

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

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NEWARK, NJ 07102-5310
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May 21, 2025

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

Dear Governor Murphy:

Pursuant to Chapter 150, Laws of 1979, I herein transmit the minutes of actions taken at the open session of the meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc., Board of Directors held on Wednesday, May 14, 2025.

Sincerely,

Meghan Clark Umukoro

Meghan Clark Umukoro
Board Secretary

Enclosures

Open Session Minutes of the actions taken at the Board of Directors' meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. held at NJ TRANSIT Headquarters, Two Gateway, 283-299 Market Street, Newark, New Jersey on Wednesday, May 14, 2025. The meetings occurred concurrently.

Board Members

Francis K. O'Connor, Chair
Kiabi D. Carson, Vice Chair
Aaron J. Creuz, Governor's Representative
Michael Kanef, Treasurer's Representative
Anthony N. Abrantes, Board Member
Richard A. Maroko, Board Member - ABSENT
Shanti Narra, Board Member
Evan S. Weiss, Board Member
Rashonda A. Brown, Board Member (Non-Voting)
Karen Thomas, Board Member (Non-Voting) - ABSENT

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
Kiran Patel, Interim Chief of Special Projects
Jignasa Desai-McCleary, Senior Vice President, Chief of Administration & Risk
Michael P. Murphy, Deputy Chief, Real Estate & Economic Development

Chair O'Connor convened the Open Session at 6:01 p.m., in accordance with the Open Public Meetings Act and NJ TRANSIT's enabling legislation. The pledge of allegiance to the flag was recited.

Board Secretary Umukoro conducted Roll Call and noted Board Members Abrantes, Brown, Kanef, and Narra were participating remotely, and Board Members Maroko and Thomas were absent.

Board Secretary Umukoro announced that adequate notice of the meetings of the Board of Directors of the New Jersey Transit Corporation and its affiliates and subsidiaries was provided in accordance with the Open Public Meetings Act and NJ TRANSIT's enabling legislation. Notices were filed on May 8, 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 April 9, 2025, Board meetings. Board Member Evan S. Weiss made the motion, Board Member Aaron J. Creuz seconded the motion, and the minutes were adopted.

Advisory Committee Report

Suzanne Mack provided the Advisory Committee Report. She said it was very important for her to be in-person that night, so the North and South Jersey Passenger Advisory Committees were represented on such an important night for NJ TRANSIT. Ms. Mack said that NJ TRANSIT had been in this situation before and knew the mission was to provide a safe and reliable transportation system for the people of New Jersey. She said she knew the value of the NJ TRANSIT employees, and that NJ TRANSIT has always valued their employees, and gone out of their way to ensure they had a cohesive system. Ms. Mack said although NJ TRANSIT faced some challenges, they would do it with good speed. She thanked the NJ TRANSIT employees for the services, thanked the Board for what they do for the people of New Jersey, and said the Passenger Advisory Committee was hoping there would be a good resolution in regard to the issues they were facing that evening.

Ms. Mack said they had a very good meeting in South Jersey at the TransAction Conference in Atlantic City. They were very pleased to be there and had a very intensive morning meeting with President & CEO Kolluri. Ms. Mack said he provided information on where NJ TRANSIT was, and where they were going. They also had a presentation from Senior Vice President & Chief Financial Officer Jacqueline Stamford, who Ms. Mack said did a remarkable job keeping NJ TRANSIT's budget together with the challenges they had locally and federally, and the bottom line was dedicated funding which was so desperately needed. Ms. Mack said although NJ TRANSIT received some dedicated funding from Governor Murphy, it all came down to operating a system with fiscal responsibility. They also had a presentation on marketing which Ms. Mack said was important because they need to go out and gain more riders, and NJ TRANSIT has been doing a good job. They also received a presentation from Franck Beaumin, Customer Advocate, on the passenger experience. Ms. Mack said it was hard to think about the normal day-to-day operations, when NJ TRANSIT has been doing so much to make the experience better, but needed to solve the system's problems in the next few days.

Ms. Mack said they also wanted to thank NJ TRANSIT for mentioning former committee member Jeff Marinoff who was a tireless advocate for Rail and Bus in South Jersey, and also for the bench dedicated in his honor at the Atlantic City Rail Station. She said Mr. Marinoff would have been so pleased knowing he was recognized in this way for his advocacy. Ms. Mack said these were the kinds of things no other agency did, they thought of themselves as part of the NJ TRANSIT family, and she hoped this carried over in the coming days with the impending rail strike. She knows there were contingency plans in place in case there is a rail strike. They were hoping it would not come to this, and they all could support each other by continuing the mission to provide a safe reliable

transportation system. Ms. Mack said they all know what chaos it would be if the system were to go down, they never appreciated anything until it's gone, and she appreciated NJ TRANSIT negotiating in good faith.

