaacs, Chief Clerk TIC -- Maplewood GOB -- 28 years
46. Jeffrey Antman, Creative Services Officer -- HQ -- 25 years
47. Sukhpaul Ahluwalia, General Foreman -- Sunnyside -- 27 years
48. Holiday Hunter, Garage Manager -- Westwood -- 31 years
49. Joao Mouta, Manager Procurement -- HQ -- 31 years
50. Ken Williams, Chief Regional Supervisor -- Maplewood GOB -- 26 years

ACTION ITEMS

ITEM 2503-07: ENGINEERING ASSISTANCE FOR MULTILEVEL OVERHAUL AND MODERNIZATION PROJECT (429 VEHICLES)

This project will involve the overhaul of 329 Multilevel I and 100 Multilevel II vehicles for interoperability and compatibility with the new Multilevel III vehicles, improving amenities and ensuring these vehicles remain in a state of good repair.

- Seeking authorization to enter into NJ TRANSIT Contract No. 0000078 with **Hatch Associates Consultants, Inc., of Ambler, Pennsylvania**, for Engineering Assistance for overhaul and modernization of 329 Multilevel I vehicles and 100 Multilevel II in the amount not to exceed \$23,273,094.02, plus 10 percent for contingencies, subject to the availability of funds.



ITEM 2503-07: ENGINEERING ASSISTANCE FOR MULTILEVEL OVERHAUL AND MODERNIZATION PROJECT (429 VEHICLES)

- Authorization of this Engineering Assistance Contract to overhaul the Multilevel I and II vehicles will allow for:
 - Ensure vehicles remain or are restored to a state of good repair.
 - Safety and Compliance: Ensure that the retrofitted vehicles meet or exceed safety regulations and industry standards.
 - Reliability: Ensure that the reliability of the vehicles remains at the same high standard as that of the original equipment manufacturer (OEM).
 - Modernization: Improving system due to obsolescence and compatibility with the ML III.
 - Improve Passenger Experience: Enhance passenger comfort and satisfaction by upgrading amenities and features in the vehicles to meet ML III standards.
 - Sustainability: Promote sustainability by implementing energy-efficient systems and materials where feasible.



ITEM 2503-07: ENGINEERING ASSISTANCE FOR MULTILEVEL OVERHAUL AND MODERNIZATION PROJECT (429 VEHICLES)

WHEREAS, NJ TRANSIT's existing 329 Multilevel I vehicles and 100 Multilevel II vehicles, which are currently used for passenger service, were originally built by Bombardier Transit Corporation. The Multilevel I vehicles were delivered between 2006 and 2009, and the Multilevel II vehicles were delivered between 2012 and 2013; and

WHEREAS, these Multilevel I and II vehicles have a revenue service life expectancy of 30 years, the typical period between vehicle mid-life overhauls is 15 to 20 years, so it is clear that the Multilevel I fleet is due for an overhaul and the Multilevel II fleet is approaching the time when it is due an overhaul to maintain a state of good repair; and

WHEREAS, the overhaul, disassembly, cleaning, repair, and renewal of these vehicles will extend their useful life and ensure they remain capable of providing reliable passenger service; and

WHEREAS, the overhauled Multilevel I and II fleets will also be modernized with the latest in technological advances so that the overhauled vehicles meet the expectations that the new Multilevel III vehicles will set for our customers; and

WHEREAS, upon completion of a competitive procurement process, with a DBE goal of 20 percent, it was determined that Hatch Associates Consultants, Inc. submitted the most advantageous proposals that provided the best value and were in the best interest of NJ TRANSIT;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to enter into NJ TRANSIT Contract No. 0000078 with Hatch Associates Consultants, Inc., of Ambler, Pennsylvania, for engineering assistance for overhaul and modernization of 329 Multilevel I and 100 Multilevel II vehicles in the amount not to exceed \$23,273,094.02, plus 10 percent for contingencies, subject to the availability of funds.

ITEM 2503-08: ADDITIONAL FISCAL YEAR 2025 SOLE, SINGLE, AND LIMITED QUALIFIED SOURCE PROCUREMENT-BY-EXCEPTION AUTHORIZATION

WHEREAS, NJ TRANSIT requires maintenance services and supplies to support the operation of various major equipment; and

WHEREAS, NJ TRANSIT requires signal, electrical, and other right-of-way equipment, and parts to restore systems damaged by significant weather events and maintain right-of-way equipment in general; and

WHEREAS, NJ TRANSIT is committed to improving the rider experience and, to that end, is undertaking a program to systematically replace windows in our multilevel train cars. The additional funds requested today will be used toward the new window replacement program; and

WHEREAS, it is necessary to obtain these required maintenance items and services from specific sources; and

WHEREAS, various software maintenance contracts and licensing agreements expire this year; and

WHEREAS, these contracts ensure the continued operation of both the hardware and software which support NJ TRANSIT's business units, and rail and bus operations; and

WHEREAS, these products are being fully utilized throughout the corporation and the demand for services and software upgrades continues; and

WHEREAS, NJ TRANSIT is unaware of other sources for these items and services; and

WHEREAS, pursuant to N.J.S.A. 27:25-11(g)(3)(b) competitive procurement requirements may be waived for technical services; and

WHEREAS, pursuant to N.J.S.A. 27:25-11(g)(3)(c) competitive procurement requirements may be waived in instances where only one source of supply is available; and

WHEREAS, pursuant to N.J.S.A. 27:25-11(g)(3)(c) competitive procurement requirements may be waived when more favorable terms can be obtained from a primary source of supply; and

WHEREAS, pursuant to N.J.S.A. 27:25-11(g)(3)(c) competitive procurement requirements may be waived when technical equipment will assure standardization and interchangeability; and

WHEREAS, pursuant to N.J.S.A. 27:25-11(g)(3)(e) competitive procurement requirements may be waived with respect to specialty vehicles, major equipment and signal and fare collection systems; and

WHEREAS, the President and CEO certifies that these Sole, Single, and Limited Qualified Source acquisitions listed on Exhibits A1 and A2 are consistent with and authorized by N.J.S.A. 27:25-11(g), and NJ TRANSIT's Regulations, including N.J.A.C. 16:72-1.5(e)(8), N.J.A.C. 16:72-1.5(e)(12) and N.J.A.C. 16:72-1.5(e)(14); and

WHEREAS, pursuant to Board Resolution 2406-33, the Board authorized the Chair or President & CEO to enter into procurement-by-exception contracts for the purchase of materials and services from approved vendors as set forth in Exhibit A1, updated to add Highline Polycarbonate, LLC, for the window replacement program to support Bus, Rail, Light Rail, and Headquarters operations at a cost not to exceed \$15,000,000, plus five percent for contingencies, subject to the availability of funds; and

WHEREAS, an additional amount not to exceed \$5,000,000, plus 10 percent for contingencies, including increased costs needed to support and meet operational needs for Bus, Rail, Light Rail, and Headquarters operations through the end of Fiscal Year 2025; and

WHEREAS, pursuant to Board Resolution 2406-33, the Board previously authorized the Chair or President & CEO to enter into procurement-by-exception contracts for the purpose of maintaining/upgrading hardware and software systems from approved vendors set forth in Exhibit A2 (subject to adjustments) to support NJ TRANSIT's Information Systems at a total cost not to exceed \$15,000,000, plus five percent for contingencies, subject to the availability of funds; and

WHEREAS, an additional amount not to exceed \$5,000,000, plus five percent for contingencies, is needed to support NJ TRANSIT's Information Systems through the end of Fiscal Year 2025;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to enter into procurement-by-exception contracts for the purchase of materials and services from approved vendors set forth in Exhibit A1 (subject to adjustments) to support Bus, Rail, Light Rail, and Headquarters operations at a cost not to exceed \$20,000,000, plus 10 percent for contingencies, subject to the availability of funds. The Board will be advised when actual spend is projected to exceed this allowance. New firms with material or services whose aggregate value exceeds \$250,000 within the fiscal year, will be submitted to the Board. This request will cover the 12-month period ending June 30, 2025; and

BE IT FURTHER RESOLVED that the Chair or President & CEO is authorized to enter into procurement-by-exception contracts for the purpose of maintaining/upgrading hardware and software systems from approved vendors set forth in Exhibit A2 (subject to adjustments) to support NJ TRANSIT's Information Systems at a total cost not to exceed \$20,000,000, plus five percent for contingencies, subject to the availability of funds. The Board will be advised when actual spend is projected to exceed this allowance. New firms with services whose aggregate value exceeds \$250,000 within the fiscal year, will be submitted to the Board. This request will cover the 12-month period ending June 30, 2025.

**FISCAL YEAR 2025 SOLE, SINGLE, AND LIMITED QUALIFIED SOURCE
PROCUREMENT BY EXCEPTION AUTHORIZATION**

VENDORS REPLACEMENT PARTS AND SERVICES

Vendor		City	State	Procurement Method (Sole/OEM, Single, Limited Source)
1.	Airline Hydraulics	Bensalem	PA	Sole Source – Components for MMC Jacks
2.	Alstom Mass Transit	Plattsburgh	NY	OEM-Spherical Bearings, Vertical Shock Absorbers, etc.
3a.	Alstom Transportation Inc * (x).	Lisle	IL	OEM Diesel Loco Comp
3b.	American Electrical Testing (AET)	Boonton	NJ	High Voltage Transformers
4.	Apollo Video Technology, LLC* (dba Luminator Technology Group, Inc.)	Bothell	WA	OEM-Surveillance SW
5.	BBM Railway Equipment, LLC	Youngstown	OH	OEM - R/R Jacks
6.	Bentech	Philadelphia	PA	OEM - Barrier Doors
7.	Alstom-Bombardier Transit Corp. (x)	Ontario	Canada	OEM R/R Components
8.	C&W Meter Services (x)	Quaker	PA	Sole Source – MMC Fuel Pad /Fuel Meters Components
9.	Cleveland/Price, Inc. *	Westmoreland	PA	Sole Source -Catenary Eq
10.	Clever Devices*	Syosset	NY	OEM-Smart Bus HW/SW
11.	CNC Engineering, Inc.	Enfield	CT	Sole Source- Components for AAR Wheel Shop
12.	Cubic Transportation Systems	Tullahoma	TN	OEM - Fare Collection
13.	Cummins, Inc.	Kearny	NJ	OEM - Engine Parts
14.	Dellner Couplers, Inc.	Charlotte	NC	OEM - Couplers
15.	Eastec (SBE)	Wall	NJ	OEM Door Access Control
16.	Ensco Rail, Inc.	Springfield	VA	Sole Source - TGIV
17.	TransTech of SC (formerly Faively Transtech/(Wabtec)* (x)	Greenville Charlotte	SC NC	OEM - Pantograph
18.	FallProof Systems, LLC	Trenton	NJ	OEM - Components MMC Fall

**FISCAL YEAR 2025 SOLE, SINGLE, AND LIMITED QUALIFIED SOURCE
PROCUREMENT BY EXCEPTION AUTHORIZATION**

VENDORS REPLACEMENT PARTS AND SERVICES

				Protection
19.	Flowbird Transport Ltd.*	Poole	UK	OEM Fare Collection
20.	Foley, Inc.	Piscataway	NJ	OEM - Engine Parts
21.	Fujitsu Network Communications	Richardson	TX	Sole Source - Door Control Components
22.	Hanning and Kahl LP	Bridgeport	PA	OEM- NLR Switches
23.	Henkels & McCoy, Inc.	Blue Bell	PA	Specialized Constr. Equip.
24a.	Hitachi Energy USA	South Brunswick	NJ	OEM - Protective relay & Substation equipment
24b.	Hitachi Rail STS (formerlyAnsaldo)*	Pittsburgh	PA	OEM - Parts and Services Signal Components
24c.	HighLine Polycarbonate, LLC	Philadelphia	PA	Specialized vehicle parts
25a.	HiTran Corporation	Flemington	NJ	Sole Source-Transformer/Repair
25b.	IS Technology Solutions			Automatic Brake Valve Tester
25c.	Industrial Process Measurement, Inc.			Annual calibration services
26.	Hudson Machine Works	Brewster	NY	Sole Source - PID Cases
27a.	Jamaica Bearings (x)	New Hyde Park	NY	Sole Source - Wheel Bearings
27b.	Jala Equipment			Service Parts and Repairs for train washer
28.	Johnson & Towers, Inc.	Egg Harbor	NJ	Sole Source - EV40/50 ESS Systems
29.	KB Signaling, Inc. ¹	Grain Valley	MO	OEM Signals
30.	Kinkisharyo International, LLC	Jersey City	NJ	OEM - NLR Systems
31.	Knorr Air Brake (x)	Westminster	MD	OEM - Braking Systems NLR
32.	L.B. Foster	Pittsburgh	PA	OEM - Track Lubricators/Traction
33.	La Marche Manufacturing Co.*	Des Plaines	IL	OEM - Signal Comp
34.	Luminator Technology Group	Plano	TX	OEM - Signage Equip

¹ F/K/A Alstom Signaling, Inc. On August 30, 2024, Knorr-Bremse completed its acquisition of Alstom Signaling North America.

**FISCAL YEAR 2025 SOLE, SINGLE, AND LIMITED QUALIFIED SOURCE
PROCUREMENT BY EXCEPTION AUTHORIZATION**

VENDORS REPLACEMENT PARTS AND SERVICES

35.	Lux Aeterna	Quebec	Canada	OEM - Stock interior comp
36.	Mac Impulse	Mt. Olive	NC	OEM - Catenary Parts
37.	McConway & Torley, LLC	Pittsburgh	PA	(OEM) - Couplers Assemblies
38.	Merak North America, LLC	Westminster	MD	OEM- Multilevel HVAC Units
39.	Motive Equipment (x)	New Berlin	WI	OEM - HVAC
40.	MX Industrial	Warminster	PA	Sole Source - Components AAR Wheel NTD Machines
41.	Myers Controlled Power, LLC	North Canton	OH	OEM-DC Electrical Breakers
42.	National Refrigerants, Inc.	Philadelphia	PA	Sole Source - Refrigerants
43.	NSH USA Corporation ²	Albany	NY	Sole Source - Components for Wheel Machines
44.	Omni Control Technology	Whitinsville	MA	Switch Heater elements
45.	Orgo Thermit, Inc.	Manchester	NJ	OEM - Eddy Current testing units and welding kits
46.	ORX Railway Corporation	Tipton	PA	Sole Source - Gear Motors
47.	Pandrol	Memphis	TN	Sole Source - Rail Fastening
48.	Penn Machine Co.	Johnstown	PA	Sole Source - Tire Kits
49.	Power Trunk, Inc.*	Jersey City	NJ	OEM - Land Mobile Radio
50.	Precision Transmission	Colmar	PA	OEM - Bus Transmissions
51.	Princeton Consultants	Princeton	NJ	Sole Source - Software for FRA Certified I-ETMS system
52.	Progress Rail* (x)	Albertville	AL	EMD Locomotive Engine Parts
53.	Pumping Services, Inc.	Middlesex	NJ	Sole Source - Lift Sta Pumps & Controls
54.	Quester Tangent	Saanichton	Canada	OEM - Monitoring Control Units (MCUs)
55.	Rail Transit	Penn	PA	AF Flury Section Insulator Assemblies
56.	Railhead Corporation	Aslip	IL	Electronic Displays Sole Source - Camara Repair
57.	Railroad Friction Products (x)	Laurinburg	NC	OEM pads, shoes equip

² Simmons Machine Tool Corp., the company listed on previous Sole Source Board Items, changed its name to NSH USA Corporation.

**FISCAL YEAR 2025 SOLE, SINGLE, AND LIMITED QUALIFIED SOURCE
PROCUREMENT BY EXCEPTION AUTHORIZATION**

VENDORS REPLACEMENT PARTS AND SERVICES

58.	Region Energy (Meenan Oil)	Dover	NJ	Sole Source - ULSD with Dry-Break Refueling Nozzle
59.	Saft America, Inc.* (x)	Cockeysville	MD	OEM - Battery Equip
60.	Scantron Corporation*	Irvine	CA	OEM - Scanning Software
61.	Schweitzer Engineering Labs'/ RSI, Inc.	Pullman	WA	OEM - Substation TiDL protection
62.	Seaboard Global	Ocean Township	NJ	Sole Source - Fire Supp
63.	Sherwood Electromotion	Ontario	Canada	Sole Source - Traction Motors
64.	Siemens Industry, Inc.	Wendell	NC	OEM - Substation Protection
65.	Siemens Mobility, Inc.* (x)	Alpharetta Carol Stream Pittsburgh	GA IL PA	OEM - Software Signal/Comp On Board PTC PTC Components
66.	Spectrum	Brooklyn Heights	OH	OEM - Snow Heating Blower
67.	Stavola Construction Materials, Inc.	Tinton Falls	NJ	Ballast - Newark Division Stone Car Delivery
68.	Stewart & Stevenson Power	Lodi and Piscataway	NJ	Sole Source - Parts/Services
69.	Tekdata Metal Solutions, Inc.	Quebec	Canada	OEM - Door Parts & Assemblies
70.	Teknoware	Lahti	Finland	Sole Source - LED Light Assy
71.	The Aftermarket Parts Company	Delaware	OH	OEM - Bus Fleet Comps
72.	The Okonite Company	Little Falls	NJ	Sole Source - Multi-Conductor Railroad Signal Cables
73.	Turtle and Hughes/Rockwell	Linden	NJ	OEM - OTN XTRAN MPLS- PTC, Sig., SCADA
74.	USSC, LLC	Exton	PA	OEM - Ergonomic Cab Seats
75.	Ultra-Tech UTE Calibration	New York	NY	Sole Source - Cabin Signals PTC Cab Signal Test Boxes
76.	Vecom USA	Tampa	FL	Sole Source - Controller Panels
77.	Voith Turbo, Inc.	Sacramento	CA	OEM - Gear Box Comps
78.	Westcode, Inc.	Chadds Ford	PA	OEM - ARROW3 Repair Kits
79.	Western - Cullen Hayes, Inc.	Chicago	IL	Limited Source - Hydraulics
80.	Whiting Corp.	Monee	IL	OEM - Jacks
81.	Wabtec Global Service Center Wabtec Locomotive Products * Wabtec Passenger Transit *(x)	Kansas City Wilmerding Spartanburg	MO PA SC	OEM- Brake Controls OEM - Compressors and kits OEM - Airbrakes

**FISCAL YEAR 2025 SOLE, SINGLE, AND LIMITED QUALIFIED SOURCE
PROCUREMENT BY EXCEPTION AUTHORIZATION**

VENDORS REPLACEMENT PARTS AND SERVICES

	Wabtec Components, LLC*(x)	Wilmerding	PA	OEM - PTC Components
	Wabtec Railway Electronics	Pittsburgh	PA	Single Source PTC Software
82.	Winchester Interconnect	Winsted	CT	Single Source Cables

* *This vendor(s) provides materials and services across multiple Business Units of NJ TRANSIT.*

(x) Indicates sole source to maintain supply, items subject to stockout / logistical problems

**FISCAL YEAR 2025 SOLE, SINGLE, AND LIMITED QUALIFIED SOURCE
PROCUREMENT BY EXCEPTION AUTHORIZATION**

VENDORS COMPUTER HARDWARE AND SOFTWARE

	Vendor	City	State	Procurement Method (Sole/OEM, Single, Limited Source)
1.	Activu (SBE)	Rockaway	NJ	Sole - Emergency Ops Video
2.	Baran Design Associates	Bergenfield	NJ	Sole - Pub Address
3.	Clever Devices *	Woodbury	NY	Sole - Smart Bus
4.	Conduent Transport Solutions, Inc.	Somerset	NJ	Sole - Fare Collection
5.	CORYS Inc.	Jacksonville	FL	Manufacturer of PTC Simulators, and CGI
6.	Cubic Transportation Systems, Inc.*	Tullahoma	TN	Sole - Fare Collection
7.	Enghouse	Toronto	Canada	Sole - Time/Att/Dispatch
8.	Gannett Fleming Co.	Camp Hill	PA	Sole - Bus Graphic Data
9.	Giro Incorporated	Montreal	Canada	Sole - HASTUS SW
10.	Hasler Rail AG	Carnegie	PA	PTC Software
11.	Highline Software, Inc.	Toronto	Canada	Sole - HRMS
12.	HUB Parking Technology USA	Warrandale	PA	Sole - Parking Equip
13.	IBM Corporation	Piscataway	NJ	Sole - Mainframe-Op Sys
14.	Infobip, Inc.	London	UK	Sole - My Bus
15.	Kronos	Chelmsford	MA	Sole - Time/Attendance SW
16.	LILEE Systems, Inc.	San Jose	CA	PTC Comms & Wireless Security Software
17.	Meteorcomm LLC	Renton	WA	PTC Software
18.	Power Trunk, Inc.*	Jersey City	NJ	Sole - Land Mobile Radio
19.	Qognify, Inc. (formerly Nice Systems)	Paramus	NJ	Sole - Video Surveillance
20.	Replicant Solutions, Inc.	San Francisco	CA	Sole - Access Link SW
21.	Riskonnnect Clear Sight	Kennesaw	GA	Sole - Risk Mgmt SW/HW
22.	Samsara	Xfs%Kwfshxht%	HF	Sole - Video Surveillance
23.	Saucon Technologies	Bethlehem	PA	Sole - Video Surveillance
24.	Signature Rail Limited	York	UK	Sole - Scheduling SW
25.	Software AG, Inc.	Reston	VA	Sole - Mainframe Apps
26.	Solari Corporation	Udine	IT	Sole - Station Signs HW/SW
27.	Trapeze Software Group	Scottsdale	AZ	Sole - PASS Software Suite
28.	Wabtec Transportation Systems (formerly Rockwell Collins AIRINC)	Annapolis	MD	Sole -Train Mgmt. & Control & PTC Software

* This vendor(s) provides materials and services across multiple Business Units of NJ TRANS

ITEM 2503-09: INFORMATION TECHNOLOGY: AMENDMENT OF CONTRACT AWARDED TO DELL, INC. FOR MICROSOFT ENTERPRISE AGREEMENT FOR OFFICE COMPUTING

WHEREAS, NJ TRANSIT utilizes Microsoft products for office computing; and

WHEREAS, over 12,000 NJ TRANSIT employees utilize Microsoft Exchange Online for email, which is a critical tool for communication, particularly during the pandemic; and

WHEREAS, all NJ TRANSIT documents are stored in the cloud on the Microsoft OneDrive, which has replaced the legacy shared drives that were on premises; and

WHEREAS, based on job function and need, NJ TRANSIT employees also use Microsoft applications for video conferencing, document preparation, data analysis and reporting, project management, and other key functions; and

WHEREAS, as proprietary software, Microsoft requires payments for software licenses on an annual basis; and

WHEREAS, NJ TRANSIT competitively procured a Microsoft Enterprise Agreement utilizing NJ State Contract 20-TELE-0150 T3121 for which Dell is a qualified vendor;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to amend NJ State Contract 20-TELE-0150 T3121 with Dell, Inc. of Round Rock, Texas, for the period of November 1, 2023 through October 31, 2026, in an amount increase not to exceed \$1,215,580.81, plus five percent for contingencies, subject to the availability of funds, for a total contract authorization of \$15,990,931.93.

ITEM 2503-10: AUTHORIZATION FOR NJ TRANSIT CORPORATION TO ENTER INTO A MEMORANDUM OF UNDERSTANDING WITH BRICK CHURCH P1B DEVELOPER LLC IN FURTHERANCE OF ITS APPLICATION FOR A RRIF LOAN AT THE BRICK CHURCH STATION

WHEREAS, NJ TRANSIT is the owner of real property located at Brick Church Plaza between South Harrison Avenue and Prospect Street in the City of East Orange, New Jersey, which is located on a portion of the NJ TRANSIT's Morris & Essex commuter rail line and NJ TRANSIT's Brick Church Rail Station (Station); and

WHEREAS, on May 28, 2024, the Federal Transit Administration (the FTA) announced that NJ TRANSIT will receive \$83,311,809 in funding through the FTA's *All Stations Accessibility Program*, to improve the century-old Station by improving accessibility and enhancing safety, including through the installation of accessible platforms for level boarding, adding elevators and a new public address system, and renovating a pedestrian tunnel and stairways, amongst other things; and

WHEREAS, these FTA funded improvements to the Station are in addition to other improvements already underway by NJ TRANSIT through state-funded initiatives, including upgrading signage and communication systems, new historic replica lights, repairing the historic benches and terrazzo floor, installing an art installation on windows, converting the former baggage room to leasable commercial office space, as well as a stairwell, restroom, and security upgrades; and

WHEREAS, Brick Church P1B Developer LLC and its affiliates (Developer) are the owners of real properties located at 533 Dr. Martin Luther King Jr. Boulevard in the City of East Orange, are undertaking a phased redevelopment project called the Crossings near Brick Church Station which, when fully completed, will include a retail strip center with over 420 apartment units, over 100,000 square feet of grocery-anchored retail, and a landscaped pedestrian promenade in front of the Station; and

WHEREAS, the Station, including the improvements planned and currently being constructed by NJ TRANSIT, is located next to the development site and the completion of the development complements NJ TRANSIT's ongoing investment in the Station; and

WHEREAS, NJ TRANSIT expects that its passengers will benefit from a new pedestrian plaza to be designed and constructed as part of the development connecting the front doors of the Station with the development, with a view to, among other things, increasing NJ TRANSIT customer safety by creating a raised tabletop under the portecochere that will cause passing cars to slow down; and

WHEREAS, the Parties share a common goal to improve the Station and its environs, improve the NJ TRANSIT customer experience, and increase access to commuter rail service; and

WHEREAS, the project will reinvigorate the area by bringing new housing and retail to the area, and the constructed plaza will benefit the Station and NJ TRANSIT customers by enhancing the benefits of the Station improvements and providing improved and safer access to the Station; and

WHEREAS, NJ TRANSIT and the Developer will need to coordinate certain elements of design and construction, including the connection of the plaza to the Station; and

WHEREAS, the U.S. Department of Transportation (DOT) has offered direct loans and loan guarantees to eligible borrowers to finance the development of railroad infrastructure. The loans are offered at below-market interest rates, making them appealing to borrowers; and

WHEREAS, the Developer is an eligible applicant for the RRIF loan where it participates in a joint venture with a government sponsored authorities and corporations such as NJ TRANSIT; and

WHEREAS, the Parties desire to enter into the Memorandum of Understanding (MOU) to memorialize their common goal to cooperate in good faith on the planning, design, and construction of the Plaza and the Station improvements, and any, related real estate and maintenance agreements that may be required for the benefit of the City of East Orange and NJ TRANSIT commuters and support the Developer's application to obtain a RRIF Loan;

NOW, THEREFORE, BE IT RESOLVED, that the Chair or President & CEO are authorized to execute a Memorandum of Understanding (MOU) and any supporting agreements with the Developers in furtherance of their application of the above referenced RRIF Loan.

CONSENT CALENDAR

ITEM 2503-11: ANNUAL BUDGET PROPOSAL TRANSMITTAL

WHEREAS, Public Law 2018, Chapter 162 requires the NJ TRANSIT Board of Directors to approve transmittal of an “annual proposed budget recommendation” submitted to the Commissioner of Transportation and to the President of the Senate, the Speaker of the General Assembly, and the Assembly Transportation and Independent Authorities Committee and the Senate Transportation Committee, or their successor committees; and

WHEREAS, Public Law 2018, Chapter 162 requires the transmittal should provide the following additional information, as detailed in Exhibit B; and

- (1) An executive summary outlining the highlights of the budget document;
- (2) A profile describing the history of the corporation and the services it provides;
- (3) An analysis of regional and agency transportation trends, including a detailed ridership analysis;
- (4) A synopsis of the current corporation business plan;
- (5) A list of key performance indicators;
- (6) A statement of current budget year assumptions regarding funding and ridership;
- (7) A summary of the internal corporation budgeting process and its interaction with the statewide budgeting process;
- (8) A description of the current corporation organizational structure;
- (9) Detailed operating revenue and expense projections for each division within the corporation, with 10-year revenue and expense trends and five-year revenue and expense projections;
- (10) A detailed headcount analysis by department or unit, which includes actual employee count, funded headcount, actual salary and fringe expenses, and recent employment trends; and
- (11) A summary of the capital program and analysis of current capital projects for which capital funds have already been appropriated, but where the project is not yet complete, which includes the years of appropriation, amounts expended, future appropriations required to complete the project, and a brief analysis of project progress; and

WHEREAS, results for Fiscal Year 2024's Operating Budget for NJ TRANSIT are final as detailed in Exhibit A and Exhibit B attached hereto; and

WHEREAS, staff has projected results for Fiscal Year 2025's Operating Budget for NJ TRANSIT as detailed in Exhibit B attached hereto; and

WHEREAS, the Governor of New Jersey has proposed a Fiscal Year 2026 Operating Budget for NJ TRANSIT as detailed in Exhibit A and Exhibit B attached hereto; and

WHEREAS, the proposed Fiscal Year 2026 Operating Budget includes a State General Fund operating subsidy of \$87 million; and

WHEREAS, the proposed Fiscal Year 2026 Operating Budget includes New Jersey Corporate Transit Fee funding of \$815.5 million; and

WHEREAS, staff has preliminarily projected Fiscal Years 2027, 2028 and 2029 Operating Budgets for NJ TRANSIT as detailed in Exhibit B attached hereto;

NOW, THEREFORE, BE IT RESOLVED that the NJ TRANSIT Board of Directors approves the transmission of Exhibits A and B to the Commissioner of Transportation and to the President of the Senate, the Speaker of the General Assembly, and the Assembly Transportation and Independent Authorities Committee, and the Senate Transportation Committee.