Ms. Mack said she found the agenda ironic because that evening they were voting on items in the multi-millions for railcars and the agency was poised to support the rail system with capital improvements, which were hard to get. They were glad to see NJ TRANSIT selling assets to the Economic Development Authority, which was the kind of thing the Board was aggressively doing to maximize revenue streams, so they have enough money to operate the system.

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

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

Public Comments

Gloria Robinson-Mills, Chairperson of the Senior Citizens and Disabled Residents Transportation Advisory Committee (SCDRTAC), said the following was an update on the activities and accomplishments of the committee since their last report to the Board in April. Ms. Mills said the committee met on April 24, 2025, and their activities since that time included the May 1, 2025 annual Federal Transit Administration (FTA) section 5310 state review committee, convened in person to evaluate submitted applications. Applicants this year sought funding for vehicles, mobility management projects, and operating expenses. SCDRTAC members, along with Local Programs Community Mobility staff and outside local reviewers, evaluated applications for fair and equitable distribution of funds based upon applicant needs. Members of the SCDRTAC committee provided critical support and the review process reinforced their commitment to address the needs of senior citizens and individuals with disabilities in New Jersey.

Ms. Mills said regarding membership, they had a long-standing vacancy in the central region, but due to the recent resignation of a SCDRTAC member from the southern region, they currently had two vacancies. They planned to continue their recruitment efforts to ensure full regional representation. Ms. Mills said in addition, they continued to work to form ad hoc committees to address key priority areas of concern, including evaluating the benefits of returning to provider site visits, and updating the bylaws to reflect current goals and operational needs. She said it came back to one central purpose, their shared commitment

and responsibility to serve and advocate for those who needed them the most, senior citizens and individuals with disabilities.

Thomas Haas Jr., General Chairman of the Brotherhood of Locomotive Engineers and Trainmen (BLET), said he represented the locomotive engineers, assistant engineers, and locomotive engineer trainees of NJ TRANSIT. Mr. Haas said he was sure they were aware that BLET had been in negotiations with NJ TRANSIT to reach a new agreement since October 2019. He said during this time, there had been countless meetings, mediation by the National Mediation Board, two Presidential Emergency Boards, and a tentative agreement that was overwhelmingly rejected by 87 percent of their members. Mr. Haas said the locomotive engineers of NJ TRANSIT were only asking for a fair and competitive wage. A wage that was closer to what locomotive engineers at every other railroad in their area already earned. Mr. Haas said locomotive engineers at NJ TRANSIT were paid almost 20 percent less than their counterparts at Amtrak, Port Authority Trans-Hudson (PATH), Long Island Railroad (LIRR), and Metro-North Railroad. He said this was despite NJ TRANSIT engineers working on the same tracks and moving the same trains as those engineers. He said the only difference was that some, but not all, NJ TRANSIT engineers began their day across the Hudson River from those engineers.

Mr. Haas said they offered NJ TRANSIT valuable cost saving concessions in areas like healthcare and work rules, yet a contract with a comparable wage remained out of their reach. He said they were now almost out of time to solve this problem before a rail stoppage would take place. Mr. Haas said the locomotive engineers of NJ TRANSIT took enormous pride in their jobs and moving passengers safely and efficiently to their destinations. He said the last thing they wanted to see was for that to be interrupted, but they were at the end of their rope. Mr. Haas said their ask was not a huge one, they simply wanted to be paid on a similar level to what almost every other passenger locomotive engineer in the United States was already getting. He said they wanted to see the difference in pay that every other NJ TRANSIT employee saw, not 15 percent more. Mr. Haas said they wanted equal pay for equal work, because at the end of the day, trains do not move without engineers.

David Peter Alan said three months ago he said asked President & CEO Kolluri to rescind the directive, issued last year by his predecessor Kevin S. Corbett, concerning the Senior Citizens and Disabled Residents Transportation Advisory Committee (SCDRTAC), which threatened summary expulsion, in violation of the First and Fourteenth Amendments to the United States Constitution, and New Jersey's Constitution and laws. Mr. Alan said to date, he had not done so. He said on March 3, 2025, to prove that their committee was entitled to their historic purview, he submitted a statement with the 24 exhibits that he used in the winter of 2023, to President & CEO Kolluri, and other senior managers. Mr. Alan said at that time, they recognized that the Legislature had indeed intended their broad purview, regarding transportation for seniors and persons with disabilities.

Mr. Alan said in December 2022, the agency proposed language that would have cut out such topics as Access Link, fixed-route transit, connectivity, funding, and accessibility under the Americans with Disabilities Act. He said they objected strongly and since he was the Chairperson at the time, it was up to him to defend their purview against two staff attorneys,

both of whom had experience as prosecutors, for 90 minutes before senior management was willing to talk with them. Mr. Alan said the Supreme Court, where he was admitted to practice, did not put lawyers through that. He said he mentioned this to show that NJ TRANSIT was very serious about every provision of the regulations under Title 16, Part 78 of the New Jersey Administrative Code, as approved by this NJ TRANSIT Board in November 2023, without the restrictive language that would have all but eliminated SCDRTAC's efforts to help its vulnerable constituents.

Mr. Alan said the committee's strongest adversary was Michael Vieira, President of the Council on Special Transportation (COST), the trade association for the county providers. He said Mr. Vieira specifically requested that he be removed from the office to which he had been duly elected. Then former NJ TRANSIT President & CEO issued the expulsion threat to which he continued to object. Mr. Alan said Mr. Vieira and his colleagues claimed three votes as full SCDRTAC members, even though they were not eligible to serve as such under *N.J.A.C. § 16:78-4.1(b)*, which states that members must be seniors, persons with disabilities, parents or guardians, or members of certain state agencies concerned with seniors or persons with disabilities. Mr. Alan said COST did not fit any of these categories. He said it was a private sector §501(c)(6) trade association. Mr. Alan said NJ TRANSIT had demonstrated that it takes regulations seriously, so to be consistent, they must also acknowledge that COST members were not eligible to be full, voting, SCDRTAC members. He said the 17 duly appointed members were seniors or persons with disabilities, and they were obligated to fulfill their statutory mandate, which NJ TRANSIT acknowledged in 2023. Mr. Alan asked President & CEO Kolluri when he would rescind his predecessor's expulsion threat from April 19, 2024. Mr. Alan's full statement was shared with the Board.

Vito Havrilla, Vice Chair and Legislative Director of the Lackawanna Coalition, said their next meeting would be held on Monday, May 19, 2025. He said he would be reading the coalition's statement. Mr. Havrilla said they were worried about a strike beginning on Friday and created a RailgramEXTRA! based on their webpage "Stuck on NJT," to help passengers find alternatives. Mr. Havrilla said while management and the union talked, riders were the ones most hurt by a strike, especially an extended strike. He encouraged them to do all they could to resolve their issues and get back to work. Mr. Havrilla said Amtrak was going to shut down one of the East River tunnels and asked what they planned to do if they could not run trains to Sunnyside Yard.

Mr. Havrilla said they had informed the public and elected officials about the planned and now upcoming closure of Kingsland Station, which was scheduled for Sunday, June 8, 2025. He said they told the Board that this was a bad decision, and once again they were hurting riders, not increasing accessibility, but taking away a station. He said it was not farewell, but so long, and as long as there was life, there was hope. Mr. Havrilla said he encouraged the Board to reroute Bus #76 down New York Avenue, across Delafield, and up Valley Brook. Mr. Havrilla asked if anyone bothered to tell the office manager in the new apartment building, opposite Kingsland Station, that their residents would now have a half mile walk to the train.

Mr. Havrilla said the Lackawanna Coalition have been longtime supporters of the restoration of rail service to Scranton, Pennsylvania. He said this right of way was now a Federal Railroad Administration (FRA) designated corridor and was eligible for federal grants, yet NJ TRANSIT continued dragging their feet on finishing Minimum Operating Segment One to Andover. Mr. Havrilla said they asked the public to contact Representatives Mikie Sherrill, Josh Gottheimer, and Thomas Kean Jr. to push for restoring the Lackawanna Cutoff. He said they appreciated everyone's effort; however, they needed the public to step up and take action on these issues and for the Board to listen.

Mr. Havrilla said Action Items #2505-17, 2505-18, 2505-19, and 2505-21 all had the same issue, not enough information. He said they were tired of joking about the lack of transparency at NJ TRANSIT matching the opacity of its train windows, especially as they finally had some promising progress on the windows. Mr. Havrilla said they were tired of being treated like mushrooms, kept in the dark and fed excrement. He said they needed real information, not presentations that did not say anything meaningful. Mr. Havrilla asked which rolling stock were the multilevel power cars replacing. He asked when they would be delivered, and what the fleet would be after the purchase was complete. Mr. Havrilla said purchase agreements totaling \$1.8 billion represented the equivalent of NJ TRANSIT's capital budget for three years. He said asking for approval of these items without providing any details was the height of arrogance. Mr. Havrilla asked why the Board was there, and said they could call in their rubber stamp votes. He asked with tariffs, inflation, and fluctuating exchange rates, what plan was in place if the price of the dual mode locomotives skyrocketed. Mr. Havrilla asked if it was possible to receive any details on any of the contracts.