EXHIBIT A



Proposed Fiscal Year 2026 Operating Budget

MARCH 2025

AGENDA

EXHIBIT A

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

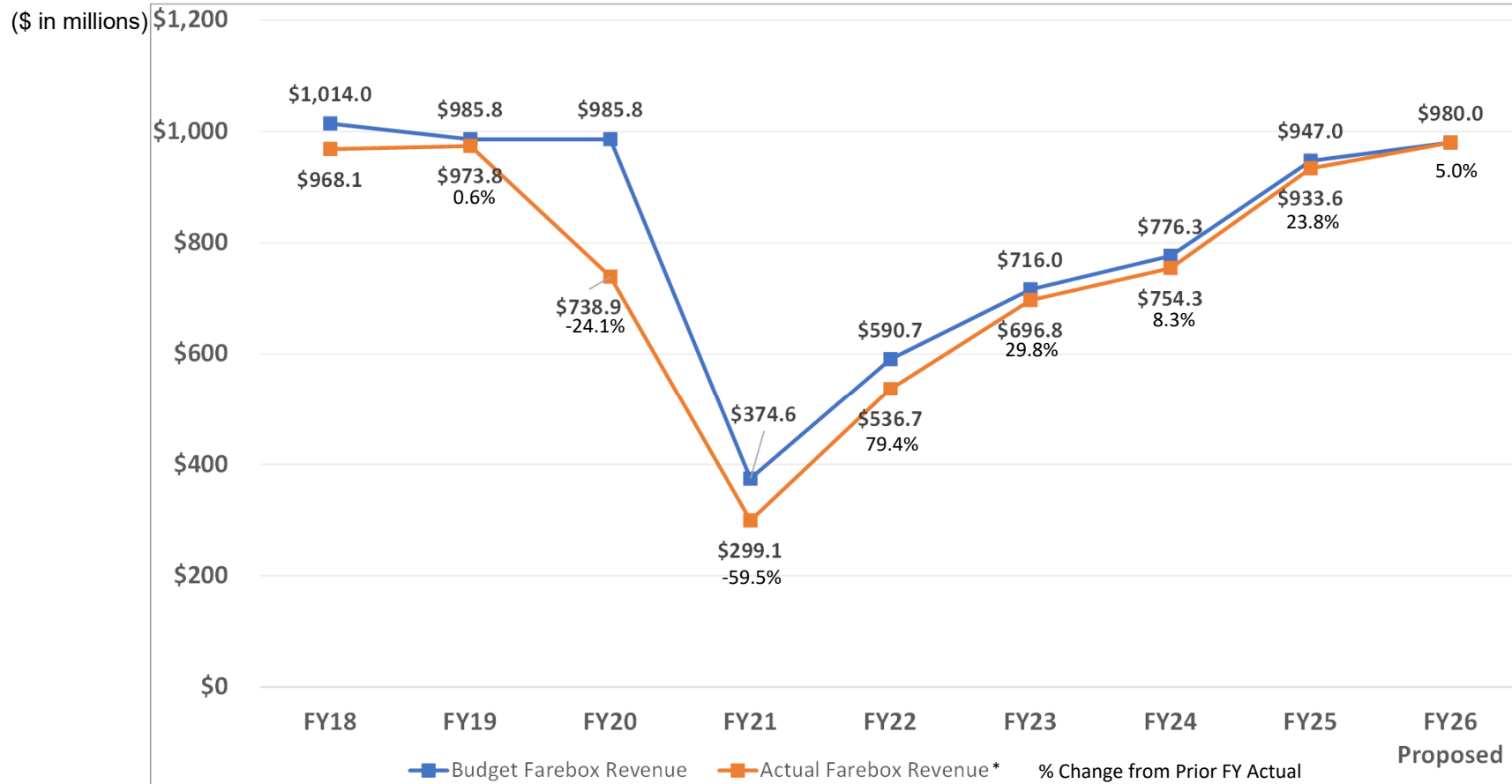
PROPOSED FY26 OPERATING BUDGET: HIGHLIGHTS

EXHIBIT A

- **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:** We maintain FY25 levels for Federal Preventive Maintenance, State Clean Energy Fund, contractual New Jersey Turnpike funding, but reduce the use of State Operating Assistance by \$58m (40%).
- **COVID-19 FUNDING:** In FY25 we will use 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 must now turn to the Corporate Transit Fee (CTF) to fill the void 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

EXHIBIT A

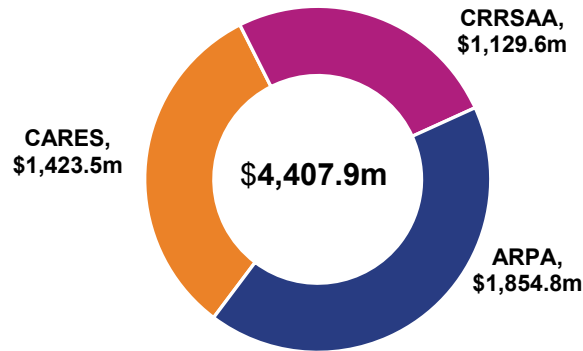


*FY25 and FY26 forecast actuals. FY25 forecast actuals excludes Fare Holiday of August 26 through September 2, 2024 for comparison purposes

EXHIBIT A

FEDERAL COVID-19 RELIEF: FULLY UTILIZED BY FY25

Federal COVID 19 Relief Grants



\$ in millions

Federal COVID 19 Relief Grants

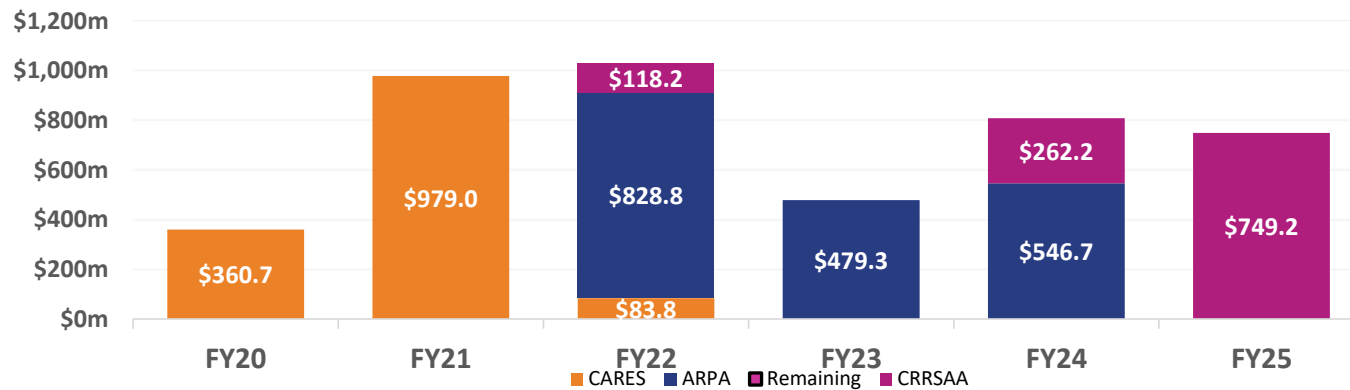


EXHIBIT A

PROPOSED FY26 OPERATING BUDGET REVENUE

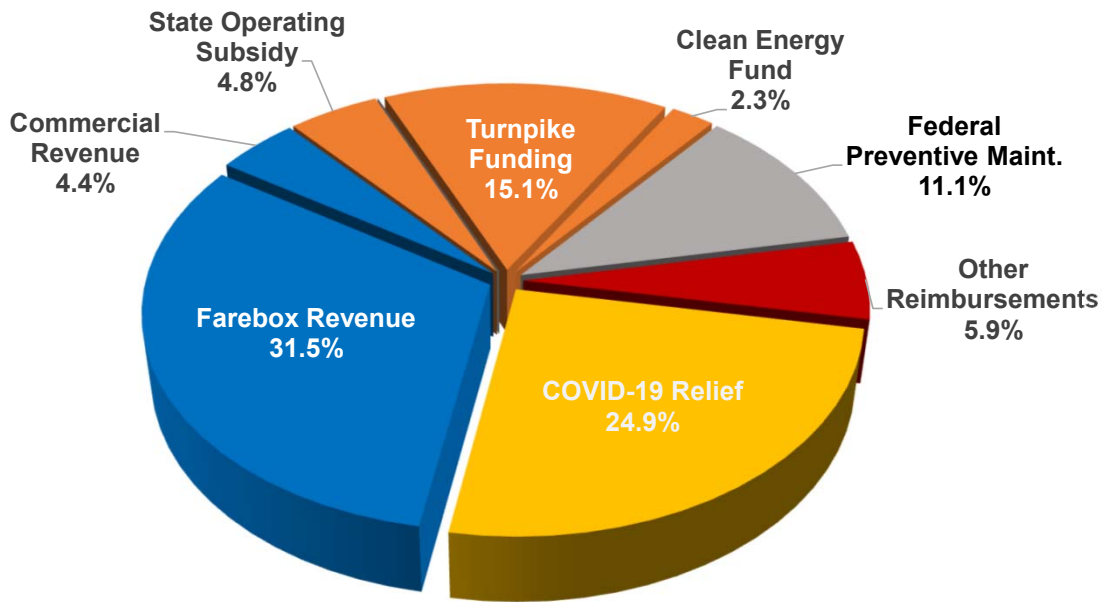
<i>(\$ in millions)</i> REVENUE	FY24 Actual	FY25 Budget	FY26 Proposed	Δ	%
Farebox Revenue	\$ 754.3	\$ 947.0	\$ 980.0	\$ 33.0	3.5%
Commercial Revenue	168.1	131.7	195.9	64.2	48.7%
State Operating Subsidy	142.0	145.0	87.0	(58.0)	-40.0%
Corporate Transit Fee	-	-	815.5	815.5	
Turnpike Funding*	440.0	455.0	470.0	15.0	3.3%
Clean Energy Fund	70.1	70.1	70.1	-	0.0%
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 \$25.0m in FY24 to FY26 for Portal North Bridge capital project

EXHIBIT A

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

FY25 Budget Revenue



FY26 Proposed Revenue

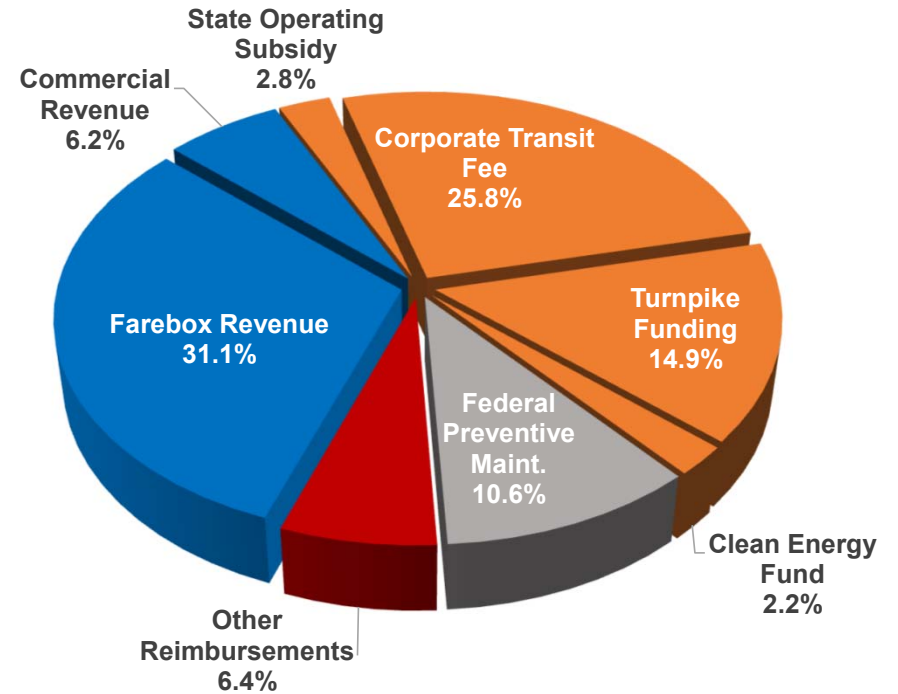


EXHIBIT A

PROPOSED FY26 OPERATING BUDGET EXPENSES

<i>(\$ in millions)</i> EXPENSE	FY24 Actual	FY25 Budget	FY26 Proposed	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%

EXHIBIT A

PROPOSED FY26 OPERATING BUDGET EXPENSES 60% LABOR & FRINGE

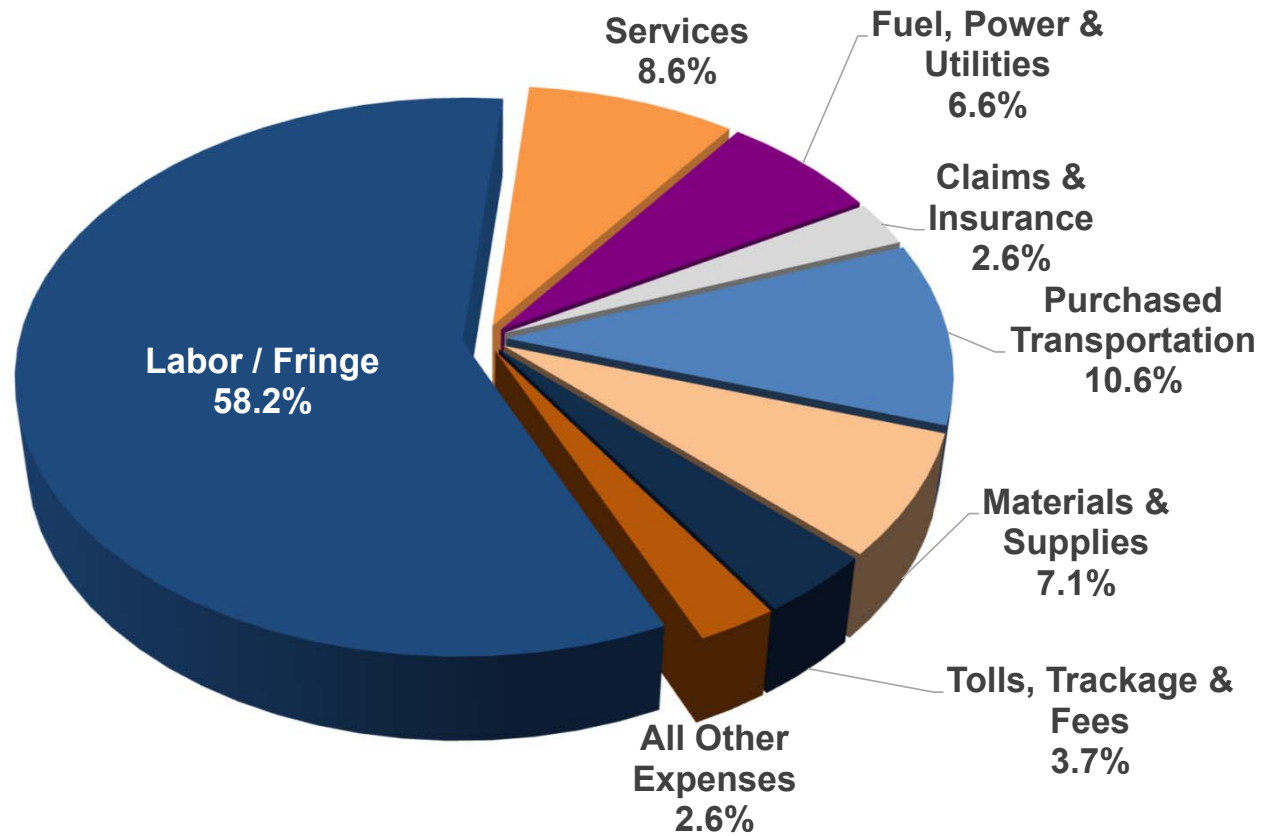


EXHIBIT A PROPOSED FY26 OPERATING BUDGET – SUMMARY BY DEPARTMENT

FY26				
<i>\$ in millions</i>	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

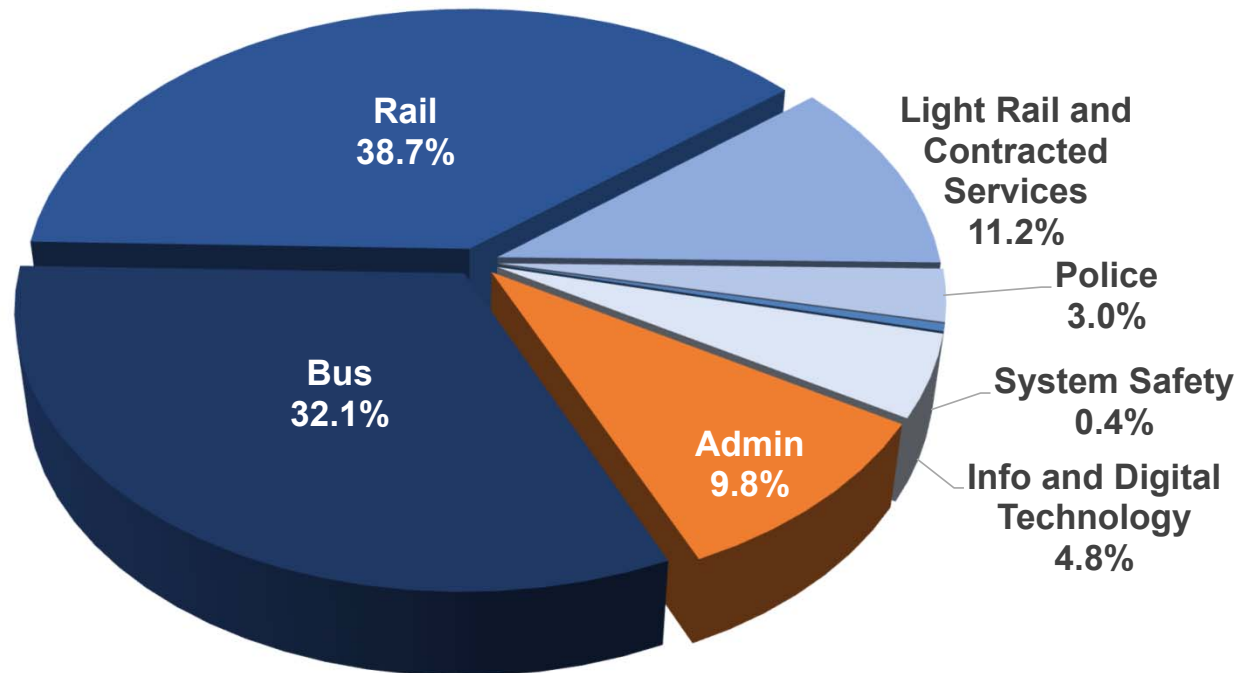
Operations – 90.8% of FTE

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

Admin – 9.2% of FTE

- 360 Capital & Grant Funded – 30%

PROPOSED FY26 OPERATING BUDGET: ~90% OPERATIONAL SERVICES **EXHIBIT A**



FY25 BUDGET TO PROPOSED FY26 BUDGET CHANGES

EXHIBIT A

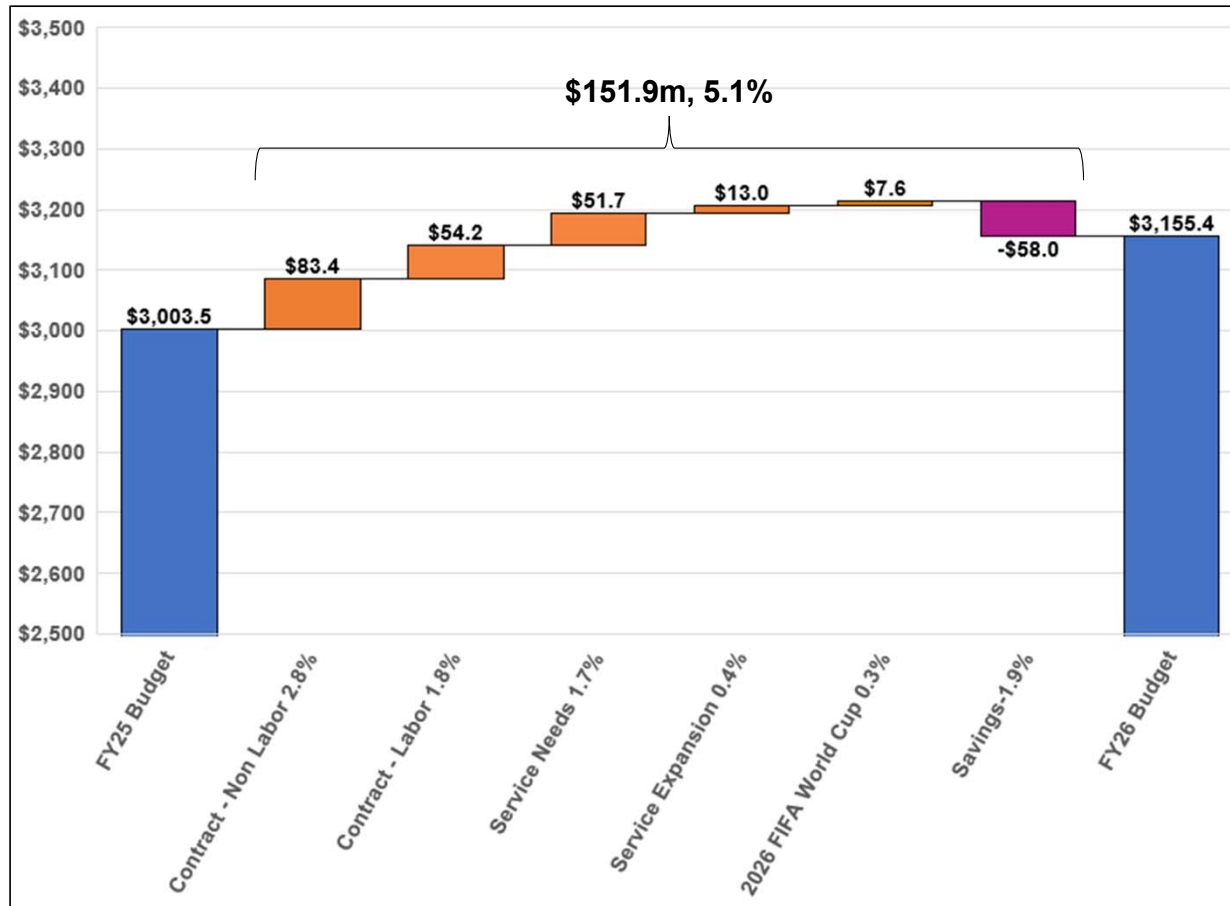


EXHIBIT A



**Fiscal Year 2026 Operating Budget
Presentation End**

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



New Jersey Transit Budget Proposal Transmittal

March 11, 2025

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Executive Summary

Dear Commissioner and Members of the State Legislature:

Pursuant to the requirements outlined in Public Law 2018 Chapter 162 subsection g. of section 20 (C.27:25-20), I am pleased to present NJ TRANSIT's statutorily mandated budget transmittal. As the nation's largest statewide provider of bus, rail and light rail services, NJ TRANSIT's mission is to ensure the availability of safe, reliable, convenient and cost-effective mass transit service that focuses on the needs of our customers.

NJ TRANSIT covers a service area of over 5,300 square miles and strives to provide a viable public transportation system and network that serves the needs of all types of commuters and customers. As the engine that connects many New Jerseyans with employment, education, health care, and recreational opportunities in and around the Garden State, NJ TRANSIT is a lifeline for the state's economic and social well-being.

This report will summarize a combination of the Corporation's history and business plan, outline the current organizational structure, highlight both current and future investments including funding needs, and provide staffing and other key performance data. The transmittal represents yet another step toward rebuilding the foundation of NJ TRANSIT and execution of a comprehensive strategic plan that prioritizes customers and their safety, while also restoring the Corporation as an exemplary transportation agency of the nation.

Sincerely,

Kris Kolluri
President & CEO

History

NJ TRANSIT is a state-owned public transportation corporation that was created by the New Jersey Public Transportation Act of 1979 and established to acquire, operate and contract for transportation service in the public interest. By law, NJ TRANSIT is “in but not of” the New Jersey Department of Transportation (NJDOT), which means that the Corporation operates independent of any direct supervision or control by the NJDOT.

In 1980, NJ TRANSIT purchased Transport of New Jersey, the State's largest private bus company at that time, and took over operations of the Newark City Subway. Between 1981-1985, the services of several other bus companies were incorporated into NJ TRANSIT Bus Operations, Inc. and on January 1, 1983, a second subsidiary, NJ TRANSIT Rail Operations, Inc. was launched to assume operations of commuter rail in the State after Congress ordered Consolidated Rail Corporation (Conrail) to cease its passenger operations. A third subsidiary, NJ TRANSIT Mercer, Inc., was established in 1984 when the agency assumed operation of bus service in the Trenton/Mercer County area. In 1992, following a full reorganization, all three subsidiaries were unified, and operations were significantly streamlined. Additional services, facilities and stations have been launched since then, including the first segment of the Hudson-Bergen Light Rail and opening of the River LINE in 2000 and 2004 respectively.

NJ TRANSIT is governed by a 13-member Board of Directors that is chaired by the Commissioner of the NJDOT. Eleven are voting members and appointed by the Governor with various consenting conditions. Of the 11 voting members, eight are from the general public and three are State officials including the NJDOT Commissioner, State Treasurer and a third member of the Executive Branch. The two non-voting members are also appointed by the Governor, but upon the recommendations of the labor organizations involved in rail and bus operations (one from each organization). NJ TRANSIT's Board holds a minimum of ten public meetings annually at the Corporation's headquarters in Newark, New Jersey. Separately, two transit advisory committees provide the Corporation with additional guidance and input from the public. Both the North Jersey Transit Advisory Committee and South Jersey Transit Advisory Committee are comprised of fifteen uncompensated members who all serve four-year terms.

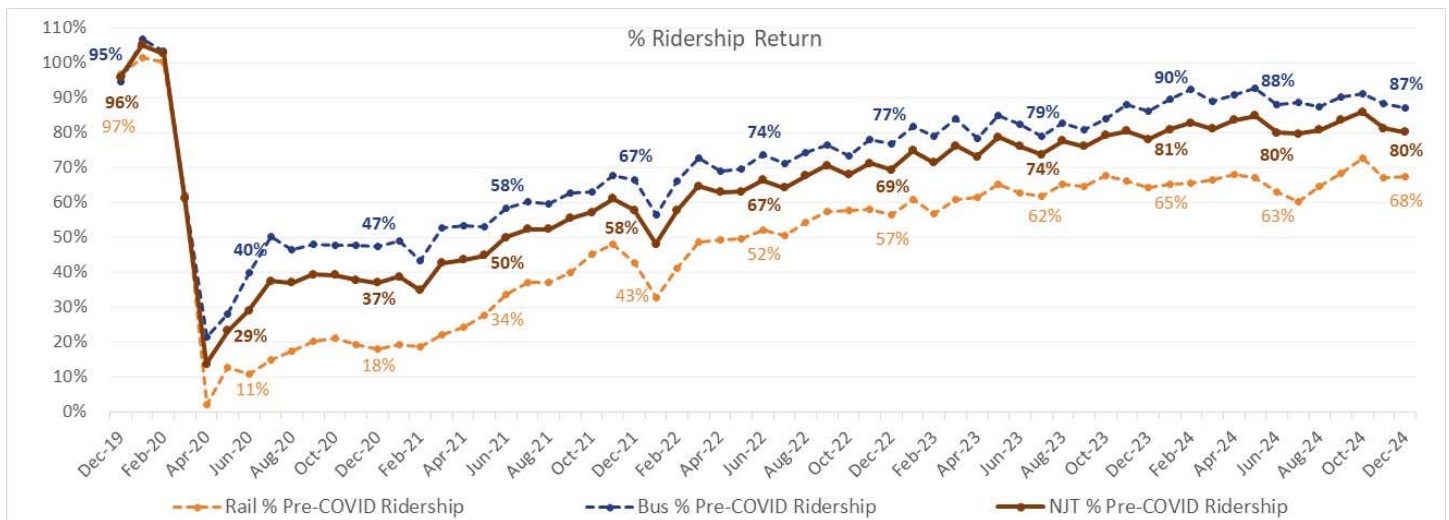
On December 20, 2018, Governor Murphy signed bill S630 in order to provide for additional governance, oversight and accountability reforms at NJ TRANSIT. That legislation is now commonly known today as the NJ TRANSIT reform legislation and reflects the single, largest reform in the Corporation's 45-year history. Among other things, this budget transmittal is a mandatory byproduct of that legislation.

Regional and Agency Trends

NJ TRANSIT produces a quarterly document on ridership trends, by transportation mode, day of the week and market, as well as regional economic statistics for comparative purposes. The most current quarterly document of FY25, titled “NJ TRANSIT Quarterly Ridership Trends”, is included in Appendix A.

Ridership trends systemwide were significantly impacted by the COVID-19 pandemic. NJ TRANSIT saw a low of 86% reduction in passenger trips in April of 2020. Since that time, ridership has gradually returned to pre-pandemic levels with average monthly increases of 5.5% in FY21, 3.1% in FY22, 1.5% in FY23, 0.6% in FY24 and (0.2%) through Dec YTD FY25. Monthly ridership as of December of 2024 was 80% of pre-pandemic levels. All of FY25 is estimated to have a monthly average of 80% of pre-pandemic levels as shown below in the chart % Ridership Return.

FY25 2nd quarter ridership by mode is estimated at 72% of pre-pandemic levels for Rail, 95% for Bus and 93% for Light Rail. FY25 2nd quarter ridership by day is estimated at 83% on Weekdays, 107% on Saturdays and 111% on Sundays, relative to pre-pandemic levels.



Regionally, transit ridership in New York, New Jersey and Connecticut has returned to nearly 80% as of December 2024, according to the FTA’s National Transit Database.

List of Key Performance Indicators

Included in Appendix B is a list of key performance indicators (KPIs). The KPIs expand across an array of functional areas: operational, financial, and administrative. Each KPI contains three years of data with topics ranging from on-time performance and rail training programs to farebox recovery ratios and outstanding debt.

Corporate Business Plan

NJ TRANSIT's mission is to move New Jersey and the region by providing safe, reliable, and affordable public transportation that connects people to their everyday lives, one trip at a time. Our 10-year strategic plan, NJT2030, is necessary to meet our customers' expectations and to deliver high-quality service now and into the future. NJT2030 will be achieved through a series of strategies and initiatives to meet the following goals:

1. ***Ensure the reliability and continued safety of our transit system:***
We are committed to operating a reliable public transportation system that New Jerseyans and others can count on to safely bring them where they want to go, when they are scheduled to arrive.
2. ***Deliver a high-quality experience for all our customers, with their entire journey in mind:*** We will become an industry leader in customer service, understanding our customers' needs and supporting them throughout their entire journey. We will provide timely travel information through their preferred touchpoints, and leverage technology to make their entire travel experience easy and convenient.
3. ***Power a stronger and fairer economy for all communities in the region:*** We must ensure our public transportation network provides inclusive mobility, connecting individuals and communities to employment and educational opportunities, cultural and entertainment destinations, and health services.
4. ***Promote a more sustainable future for our planet:*** We are stewards for our natural resources and need to promote a more sustainable future. Our plan supports the State's ambitious efforts to reduce energy consumption and emissions from the transportation sector.
5. ***Build an accountable, innovative and inclusive organization that delivers for New Jersey:*** We are committed to fostering a high-performing, innovative and inclusive organization that holds itself accountable for the delivery of excellent public transportation.

Four-Year Budget Outlook

NJ TRANSIT has continued its recovery from ridership reductions and corresponding reduced farebox revenue that resulted from the COVID-19 pandemic. At the height of the pandemic in FY21, farebox revenues were \$299.1m, or 30% of FY19's pre-pandemic amount. In FY24, its latest completed fiscal year, NJ TRANSIT realized \$754.3m in farebox revenue, or roughly 77% of pre-pandemic levels. This reduction in farebox revenue, combined with cost increases of roughly 4.5% annually, required the use of \$808.8 million in federal COVID-19 relief funding from the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) and the American Rescue Plan Act (ARPA) in FY24.

In FY25, NJ TRANSIT increased its fares by 15% and anticipates Farebox Revenues of roughly \$900 million in that fiscal year. Even with this increase in farebox revenue, NJ TRANSIT expects to require the use of all its remaining \$749 million in federal COVID-19 relief in FY25.

The Proposed FY26 Operating Budget reflects a 3% increase in fares that is expected to contribute to farebox revenue of 100% of pre-pandemic levels. Having fully utilized its remaining federal COVID-19 stimulus funding, NJ TRANSIT will require \$815.5 million in dedicated revenues from the Corporate Transit Fee, as outlined in The Governor's FY26 State Budget. The Governor's FY26 State Budget also includes \$87 million in State Operating Subsidy for NJ TRANSIT, representing a \$58 million decrease from FY25.

The Preliminary FY27 Operating Budget reflects overall growth of 4.5%. FY27 farebox revenues are forecast to exceed \$1B due to a 3% increase in fares and continued increases in ridership in that fiscal year. FY27 growth in Corporate Transit Fee funding is reflective of 4% growth estimates from the New Jersey Office of Legislative Services. Lastly, State Operating Subsidy is forecast at \$200m to ensure a balance of revenue to expense.

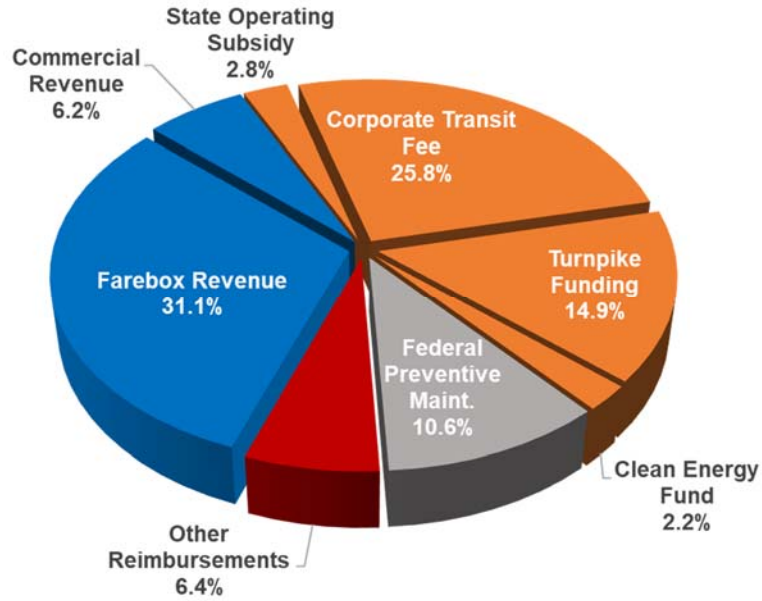
NJ TRANSIT Operating Budgets FY24 Actual – FY27 Preliminary

<i>(\$ in millions)</i>	FY24	FY25	FY25	FY26	FY27
REVENUE	Actual	Budget	Projection	Gov Budget	Prelim.
Farebox Revenue	\$754.3	\$947.0	\$900.3	\$980.0	\$1,017.2
Commercial Revenue	168.1	131.7	129.1	195.9	135.9
State Operating Subsidy	140.0	145.0	145.0	87.0	200.0
Corporate Transit Fee	0.0	0.0	0.0	815.5	851.0
Turnpike Funding ¹	440.0	455.0	455.0	470.0	485.0
Clean Energy Fund	70.1	70.1	70.1	70.1	70.1
Federal Preventive Maint.	334.0	334.0	334.0	334.0	334.0
Other Reimbursements	236.5	171.5	200.1	202.9	204.2
COVID-19 Relief	808.8	749.2	749.2	0.0	0.0
TOTAL REVENUE	\$2,951.8	\$3,003.5	\$2,982.8	\$3,155.4	\$3,297.4
EXPENSE					
Labor	\$970.8	\$954.0	\$996.3	\$984.2	\$1,028.5
Fringe Benefits	819.1	828.0	854.3	852.5	890.8
Services	227.9	246.4	241.3	271.9	282.8
Fuel & Power	160.3	156.4	157.1	152.7	164.9
Utilities	50.7	53.3	51.3	54.6	57.8
Purchased Transportation	279.5	288.7	299.0	334.1	349.2
Materials & Supplies	234.4	205.6	221.7	224.7	233.7
Tolls, Trackage & Fees	116.8	111.9	116.3	116.5	120.2
Claims & Insurance	79.3	80.9	79.5	82.9	85.3
All Other Expenses	52.7	78.3	87.0	81.3	84.2
TOTAL EXPENSE	\$2,991.5	\$3,003.5	\$3,103.8	\$3,155.4	\$3,297.4
Net Revenue to Expense	(\$39.7)	\$0.0	(\$121.0)	\$0.0	\$0.0

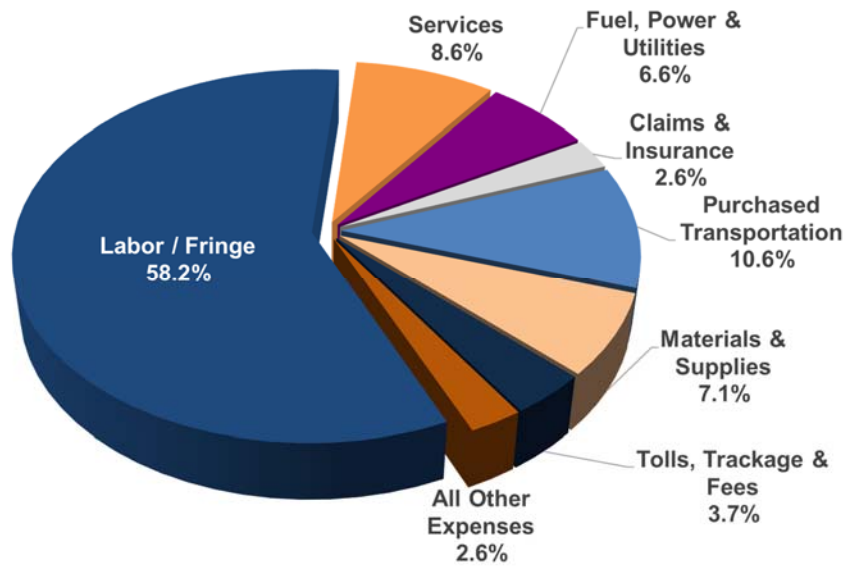
¹ Does not reflect an additional \$25.0m in FY24 to FY27 for the Portal North Bridge capital project

The pie charts below reflect the percent of revenue sources and percent of expense sources of NJ TRANSIT's Proposed FY26 Operating Budget.

Proposed FY26 Operating Budget Revenues



Proposed FY26 Operating Budget Expenses

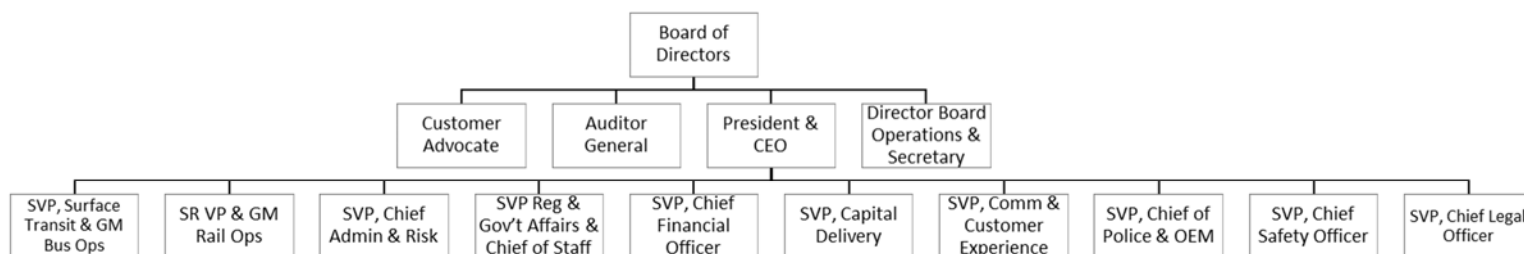


Agency and State Budget Interaction

NJ TRANSIT's and the State's budgeting process are heavily intertwined, largely due to the level of state assistance provided to the Corporation. As an example, the Governor's FY26 Budget recommends Corporate Transit Fee Funding of \$815.5 million and a General Fund subsidy of \$87 million, which along with \$470 million in New Jersey Turnpike funding and \$70.1 million in Clean Energy support, represents \$1,442.6 million, or more than 45% of NJ TRANSIT's total Proposed FY26 Operating Budget of \$3,155.4 million. The budgeting timeline and process for both the Corporation and the State are reflected in Appendix C.

Organizational Structure

The Corporation is comprised of approximately 12,700 employees, including nearly 85% of whom are represented by a union. The current organizational hierarchy is shown immediately below.



Operating Revenue and Expense Trends

NJ TRANSIT's Proposed FY26 Operating Budget includes a 5.1% increase in expenditures and roughly 4.5% is forecast for future budget years. This is reflective of the cost to continue current levels of service, which is primarily driven by contractual cost increases to labor, services, materials and supplies. NJ TRANSIT has identified \$58 million in cost reductions for FY26 to offset cost increases in that fiscal year.

NJ TRANSIT expects to utilize all \$749 million of its remaining federal COVID-19 relief funds in FY25. Making up the difference in the Proposed FY26 Operating Budget, is \$815.5m in New Jersey Corporate Transit Fee funding. This, along with a 3% increase in fares, and increased commercial revenue from the sale of property help reduce the need for State Operating Subsidy by \$58 million, or 40%.

Future fiscal year revenue assumptions include 4% annual increases to Corporate Transit Fee funding, roughly 4% increases to Farebox Revenue due to annual fare increases of 3% and increased ridership, annual increases in New Jersey Turnpike funding of \$15m, and State Operating Subsidy funding to ensure a balance of revenue to expense.

Current Year Headcount Analysis

In FY25, NJ TRANSIT has a budgeted headcount of 12,830. At the end of January 2025, there were 12,418 positions filled, reflecting a vacancy rate of 3.2% of the total budgeted headcount. This vacancy rate compares to the 4.0% vacancy rate published by the US Bureau of Labor Statistics for the Transportation/Warehousing/Utilities industry the for the month of January 2025.

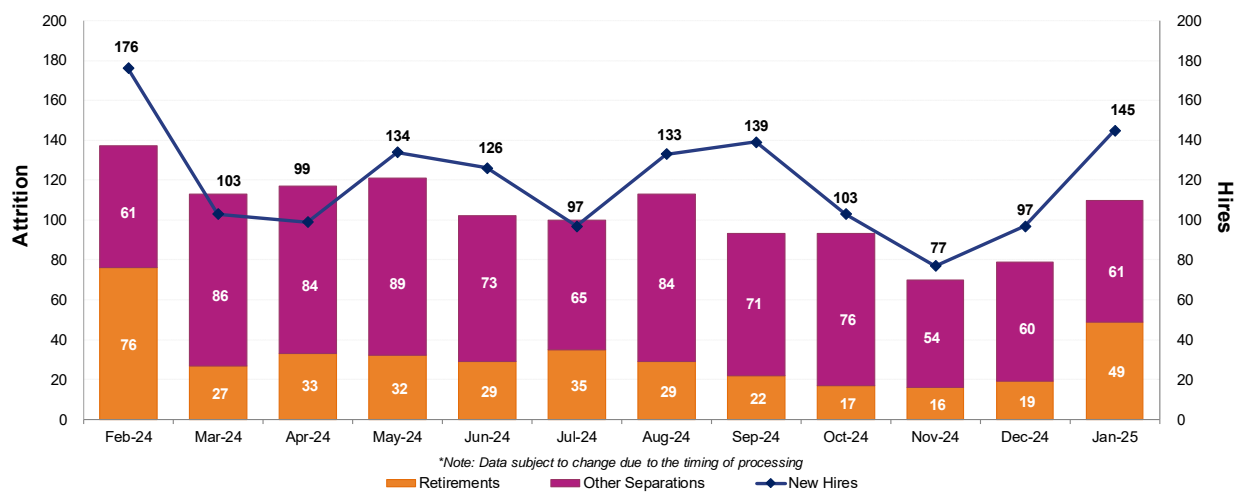
Total labor and fringe costs through January 2025 were \$1.1 billion, equating to an average annual cost (labor + fringe) per employee of \$151.9k annually.

FY 2025 January Year-to-Date

	Headcount			
	Actual	Budget	Vacant	% Vacant
Rail	4,664	4,697	33	0.7%
Bus	5,859	6,022	162	2.7%
Light Rail	221	237	16	6.8%
Administration	1,675	1,875	200	10.7%
TOTAL	12,418	12,830	412	3.2%

Between February 2024 and January 2025, NJ TRANSIT has hired 1,429 and lost 1,248 staff, for a net gain of 181. Roughly 31%, or 384 separations were due to retirements. During that time, vacant positions increased from 308 to 412, or 33%. Vacant positions as of January 2025 represent 3.2% of budgeted positions.

Rolling 12 Month Attrition and Hiring



Capital Program and Analysis

NJ TRANSIT's capital program is largely comprised of Transportation Trust Fund and federal funding from the Federal Transit Administration and Federal Highway Administration. A summary of current capital appropriations and proposed out-year needs for those projects are reflected in Appendix E. Additional information regarding our Five Year Capital Plan can be found at njtplans.com.

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APPENDIX A

**NJ TRANSIT QUARTERLY RIDERSHIP TRENDS
Second Quarter, Fiscal Year 2025**

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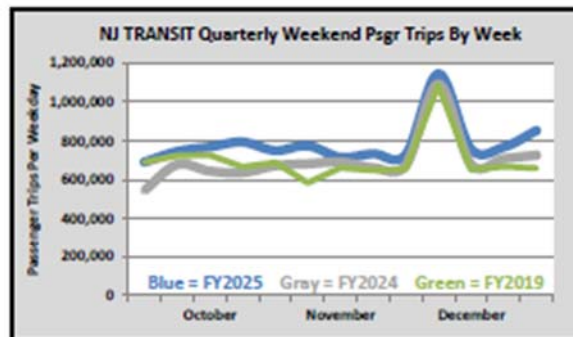
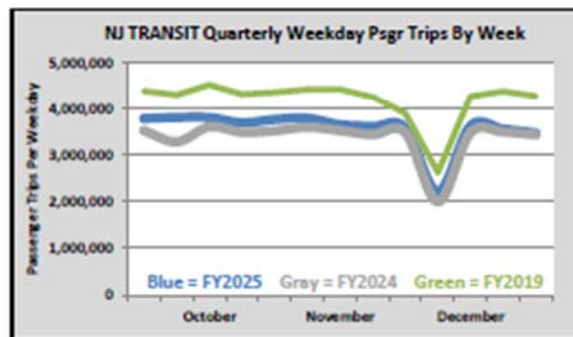
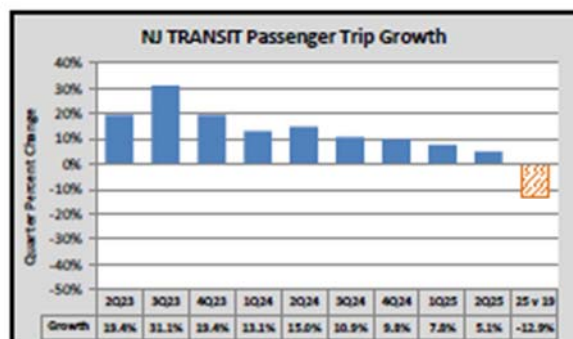
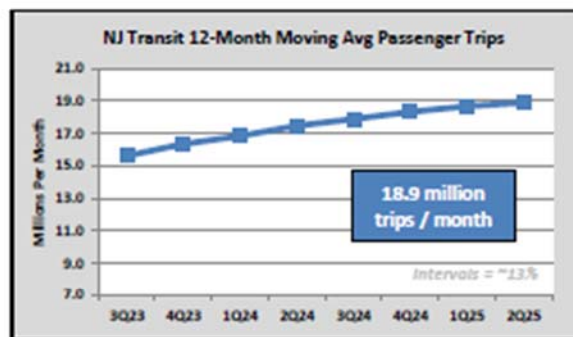
Data collected and developed for performance analysis purposes; the data may differ from that utilized for other reporting purposes.

Second Quarter, Fiscal Year 2025

Covering the period October through December 2024

• NJ TRANSIT RIDERSHIP

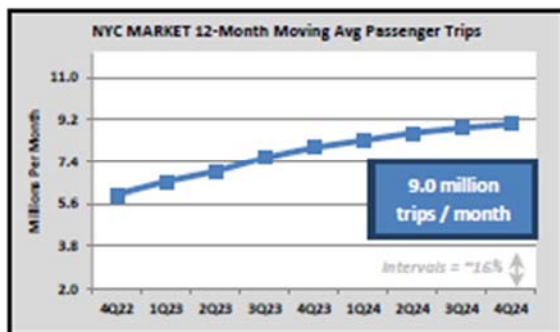
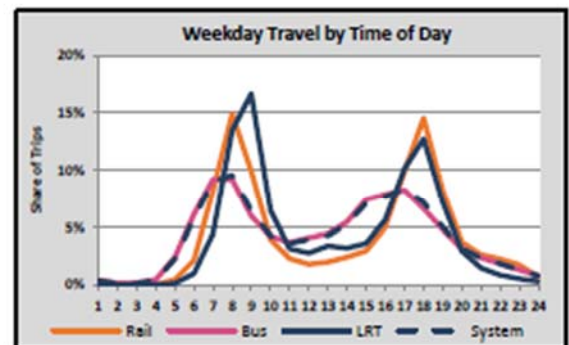
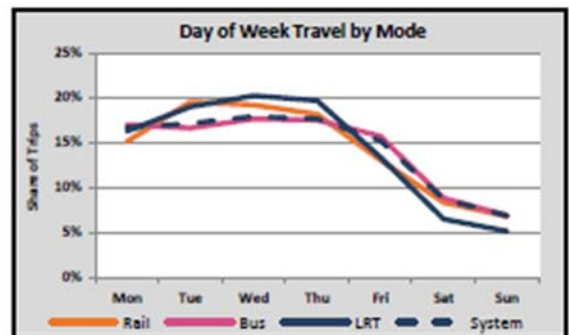
NJ TRANSIT Passenger Ridership Statistics Fiscal Year 2025		NJ TRANSIT The Way To Go	
	2 nd Quarter	Q2 FY2019	
Total Passenger Trips	58.3 million	66.9 million	
Growth*	+5.1%	(- 12.9%)	
Average Weekday Trips	767,850	923,100	
Change*	+35,650	(-155,250)	
Growth*	+4.9%	(- 16.8%)	
Average Saturday Trips	444,700	416,450	
Change*	+26,500	+28,250	
Growth*	+6.3%	+6.8%	
Average Sunday Trips	342,300	307,200	
Change*	+31,700	+35,100	
Growth*	+10.2%	+11.4%	
Weekends (Saturday + Sunday)			
Growth*	+8.0%	+8.8%	
<hr/>			
Rail Trips	16.3 million	22.5 million	
Growth*	+5.4%	(- 27.7%)	
Bus Trips	36.4 million	38.3 million	
Growth*	+4.5%	(- 5.0%)	
Light Rail Trips	5.7 million	6.1 million	
Growth*	+8.2%	(- 7.3%)	
<hr/>			
New York City Trips all modes			
Growth*	+7.6%	(- 18.6%)	
Northern New Jersey Trips all modes			
Growth*	+13.0%	(- 2.7%)	
Southern New Jersey Trips all modes			
Growth*	+8.7%	(- 23.9%)	



Second Quarter, Fiscal Year 2025
 Covering the period October through December 2024

• MARKET RIDERSHIP

NJ TRANSIT Passenger Ridership Statistics Fiscal Year 2025		
	1 st Quarter	Q1 FY2019
Rail New York City Market Psgr Trips Growth*	11.3 million (- 4.5%)	18.2 million (- 37.8%)
Bus New York City Market Psgr Trips Growth*	15.8 million +9.4%	16.0 million (- 1.1%)
Total New York City Market Trips Growth*	28.1 million +7.6%	34.6 million (- 18.6%)
Rail Northern NJ Market Psgr Trips Growth*	1.4 million (- 3.2%)	1.7 million (- 19.7%)
Bus Northern NJ Market Psgr Trips Growth*	17.8 million +14.8%	18.2 million (- 2.3%)
Light Rail Northern NJ Market Trips Growth*	5.6 million +10.7%	5.4 million +3.7%
Total Northern NJ Market Psgr Trips Growth*	24.6 million +13.0%	25.3 million (- 2.7%)
Rail Southern NJ Market Psgr Trips Growth*	0.1 million (- 9.1%)	0.2 million (- 17.2%)
Bus Southern NJ Market Psgr Trips Growth*	3.4 million +8.5%	4.5 million (- 24.7%)
Light Rail Southern NJ Market Trips Growth*	0.5 million (- 3.5%)	0.8 million (- 39.1%)
Total Southern NJ Market Psgr Trips Growth*	4.0 million +8.7%	5.3 million (- 23.9%)



2Q25

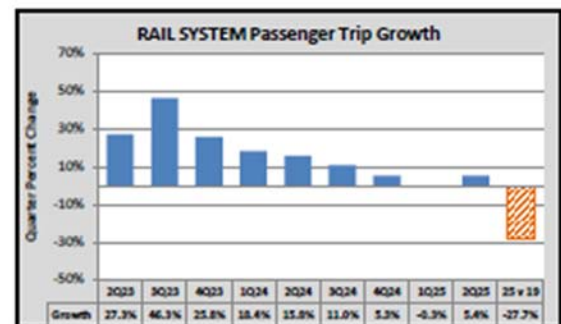
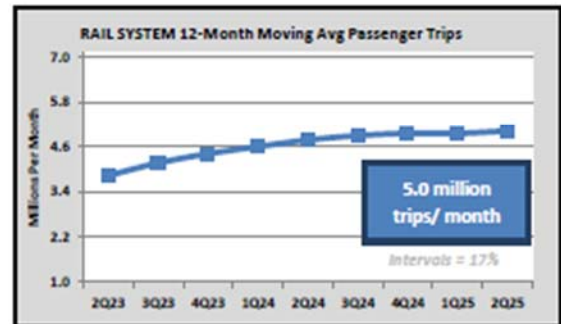
Second Quarter, Fiscal Year 2025
 Covering the period October through December 2024

RAIL RIDERSHIP

NJ TRANSIT Rail Passenger Ridership Statistics Fiscal Year 2025		
	2 nd Quarter	Q2 FY2019
Total Passenger Trips	16.3 million	22.5 million
Growth*	+5.4%	(- 27.7%)
Average Weekday Trips	214,900	322,250
Change*	+9,000	(- 107,350)
Growth*	+4.4%	(- 33.3%)
Average Saturday Trips	127,900	121,700
Change*	+9,000	+6,200
Growth*	+7.6%	+5.1%
Average Sunday Trips	109,250	101,900
Change*	+10,850	+7,350
Growth*	11.0%	7.2%
Weekends (Saturday + Sunday)		
Growth*	+9.1%	+6.1%
Monthly Passholders#	63,538	218,252
Change*	+7,970	(- 154,715)
Growth*	+14.3%	(- 70.9%)
Market – Weekday Trips	2nd Quarter	Q2 FY2019
New York Trips	138,250	193,550
Change*	+5,950	(- 55,300)
Growth*	+4.5%	(- 28.6%)
Newark Trips	20,550	38,650
Change*	+700	(- 18,100)
Growth*	+3.5%	(- 46.8%)
Hoboken Trips	16,850	33,550
Change*	+1,150	(- 16,700)
Growth*	+7.3%	(- 49.8%)
Atlantic City Trips	850	1,000**
Growth*	(- 5.6%)	(- 15.0%)**
Philadelphia Trips	450	550**
Growth*	+0.0%	(- 18.2%)**
Local Trips	17,700	21,400
Growth*	+5.4%	(- 17.3%)
Transfers	18,000	31,750
Growth*	+0.6%	(- 43.3%)

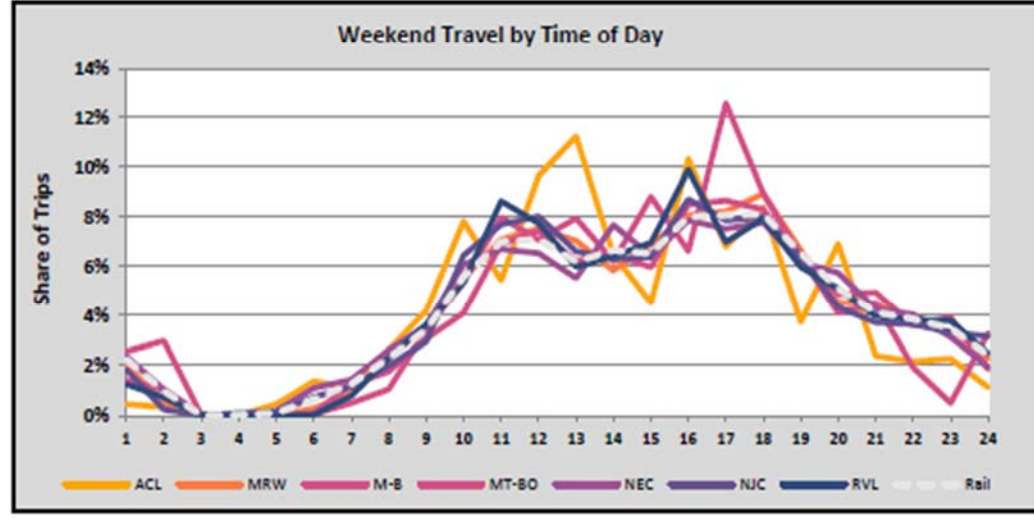
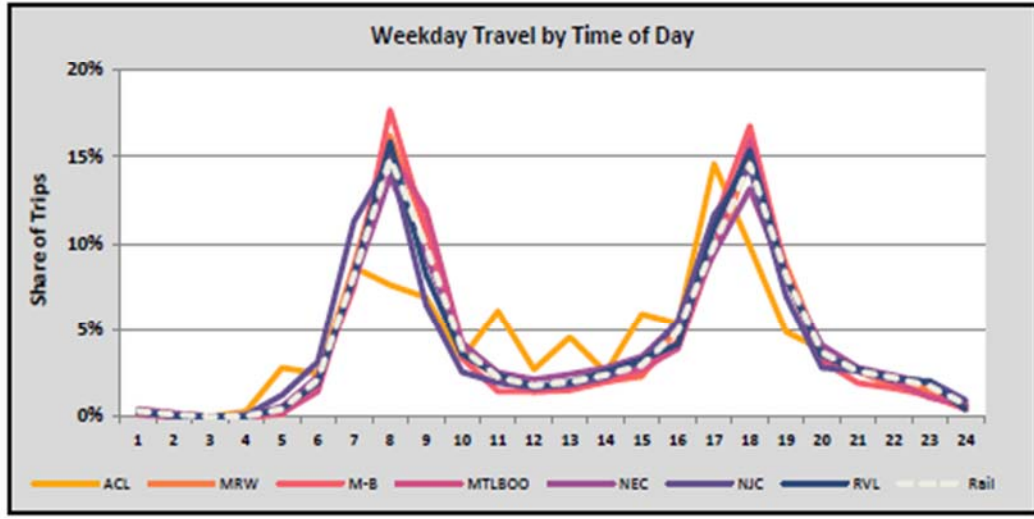
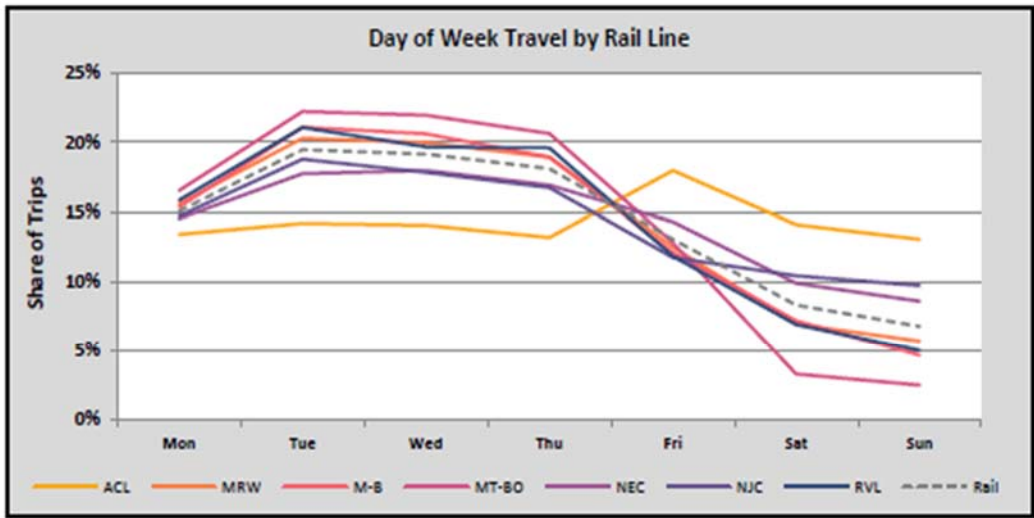
* Compared to same period last year; # Passholders average two Rail trips per weekday.
 **Compared to FY18

RAIL SYSTEM Ridership Trends By Ticket Type	2 nd Quarter	Q2 FY2019	Last 12 Months
Oneway			
Round Trip	+2.8%	+8.1%	+3.7%
Ten Trip Weekly			
Senior Citizen	+12.5%	+0.2%	+6.6%
Monthly Pass	+14.3%	(- 70.9%)	+12.5%
TOTAL	+5.7%	(- 26.6%)	+5.4%



Second Quarter, Fiscal Year 2025

Covering the period October through December 2024



Differences by Day of Week

Most commuters (~57%) opted to travel during midweek days, Tuesday – Thursday. Within Q3 of FY24, only 13% of weekly trips took place on Fridays. ACRL deviates a bit from patterns identified on other rail lines.

Differences by Time of Day: Weekdays

The graphed weekday rail data conforms to traditional commuting patterns—peaked in the AM and PM. 7AM saw the highest share of weekday trips (14.9%) with 5PM being the second busiest hour of travel (14.5%). ACRL deviates from patterns, more peaked in PM.

Differences by Time of Day: Weekends

Weekend ridership is much more sporadic with patterns differing by rail line. Overall, ridership picks up around 9-11AM and remains stable until about 6PM, with 5PM being the busiest travel time.


NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

February 2025

2Q25

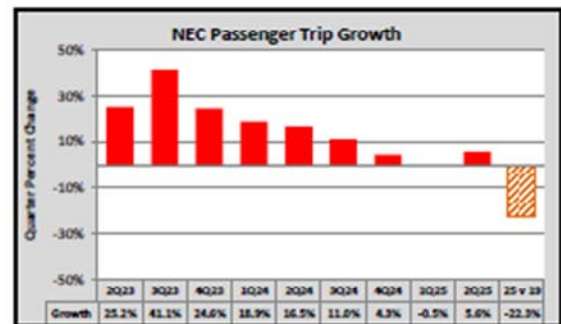
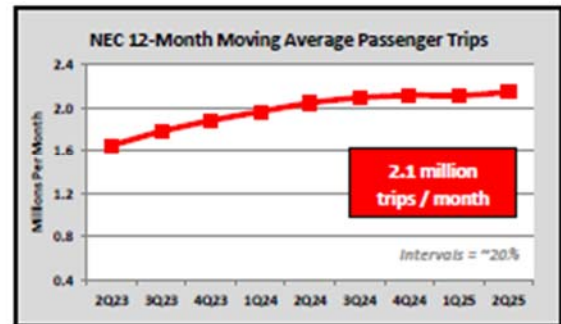
Second Quarter, Fiscal Year 2025

Covering the period October through December 2024

NORTHEAST CORRIDOR Passenger Ridership Statistics Fiscal Year 2025		
		
	2nd Quarter	Q2 FY2019
Total Passenger Trips	7.2 million	9.3 million
Growth*	+5.6%	(- 22.3%)
Average Weekday Trips	89,550	125,400
Change*	+3,550	(- 35,850)
Growth*	+4.1%	(- 28.6%)
Average Saturday Trips	68,200	65,000
Change*	+5,350	+3,200
Growth*	+8.5%	+4.9%
Average Sunday Trips	59,350	56,650
Change*	+6,050	+2,700
Growth*	+11.4%	+4.8%
Weekends (Saturday + Sunday)		
Growth*	+9.8%	+4.8%
Monthly Passholders#	25,048	81,158
Change*	+2,725	(- 56,110)
Growth*	+12.2%	(- 69.1%)
Market – Weekday Trips	2nd Quarter	Q2 FY2019
New York Trips	71,400	94,500
Change*	+3,000	(- 23,100)
Growth*	+4.4%	(- 24.4%)
Newark Trips	11,450	22,700
Change*	+250	(- 11,250)
Growth*	+2.2%	(- 49.6%)
Hoboken Trips	300	850
Change*	+0	(- 550)
Growth*	+0.0%	(- 64.7%)
Local Trips	6,350	7,350
Change*	+250	(- 1,000)
Growth*	+4.1%	(- 13.6%)

* Compared to same period last year.
Passholders average two rail trips per weekday.

NORTHEAST CORRIDOR Ridership Trends			
	2 nd Quarter	Q2 FY2019	Last 12 Months
By Ticket Type			
Oneway	+3.4%	+3.3%	+3.5%
Round Trip			
Ten Trip Weekly			
Senior Citizen	+12.8%	+1.7%	+7.4%
Monthly Pass	+12.2%	(- 69.1%)	+10.8%
TOTAL	+5.6%	(- 22.3%)	+4.9%




NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

2Q25

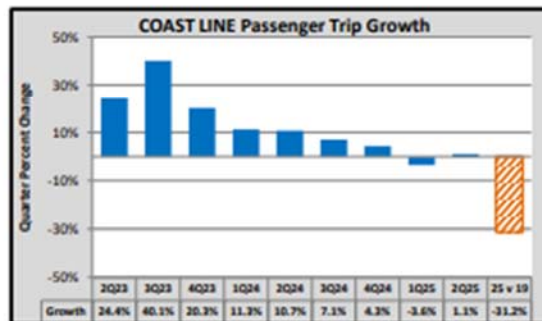
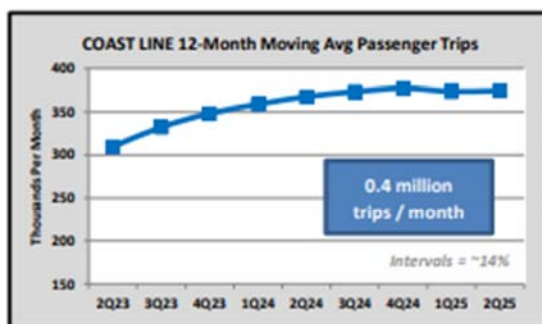
February 2025

Second Quarter, Fiscal Year 2025
Covering the period October through December 2024

COAST LINE Passenger Ridership Statistics Fiscal Year 2025		
		
	2nd Quarter	Q2 FY2019
Total Passenger Trips	1.1 million	1.6 million
Growth*	+1.1%	(- 31.2%)
Average Weekday Trips	14,350	22,500
Change*	(- 50)	(- 8,150)
Growth*	(- 0.3%)	(- 36.2%)
Average Saturday Trips	9,600	10,500
Change*	+300	(- 900)
Growth*	+3.2%	(- 8.6%)
Average Sunday Trips	7,850	8,000
Change*	+750	(- 150)
Growth*	+10.6%	(- 1.9%)
Weekends (Saturday + Sunday)		
Growth*	+6.4%	(- 5.7%)
Monthly Passholders#	4,013	15,430
Change*	+383	(- 11,418)
Growth*	+10.5%	(- 74.0%)
Market – Weekday Trips		
	2nd Quarter	Q2 FY2019
New York Trips	9,300	13,400
Change*	+0	(- 4,100)
Growth*	+0.0%	(- 30.6%)
Newark Trips	2,450	5,000
Change*	+50	(- 2,550)
Growth*	+2.1%	(- 51.0%)
Hoboken Trips	150	1,000
Change*	(- 50)	(- 850)
Growth*	(- 25.0%)	(- 85.0%)
Local Trips	2,450	3,100
Change*	(- 50)	(- 650)
Growth*	(- 2.0%)	(- 21.0%)

* Compared to same period last year.
Passholders average two Rail trips per weekday.

COAST LINE Ridership Trends			
	2 nd Quarter	Q2 FY2019	Last 12 Months
By Ticket Type			
Oneway			
Round Trip	}	(- 2.1%)	(- 2.4%)
Ten Trip			
Weekly			
Senior Citizen	+7.9%	(- 13.4%)	+3.0%
Monthly Pass	+10.5%	(- 74.0%)	+7.9%
TOTAL	+1.1%	(- 31.2%)	+1.9%



NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

2Q25

February 2025

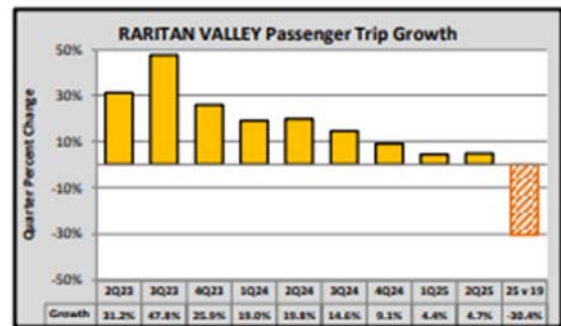
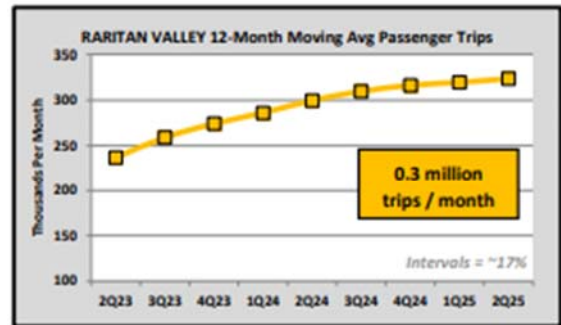
Second Quarter, Fiscal Year 2025

Covering the period October through December 2024

RARITAN VALLEY LINE Passenger Ridership Statistics Fiscal Year 2025		
	2nd Quarter	Q2 FY2019
Total Passenger Trips	1.0 million	1.5 million
Growth*	+4.7%	(- 30.4%)
Average Weekday Trips	14,700	22,500
Change*	+650	(- 7,800)
Growth*	+4.6%	(- 34.7%)
Average Saturday Trips	5,850	5,500
Change*	+50	+350
Growth*	+0.9%	+6.4%
Average Sunday Trips	4,800	4,100
Change*	+350	+700
Growth*	+7.9%	+17.1%
Weekends (Saturday + Sunday)		
Growth*	+3.9%	+10.9%
Monthly Passholders#	5,710	20,208
Change*	698	(- 14,498)
Growth*	13.9%	(- 71.7%)
Market – Weekday Trips		
	2nd Quarter	Q2 FY2019
New York Trips	7,050	10,100
Change*	+300	(- 3,050)
Growth*	+4.4%	(- 30.2%)
Newark Trips	6,150	10,300
Change*	+300	(- 4,150)
Growth*	+5.1%	(- 40.3%)
Hoboken Trips	50	250
Change*	(- 50)	(- 200)
Growth*	(- 50.0%)	(- 80.0%)
Local Trips	1,450	1,850
Change*	+100	(- 400)
Growth*	+7.4%	(- 21.6%)




RARITAN VALLEY Ridership Trends By Ticket Type	2 nd Quarter	Q2 FY2019	Last 12 Months
Oneway			
Round Trip	+1.3%	+24.1%	+6.6%
Ten Trip			
Weekly			
Senior Citizen	+10.1%	(- 7.1%)	+4.5%
Monthly Pass	+13.9%	(- 71.7%)	+14.5%
TOTAL	+4.7%	(- 30.4%)	+8.0%



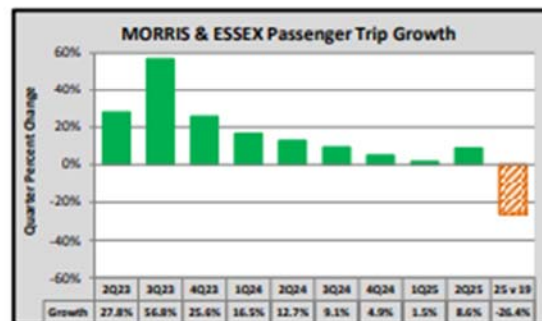
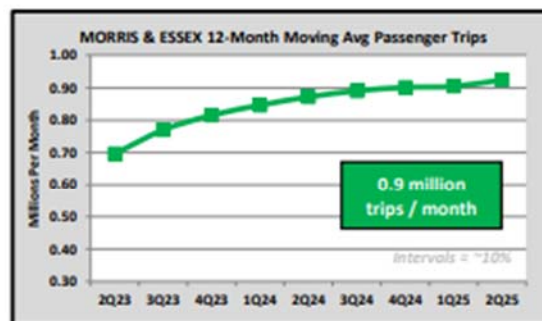
* Compared to same period last year.
Passholders average two Rail trips per weekday.

Second Quarter, Fiscal Year 2025
 Covering the period October through December 2024

MORRIS & ESSEX LINES		
Morristown Line & Gladstone Branch Passenger Ridership Statistics Fiscal Year 2025		
	<u>2nd Quarter</u>	<u>Q2 FY2019</u>
Total Passenger Trips	3.0 million	4.1 million
Growth*	+8.6%	(- 26.4%)
Average Weekday Trips	41,150	59,950
Change*	+2,950	(- 18,800)
Growth*	+7.7%	(- 31.4%)
Average Saturday Trips	19,750	17,950
Change*	+1,800	+1,800
Growth*	+10.0%	+10.0%
Average Sunday Trips	16,100	14,100
Change*	+2,150	+2,000
Growth*	+15.4%	+14.2%
Weekends (Saturday + Sunday)		
Growth*	+12.4%	+11.9%
Monthly Passholders#	14,060	46,978
Change*	+2,085	(- 32,918)
Growth*	+17.4%	(- 70.1%)
Market – Weekday Trips		<u>2nd Quarter</u>
New York Trips	31,950	45,550
Change*	+2,150	(- 13,600)
Growth*	+7.2%	(- 29.9%)
Broad Street (BRD) Trips	1,450	2,000
Change*	+100	(- 550)
Growth*	+7.4%	(- 27.5%)
Hoboken Trips	4,350	7,950
Change*	+400	(- 3,600)
Growth*	+10.1%	(- 45.3%)
Local Trips	3,300	4,400
Change*	+250	(- 1,100)
Growth*	+8.2%	(- 25.0%)

* Compared to same period last year.
 # Passholders average two Rail trips per weekday.

MORRIS & ESSEX Ridership Trends			
	<u>2nd Quarter</u>	<u>Q2 FY2019</u>	<u>Last 12 Months</u>
By Ticket Type			
Oneway			
Round Trip	+5.6%	+13.3%	+4.0%
Ten Trip			
Weekly			
Senior Citizen	+15.7%	(- 0.7%)	+7.8%
Monthly Pass	+17.4%	(- 70.1%)	+13.8%
TOTAL	+8.6%	(- 26.4%)	+6.0%



NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

February 2025

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Second Quarter, Fiscal Year 2025

Covering the period October through December 2024

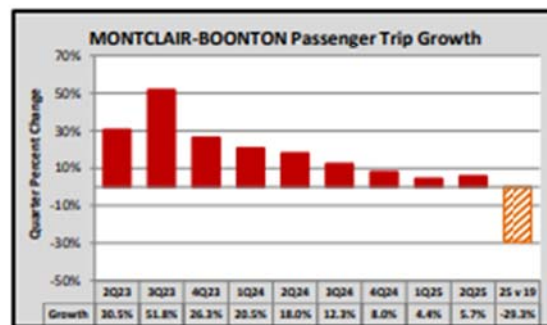
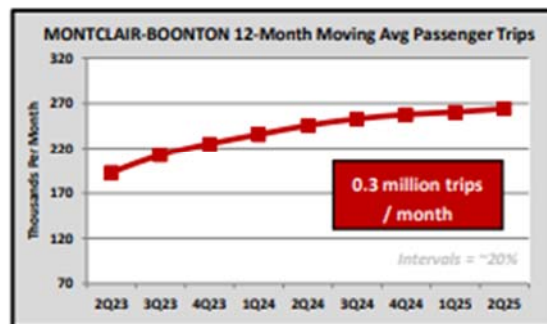
MONTCLAIR-BOONTON LINE
Passenger Ridership Statistics
Fiscal Year 2025



	<u>2nd Quarter</u>	<u>Q2 FY2019</u>
Total Passenger Trips	0.8 million	1.2 million
Growth*	+5.7%	(- 29.3%)
Average Weekday Trips	12,950	18,950
Change*	+700	(- 6,000)
Growth*	+5.7%	(- 31.7%)
Average Saturday Trips	2,500	1,950
Change*	+150	+550
Growth*	+6.4%	+28.2%
Average Sunday Trips	2,150	1,800
Change*	+250	+350
Growth*	+13.2%	+19.4%
Weekends (Saturday + Sunday)		
Growth*	+9.4%	+24.0%
Monthly Passholders#	5,145	16,485
Change*	+650	(- 11,340)
Growth*	+14.5%	(- 68.8%)
Market – Weekday Trips	<u>2nd Quarter</u>	<u>Q2 FY2019</u>
New York Trips	9,100	12,900
Change*	+300	(- 3,800)
Growth*	+3.4%	(- 29.5%)
Broad Street (BRD) Trips	650	850
Change*	+50	(- 200)
Growth*	+8.3%	(- 23.5%)
Hoboken Trips	2,300	4,350
Change*	+250	(- 2,050)
Growth*	+12.2%	(- 47.1%)
Local Trips	850	850
Change*	+50	+0
Growth*	+6.3%	+0.0%

* Compared to same period last year.
Passholders average two Rail trips per weekday.

MONTCLAIR-BOONTON LINE			
Ridership Trends	<u>2nd Quarter</u>	<u>Q2 FY2019</u>	<u>Last 12 Months</u>
By Ticket Type			
Oneway	1.7%	+20.4%	+4.9%
Round Trip			
Ten Trip			
Weekly	+15.7%	+14.7%	+9.2%
Senior Citizen	+14.5%	(- 68.8%)	+15.8%
Monthly Pass			
TOTAL	+5.7%	(- 29.3%)	+7.5%



NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

2Q25

February 2025

Second Quarter, Fiscal Year 2025

Covering the period October through December 2024

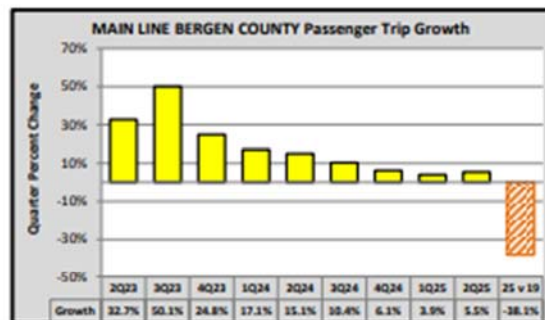
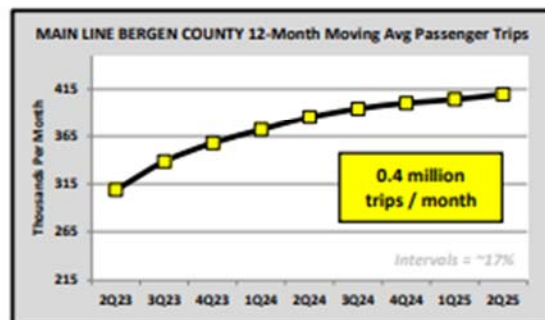
MAIN LINE BERGEN COUNTY
 Passenger Ridership Statistics
 Fiscal Year 2025



	<u>2nd Quarter</u>	<u>Q2 FY2019</u>
Total Passenger Trips	1.3 million	2.1 million
Growth*	+5.5%	(- 38.1%)
Average Weekday Trips	18,050	31,850
Change*	+850	(- 13,800)
Growth*	+4.9%	(- 43.3%)
Average Saturday Trips	8,250	6,800
Change*	+700	+1,450
Growth*	+9.3%	+21.3%
Average Sunday Trips	6,350	5,350
Change*	+600	+1,000
Growth*	+10.4%	+18.7%
Weekends (Saturday + Sunday)		
Growth*	+9.8%	+20.2%
Monthly Passholders#	7,485	29,357
Change*	+1,205	(- 21,872)
Growth*	+19.2%	(- 74.5%)
<u>Market – Weekday Trips</u>	<u>2nd Quarter</u>	<u>Q2 FY2019</u>
New York Trips	7,650	14,000
Change*	+150	(- 6,350)
Growth*	+2.0%	(- 45.4%)
Newark Trips	300	400
Change*	+50	(- 100)
Growth*	+20.0%	(- 25.0%)
Hoboken Trips	7,550	14,550
Change*	+450	(- 7,000)
Growth*	+6.3%	(- 48.1%)
Local Trips	2,500	2,900
Change*	+200	(- 400)
Growth*	+8.7%	(- 13.8%)

* Compared to same period last year.
 # Passholders average two Rail trips per weekday.

MAIN LINE BERGEN COUNTY Ridership Trends By Ticket Type	<u>2nd Quarter</u>	<u>Q2 FY2019</u>	<u>Last 12 Months</u>
Oneway			
Round Trip	(- 0.2%)	+10.1%	+4.0%
Ten Trip			
Weekly			
Senior Citizen	+12.6%	(- 2.6%)	+5.4%
Monthly Pass	+19.2%	(- 74.5%)	+14.1%
TOTAL	+5.5%	(- 38.1%)	+6.4%




NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

February 2025

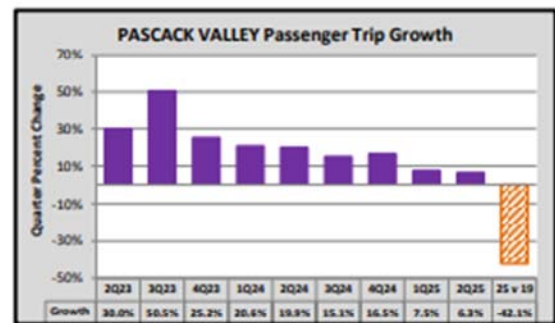
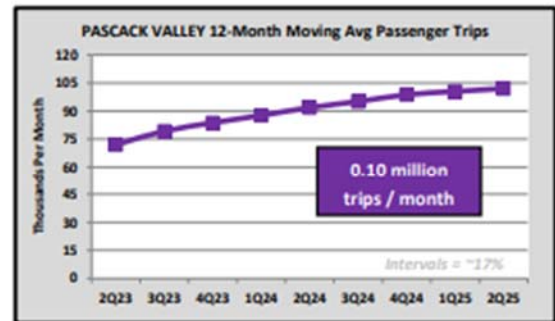
2Q25

Second Quarter, Fiscal Year 2025
Covering the period October through December 2024

PASCACK VALLEY LINE 		
Passenger Ridership Statistics Fiscal Year 2025		
	2 nd Quarter	Q2 FY2019
Total Passenger Trips	0.3 million	0.5 million
Growth*	+6.3%	(- 42.1%)
Average Weekday Trips	4,600	8,550
Change*	+250	(- 3,950)
Growth*	+5.7%	(- 46.2%)
Average Saturday Trips	1,600	1,350
Change*	+150	+250
Growth*	+10.3%	+18.5%
Average Sunday Trips	1,350	1,100
Change*	+150	+250
Growth*	+12.5%	+22.7%
Weekends (Saturday + Sunday)		
Growth*	+11.3%	+20.4%
Monthly Passholders#	1,815	8,245
Change*	+215	(- 6,430)
Growth*	+13.4%	(- 78.0%)
Market – Weekday Trips	2nd Quarter	Q2 FY2019
New York Trips	1,800	3,100
Change*	+50	(- 1,300)
Growth*	+2.9%	(- 41.9%)
Newark Trips	100	200
Change*	+0	(- 100)
Growth*	+0.0%	(- 50.0%)
Hoboken Trips	2,100	4,500
Change*	+150	(- 2,400)
Growth*	+7.7%	(- 53.3%)
Local Trips	600	700
Change*	+50	(- 100)
Growth*	+9.1%	(- 14.3%)

* Compared to same period last year.
Passholders average two Rail trips per weekday.

PASCACK VALLEY Ridership Trends By Ticket Type	2 nd Quarter	Q2 FY2019	Last 12 Months
Oneway	+2.1%	+14.6%	+8.6%
Round Trip			
Ten Trip			
Weekly	+14.2%	(- 9.5%)	+11.6%
Senior Citizen	+13.4%	(- 78.0%)	+18.4%
Monthly Pass			
TOTAL	+6.3%	(- 42.1%)	+11.1%



NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

February 2025

2Q25

Second Quarter, Fiscal Year 2025

Covering the period October through December 2024

ATLANTIC CITY LINE Passenger Ridership Statistics Fiscal Year 2025		
	<u>2nd Quarter</u>	<u>Q2 FY2018</u>
Total Passenger Trips	0.1 million	0.2 million
Growth*	(- 2.9%)	(- 29.0%)
Average Weekday Trips	1,400	2,000
Change*	(- 50)	(- 600)
Growth*	(- 3.4%)	(- 30.0%)
Average Saturday Trips	1,200	1,700
Change*	(- 50)	(- 500)
Growth*	(- 4.0%)	(- 29.4%)
Average Sunday Trips	1,100	1,450
Change*	(- 50)	(- 350)
Growth*	(- 4.3%)	(- 24.1%)
Weekends (Saturday + Sunday)		
Growth*	(- 4.2%)	(- 27.0%)
Monthly Passholders#	263	793
Change*	+10	(- 530)
Growth*	+4.0%	(- 66.9%)
<u>Market – Weekday Trips</u>	<u>2nd Quarter</u>	<u>Q2 FY2018</u>
Atlantic City Trips	850	1,000
Change*	(- 50)	(- 150)
Growth*	(- 5.6%)	(- 15.0%)
Philadelphia Trips	450	550
Change*	+0	(- 100)
Growth*	+0.0%	(- 18.2%)
Local Trips	100	450
Change*	+0	(- 350)
Growth*	+0.0%	(- 77.8%)

* Compared to same period last year.
Passholders average two Rail trips per weekday.

ACL Service was suspended from Sep 2018 through Apr 2019. Bus service was provided with discount tickets. Comparison is to "normal" conditions in FY18, pre-PTC disruptions.



ATLANTIC CITY Ridership Trends	2 nd Quarter	Q2 FY2018	Last 12 Months
By Ticket Type			
Oneway	(- 6.2%)	(- 24.9%)	+0.3%
Round Trip			
Ten Trip			
Weekly			
Senior Citizen	+1.3%	(- 10.0%)	+1.6%
Monthly Pass	+4.0%	(- 66.9%)	+11.3%
TOTAL	(- 2.9%)	(- 29.0%)	+1.5%



2Q25

Second Quarter, Fiscal Year 2025

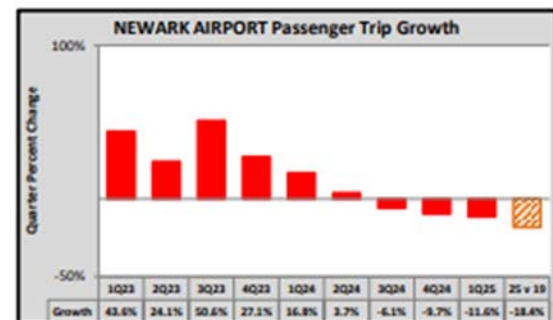
Covering the period October through December 2024

NEWARK AIRPORT RAIL STATION Passenger Ridership Statistics Fiscal Year 2025

	<u>1st Quarter</u>	<u>Q1 FY2019</u>
Total Passenger Trips	639,447	784,075
Growth*	(- 11.6%)	(- 18.4%)
Northeast Corridor Trips	610,412	752,576
Growth*	(- 11.9%)	(- 18.9%)
Coast Line Trips	21,047	22,566
Growth*	(- 2.5%)	(- 6.7%)
Raritan Valley Line Trips	2,260	3,262
Growth*	(- 4.6%)	(- 30.7%)
Morris & Essex Lines Trips	888	867
Growth*	(- 14.6%)	+2.4%
Main Line Bergen County Trips	3,548	3,342
Growth*	(- 14.1%)	+6.2%
Montclair-Boonton Line Trips	198	324
Growth*	(- 2.6%)	(- 38.9%)
Pascack Valley Line Trips	1,094	1,138
Growth*	(- 12.8%)	(- 3.9%)
Main Markets	<u>1st Quarter</u>	<u>Q1 FY2019</u>
New York Trips	419,551	576,628
Growth*	(- 18.6%)	(- 27.2%)
Newark Trips	35,946	40,778
Growth*	(- 5.9%)	(- 11.8%)
Hoboken Trips	1,227	1,355
Growth*	+7.6%	(- 9.4%)
Local Trips	121,098	129,302
Growth*	(- 7.4%)	(- 6.3%)

* Compared to same period last year.

NEWARK AIRPORT RAIL STATION Ridership trends By Ticket Type	<u>1st Quarter</u>	<u>Q1 FY2019</u>	<u>Last 12 Months</u>
Oneway	} (- 13.3%)	(- 22.1%)	(- 8.1%)
Round Trip			
Ten Trip			
Child	(- 6.8%)	+39.5%	+6.1%
Senior Citizen	(- 6.3%)	(- 8.3%)	+3.1%
Monthly Pass	+14.4%	+17.7%	+22.0%
TOTAL	(- 11.6%)	(- 18.4%)	(- 5.9%)



NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

2Q25

February 2025

Second Quarter, Fiscal Year 2025

Covering the period October through December 2024

MEADOWLANDS SPORTS COMPLEX STATION

Passenger Ridership Statistics

Fiscal Year 2025

	<u>1st Quarter</u>	<u>Q1 FY2019</u>
Total Counted Passenger Trips	143,328	215,052
Growth*	(- 35.5%)	(- 33.4%)
Average Counted Trips Per Event	13,030	11,319
Change*	(- 40)	+1,711
Growth*	(- 0.3%)	+15.1%
Events & Average Counted Trips		
NFL Football	12,846 - 7 events	11,229 - 7 events
Concerts	9,688 - 3 events	104,852 - 8 events
Soccer	17,015 - 2 events	7,900 - 4 events
Passenger Origin (based on ticket sales)		
NY Penn Station	(- 39.1%)	(- 55.0%)
Hoboken Terminal	(- 28.7%)	(- 26.0%)
Secaucus Junction	(- 46.0%)	(- 9.9%)
Subtotal	(- 39.7%)	(- 49.4%)
Northeast Corridor stations	(- 39.6%)	(- 54.1%)
Coast Line stations	(- 26.3%)	(- 29.4%)
Raritan Valley Line stations	(- 28.7%)	(- 15.5%)
Subtotal	(- 39.3%)	(- 53.7%)
Morris & Essex stations	(- 31.0%)	(- 17.2%)
Montclair-Boonton Line stations	(- 51.7%)	+1.2%
Main/Bergen stations	(- 12.2%)	(- 6.8%)
Pascack Valley Line stations	(- 19.1%)	+21.8%
Subtotal	(- 23.1%)	(- 8.9%)

* Compared to same period last year.

MEADOWLANDS STATION	1Q FY2024	Last 12 Months
Ridership Trends		
NFL Football	+43.5%	+19.1%
Concerts	(-86.0%)	(- 62.1%)
Soccer	+63.9%	+220.0%
College Football	----	----
Other	----	----
TOTAL	(- 35.5%)	(- 3.9%)

As a result of the COVID-19 pandemic, rail service to the Meadowlands Sports Complex was suspended from Q3FY20 to about Q1FY21.

Q3 is a downtime for events at MetLife stadium, this changes once the weather starts to warm up. Event season picks back up during Q4. Meadowlands Sports Complex visits tend to peak around Q1 and Q2 (July – December) due to concerts and sporting events.

NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

February 2025

2Q25

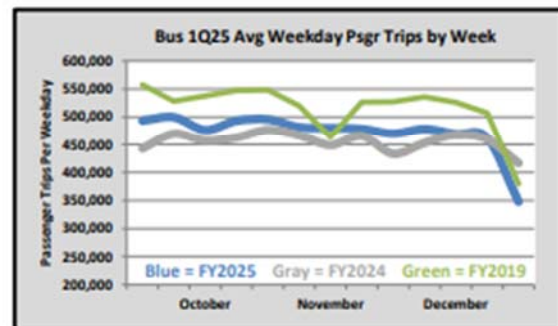
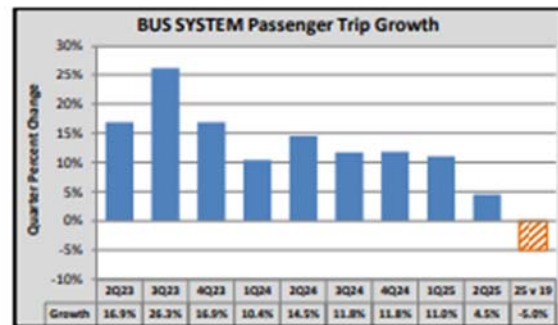
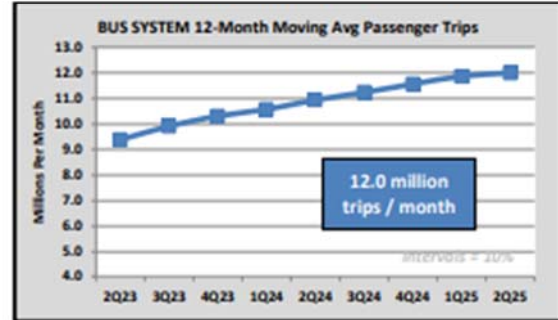
Second Quarter, Fiscal Year 2025

Covering the period October through December 2024

• BUS RIDERSHIP

NJ TRANSIT Bus Passenger Ridership Statistics Fiscal Year 2025		
	<u>2nd Quarter</u>	<u>Q2 FY2019</u>
Total Passenger Trips	36.4 million	38.3 million
Growth*	+4.5%	(- 5.0%)
Average Weekday Trips	478,850	517,550
Change*	+21,650	-38,700
Growth*	+4.7%	(- 7.5%)
Average Saturday Trips	275,300	257,550
Change*	+12,900	+17,750
Growth*	+4.9%	+6.9%
Average Sunday Trips	201,700	178,800
Change*	+17,550	+22,900
Growth*	+9.5%	+12.8%
Weekends (Saturday + Sunday)		
Growth*	+6.8%	+9.3%

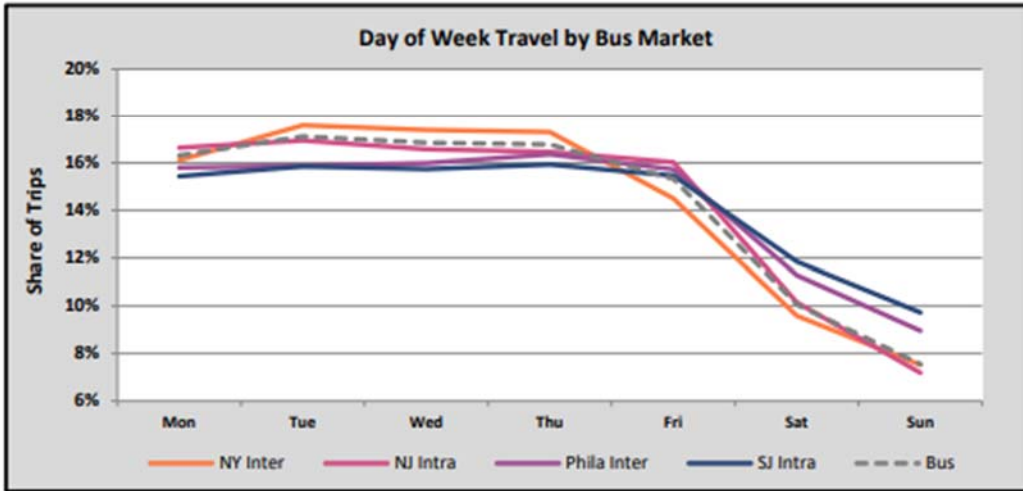
* Compared to same period last year.



BUS SYSTEM Ridership Trends By Route Group	<u>4th Quarter</u>	<u>Q4 FY2019</u>	<u>Last 12 Months</u>
New York Interstate	+9.4%	(- 1.1%)	+12.6%
North Jersey Intrastate	+17.3%	+2.4%	+14.5%
Philadelphia Interstate	+5.4%	(- 23.2%)	+5.8%
South Jersey Intrastate	+9.7%	(- 25.2%)	+7.9%
Special Event / Seasonal	(- 75.1%)	(- 92.6%)	+0.8%
NJ TRANSIT Operated	+12.8%	(- 2.6%)	+12.9%
Contracted Services	(- 4.9%)	(- 32.0%)	(- 0.9%)
TOTAL BUS	+11.8%	(- 4.4%)	+12.1%

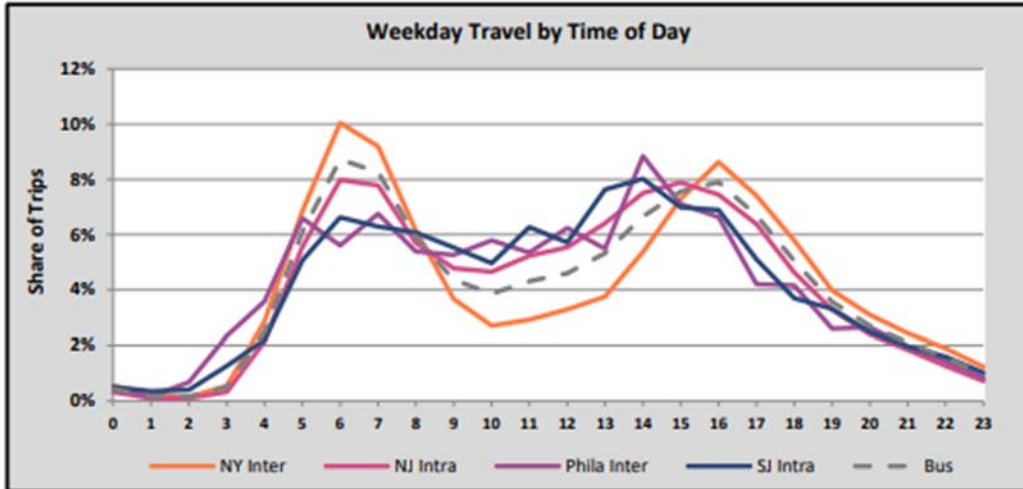
Second Quarter, Fiscal Year 2025

Covering the period October through December 2024



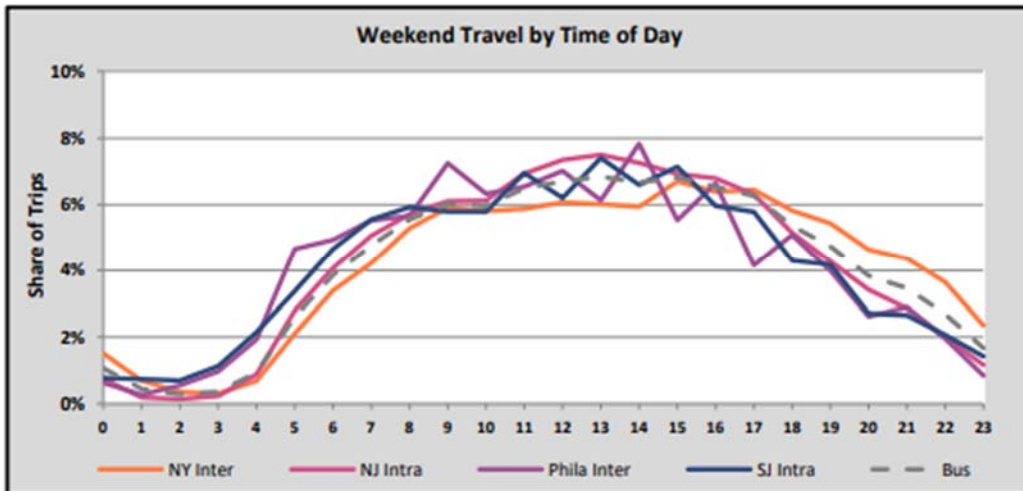
Differences by Day of Week

Most commuters (~51%) travel during midweek days, Tuesday – Thursday. NY Interstate travel on midweek days surpassed rates observed for bus overall. Share of weekend ridership on Philadelphia Interstate and South Jersey Intrastate routes surpass rates seen in other bus markets.



Differences by Time of Day: Weekdays

Weekday bus data is peaked during traditional AM and PM hours. Buses are busiest from 6-7AM and 3-4PM, NY Interstate share of travel higher at these times when compared to bus overall. Conversely, other bus markets have higher share of trips during the midday period.



Differences by Time of Day: Weekends

Share of weekend ridership is highest from 12-4PM, travel is not as peaked as observed during weekdays. NY Interstate travel is lower than bus overall during most hours of the day but higher than other markets from 5PM into the evening.

Source: BARS

NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

February 2025

2Q25

Second Quarter, Fiscal Year 2025

Covering the period October through December 2024

NEW YORK INTERSTATE BUS ROUTES

Passenger Ridership Statistics

Fiscal Year 2025

	<u>2nd Quarter</u>	<u>Q2 FY2019</u>
Total Passenger Trips	15.3 million	15.6 million
Growth*	+9.4%	(- 1.1%)
Average Weekday Trips	209,400	215,650
Change*	+18,050	(- 6,250)
Growth*	+9.4%	(- 2.9%)

* Compared to same period last year.

NORTH JERSEY INTRASTATE BUS ROUTES

Passenger Ridership Statistics

Fiscal Year 2025

	<u>2nd Quarter</u>	<u>Q2 FY2019</u>
Total Passenger Trips	16.5 million	15.7 million
Growth*	+17.3%	+2.4%
Average Weekday Trips	213,550	212,350
Change*	+31,450	+1,200
Growth*	+17.3%	+0.6%

* Compared to same period last year.

NEW YORK INTERSTATE

Ridership Trends

By Route Group

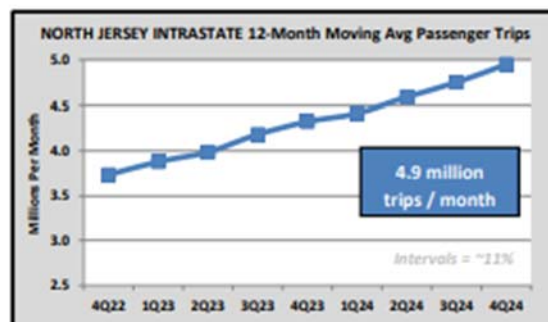
	<u>4th Quarter</u>	<u>Q4 FY2019</u>	<u>Last 12 Months</u>
Bergen-Passaic-Hudson	+8.9%	+1.3%	+12.9%
Essex-Union-North Middlesex	+19.8%	(- 0.8%)	+17.4%
Geo Washington Bridge	+5.4%	(- 0.6%)	+6.8%
Lower Manhattan	+13.0%	(- 6.8%)	+14.7%
South Middlesex-Monmouth-Ocean	+2.9%	(- 24.6%)	+6.3%
NEW YORK INTERSTATE	+9.4%	(- 1.1%)	+12.6%

NORTH JERSEY INTRASTATE BUS

Ridership Trends

By Route Group

	<u>4th Quarter</u>	<u>Q4 FY2019</u>	<u>Last 12 Months</u>
Bergen-Passaic	+1.4%	+0.8%	+4.1%
Essex-Union-West Hudson	+18.4%	(- 0.3%)	+15.2%
Hudson County	+20.9%	+19.8%	+16.2%
South Middlesex-Monmouth-Ocean	+9.3%	(- 36.2%)	+20.8%
Morris County	+1.6%	(- 22.2%)	+4.9%
NORTH JERSEY INTRASTATE	+17.3%	+2.4%	+14.5%



NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

February 2025

2Q25

Second Quarter, Fiscal Year 2025
Covering the period October through December 2024

PHILADELPHIA INTERSTATE BUS ROUTES Passenger Ridership Statistics Fiscal Year 2025		
	<u>2nd Quarter</u>	<u>Q2 FY2019</u>
Total Passenger Trips	0.8 million	1.2 million
Growth*	+5.4%	(- 23.2%)
Average Weekday Trips	12,150	16,100
Change*	+600	(- 3,950)
Growth*	+5.2%	(- 24.5%)

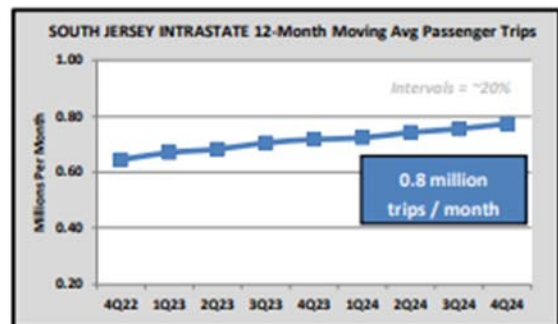
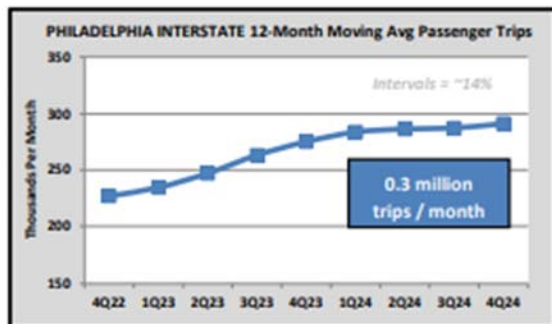
* Compared to same period last year.

SOUTH JERSEY INTRASTATE BUS ROUTES Passenger Ridership Statistics Fiscal Year 2025		
	<u>2nd Quarter</u>	<u>Q2 FY2019</u>
Total Passenger Trips	2.3 million	3.3 million
Growth*	+9.7%	(- 25.2%)
Average Weekday Trips	32,850	44,750
Change*	+2,900	(- 11,900)
Growth*	+9.7%	(- 26.6%)

* Compared to same period last year.

PHILADELPHIA INTERSTATE BUS Ridership Trends By Route Group	<u>4th Quarter</u>	<u>Q4 FY2019</u>	<u>Last 12 Months</u>
Camden-Burlington-Mercer	+9.3%	(- 28.3%)	+3.7%
Camden-Gloucester	+4.3%	(- 18.6%)	+7.3%
Gloucester-Salem-Cumberland	+4.0%	(- 26.0%)	+5.1%
PHILADELPHIA INTERSTATE	+5.4%	(- 23.2%)	+5.8%

SOUTH JERSEY INTRASTATE BUS Ridership Trends By Route Group	<u>4th Quarter</u>	<u>Q4 FY2019</u>	<u>Last 12 Months</u>
Atlantic County	+4.2%	(- 24.8%)	+4.4%
Atlantic Regional	+4.2%	(- 20.4%)	+4.8%
Camden-Burlington-Mercer	+3.5%	(- 33.6%)	+4.1%
Camden-Gloucester-Burlington	+1.7%	(- 54.3%)	(- 4.4%)
Mercer County	+6.5%	(- 24.2%)	+5.8%
SOUTH JERSEY INTRASTATE	+9.7%	(- 25.2%)	+7.9%



NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

2Q25

February 2025

Second Quarter, Fiscal Year 2025
 Covering the period October through December 2024

SPECIAL EVENT & SEASONAL BUS ROUTES

Passenger Ridership Statistics
 Fiscal Year 2024

	<u>4th Quarter</u>	<u>Q4 FY2019</u>
Total Passenger Trips	2,200	29,800
Growth*	(- 75.1%)	(- 92.6%)
Average Weekday Trips	50	400
Change*	(- 50)	(- 350)
Growth*	(- 50.0%)	(- 87.5%)

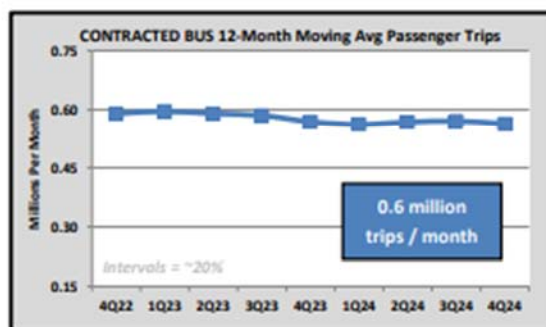
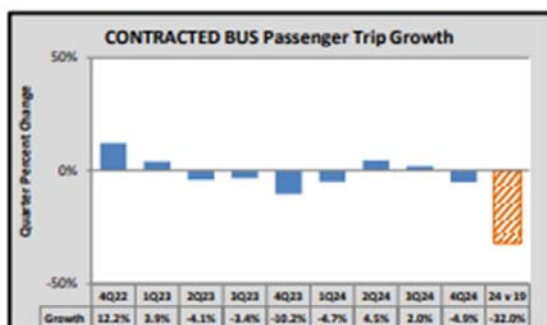
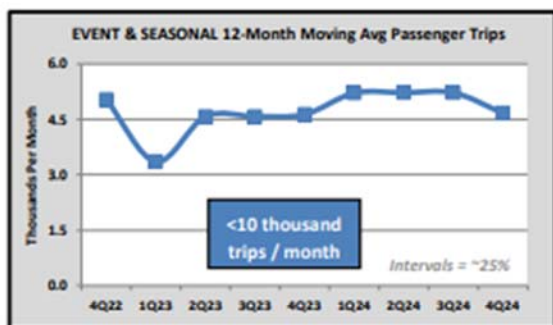
* Compared to same period last year.

CONTRACTED BUS ROUTES

Passenger Ridership Statistics
 Fiscal Year 2024

	<u>4th Quarter</u>	<u>Q4 FY2019</u>
Total Passenger Trips	1.6 million	2.4 million
Growth*	(- 4.9%)	(- 32.0%)
Average Weekday Trips	21,650	32,450
Change*	(-1,100)	(- 10,800)
Growth*	(- 4.8%)	(- 33.3%)

* Compared to same period last year.



NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

2Q25

February 2025

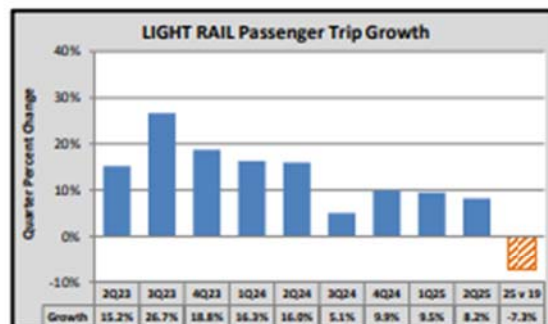
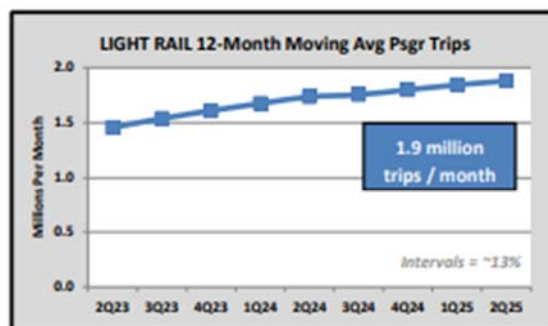
Second Quarter, Fiscal Year 2025
Covering the period October through December 2024

• LIGHT RAIL RIDERSHIP

NJ TRANSIT Light Rail Passenger Ridership Statistics Fiscal Year 2025		
	2 nd Quarter	Q2 FY2019
Total Passenger Trips	5.7 million	6.1 million
Growth*	+8.2%	(- 7.3%)
Average Weekday Trips	74,100	83,300
Change*	+5,000	(- 9,200)
Growth*	+7.2%	(- 11.0%)
Average Saturday Trips	41,500	37,200
Change*	+4,600	+4,300
Growth*	+12.5%	+11.6%
Average Sunday Trips	31,350	26,500
Change*	+3,300	+4,850
Growth*	+11.8%	+18.3%
Weekends (Saturday + Sunday)		
Growth*	+12.2%	+14.4%

* Compared to same period last year.

LIGHT RAIL SYSTEM	1 st Quarter	Q1 FY2019	Last 12 Months
Ridership Trends By Ticket Type			
Oneway	(- 5.7%)	(- 45.9%)	(- 3.1%)
Senior Citizen	(- 8.8%)	(- 43.9%)	(- 3.7%)
Ten Trip	(- 7.6%)	(- 62.8%)	(- 10.8%)
Monthly Pass & Other	+5.7%	+11.1%	+11.5%
TOTAL	+3.4%	(- 7.1%)	+8.4%

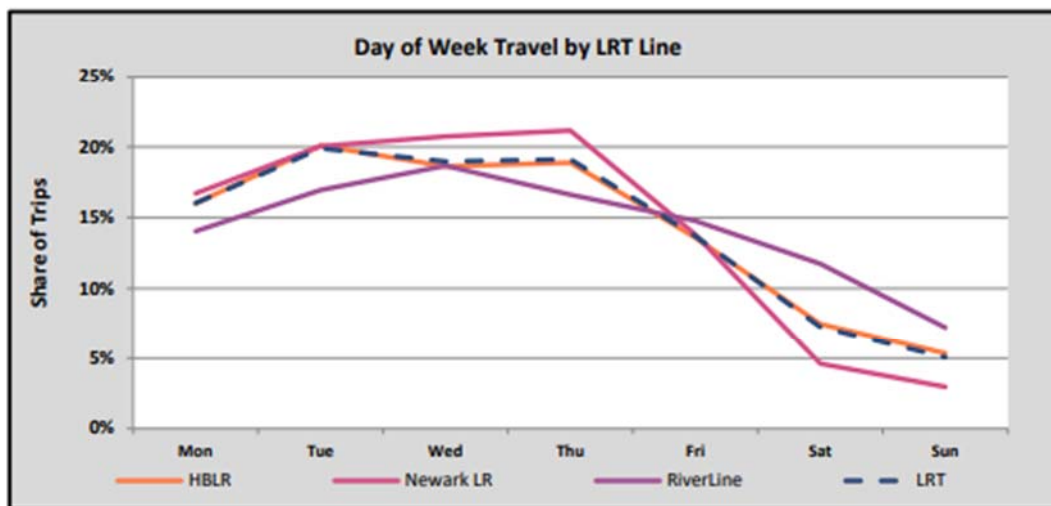


LIGHT RAIL Ridership Trends By Service	2 nd Quarter	Q2 FY2019	Last 12 Months
Newark Light Rail	+8.7%	-6.2%	+17.1%
Hudson Bergen Light Rail	9.9%	-2.0%	6.4%
River LINE	-7.6%	-42.0%	1.8%
TOTAL LIGHT RAIL	+8.2%	-7.3%	8.3%

2Q25

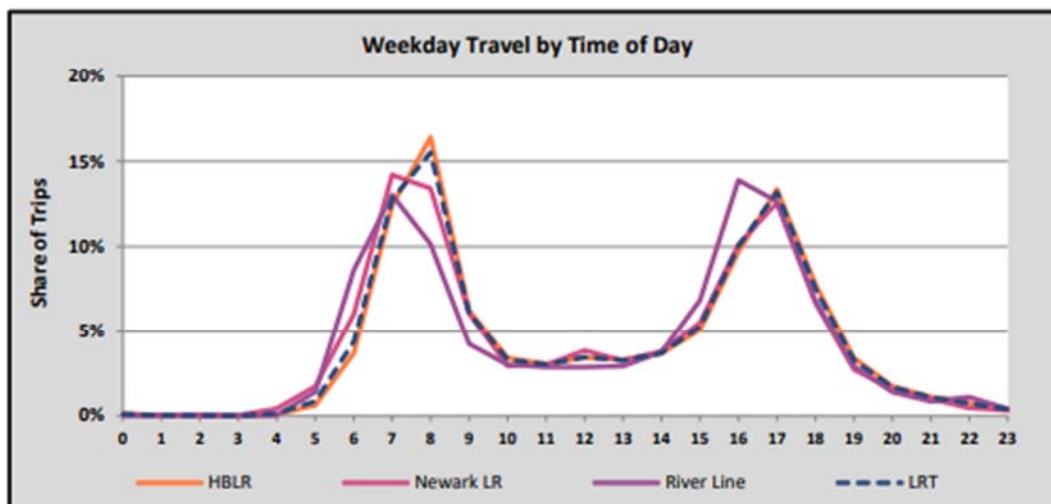
Second Quarter, Fiscal Year 2025

Covering the period October through December 2024



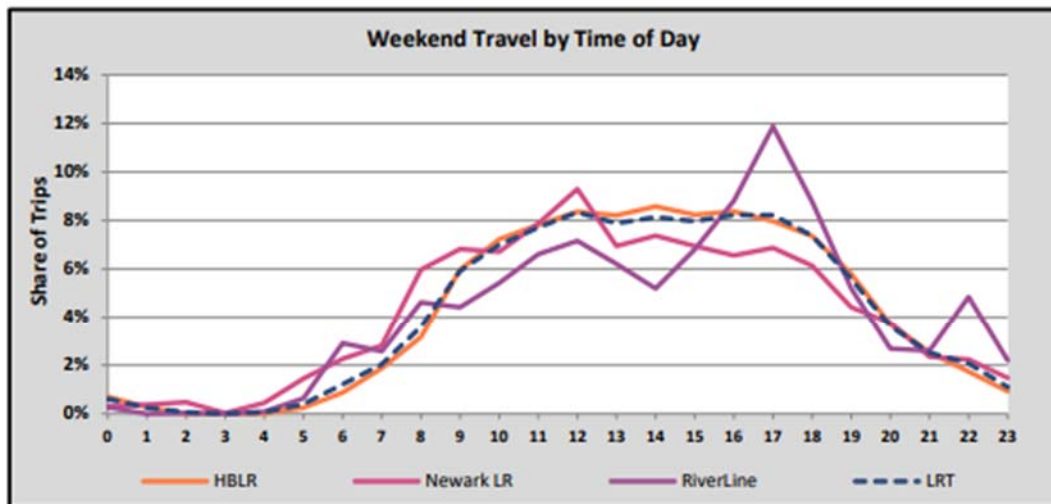
Differences by Day of Week

Most commuters (~58%) travel during midweek days, Tuesday – Thursday. Weekend travel accounted for a ~12% share of weekly trips, ~88% of trips were on a weekday. Newark Light Rail had a higher share of midweek trips and lower weekend usage than the other light rail lines.



Differences by Time of Day: Weekdays

Weekday light rail data is peaked during traditional AM and PM hours. The light rail system is busiest from 7-9AM and 4-6PM, HBLR travel peaks later than other LRT lines. River Line’s ridership peaks earlier in the afternoon.



Differences by Time of Day: Weekends

Share of weekend ridership is highest from 11-5PM, travel is not as peaked as observed during weekdays. Newark Light Rail ridership is noticeably lower in the afternoon when compared to other lines. The share of River Line ridership on the weekends is higher than for other LRT lines.

NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

February 2025

2Q25

Second Quarter, Fiscal Year 2025

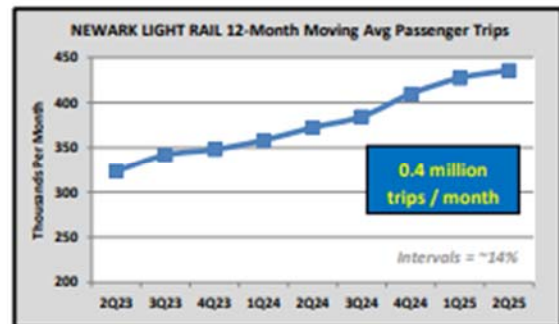
Covering the period October through December 2024

NEWARK LIGHT RAIL

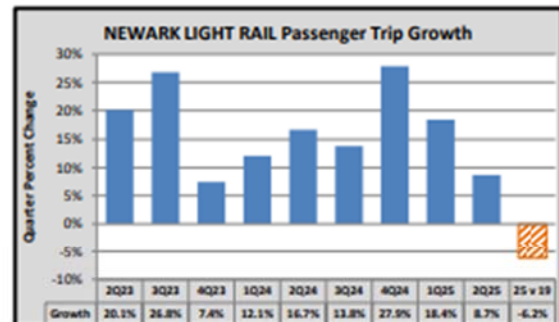
NEWARK LIGHT RAIL Passenger Ridership Statistics Fiscal Year 2025		
	2 nd Quarter	Q2 FY2019
Total Passenger Trips	1.3 million	1.4 million
Growth*	+8.7%	(- 6.2%)
Average Weekday Trips	17,900	19,850
Change*	+1,450	(- 1,950)
Growth*	+8.8%	(- 9.8%)
Average Saturday Trips	7,300	5,900
Change*	+300	+1,400
Growth*	+4.3%	+23.7%
Average Sunday Trips	5,100	3,400
Change*	+550	+1,700
Growth*	+12.1%	+50.0%
Weekends (Saturday + Sunday)		
Growth*	+7.4%	+33.3%

* Compared to same period last year.

NEWARK LIGHT RAIL Ridership Trends By Ticket Type	1 st Quarter	Q1 FY2019	Last 12 Months
Oneway	(- 2.5%)	(- 52.2%)	+0.5%
Senior Citizen	(- 9.1%)	(- 45.2%)	(- 4.5%)
Ten Trip	(- 33.3%)	(- 91.2%)	(- 35.5%)
Monthly Pass & Other	+15.4%	+17.4%	+22.4%
TOTAL	+11.4%	(- 6.5%)	+17.4%



NEWARK LIGHT RAIL Average Weekday Boardings	1 st Quarter	Q1 FY2024	Q4 FY2019
Non-CBD Stations	9,320	+25.9%	+5.9%
Newark CBD Stations	8,470	+12.1%	(- 11.3%)
Broad Street Extension	810	+38.0%	+7.2%
TOTAL NEWARK LIGHT RAIL	18,600	+19.6%	(- 2.6%)



NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

February 2025

2Q25

Second Quarter, Fiscal Year 2025

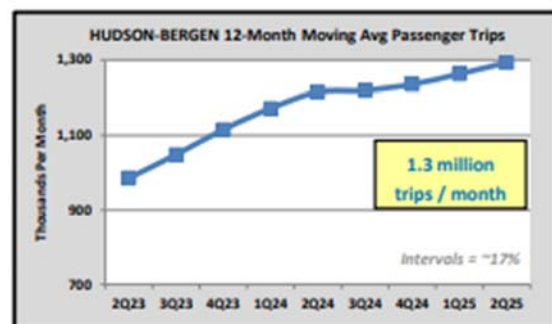
Covering the period October through December 2024

• HUDSON-BERGEN LIGHT RAIL

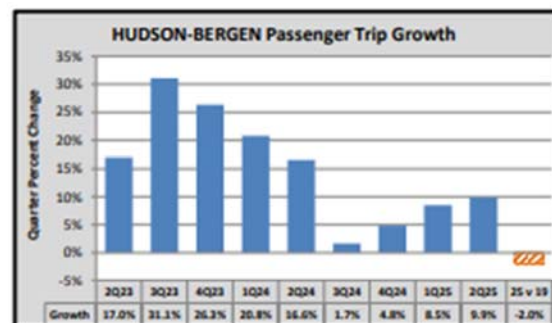
HUDSON-BERGEN LIGHT RAIL Passenger Ridership Statistics Fiscal Year 2025		
	2 nd Quarter	Q2 FY2019
Total Passenger Trips	4.0 million	4.1 million
Growth*	+9.9%	(- 2.0%)
Average Weekday Trips	51,350	54,800
Change*	+3,900	(- 3,450)
Growth*	+8.2%	(- 6.3%)
Average Saturday Trips	31,000	26,000
Change*	+4,750	+5,000
Growth*	+18.1%	+19.2%
Average Sunday Trips	23,350	18,850
Change*	+3,100	+4,500
Growth*	+15.3%	+23.9%
Weekends (Saturday + Sunday)		
Growth*	+16.9%	+21.2%

* Compared to same period last year.

HUDSON-BERGEN Ridership Trends By Ticket Type	1 st Quarter	Q1 FY2019	Last 12 Months
Oneway	(- 5.3%)	(- 37.1%)	(- 3.9%)
Senior Citizen	(- 6.6%)	(- 36.4%)	(- 1.7%)
Ten Trip	(- 7.4%)	(- 58.1%)	(- 9.6%)
Monthly Pass & Other	+3.5%	+13.5%	+8.3%
TOTAL	+1.9%	(- 1.3%)	+5.9%



HUDSON-BERGEN Average Weekday Boardings	1 st Quarter	Q1 FY2024	Q1 FY2019
Stations Bayonne 8 th -Richard	9,390	+12.4%	+11.2%
Stations West Side-Garfield	5,150	+5.9%	+11.5%
Stations LSP-Hoboken	28,250	+8.5%	(- 2.0%)
Stations Hoboken 2nd-Tonnelle	12,010	+4.0%	(- 0.8%)
TOTAL HUDSON-BERGEN	54,800	+7.9%	+1.5%




NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

February 2025

2Q25

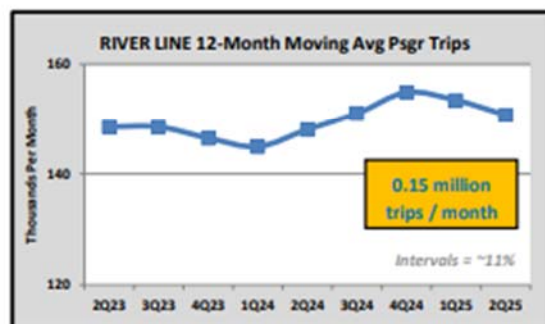
Second Quarter, Fiscal Year 2025
Covering the period October through December 2024

• RIVER LINE

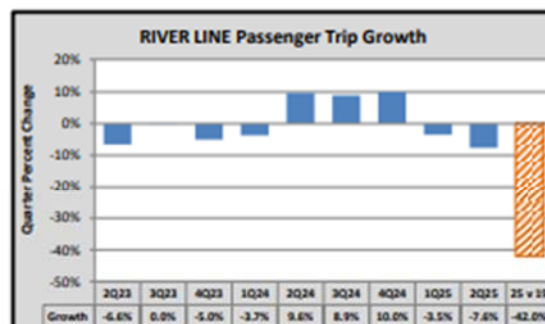
RIVER LINE Passenger Ridership Statistics Fiscal Year 2025			
	2 nd Quarter	Q2 FY2019	
Total Passenger Trips	0.4 million	0.7 million	
Growth*	(- 7.6%)	(- 42.0%)	
Average Weekday Trips	4,850	8,650	
Change*	(- 350)	(- 3,800)	
Growth*	(- 6.7%)	(- 43.9%)	
Average Saturday Trips	3,200	5,300	
Change*	(- 450)	(- 2,100)	
Growth*	(- 12.3%)	(- 39.6%)	
Average Sunday Trips	2,900	4,250	
Change*	(- 350)	(- 1,350)	
Growth*	(- 10.8%)	(- 31.8%)	
Weekends (Saturday + Sunday)			
Growth*	(- 11.6%)	(- 36.1%)	

* Compared to same period last year.

RIVER LINE Ridership Trends By Ticket Type	1 st Quarter	Q1 FY2019	Last 12 Months
Oneway	(- 12.5%)	(- 63.4%)	(- 5.0%)
Senior Citizen	(- 14.6%)	(- 57.7%)	(- 8.0%)
Ten Trip	+9.0%	(- 70.1%)	(- 11.5%)
Monthly Pass & Other	+0.5%	(- 19.4%)	+11.5%
TOTAL	(- 3.5%)	(- 39.1%)	+5.9%



RIVER LINE Average Weekday Boardings	1 st Quarter	Q1 FY2024	Q1 FY2019
Trenton Stations	1,540	+4.9%	(- 27.4%)
Bordentown-Beverly	1,730	+13.9%	(- 37.8%)
Delanco-Pennsauken	1,260	+4.4%	(- 33.9%)
Camden Stations	1,530	+1.0%	(- 43.4%)
TOTAL RIVER LINE	6,050	+6.1%	(- 36.3%)



NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

February 2025

2Q25

Second Quarter, Fiscal Year 2025

Covering the period October through December 2024

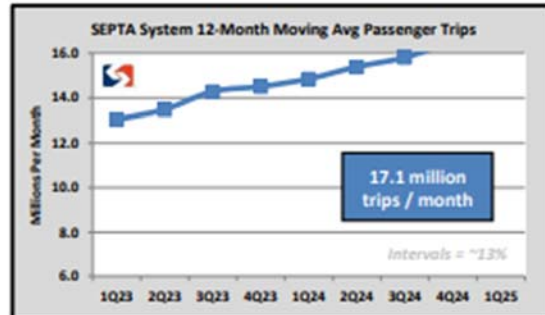
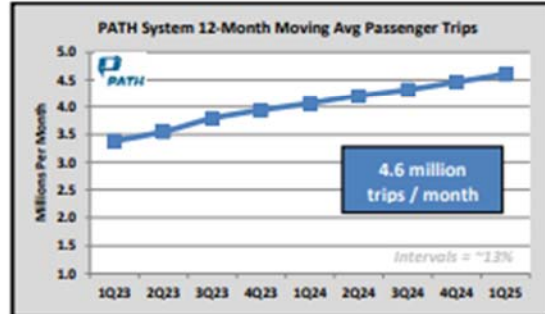
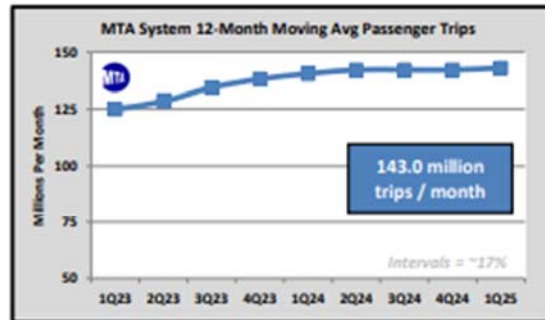
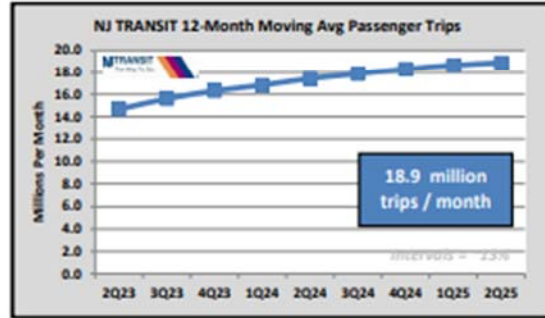
REGIONAL TRANSPORTATION TRENDS

REGIONAL TRANSPORTATION TRENDS

Percent Change
Fiscal Year 2025

Ridership	2 nd Quarter	Q2 FY2019
NJ TRANSIT System	+5.1%	(-12.9%)
Rail	5.4%	(-27.7%)
Bus	+4.5%	(-5.0%)
Light Rail	+8.2%	(-7.3%)
MTA System	+2.4%	(-31.2%)
NYC Transit	+1.5%	(-32.3%)
Staten Island Railroad	+6.3%	(-48.3%)
Long Island Railroad	+15.8%	(-14.0%)
Metro North Railroad	+13.0%	(-22.0%)
PATH System	+13.0%	(-28.2%)
Newark station	+12.8%	(-42.4%)
Hoboken station	+11.5%	(-32.6%)
33rd Street station	+10.2%	(-27.3%)
World Trade Center station	+14.2%	(-31.9%)
SEPTA System	+16.3%	(-24.6%)
City Transit	+16.6%	(-23.0%)
Suburban Transit	+9.4%	(-27.0%)
Regional Rail	+20.2%	(-33.5%)
PATCO	+6.1%	(-47.8%)
Amtrak Northeast	+3.9%	+16.7%
Acela (Boston-NYC-Washington)	+2.9%	+0.3%
Regional (Boston-NYC-Washington)	+3.7%	+28.4%
Keystone (NYC-Phila-Harrisburg)	+7.3%	(-18.2%)
Empire (NYC-Albany)	+5.4%	+21.5%
NJ Ferry Services	+6.1%	(-37.0%)
Trans-Hudson Downtown	+9.1%	(-48.8%)
Trans-Hudson Midtown	+0.9%	(-31.0%)
Monmouth County	+11.6%	(-21.6%)
Port Authority NY & NJ Airports – Air Travelers	+1.7%	+4.7%
Newark EWR	(-1.8%)	+4.7%
Kennedy JFK	+3.0%	+2.0%
LaGuardia LGA	+4.6%	+10.4%
Vehicles	1st Quarter	Q1 FY2019
MTA Bridges & Tunnels	+0.3%	+2.5%
Port Authority Bridges & Tunnels	(-0.2%)	(-0.1%)
George Washington Bridge	(-1.8%)	(-5.2%)
Lincoln Tunnel	(-1.1%)	+0.6%
Holland Tunnel	+1.8%	+3.6%
Bayonne Bridge	+6.4%	+53.6%
Goethals Bridge	+1.4%	+5.1%
Outerbridge Crossing	+0.3%	(-2.6%)
Vehicle Miles Traveled on NJ Roads & Highways	+0.7%	+3.8%
Unleaded Gasoline Price v Last Year	(-1.6%)	
Unleaded Gasoline Price v 2 Yrs Ago	(-12.6%)	
Unleaded Gasoline Price v 3 Yrs Ago	+24.7%	
Unleaded Gasoline Price v 4 Yrs Ago	+40.8%	
Unleaded Gasoline Price v 5 Yrs Ago	+20.6%	

Auto volume shown except for MTA Bridge & Tunnels and NJ Vehicle Miles Traveled, which are all vehicles.



NJ TRANSIT Market Analysis

Non-NJ TRANSIT 2nd Quarter Data not available. 1st Quarter shown.

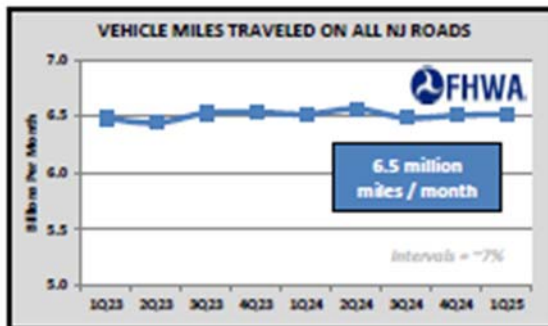
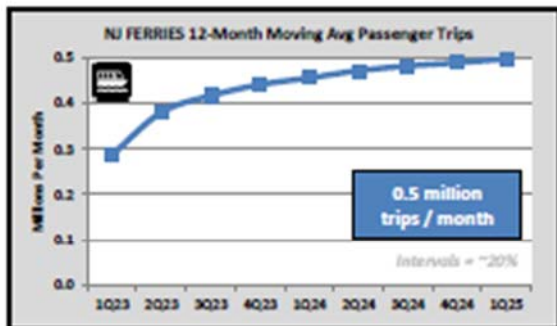
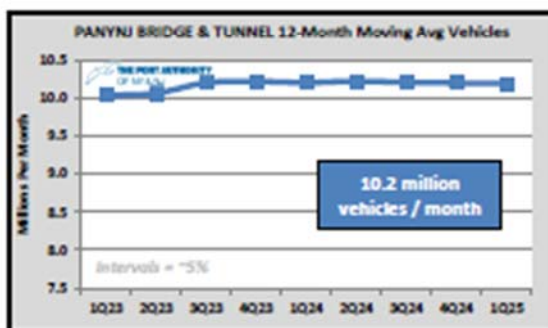
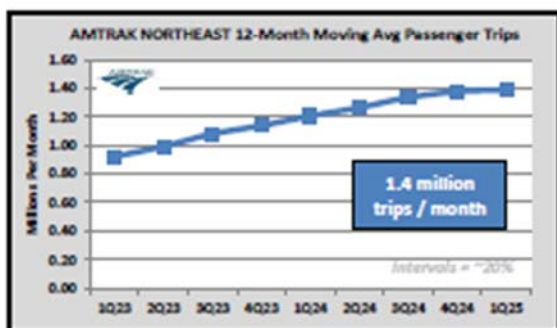
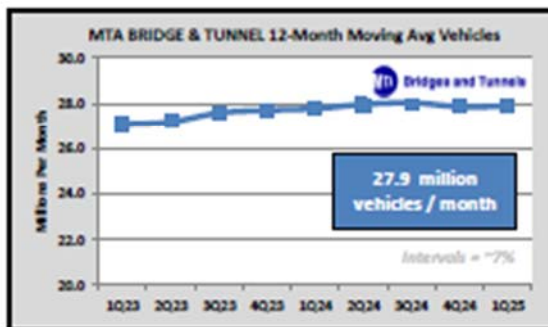
NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

February 2025

1Q25

Second Quarter, Fiscal Year 2025

Covering the period July through September 2024



NJ TRANSIT Market Analysis

Non-NJ TRANSIT 2nd Quarter Data not available. 1st Quarter shown.

NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

February 2025

1Q25

Second Quarter, Fiscal Year 2025
Covering the period July through September 2024

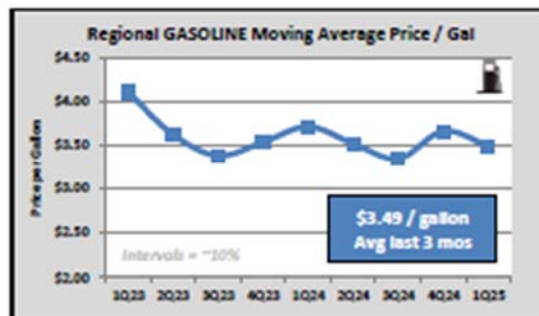
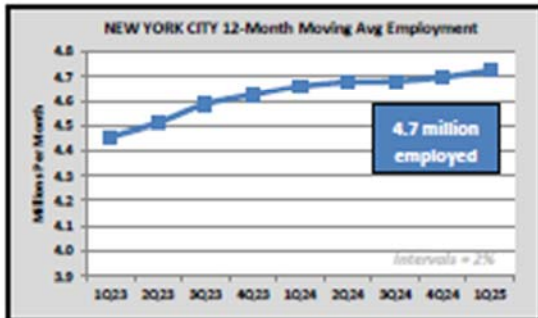
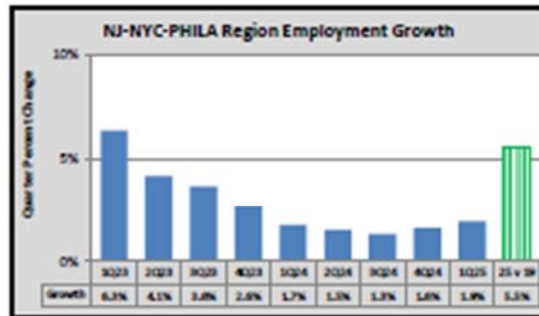
• THE REGIONAL ECONOMY

REGIONAL ECONOMIC TRENDS
Percent Change
Fiscal Year 2025

Employment	1 st Quarter	Q1 FY2019
New Jersey	+1.4%	+5.6%
Newark-Union Metro	+1.5%	+5.0%
Edison-New Brunswick Metro	+1.0%	+5.9%
Bergen-Passaic-Hudson	+1.1%	+4.7%
Northern New Jersey	+1.2%	+5.2%
Camden Metro	+2.8%	+9.5%
Trenton-Ewing	+2.1%	+7.0%
Atlantic City-Hammonton	+0.6%	(- 1.5%)
Vineland-Millville-Hammonton	+0.8%	+4.1%
Ocean City	(- 0.1%)	+0.4%
Southern New Jersey*	+2.1%	+6.7%
New York City	+2.3%	+4.9%
Philadelphia	+2.6%	+8.3%
NJ-NYC-Phila Region	+1.9%	+5.5%
U.S. Total	+1.5%	+6.4%

* Due to U.S. Bureau of Labor Statistics estimating techniques, local New Jersey labor market totals and trends may not sum to the New Jersey statewide total.

Source: U.S. Bureau of Labor Statistics



NJ TRANSIT Market Analysis

Non-NJ TRANSIT 2nd Quarter Data not available. 1st Quarter shown.

NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

February 2025

Second Quarter, Fiscal Year 2025

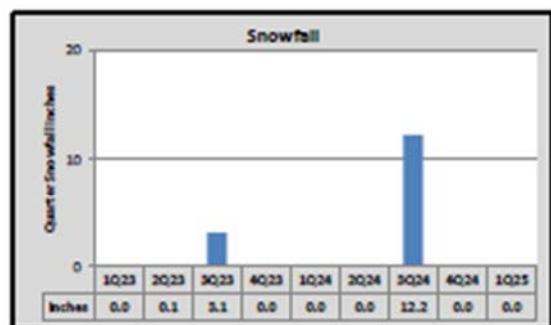
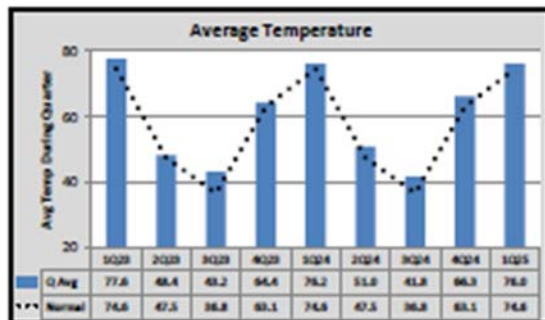
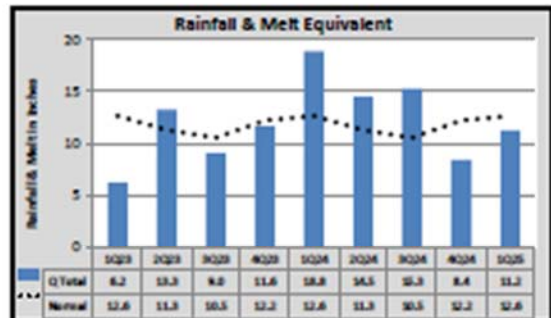
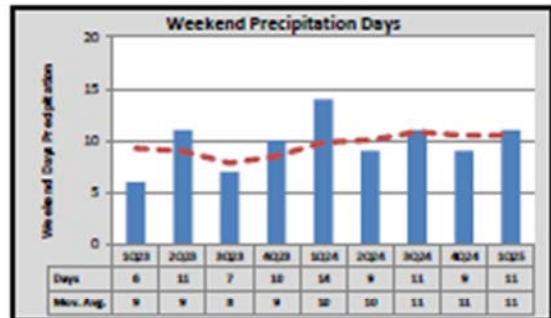
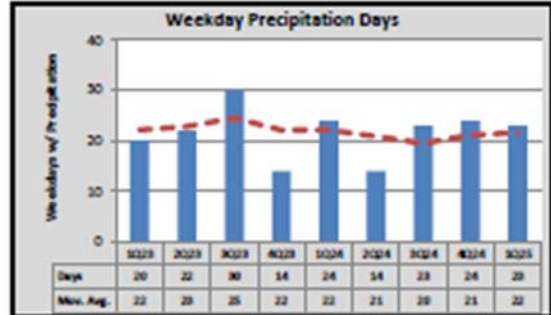
Covering the period July through September 2024

1Q25

• WEATHER CONDITIONS

CLIMATE ANALYSIS Fiscal Year 2025		
	1 st Quarter	Q1 FY2019
Average Temperature	76.0 F	76.3 F
Vs. normal	+1.4 F	+2.5 F
Vs. last year	-0.1 F	+2.2 F
Precipitation – Weekdays		
This year	23 days	30 days
Last year	24 days	
Precipitation – Weekends		
This year	11 days	9 days
Last year	14 days	
Precipitation – Total		
This year	34 days	39 days
Last year	38 days	
Rainfall & Equivalent		
This year	11.2 inches	17.8 inches
Last year	18.8 inches	
Normal	12.6 inches	
Snowfall		
This year	0.0 inches	0.0 inches
Last year	0.0 inches	

Source: National Weather Service, Newark Airport reporting station



APPENDIX B

KEY PERFORMANCE INDICATORS



	FY21 Actual	FY22 Actual	FY23 Actual	FY24 Actual
Operational:				
Training				
Locomotive engineer trainees enrolled (LETP)	100	91	53	35
Retention of graduated LETP classes ¹	41.0%	49.5%	44.6%	44.1%
Assistant conductor trainees enrolled (ACTP)	132	125	99	126
Retention of graduated ACTP classes ¹	70.5%	84.8%	78.6%	75.0%
On-Time Performance				
Rail	93.3%	92.5%	90.5%	89.9%
Bus	98.0%	95.0%	94.0%	91.0%
Light Rail	96.9%	96.3%	95.7%	93.8%
Equipment				
# of Revenue Locomotives	173	171	171	171
Total number of buses	3,104	3,028	2,954	2,807
Financial:				
Total state operating assistance received (millions)	\$ 425.6	\$ 507.1	\$ 903.1	\$ 650.1
Federal COVID-19 Relief Funding	\$ 979.0	\$ 1,030.7	\$ 479.3	\$ 808.8
Average daily cash balance (millions)	\$ 109.8	\$ 113.5	\$ 185.7	\$ 189.5
Farebox Recovery				
Systemwide	13.2%	21.8%	32.9%	27.6%
Rail ²	13.7%	27.3%	42.4%	37.3%
Bus ²	20.5%	29.5%	34.5%	34.6%
Light Rail ²	8.5%	10.7%	10.3%	10.6%
Outstanding debt at year-end ³ (millions)	\$ 1,065.6	\$ 1,119.0	\$ 1,448.9	\$ 1,370.8
Revolving line of credit outstanding at year-end (millions)	\$ 0.0	\$ 185.0	\$ 240.0	\$ 125.0
Administrative:				
Year-end headcount	11,648	11,798	12,251	12,588
Percentage of workforce full-retirement eligible	12.0%	12.5%	12.1%	12.4%

Notes:

¹ Annual LETP and ACTP retention rates are calculated from the classes that graduated in that fiscal year.

² Farebox recovery calculations do not include overhead

³ Does not include revolving debt

APPENDIX C

Month(s)	Budget Process
August - September	NJT Budget Planning <ul style="list-style-type: none">• Develop Preliminary Budgetary Assumptions, Priorities & Opportunities• Internal Budget Planning Meetings within each Department
October - January	NJT Budget Development and Request <ul style="list-style-type: none">• Budget Planning Instructions Sent to Departments• Review of Department Budget Submissions• Finalized Recommendations by NJT Executive Management• Submission of NJT Budget Request to OMB ("Fishbowl" Meeting)
February - March	Governor's Proposed Budget <ul style="list-style-type: none">• Executive Branch Analysis of NJT Budget Request• Governor's Fiscal Year Budget Address to Legislature• NJT Board Approves Budget Transmittal Letter to Legislature
April - June	Appropriations Act <ul style="list-style-type: none">• Senate and Assembly Hearings on Budget• Legislature Adopts Budget Appropriations Act• Governor Signs Budget Appropriations Act
July	NJT Board Budget Adoption

APPENDIX D

**NJ Transit Corporation
Revenue and Expense Trends**
(\$ in millions)

	Rail		Bus		Light Rail		Admin / All Other		Covid-19		Total NJT	
	Rev	Exp	Rev	Exp	Rev	Exp	Rev	Exp	Relief	CTF	Rev	Exp
FY15 - Actual	666.3	797.4	374.6	672.0	39.5	223.4	995.0	382.1	-	-	2,075.4	2,074.9
FY16 - Actual	711.6	857.5	393.2	744.7	39.2	226.0	1,088.8	427.1	-	-	2,232.8	2,255.3
FY17 - Actual	696.4	828.9	395.6	680.7	47.7	244.5	987.8	378.8	-	-	2,127.5	2,132.9
FY18 - Actual	675.0	874.0	393.6	712.1	48.0	265.8	1,137.5	381.1	-	-	2,254.1	2,233.0
FY19 - Actual	682.0	881.8	392.5	756.7	42.9	251.2	1,188.0	415.4	-	-	2,305.4	2,305.1
FY20 - Actual	552.1	926.7	305.2	746.0	32.8	246.2	1,292.1	454.3	360.8	-	2,543.0	2,373.3
FY21 - Actual	233.7	965.7	171.2	790.4	28.7	248.7	981.7	458.3	979.0	-	2,394.4	2,463.0
FY22 - Actual	388.2	1,068.5	256.2	832.9	30.5	260.3	1,122.7	516.4	1,030.7	-	2,828.4	2,678.1
FY23 - Actual	515.4	1,089.4	316.0	874.4	36.8	286.4	1,451.0	552.0	479.3	-	2,798.5	2,802.2
FY24 - Actual	547.0	1,150.4	342.0	963.8	34.1	297.2	1,219.9	580.2	808.8	-	2,951.8	2,991.5
FY25 - Projected	634.5	1,193.6	396.7	999.9	43.6	308.3	1,158.8	602.0	749.2	-	2,982.8	3,103.8
FY26 - Gov Bud ^{1,2&3}	654.8	1,219.3	409.4	1,012.8	45.0	313.4	1,230.8	609.9	-	815.5	3,155.4	3,155.4
FY27 - Prelim ^{1,2&3}	675.8	1,274.2	422.5	1,058.4	46.4	327.5	1,301.7	637.3	-	851.0	3,297.4	3,297.4
FY28 - Prelim ^{1,2&3}	697.4	1,339.2	436.0	1,112.4	47.9	344.2	1,397.3	669.8	-	887.0	3,465.6	3,465.6
FY29 - Prelim ^{1,2&3}	719.7	1,399.5	450.0	1,162.5	49.4	359.7	1,477.5	699.9	-	925.0	3,621.6	3,621.6

Projected Revenues for FY25 – FY29

	Passenger	Other Revenue	State Subsidy ¹	Corp Transit		Clean Energy ³	PM / CM ³	Other Reim	COVID-19 Relief	Total Resources
				Fee	Turnpike ²					
FY25 - Projected	900.3	129.1	145.0	-	455.0	70.1	334.0	200.1	749.2	2,982.8
FY26 - Gov Bud	980.0	195.9	87.0	815.5	470.0	70.1	334.0	202.9	-	3,155.4
FY27 - Prelim	1,017.2	135.9	200.0	851.0	485.0	70.1	334.0	204.2	-	3,297.4
FY28 - Prelim	1,055.9	140.0	270.0	887.0	500.0	70.1	334.0	208.6	-	3,465.6
FY29 - Prelim	1,096.0	144.2	325.0	925.0	515.0	70.1	334.0	212.2	-	3,621.6

¹ State Subsidy expected to grow in FY27 - FY29² Total Turnpike Funding for FY25 - FY29 does not include \$25m each year allotted for the Portal North Bridge capital project³ Resources assume the same level of Clean Energy and PM / CM funding in FY26 - FY29

APPENDIX E

\$ In Millions

Appropriation Line	Narrative Summary	Appropriation To Date	Proposed Appropriation (FY26)	Proposed Appropriation (FY27)	Proposed Appropriation (FY28 - FY35)	Amount Expended And/Or Committed To Date	Active Projects With Future Appropriations (FY26-FY35)
ADA - Platforms/Stations - T143	Funding is provided for the design and construction of necessary repairs to make NJ TRANSIT's rail stations, and subway stations more accessible for the Americans with Disabilities Act (ADA) including related track and infrastructure work. Funding is requested for repairs, upgrades, equipment purchase, platform extensions, and transit enhancements throughout the system and other accessibility repairs/improvements at stations.	\$1.14	\$0.50	\$0.50	\$4.00	\$0.27	Yes
Bridge and Tunnel Rehabilitation - T05	This program funds the design, repair, rehabilitation, replacement, painting, and inspection of tunnels and bridges. The program funds other work related to the movable bridge program, drawbridge power program, and right-of-way improvements necessary to maintain a State of Good Repair (SOGR) for culverts, bridges, and tunnels.	\$223.66	\$24.00	\$16.63	\$133.04	\$194.30	Yes
Bus Acquisition Program - T111	The Buses and Bus Facilities Section 5339 program provides funds for replacement of transit, commuter, access link, and suburban buses for NJ TRANSIT as they reach the end of their useful life as well as the purchase of additional buses to meet service demands. Pay-as-you-go funding is provided for over 2,300 buses replacements including but not limited to cruiser buses, 40 foot buses and 60 foot articulated buses.	\$485.85	\$115.02	\$177.80	\$1,276.72	\$169.73	Yes
Bus Passenger Facilities/Park and Ride - T06	This program provides funds for the bus park and ride program, improvements to bus passenger facilities and the purchase and installation of bus stop signs and shelters systemwide.	\$10.03	\$0.80	\$0.80	\$6.40	\$8.66	Yes
Bus Support Facilities and Equipment - T08	The Buses and Bus Facilities Section 5339 program provides funds through a statutory formula to maintain NJ TRANSIT's bus fleet, including to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. This includes technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and two discretionary components.	\$180.84	\$141.21	\$98.00	\$1,627.20	\$72.94	Yes
Capital Ferry Improvement Program - T700	The Ferry Capital Improvement Program provides funding to participating ferry boat operators' capital budget. Eligible activities include the acquisition, replacement and rehabilitation of ferries and other capital equipment and improvements to ferry facilities. Funding also supports NJ TRANSIT's administrative cost.	\$50.33	\$6.49	\$6.49	\$51.80	\$33.05	Yes
Capital Program Implementation - T68	Funding is provided for capital project management activities associated with the implementation of the capital program and project delivery.	\$560.36	\$40.00	\$40.00	\$320.00	\$541.55	Yes

\$ In Millions		Appropriation To Date	Proposed Appropriation (FY26)	Proposed Appropriation (FY27)	Proposed Appropriation (FY28 - FY35)	Amount Expended And/Or Committed To Date	Active Projects With Future Appropriations (FY26-FY35)
Appropriation Line	Narrative Summary						
Casino Revenue Fund - T515	Transportation Assistance for Senior Citizens and Disabled program. State law provides 8.5% of the Casino Tax Fund revenues to be appropriated for transportation services for senior and disabled persons and for capital improvements that benefit the senior and disabled populations. The law provides 85% of these funds to be made available to the counties through NJ TRANSIT for capital, operating, and administrative expenses for the provision of locally coordinated para-transit services. The amount each county receives is determined by utilizing an allocation formula based on the number of residents 60 years of age and over as reflected in the most recent U.S. Census Report. Funds may be appropriated from the Property Tax Relief Fund (PTRF), pursuant to budget language.	\$718.43	\$41.30	\$42.54	\$388.05	\$666.44	Yes
Claims Support - T13	Funding is provided for claims related to capital projects, expert witnesses, court settlement, and other costs to defend NJ TRANSIT's interests as a result of litigation.	\$0.41	\$0.10	\$0.10	\$0.80	\$0.18	Yes
Cumberland County Bus Program - T170	This program provides funds for capital and operating assistance for Cumberland County UZA, including purchase of buses, minivans, support equipment, facility improvements and capital maintenance costs.	\$5.56	\$1.02	\$1.02	\$8.16	\$1.02	Yes
Environmental Compliance - T16	Funding is provided for compliance with environmental regulations at both bus, light rail and rail facilities and operating support includes but is not limited to replacement of leaking fuel tanks, clean up of contaminated soil and ground water, oil/water separators, asbestos removal, and fueling station improvements at various facilities etc.	\$98.37	\$3.00	\$3.00	\$24.00	\$97.10	Yes
High Speed Track Program - T43	Funding is provided for an annual program of high speed track rehabilitation including high speed surfacing, systemwide replacement of life-expired ties and other rail improvements, right-of-way fencing, equipment necessary to maintain a state of good and safe repair, purchase of long lead-time materials for next construction season, maintenance-of-way work equipment, interlocking improvements, passing sidings, other improvements, materials and services as necessary to support the program.	\$20.73	\$2.60	\$2.60	\$20.80	\$19.22	Yes

\$ In Millions		Appropriation To Date	Proposed Appropriation (FY26)	Proposed Appropriation (FY27)	Proposed Appropriation (FY28 - FY35)	Amount Expended And/Or Committed To Date	Active Projects With Future Appropriations (FY26-FY35)
Appropriation Line	Narrative Summary						
Hudson-Bergen and Newark LRT System - T87	Funding is provided for annual Hudson-Bergen Capital Asset Replacement improvements, and other improvements along the Hudson-Bergen Light Rail Line, including rolling stock enhancements. Funding is provided for the Route 440 Extension Project is planned to provide convenient transit access for existing and future residents of the western waterfront area. The HBLR Route 440 Extension project would extend the HBLR West Side Avenue Branch from its current terminus at West Side Avenue in Jersey city to a new terminus station on the west side of State Route 440.	\$12.00	\$15.00	\$15.00	\$120.00	\$0.90	Yes
Immediate Action Program - T20	Funding is provided for emergency project needs under the rail, bus, and headquarters programs; contract change orders; consultant agreement modifications; and other unanticipated work identified during the course of the year, thus allowing the agency to be responsive to emergency and unforeseen circumstances which arise unexpectedly. This program also provides funding for Capital Planning activities, project development, and project reviews. The funding supports the development of the agency's capital plan and capital plan updates and funds project research and development activities for capital programs.	\$97.35	\$74.85	\$128.68	\$1,473.55	\$50.25	Yes
Light Rail Infrastructure Improvements - T95	Funding is provided for Light Rail improvements including, but not limited to, communication systems upgrade, accessibility improvements, vehicle and facility improvements, and other infrastructure rehabilitation improvements, including rolling stock enhancements. Funding is also provided for Newark Light Rail (NLR), Hudson Bergen Light Rail (HBLR) Infrastructure and River Line capital asset replacement including but not limited to acquisition of properties and any items or services needed to support the acquisition.	\$203.31	\$18.28	\$18.28	\$146.20	\$194.66	Yes
Light Rail Infrastructure Systems and Maintenance - T2401	Funding is provided for State of Good Repair (SOGR) work to NJ TRANSIT's light rail systems to maintain a condition sufficient for capital assets to operate at a full level of performance. This work includes upgrades to light rail's Supervisory Control and Data Acquisition (SCADA) and Electronic Logic Control Devices systems, including hardware, software, and infrastructure. Right-of-Way improvements to the Newark Light Rail (NLR), Hudson Bergen Light Rail (HBLR), and River LINE. Work would include track, ties, drainage, fencing, retaining walls, cable, signal systems and stormwater and erosion control measures. Rail track switch replacements and upgrades.	\$17.00	\$10.00	\$10.00	\$80.00	\$1.40	Yes

\$ In Millions		Appropriation To Date	Proposed Appropriation (FY26)	Proposed Appropriation (FY27)	Proposed Appropriation (FY28 - FY35)	Amount Expended And/Or Committed To Date	Active Projects With Future Appropriations (FY26-FY35)
Appropriation Line	Narrative Summary						
Locomotive Overhaul - T53E	Funding is provided for service reliability to the locomotive fleet based on manufacturer replacement and service standards to maintain equipment through its useful life. In-house staff ensure that each locomotive engine continues to properly function in terms of reliability and fuel consumption, without being remanufactured, specified to work output or miles; and that the locomotive complies with all applicable emission standards.	\$17.92	\$2.50	\$2.50	\$20.00	\$16.65	Yes
Miscellaneous - T122	Funding is provided for the continuation of the mandated vital records program and other miscellaneous administrative expenses such as, but not limited to, match funds for special services grants and physical plant improvements incurred throughout the year. Funds support forensic accounting services in furtherance of the property insurance claim resulting from the damage caused by extreme weather events such as Superstorm Sandy. Funds also support project oversight/management for all day-to-day aspects of NJ TRANSIT projects.	\$12.25	\$0.50	\$0.50	\$4.00	\$9.43	Yes
NEC Improvements - T44	The Northeast Corridor (NEC) Improvements program funds projects that maintain a state-of-good repair along the New Jersey segment of the NEC. State-of-good repair is for right-of-way basic infrastructure, like structures and facilities, track, electric traction and communication and signals. Funds are also for AMTRAK joint benefit projects and NJ TRANSIT specific projects. Work may include associated track and station improvements and platform extensions. STATE (TTF) funds are for expansion of County Yard project to provide additional storage for rail cars. The NEC main line runs 457 miles from Washington, DC to Boston, MA.	\$1,077.54	\$162.95	\$157.88	\$862.99	\$1,046.49	Yes
Other Rail Station/Terminal Improvements - T55	Funding is provided for the design, land acquisition and construction of various stations, platform extensions, parking and related facilities, and upgrades throughout the system including related track and rail infrastructure work. Also included are station and facility inspection and repair, customer service station bike locker installation - systemwide, and STARS Program including but not limited to acquisition of properties and any items or services needed to support the acquisition.	\$94.46	\$16.31	\$7.31	\$58.48	\$46.03	Yes

\$ In Millions		Appropriation To	Proposed	Proposed	Proposed	Amount Expended	Active Projects
Appropriation Line	Narrative Summary	Date	Appropriation (FY26)	Appropriation (FY27)	Appropriation (FY28 - FY35)	And/Or Committed To Date	With Future Appropriations (FY26-FY35)
Physical Plant - T121	Funding is provided for demolition of out-of-service facilities, energy conservation program, work environment improvements, replacement of antiquated administrative support equipment, purchase of material warehouse equipment, replacement of non-revenue vehicles, and other minor improvements to various bus/rail/light rail/operating facilities etc including but not limited to acquisition of properties and any items or services needed to support the acquisition.	\$79.67	\$9.28	\$9.28	\$73.12	\$65.84	Yes
Portal North Bridge - T538	Funding is for the design, engineering, construction and other necessary initiatives or items for the replacement of the existing Portal North Bridge with a new high-level, two track, fixed structure bridge on a new rail alignment. The new bridge will be approximately 1,200 feet long and will have a clearance that accommodates current and forecast maritime traffic, thereby eliminating the need for a movable span that interrupts rail operations and results in delays due to mechanical failures. This will improve reliability, allowing NJ TRANSIT to operate longer and higher capacity trains. Additionally, trains will be able to cross the bridge at 90 miles per hour, up from 60 miles per hour today. \$393M in Amtrak funds were applied to the Portal North Bridge (PNB) project and the funds are administered by NJ TRANSIT. \$57M in CMAQ funds are committed to purchase up to 25 commuter rail vehicles to support the PNB project. In addition, NJ TRANSIT is committing up to \$14M in local match for the CMAQ funds (through NJTTF) to support the PNB project. NJ TRANSIT was awarded \$766.5M under FTA's Section 5309 Capital Investment Grants Program. Another \$78M in FTA ARPA funds received for the project. \$591M in New Jersey Economic Development Authority (NJEDA) proceeds are committed to the PNB Project. FTA has allotted an additional \$25.034M of FY2023 Consolidated Discretionary funds for the PNB project. The project includes Debt service for the repayment of EDA Bond financed partially by \$25M annual appropriation from Turnpike Authority and other state TTF funds.	\$2,225.46	\$30.52	\$25.00	\$302.46	\$2,583.44	Yes
Preventive Maintenance-Bus - T135	Urbanized Area Formula Grants - 5307. This program provides funding for the overhaul of buses including preventive maintenance costs in accordance with federal guidelines as defined in the National Transit Database Reporting Manual and federal law.	\$210.63	\$105.31	\$105.31	\$842.52	N/A	Yes

\$ In Millions		Appropriation To Date	Proposed Appropriation (FY26)	Proposed Appropriation (FY27)	Proposed Appropriation (FY28 - FY35)	Amount Expended And/Or Committed To Date	Active Projects With Future Appropriations (FY26-FY35)
Appropriation Line	Narrative Summary						
Preventive Maintenance-Rail - T39	State of Good Repair Grants - 5337 and Urbanized Area Formula Grants - 5307. This program provides funding for the overhaul of rail cars and locomotives and other preventive maintenance costs in accordance with federal funding guidelines as defined in the National Transit Database Reporting Manual and federal law.	\$499.03	\$228.69	\$228.69	\$1,829.48	N/A	Yes
Private Carrier Equipment Program - T106	This program provides State (TTF) funds for the Private Carrier Capital Improvement Program. Expenditures must be for capital improvements and/or capital maintenance, as defined in State law.	\$93.26	\$3.00	\$3.00	\$24.00	\$88.60	Yes
Rail Fleet Overhaul - T53G	This program provides funds for the mid-life overhaul and reliability/safety improvements of rail cars based on manufacturer recommendations and other rolling stock modifications to meet recently issued FRA and APTA mandated standards.	\$20.72	\$109.02	\$112.00	\$493.00	\$26.10	Yes
Rail Rolling Stock Procurement - T112	This program provide funds for the replacement of rail rolling stock, including engineering assistance and project management, to replace over-aged equipment including rail cars, revenue service locomotives, and expansion of NJ TRANSIT rolling stock fleet (cars and locomotives) to accommodate projected ridership growth and other system enhancements over the next ten years. Funding is provided to support vehicles\equipment (for rail operations). Annual funds are provided for Comet V single-level car lease payments, Electric Locomotive lease payments, Diesel Locomotive lease payments, Dual Power Locomotives and Multi-Level rail car lease payments and other upcoming rolling stock lease payments.	\$1,355.06	\$376.37	\$382.69	\$2,473.43	\$1,034.18	Yes
Rail Support Facilities and Equipment - T37	This program provides funds for rehabilitation and construction activities for yard improvements systemwide, improvements at support facilities necessary to perform maintenance work at rail yards, rail capacity improvements including passing sidings, interlockings and electric traction improvements, signal and communication improvements at support facilities, right-of-way fencing, maintenance-of-way equipment and the installation of pedestal tracks necessary to perform maintenance work at rail yards. Also included is funding for NJ TRANSIT's capital cost-sharing obligations related to use of Amtrak/Conrail facilities including but not limited to acquisition of properties and any items or services needed to support the acquisition.	\$540.79	\$45.47	\$5.51	\$43.32	\$405.35	Yes

\$ In Millions		Appropriation To Date	Proposed Appropriation (FY26)	Proposed Appropriation (FY27)	Proposed Appropriation (FY28 - FY35)	Amount Expended And/Or Committed To Date	Active Projects With Future Appropriations (FY26-FY35)
Appropriation Line	Narrative Summary						
Preventive Maintenance-Rail - T39	State of Good Repair Grants - 5337 and Urbanized Area Formula Grants - 5307. This program provides funding for the overhaul of rail cars and locomotives and other preventive maintenance costs in accordance with federal funding guidelines as defined in the National Transit Database Reporting Manual and federal law.	\$499.03	\$228.69	\$228.69	\$1,829.48	N/A	Yes
Private Carrier Equipment Program - T106	This program provides State (TTF) funds for the Private Carrier Capital Improvement Program. Expenditures must be for capital improvements and/or capital maintenance, as defined in State law.	\$93.26	\$3.00	\$3.00	\$24.00	\$88.60	Yes
Rail Fleet Overhaul - T53G	This program provides funds for the mid-life overhaul and reliability/safety improvements of rail cars based on manufacturer recommendations and other rolling stock modifications to meet recently issued FRA and APTA mandated standards.	\$20.72	\$109.02	\$112.00	\$493.00	\$26.10	Yes
Rail Rolling Stock Procurement - T112	This program provide funds for the replacement of rail rolling stock, including engineering assistance and project management, to replace over-aged equipment including rail cars, revenue service locomotives, and expansion of NJ TRANSIT rolling stock fleet (cars and locomotives) to accommodate projected ridership growth and other system enhancements over the next ten years. Funding is provided to support vehicles\equipment (for rail operations). Annual funds are provided for Comet V single-level car lease payments, Electric Locomotive lease payments, Diesel Locomotive lease payments, Dual Power Locomotives and Multi-Level rail car lease payments and other upcoming rolling stock lease payments.	\$1,355.06	\$376.37	\$382.69	\$2,473.43	\$1,034.18	Yes
Rail Support Facilities and Equipment - T37	This program provides funds for rehabilitation and construction activities for yard improvements systemwide, improvements at support facilities necessary to perform maintenance work at rail yards, rail capacity improvements including passing sidings, interlockings and electric traction improvements, signal and communication improvements at support facilities, right-of-way fencing, maintenance-of-way equipment and the installation of pedestal tracks necessary to perform maintenance work at rail yards. Also included is funding for NJ TRANSIT's capital cost-sharing obligations related to use of Amtrak/Conrail facilities including but not limited to acquisition of properties and any items or services needed to support the acquisition.	\$540.79	\$45.47	\$5.51	\$43.32	\$405.35	Yes

\$ In Millions		Appropriation To Date	Proposed Appropriation (FY26)	Proposed Appropriation (FY27)	Proposed Appropriation (FY28 - FY35)	Amount Expended And/Or Committed To Date	Active Projects With Future Appropriations (FY26-FY35)
Appropriation Line	Narrative Summary						
Safety Improvement - T509	This program provides funding for safety improvement initiatives systemwide addressing bus, rail, light rail, Access Link and other identified safety needs. Funding includes investment in equipment, passenger and maintenance facilities, right of way improvements, and other initiatives that improve the safe provision of transportation services. Funding will support planning, engineering, design, construction, acquisitions and other associated costs.	\$6.00	\$0.73	\$0.73	\$5.80	\$1.46	Yes
Section 5310 Program - T150	The Enhanced Mobility of Seniors and Individuals with Disabilities - Section 5310 program provides funds to help meet the transportation needs of older adults and people with disabilities. Agencies that provide such services are eligible for funding to purchase small buses or van-type vehicles, wheelchair lifts, ramps, and securement devices, among other eligible activities. MATCH funds are provided from the State.	\$61.26	\$14.02	\$14.26	\$122.68	N/A	Yes
Section 5311 Program - T151	Formula Grants for Rural Areas - 5311 program provides capital, planning, and operating assistance to support public transportation in rural areas with populations of less than 50,000. MATCH funds are provided from NJ TRANSIT and local funds.	\$30.69	\$8.22	\$8.34	\$71.09	N/A	Yes
Security Improvements - T508	This program provides funds for continued modernization/improvements of NJ TRANSIT Police and other security improvements. Today, the NJ TRANSIT Police Department is the only transit policing agency in the country with statewide authority and jurisdiction. The Department was created on January 1, 1983, and it evolved as a result of the passage of the Public Transportation Act of 1979 and subsequent legislation on the state and federal levels.	\$12.96	\$2.47	\$2.47	\$19.76	\$9.77	Yes
Signals and Communications/Electric Traction Systems - T50	This project provides funding for continued modernization/improvements to the signal and communications systems, including signal/communication upgrade of interlockings, and other communication improvements. This project also provides funding for systemwide electric traction general upgrades including: substation replacement, wayside hot box detection system, rail microwave system upgrades, replacement of substation batteries and electric switch heaters, emergency power backup systemwide, rehabilitation of systemwide overhead catenary structures and foundations including but not limited to acquisition of properties and any items or services needed to support the acquisition. In addition, funding will be provided for Positive Train Control training facilities including but not limited to equipment purchasing, engineering, design, planning, construction, acquisitions and other associated costs.	\$134.25	\$11.00	\$21.00	\$88.00	\$133.56	Yes

\$ In Millions		Appropriation To Date	Proposed Appropriation (FY26)	Proposed Appropriation (FY27)	Proposed Appropriation (FY28 - FY35)	Amount Expended And/Or Committed To Date	Active Projects With Future Appropriations (FY26-FY35)
Appropriation Line	Narrative Summary						
Small/Special Services Program - T120	This program funds the Vanpool Sponsorship Program, local Travel Demand Management (TDM), and East Windsor Community Shuttle operating support. Funding contracts work done by the eight Transportation Management Associations (TMAs) to promote transit use and other Travel Demand Management strategies.	\$28.82	\$1.47	\$1.47	\$11.78	\$24.73	Yes
Study and Development - T88	This element provides funds for system and infrastructure planning studies to ready projects for design, as well as demand forecasting and other related planning work.	\$85.45	\$9.58	\$6.41	\$51.27	\$67.85	Yes
Technology Improvements - T500	This element funds improvements to passenger communication and fare collection systems and other information technology improvements to meet internal and external customer needs. Funding is included for Public Address Upgrades/Onboard Communication Systems, Bus Radio System Upgrade Program, GIS Systems, TVM Replacement/Expansion, Smart Card Technology and improvements at stations systemwide, computer systems and services, photocopy lease payments, ADA Access Link computer upgrades and upgrades to increase efficiency and productivity of NJ TRANSIT's technology infrastructure to support services to customers.	\$183.02	\$13.41	\$13.41	\$107.25	\$170.63	Yes
Track Program - T42	The Track Program is for ongoing system-wide rehabilitation of the railroad track infrastructure. Funding is provided for track rehabilitation including systemwide replacement of life-expired ties and other rail improvements, right-of-way fencing, equipment necessary to maintain a state of good and safe repair, purchase of long lead-time materials for next construction season, maintenance-of-way equipment, interlocking improvements, passing sidings and other improvements.	\$292.86	\$28.50	\$28.50	\$228.00	\$278.11	Yes
Transit Enhancements - T210	Funding is provided for projects or project elements that are designed to enhance mass transportation service or use and are physically or functionally related to transit facilities as outlined in FTA Circular 9030.1E., including funding for a Statewide Bus Signs and Shelter Maintenance Upgrade Program and historic restoration of NJ TRANSIT facilities.	\$21.95	\$0.00	\$8.00	\$781.48	N/A	Yes

\$ In Millions		Appropriation To Date	Proposed Appropriation (FY26)	Proposed Appropriation (FY27)	Proposed Appropriation (FY28 - FY35)	Amount Expended And/Or Committed To Date	Active Projects With Future Appropriations (FY26-FY35)
Appropriation Line	Narrative Summary						
Transit Rail Initiatives - T300	<p>This program provides funding for transit expansion projects, including River Line Glassboro-Camden Light Rail Improvements, new station construction, ferry program, fixed guideway improvements (Rail, Light Rail, BRT, and Ferry), and related vehicle and equipment acquisition. Also included are FTA new starts projects authorized under New Jersey Urban Core or SAFETEA-LU. Potential projects in this category include (in no rank order): Northern Branch Rail; HBLR Extension to Secaucus; HBLR Secaucus-Meadowlands Connector; Passaic-Bergen rail service on the NYS&W east of Hawthorne using Diesel Multiple Unit (DMU) passenger equipment; Restoration of commuter rail service on the NYS&W west of Hawthorne; Port Morris Improvements; West Shore--Hoboken to West Haverstraw; NERL Elizabeth Segment from NJ TRANSIT'S Northeast Corridor Midtown Elizabeth Station to Newark Liberty International Airport via the Elizabeth Waterfront; Restoration of commuter rail service on the West Trenton line; River LINE LRT Capitol Extension; Second Phase of River LINE LRT/PATCO Extension; Glassboro-Camden Light Rail; Route 1 BRT, Second Phase of NERL (Newark Penn Station to Newark Liberty International Airport); Commuter rail extension in Monmouth and Ocean Counties; Lehigh Third Track Capacity Improvements; Extension of Cape May Seashore Line north to Hammonton (to Atlantic City Rail Line); Commuter Rail extension to Phillipsburg, improvements on the Atlantic City Rail Line, new rail station improvements such as Atlantic City Line/River LINE connection, Moynihan Station, Penn Station New York access improvements and platform extensions, Penn Station New York Central Concourse, Penn Station New York West End Concourse, E-yard expansion, Bus Rapid Transit Initiatives, Park and Rides and Smart Card Technology Program along with other new systemwide, rail, bus, and light rail initiatives arising during the year.</p> <p>The narrative above governs how the state Transportation Trust Funds that are appropriated in the state budget to "Transit Rail Initiatives" can be used. The Transit Rail Initiatives project is a state funded effort that is displayed here only for information purposes in order to give a better understanding of total transportation funding. As shown below, there is no Federal funding allocated to the Transit Rail Initiatives project in the first four constrained years. In compliance with the state budget and the language above, state Transit Rail Initiatives funds will be used to advance the projects listed above, some of which are also authorized under Federal law, but not yet funded with Federal dollars.</p>	\$78.13	\$26.97	\$26.97	\$384.11	\$65.14	Yes

\$ In Millions							Active Projects
Appropriation Line	Narrative Summary	Appropriation To Date	Proposed Appropriation (FY26)	Proposed Appropriation (FY27)	Proposed Appropriation (FY28 - FY35)	Amount Expended And/Or Committed To Date	With Future Appropriations (FY26-FY35)
	Funding is also provided to advance projects dependent on other non-federal (including private) funding, and/or state resources available beyond planned levels including but not limited to acquisition of properties and any items or services needed to support the acquisition.						
Total No. of Appropriation Line Item: 39		\$9,847.55	\$1,700.44	\$1,732.66	\$14,578.75	\$8,125.03	

Notes: Appropriation to Date amounts and Amounts Expended and/or Committed are not applicable for certain capital, operating, and pass-through programs because they are renewable annual appropriations.

ITEM 2503-12: REGULATION: ADOPTION OF NEW RULES – N.J.A.C. 16:75 BUS ALLOCATION PROGRAM GUIDELINES AND PROCEDURES

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 an 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. 27:25-6(b), NJ TRANSIT has the statutory authority to promulgate rules and regulations; and

WHEREAS, N.J.A.C. 16:75- Bus Allocation Program Guidelines and Procedures, proposes regulations governing NJ TRANSIT’s leasing of buses to private motorbus carriers for the purpose of operating regular route bus services; and

WHEREAS, the proposed regulations, set forth in Exhibit A, were published in the New Jersey Register on September 16, 2024, and the comment period expired on November 15, 2024, as set forth in Exhibit A; and

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

WHEREAS, staff has reviewed the proposed regulations, 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. 16:75 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 Bus Allocation Program Guidelines and Procedures.

LAW AND PUBLIC SAFETY

ii. Successfully completed and passed a program in expanded functions approved by the Board pursuant to (c) below.

(b) An applicant for registration as a dental assistant shall submit a completed application to the Board that contains the following information and materials:

- 1. (No change.)
- [2. Proof of the following, if applicable pursuant to (a) above:
 - i. A certificate of graduation from an approved educational program in dental assisting in which the expanded functions or duties listed in N.J.A.C. 13:30-2.4 are taught;
 - ii. A certificate of successful completion of an examination for clinical competency in expanded functions in dental assisting administered by DANB;
 - iii. A certificate of successful completion of an approved program in expanded functions in dental assisting. The Board shall recognize the following as providers of approved programs in expanded functions:
 - (1) An institution approved by the Commission on Dental Accreditation;
 - (2) Institutions of higher education which have met the standards of the Commission on Higher Education or a regional agency recognized by the Council on Post-Secondary Accreditation; or
 - (3) In-service training programs conducted at the graduate level by agencies of the Federal, State, or local government, which are substantially similar to programs described in (b)2iii(1) and (2) above;
 - iv. A certificate of successful completion of the Certified Dental Assistant Examination administered by DANB; and
 - v. A certificate of completion of the online New Jersey Jurisprudence orientation within six months of the date of application;]

2. A certificate of successful completion of the Certified Dental Assistant Examination administered by DANB within 10 years prior to the date of application;

3. A certificate of completion of the online New Jersey Jurisprudence orientation within six months of the date of application;

[3.] **4. Results from a criminal history background check conducted by the State of New Jersey pursuant to N.J.S.A. 45:1-28 et seq.; [and]**

[4.] 5. The application fee set forth [in] at N.J.A.C. 13:30-8.1[.]; and

6. Proof of the following, as applicable pursuant to (a) above:

- i. A certificate of graduation from an approved educational program in dental assisting in which the expanded functions or duties listed at N.J.A.C. 13:30-2.4 are taught, if applying pursuant to the qualifications set forth at (a)1 above;**
- ii. A certificate of successful completion of the New Jersey Expanded Functions Examination administered by DANB, if applying pursuant to the qualifications set forth at (a)2i above; or**
- iii. A certificate of successful completion of a Board-approved program in expanded functions in dental assisting certifying competency in all expanded functions skills at (d)2 below and passage of a final written examination, if applying pursuant to the qualifications set forth at (a)2ii above.**

(c) The Board shall recognize the following as providers of approved programs in expanded functions:

1. Dental assisting programs approved by the Commission on Dental Accreditation; and

2. Regionally accredited institutions, in-service programs of Federal, State, or local government, and training institutions, provided the expanded functions program has been approved by the Board pursuant to (d) and (e) below.

(d) An expanded functions program shall:

- 1. Be taught by a licensed dentist, licensed dental hygienist, or registered dental assistant in good standing in New Jersey;**
- 2. Provide a minimum of 15 hours of didactic training and 30 hours of clinical instruction in the following:**
 - i. The expanded functions at N.J.A.C. 13:30-2.4;**
 - ii. Patient pre-evaluation, including medical and dental history considerations;**
 - iii. Recognition of adverse events;**
 - iv. Emergency procedures and basic life support; and**
 - v. Selection of appropriate armamentarium, agents, and techniques; and**

3. Require passage of a final written examination and a demonstration of competency in the topics required at (d)2 above.

(e) All providers of an expanded functions program, other than dental assisting programs approved by the Commission on Dental Accreditation, shall:

- 1. Apply for Board approval by submitting the following to the Board at least 90 days prior to the date of the proposed expanded functions program:**
 - i. A detailed, descriptive outline of the program's content, objectives, and schedule;**
 - ii. The curriculum vitae of each instructor that indicates the instructor has met the requirements at (d)1 above;**
 - iii. The final written examination; and**
 - iv. A detailed plan for evaluation of clinical competency;**
- 2. Maintain daily attendance sheets that include the time the student arrives and leaves, with the student's signature next to each time entry;**
- 3. Evaluate the program by soliciting feedback from both students and instructors; and**
- 4. Obtain Board approval prior to representing that the program fulfills the requirements at (a)2ii above. Board approval shall be valid for two years from the date of approval provided that documentation submitted pursuant to (e)1 above remains unchanged from the initial application.**

TRANSPORTATION

(a)

**NEW JERSEY TRANSIT CORPORATION
Bus Allocation Program Guidelines and Procedures
Proposed New Rules: N.J.A.C. 16:75**

Authorized By: New Jersey Transit Corporation, Kevin S. Corbett, Executive Director.

Authority: N.J.S.A. 27:25-5.e, h, and k, and 27:25-6.b.

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

Proposal Number: PRN 2024-107.

Submit comments by November 15, 2024, to:

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

The agency proposal follows:

Summary

The expired rules proposed as herein as new rules repromulgate rules governing the leasing of buses to private motorbus carriers for the operation of regular route bus service. In accordance with N.J.S.A. 52:14B-5.1, N.J.A.C. 16:75 expired on February 4, 2007, and, therefore, New Jersey Transit Corporation (NJ TRANSIT) proposes this previously expired chapter as new rules.

NJ TRANSIT was established by the New Jersey Public Transportation Act of 1979, 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. One of the programs by which NJ TRANSIT fulfills this responsibility is through the leasing of buses to private motorbus carriers for the sole purpose of operating regular route bus service.

N.J.A.C. 16:75 is designed to provide guidelines and procedures governing the allocation and lease of buses to carriers pursuant to N.J.S.A. 27:25-5.h and k. Subchapter 1, General Provisions, describes the purpose of this chapter and the applicable definitions. Subchapter 2, Bus Allocation Guidelines and Procedures, sets forth the guidelines and criteria to be followed in determining the eligibility of private bus carriers

PROPOSALS

and the regular route bus services operated by the carriers for the allocation of buses, the procedure to be used to handle the request of a carrier for a determination of eligibility, guidelines regarding the retirement of buses and disposal procedures, and other requirements regarding the leasing carriers. Subchapter 3, Eligibility and Ineligibility, sets forth the procedures to be used to determine the allocation of buses to carriers. Subchapter 4, Process for Declaration of Ineligibility, describes the requirements for an agreement between NJ TRANSIT and the carrier for the lease of buses, compliance requirements, and conditions regarding the use of the equipment leased to the carrier.

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

The expired rules proposed herein as new rules provide reasonable standards for the allocation of buses to private motorbus carriers. The general purpose of NJ TRANSIT's procurement of buses is to replace overaged buses utilized to provide regular route bus service for State of New Jersey residents with newer equipment that will provide improved and more reliable mass transit service to the public. The expired rules proposed herein as new rules are designed to allocate buses to carriers, generally based on the age of buses presently in use, so that the buses are made available to those riders who will benefit the most from new buses. NJ TRANSIT will consider the capabilities and responsibility of carriers requesting buses and whether the leasing of buses to specific carriers is consistent with the provision of an efficient, effective, coordinated, and coherent public transportation system. There may be some situations where overaged buses of some carriers may not be replaced because the lease of buses to such carriers is not consistent with sound transportation policy. The expired rules proposed herein as new rules provide guidelines to be followed when private motorbus carriers apply for the receipt of buses to replace existing buses in their fleet and for requests for additional buses for new or expanded regular route services. The public benefit from the replacement of overaged buses is significant. The procedures delineated in the expired rules proposed herein as new rules will provide protection for the interests of the riding public, for the taxpayers who subsidize such services, and for the individual motorbus carriers who apply for the receipt of buses.

Economic Impact

The primary economic impact of the expired rules proposed herein as new rules is on the riding public by sustaining the availability of affordable mass transit service. By reducing the need for private motorbus carriers to use financial resources for capital requirements and by making mass transit more attractive, the buses provided may serve to hold down fares for the private carriers and contribute to increasing ridership.

NJ TRANSIT presently provides approximately 616 buses, at a cost of \$234 million, to private motorbus carriers to provide regular route bus services on various routes throughout the State. These leased buses range in age from three to 14 years; most of these buses will become overage before the expiration of the expired rules proposed herein as new rules.

Federal Standards Statement

The expired rules proposed herein as new rules are not subject to any Federal standards and, therefore, a Federal standards analysis is not required.

Jobs Impact

NJ TRANSIT does not anticipate that implementation of the expired rules proposed herein as new rules will result in the generation or loss of jobs in the State.

Agriculture Industry Impact

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

Regulatory Flexibility Analysis

The expired rules proposed herein as new rules apply to persons and entities who wish to apply for the receipt of buses from NJ TRANSIT for use in the operation of regular route bus services. Some of these entities may be small businesses as the term is defined in the Regulatory Flexibility Act, N.J.S.A. 52:14B-16 et seq.

The expired rules proposed herein as new rules impose recordkeeping, reporting, and compliance requirements. The expired rules proposed herein as new rules require that requests be submitted in a specified manner. The expired rules proposed herein as new rules provide for the allocation of buses to eligible private carriers, thereby offering economic support to the private carriers for the benefit of the riding public. The expired rules proposed herein as new rules set forth general requirements for retaining and providing access to basic accounting and vehicle maintenance records demonstrating compliance with the requirements of funding and regulatory agencies. All bus companies maintain these basic records as a necessary condition of operating a commercial enterprise regulated by Federal, State, and local jurisdictions. Accordingly, the rules do not establish differential reporting requirements.

The expired rules proposed herein as new rules impose no additional costs on small businesses, nor will small businesses incur any additional expenditures for professional services for reporting, recordkeeping, or compliance purposes. The expired rules proposed herein as new rules provide for economic support to all eligible private carriers, therefore, there is a positive economic impact on small businesses. No different treatment has been provided for small businesses. The expired rules proposed herein as new rules provide for equal treatment of businesses in the process, whether large or small, in the interests of public safety and fairness to all carriers.

Housing Affordability Impact Analysis

NJ TRANSIT does not anticipate any impact on the affordability of housing as a result of the expired rules proposed herein as new rules. The expired rules proposed herein as new rules govern the allocation of buses to private motorbus carriers for the operation of regular bus service. As such, the expired rules proposed herein as new rules will have no effect on housing units or on the average costs of 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 expired rules proposed herein as new rules. The expired rules proposed herein as new rules govern the allocation of buses to private motorbus carriers for the operation of regular bus service. The expired rules proposed herein as new rules will have no effect on housing production within Planning Areas 1 or 2, or within designated centers, pursuant to the State Development and Redevelopment Plan. By establishing and providing for the operation and improvement of a coherent public transportation system in the most efficient and effective manner, the 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 75
BUS ALLOCATION PROGRAM GUIDELINES AND PROCEDURES

SUBCHAPTER 1. GENERAL PROVISIONS

16:75-1.1 Purpose

The purpose of NJ TRANSIT's Bus Allocation Program is to improve the reliability of mass transit services in the State of New Jersey by assisting in the renewal of the bus fleet operated by private public bus carriers in the State. In so doing, public transit in the State will become more reliable, safe, efficient, and user-friendly for the State's public transit users. Through this program, NJ TRANSIT will be assisting the State's economy to prosper and reduce traffic congestion and pollution in the New York-New Jersey-Pennsylvania tri-state region. In addition, by way of this program, NJ TRANSIT will assist private carriers in the State

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to rationalize their service and avoid destructive competition with other carriers.

16:75-1.2 Definitions

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

"Affiliate" means any individual, company, proprietorship, corporation, agency, trust, or partnership where, by reason of the relationship of such entity with the carrier (whether by reason of the method of, or circumstances surrounding organization or operation, or whether established through common directors, officers, stockholders, a voting trust or trusts, a holding or investment company or companies, family relationships, or any other direct or indirect means), there is a reason to believe that the affairs of the carrier may be managed in the interest of such individual, company, proprietorship, corporation, agency, trust, or partnership.

"AM/PM trippers" means bus service that represents one round trip or one-way trip only and not part of local all-day service.

"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 peak bus service on established routes within the State or between points in this State and points in adjacent states.

"Cruiser-type buses" means buses used for long-haul intrastate or interstate services.

"Estimated useful life" means the period over which services are expected to be rendered by an asset, such as a bus.

"Executive Director" means the Executive Director of NJ TRANSIT, or his or her designee.

"Extra" means additional bus service to cover anticipated increases in passengers but not part of regular all day scheduled service.

"FTA" means the Federal Transit Administration.

"Lease" means a lease or sublease agreement, as appropriate.

"NJ TRANSIT" means the New Jersey Transit Corporation and its operating subsidiaries.

"Peak period" means the weekday morning period of 6:00 A.M. through 9:30 A.M. or the weekday evening period of 4:00 P.M. through 7:00 P.M., representing the period of the day during which the carrier simultaneously operates the highest number of buses in revenue service and serves the highest passenger volumes in its regular route bus service.

"Planned fleet" means the specific buses designated by the carriers and approved by NJ TRANSIT that are needed to meet the peak period service needs (including up to 15 percent spares) for all eligible services and carriers.

"Program" means NJ TRANSIT's Bus Allocation Program.

"Public transit" means all regular route peak bus service operated by a private carrier.

"Regular route bus service" means the operation of any motor bus or motor buses 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, in this State or between points in this State and points in other states. Services that are exclusionary or personal in nature, or are to special purpose areas, such as to casinos or special events, are not included in this definition.

"Split assignments" means bus service representing a split trip and not part of regular all-day service.

"Transit-type buses" means buses used for local urban services and include suburban type buses.

SUBCHAPTER 2. BUS ALLOCATION GUIDELINES AND PROCEDURES

16:75-2.1 Replacement of buses

(a) Carriers have no right to the receipt of buses or to the receipt of replacement buses pursuant to the bus leasing programs. The purchase and receipt of buses shall always be at the discretion of NJ TRANSIT.

1. After NJ TRANSIT has determined eligibility and made a bus allocation, if a carrier chooses not to accept all buses allocated (for example, accepts nine buses instead of the allocated 10), NJ TRANSIT will reduce the number of buses within a carrier's planned fleet. NJ

TRANSIT may also decrease a carrier's planned fleet if the carrier has reduced and/or canceled regular route service. This reduction will be permanent (that is, the carrier will only be eligible to replace nine buses in the future). NJ TRANSIT will reallocate buses not accepted by a carrier or decreased due to a reduction and/or cancellation of regular route service to another carrier based on the factors set forth at (b) below.

2. For new buses, a minimum of a 14-year useful life for cruiser type buses and a minimum of a 12-year useful life for transit type buses shall be assumed for determining fleet composition.

3. For rehabilitated buses, where an engine and/or transmission receives a complete overhaul/rebuild, a five-year useful life period is presumed, and for refurbished buses, representing the purchase of a complete engine and/or transmission, a 10-year useful life period is presumed; provided the buses were originally purchased by NJ TRANSIT for regular route service. The determination by NJ TRANSIT of whether a bus is to be rehabilitated or refurbished will be based on the scope and manner of work required, but generally a refurbished bus is one that can be restored to the original equipment manufacturer's condition because of low mileage or use.

(b) Except as provided at (j) below, the allocation of buses shall be based on NJ TRANSIT's analysis and review of the carrier's need to replace buses that have reached, or will reach, their useful life as set forth at (a) above, or which are needed to meet a carrier's peak period vehicle requirements for its eligible regular route peak bus services or planned fleet. In reviewing and analyzing the carrier's fleet and need for buses, NJ TRANSIT shall utilize its expertise and experience in the field of public transit services and such analysis shall be conclusive for purposes of a carrier's vehicle need assessment.

(c) The planned fleet will be reviewed as of June 30 of each year. Unchanged, existing services are considered eligible for replacement and will continue to be eligible. New services and major modifications of existing services are also considered eligible for inclusion in the planned fleet. In all cases, the regular route peak bus services shall continue to meet the eligibility criteria at (b) above and (i) below.

(d) The planned fleet shall include all publicly owned buses leased to a carrier, and all buses owned by a private carrier, or leased from a private entity by the carrier, that are designated to meet a carrier's eligible peak hour bus requirement. The planned fleet also includes up to 15 percent spares.

1. The planned fleet will be based on data submitted by eligible carriers as verified by NJ TRANSIT and updated each year. All participating carriers are required to submit documentation as to their peak needs. NJ TRANSIT shall have the right to ask the carrier for any information and verified documents necessary for its analysis; failure of a carrier to fully cooperate with NJ TRANSIT shall disqualify a carrier from participation in the Bus Allocation Program.

2. Based upon verified documentation pursuant to (d)1 above, each participating carrier must identify specific buses to be included in the planned fleet. Buses identified shall be the newest buses from the carrier's fleet (excluding buses not regularly used in the carrier's eligible service) and are to be of the type used for the services provided. In no event will a privately owned vehicle be eligible for replacement in the planned fleet with a bus of greater age.

(e) Bus allocations will generally not be made for spare vehicles until the peak period requirements of all eligible carriers are met. When NJ TRANSIT bus purchases are not sufficient to replace all of the qualified overaged buses in the planned fleet, the bus allocations are generally made on a percentage basis. The percentage basis is determined by the relative need each qualified carrier demonstrates to replace its overage buses in its allocation of the planned fleet as compared to the total need of all qualified carriers to replace all overage buses in the planned fleet. This percentage will be calculated for each bus procurement and will be the basis for the allocation of the planned fleet.

(f) Buses will be allocated for different types of services according to service-based characteristics. Generally, transit-type buses will be used for local urban services and cruiser-type buses will be used for long-haul intrastate or interstate services. Generally, suburban-type buses will be allocated for shorter distance interstate service and longer distance intrastate service. Cruiser-type buses will be allocated for commuter services that meet one of the following criteria:

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1. The trips originate at a minimum of 12 miles from the major point of destination and express service is offered for at least the last four miles to the point of destination;

2. The route to major point of destination requires substantial under-floor baggage capacity; or

3. The major point of destination for the trips (and routes) must be a major trip generator, such as a bus or rail terminal.

(g) Carriers shall ensure that allocated buses are first used in all day services before they are used for other types of services, such as AM/PM trippers, split assignments, and extras. The purpose for this requirement is to ensure that allocated assets are utilized to their maximum potential. This shall be done to the extent that it makes practical operating sense and does not interfere with the scheduling of maintenance for the bus.

(h) Buses for a major modification of existing services or for new services will be eligible for inclusion in the planned fleet only after a determination by NJ TRANSIT that such services are an integral part of the State transportation system based on the eligibility criteria at (b) above, the public need, coordination, competition, and other relevant factors, including the carrier having obtained the full authority to make such modification from the appropriate State or Federal regulatory agencies. Nothing in this determination will relate to the carrier's right to operate such service, but only to its right to obtain buses for such service. Carriers who initiate new services or major modifications of services and apply for buses for those services shall be required to submit to NJ TRANSIT, any information required by NJ TRANSIT to conduct its review regarding such services prior to any subsequent reallocation of buses.

(i) Information provided by a carrier to NJ TRANSIT with regard to a request for a determination of eligibility pursuant to (h) above shall be confidential, to the extent permitted by the Open Public Records Act, N.J.S.A. 47:1A-1 et seq. In the event NJ TRANSIT approves the request for eligibility and a carrier initiates the approved service, NJ TRANSIT or other carriers contracting with NJ TRANSIT pursuant to Section 6 of the New Jersey Public Transportation Act of 1979, N.J.S.A. 27:25-6, to the extent that such operation by contract carriers is within the control of NJ TRANSIT, shall not initiate and operate substantially similar, competitive service, so long as the carrier continues to provide the service and is not in default under any agreements with NJ TRANSIT.

(j) The bus industry in New Jersey is diverse and includes local transit and commuter services, long-haul commuter services, intercity services, and services to special areas, such as airports and sports centers. The carriers who provide these services are also diverse and include small, closely held corporations operating one bus to large multi-corporate holding companies operating large fleets of buses from numerous operating locations. In order to deal with the diverse nature of the industry, there may be extenuating circumstances where, in the public interest, it is appropriate to lease buses to a carrier or carriers who may not otherwise qualify on age-based criteria.

16:75-2.2 Disposal of buses

(a) For each bus that a carrier receives pursuant to the Program, the carrier shall take one of its overage buses leased by NJ TRANSIT to the carrier out-of-service.

(b) An NJ TRANSIT bus taken out-of-service shall be returned to NJ TRANSIT for disposition.

(c) Only with NJ TRANSIT's prior written approval may a carrier elect to use an overage bus that is taken out-of-service for parts requirements for its regular route services. In such cases, the carrier shall officially notify the Office of Regulatory Affairs of the New Jersey Motor Vehicle Commission that the buses that will be used for spare parts are being scrapped and request that the Certificate of Operation for the vehicle be revoked. A carrier may request, and NJ TRANSIT may so approve in its discretion, that the vehicle be set aside in an active reserve fleet for emergency purposes, in which event, the vehicle may only be used for such purposes.

(d) In each instance where a carrier disposes of a bus, the carrier shall submit a written plan for any such disposition to NJ TRANSIT for its approval. If a bus to be replaced is leased, then the lessor must agree, in writing, that the vehicle will be taken out of regular route peak services

to/from the State of New Jersey. In such cases, the lessor may keep the proceeds of a disposed vehicle for its use.

16:75-2.3 Other requirements

(a) A carrier shall enter into a written lease agreement as prescribed by NJ TRANSIT for each bus received by the carrier through the Program. At any time, a bus subject to the Program may be repossessed at NJ TRANSIT's discretion, if a lease agreement has not been fully executed by the carrier, including any amendments to such a lease agreement.

(b) As a precondition to accepting buses from NJ TRANSIT, a carrier shall agree to abide by all requirements of NJ TRANSIT in force at the time the lease is executed, and all requirements of any third-party owner/lessor of the equipment. In addition, a carrier shall agree to abide by all requirements of the FTA, including, but not limited to, the FTA's Charter Service Regulations, in force at the time the lease is executed or implemented at any time during the life of the lease. Of particular note are maintenance and insurance requirements, tolls, platform, and departure fees, as may be applicable.

(c) The carrier is prohibited from using any equipment leased to the carrier by NJ TRANSIT to initiate, continue, or in any way, directly or indirectly, engage in motorbus competition against NJ TRANSIT that NJ TRANSIT has determined to be injurious to NJ TRANSIT or the State's interest. Upon a determination by NJ TRANSIT that a participating carrier has engaged in such prohibited activity, NJ TRANSIT may unilaterally amend the lease to reduce the number of buses leased to the carrier by the number of buses determined by NJ TRANSIT to have been utilized on any such service, or at its discretion, NJ TRANSIT may terminate the lease.

1. The carrier is prohibited from using any equipment leased to the carrier by NJ TRANSIT to initiate, continue, or in any way, engage in direct or indirect motorbus competition against a contracted carrier operating service for NJ TRANSIT or against any other private or public carrier operating equipment leased from NJ TRANSIT on any specific route or combined routes in a given market or area. To determine whether a participating carrier has engaged in carrier-against-carrier competition, NJ TRANSIT shall utilize its expertise and experience in the field of public transit services in conjunction with a complete review and analysis of the carrier's fleet and need for buses. In the event that NJ TRANSIT determines that a participating carrier has engaged in carrier-against-carrier competition, NJ TRANSIT shall unilaterally amend the lease to reduce the number of buses leased to the carrier by the number of buses determined by NJ TRANSIT to have been utilized on any such service, or at its discretion, NJ TRANSIT may terminate the lease in its entirety.

(d) Based on past actions of the carrier and/or affiliates of the carrier, or based on specific circumstances brought to NJ TRANSIT's attention about past activities of the carrier or its affiliates, the lease agreement may be conditioned on, or may be amended so that, the carrier shall agree that it, or any present or future affiliate, shall not provide additional regular route services with NJ TRANSIT buses leased to the carrier without the prior written approval of NJ TRANSIT.

(e) Existing route motorbus service that pre-dates (the effective date of this rulemaking), and/or which was first operated by the private carrier shall be exempt from the requirement at (c) above.

(f) To be consistent with the provision of operating an efficient, effective, coordinated, and coherent public transportation system, the carriers and the affiliates of the carriers operating leased equipment shall cooperate fully with NJ TRANSIT in the coordination of bus traffic in and out of key bus terminals and depots shared by NJ TRANSIT and/or other carriers operating NJ TRANSIT's leased equipment.

SUBCHAPTER 3. ELIGIBILITY AND INELIGIBILITY

16:75-3.1 Eligibility

(a) The following shall be considered in determining the eligibility of a carrier in the Program:

1. A carrier shall provide certification that it, and its affiliates, are current in any and all accounts it has with NJ TRANSIT, as well as with the State of New Jersey and all of its agencies. If the carrier is unable to certify to such, it will be included in appropriate allocations, but will not be able to receive any buses until such time as any outstanding sums are paid;

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2. Consideration will be given to the adequacy of performance by the carrier or any of its affiliates pursuant to current and prior vehicle leasing or other contractual arrangements with NJ TRANSIT. If a carrier or any of its affiliates have demonstrated a negative performance in the past, it may not be considered eligible for participation pursuant to the Program;

3. Consideration will also be given to a carrier's ability to maintain and operate technologically complex types of buses that require sophisticated and expensive maintenance systems. Carriers may not be considered eligible for the receipt of such buses based on their apparent inability to maintain and operate such equipment;

4. A carrier may not be eligible pursuant to the Program if NJ TRANSIT determines that the lease of buses or the continued lease of buses to the carrier is inconsistent with NJ TRANSIT's statutory obligation to provide an efficient, effective, coordinated, and coherent State public transportation system;

5. Eligibility in the Program is contingent upon the inclusion by NJ TRANSIT, and acceptance by the FTA, of a carrier's annual revenue mileage pursuant to the carrier's proper submission of a National Transit Database Report (see 49 U.S.C. § 5335(a)). NJ TRANSIT will not withhold private carrier annual revenue mileage data from the FTA, but the responsibility for providing accurate data in a format acceptable to the FTA is solely that of the private carrier;

6. The impact of the service operated by the carrier or an affiliate of the carrier on other carriers, including NJ TRANSIT, the riding public, and the taxpayers of the State; and

7. The ability of the carrier to remain financially stable.

(b) To be considered for eligibility and participation in the Program, a carrier must have authorization to provide regular route peak bus service by the New Jersey Department of Transportation, New Jersey Motor Vehicle Commission, the United States Department of Transportation, a municipality, or any other duly authorized regulatory body. To be eligible to participate in the Program, the carrier's service must be provided on a regular and continuing basis and may not be exclusionary or personal in nature. Service to special purpose areas or that which is exclusionary in nature, such as to casinos or special events, is not eligible. In order to be eligible, regular route peak bus services shall be between an origin and destination, both of which are within the boundaries of the State of New Jersey. Services that, due to geographic locations or routing, operate in a state other than New Jersey in providing services to passengers that have origins and destinations in New Jersey, are included; provided that the primary reason for operating outside New Jersey is to transport New Jersey residents to and from their New Jersey origins and destinations, and transport others to and back from New Jersey, where such transportation services aid in the growth and development of the economy of the State of New Jersey.

SUBCHAPTER 4. PROCESS FOR DECLARATION OF INELIGIBILITY

16:75-4.1 Notification and dispute process

(a) Upon the request of a carrier for a determination of eligibility, when NJ TRANSIT contemplates finding that a carrier, or any of the buses,

services, or routes proposed by the carrier for inclusion in the planned fleet, are not eligible pursuant to the Program, the Senior Director, Private Carrier Affairs, shall notify the carrier, in writing, of the preliminary decision, and the reasons therefor, and allow the carrier the opportunity to respond. The carrier may base its response only on the factors utilized by NJ TRANSIT to determine its eligibility and whether these factors were interpreted in error by NJ TRANSIT. The carrier shall submit its written response to such communication within 15 business days of the date the communication was received by the carrier. The carrier shall respond with particularity and detail to each and every assertion made by the initial communication. The carrier may submit any document with its response, which may be relevant to the carrier's position.

1. Absent a request from a carrier for a determination of eligibility, NJ TRANSIT has no affirmative responsibility to notify carriers of their ineligibility. Under no circumstances is a carrier that fails to meet the criteria set forth at N.J.A.C. 16:75-2.1(b) and (c) entitled to unsolicited notice from NJ TRANSIT of its ineligibility.

2. The Senior Director, Private Carrier Affairs, shall consider the carrier's response on the papers submitted by the carrier and all other relevant material, including the applicable provisions at N.J.S.A. 27:25-1 et seq., and any other applicable law and shall render a decision within 30 days of the receipt of the carrier's written response.

i. Where the Senior Director, Private Carrier Affairs, finds it necessary to request additional information, the carrier shall respond accordingly. The Senior Director, Private Carrier Affairs shall render a decision based on the facts, the law, and any relevant considerations of public policy.

(b) A carrier may seek a review of such decision by the Chief, Light Rail and Contract Service, by filing a notice of such intention within 10 days after receipt of the decision by the Senior Director, Private Carrier Affairs. The Chief, Light Rail and Contract Service shall then establish a schedule for the filing of papers in connection with the carrier's appeal. Upon receipt of a decision by the Chief, Light Rail and Contract Service, a carrier may appeal that decision to the President and Chief Executive Officer of NJ TRANSIT, or his or her designee, by filing an additional notice of intention, within 10 days, with the Office of Private Carrier Affairs. A decision by the President and Chief Executive Officer of NJ TRANSIT, or his or her designee, shall constitute a final agency determination of NJ TRANSIT appealable in the Appellate Division of the Superior Court of New Jersey as provided by applicable law.

(c) No final action shall be taken by NJ TRANSIT regarding a carrier's eligibility to receive buses until the carrier has had the opportunity to exhaust its right to respond to the preliminary decision described at (a) above or seek review of that decision as described at (b) above.

(d) Where a carrier may be in breach of its obligations pursuant to any lease or other contract between NJ TRANSIT and the carrier, any recourse or remedy for such breach shall be resolved and determined pursuant to the terms and conditions of the lease or contract and applicable law.

EXHIBIT B

TRANSPORTATION

NEW JERSEY TRANSIT CORPORATION

New Jersey Transit Bus Allocation Program Guidelines and Procedures

Notice of Adoption: N.J.A.C. 16:75

Notice of Adoption of New Rules: N.J.A.C. 16:75

Proposed: September 16, 2024 at 56 N.J.R. 1846(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. 27:25-5(e), (h), and (k); and 27:25-6(b)

Effective Date:

Expiration Date:

Summary of Public Comments and Agency Responses:

The comment period officially ended on November 15, 2024. The New Jersey Transit Corporation (“NJ TRANSIT”) received no relevant comments. NJ Transit received one unrelated comment relating to customer service that was forwarded to the appropriate department for further handling.

Full text of the adopted new rules follows:

ITEM 2503-13: PERSONAL INJURY CLAIM OF ANTONELLA PAPPAGALLO

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

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

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

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

EXECUTIVE SESSION AUTHORIZATION

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