Mr. Havrilla said in addition, the history of the Economic Development Authority was not the cleanest. He said at the beginning of his term, Governor Murphy claimed that they approved \$500 million in improper tax breaks. Mr. Havrilla said they were especially worried that there were no specifics as to what properties were to be sold, and for what projects. He asked if this was a giveaway to developers, and if these were truly transit-oriented projects, or luxury apartments with generous parking that just happened to be near a train station. Mr. Havrilla asked if it was possible to receive details on the transfer of property. His full statement was shared with the Board.

Chris Neidenberg, member of the Lackawanna Coalition, said he wanted to speak about the solution to the problem posed by the closing of the Kingsland Station in Lyndhurst for rail riders who took Bus #76 between Hackensack and Newark to get to the train. For buses heading towards Newark, they could divert some of the #76 buses traveling on Ridge Road by having them turn right on Amvest Avenue, then proceed down Amvest Avenue to Delafield Avenue, where they would then turn left on Delafield Avenue, and place a new bus stop near the Lyndhurst Station. For buses going towards Hackensack, a few buses could turn left at Valley Brook Road, proceed on Valley Brook Road to Delafield Avenue, turn right onto Delafield Avenue, and stop at the new bus station at the Lyndhurst Station. Mr. Neidenberg said deferring a few #76 buses, so that they could connect to the trains going to and from Secaucus in New York City, would improve connectivity for rail riders who have been using the bus to get to the train at Kingsland Station.

Matty Buchys-Hyland, resident of Long Island, said he was an advocate for people with developmental disabilities and a clerical trainee at the Winter Center for Autism in West Babylon, New York. Mr. Buchys-Hyland said while they had an impending strike looming over their heads, he feared that this could cripple the system because rail and bus service to the Shakira concerts at MetLife Stadium on Thursday, May 15, 2025 and Friday, May 16, 2025 were cancelled. He thanked the Port Authority of New York and New Jersey for doing their part and making sure that the lanes did not close that night. Mr. Buchys-Hyland said it was going to be a busy and productive night.

Mr. Buchys-Hyland said he was anxious to hear what President & CEO Kolluri had to say during the President & CEO Report. He said he did not want another summer of Hell, like they had in 2017 under the final year of former New Jersey Governor Chris Christie, former Department of Transportation Commissioner Richard T. Hammer and former NJ TRANSIT Executive Director Steven H. Santoro.

Mr. Buchys-Hyland said he wanted to talk about funding for transportation. He said transportation was a priority and he wanted to thank Commissioner O'Connor for his part in maintaining New Jersey's roads. He said funding could be at risk if President Trump and Elon Musk get their way. Mr. Buchys-Hyland said he was a registered Republican, and their actions concerned him as an autistic individual.

Adam Reich said he wanted to call attention to three specific board members, Chair O'Connor in his capacity as head of a state agency and a member of the cabinet, Board Member Narra as a Middlesex County Commissioner, and Vice Chair Carson as the regular rail rider on the Board. Mr. Reich said NJ TRANSIT made no provisions for reverse peak commuters in the event of a rail strike. He said private carriers were not cross-honoring and there was no promise of a prorated refund from NJ TRANSIT. Mr. Reich said the only thought went towards New York rail riders. He said to Chair O'Connor, anyone who lived in Middlesex County, or northern points of the state, and used the Northeast Corridor might have a problem getting to their workplace in Trenton. Mr. Reich said the bus networks from New Brunswick and points north did not connect with the Trenton area bus network that would include places like Princeton and point South.

Mr. Reich said to Board Member Narra, Middlesex County residents, including those in Woodbridge, Metuchen, and Edison, would have to take the Route 810 bus and connect with the Coach USA #100 bus in downtown New Brunswick to Palmer Square in Princeton, and from there they would have to take Route 606. He said these connections were not timed out very well, in addition to the Route 810 bus and #100 bus only operating on an hourly schedule. Commuters would only have three minutes to connect in New Brunswick from the Route 810 bus and Coach USA's #100 bus. Mr. Reich said that missing a connection at any point in someone's commute could cause them to get into work after 9:00 a.m.

Mr. Reich said if they were not going to offer a contingency or cross honoring, there needed to be a concrete promise, since NJ TRANSIT did not have a bus or light rail connection

between New Brunswick and Princeton, and offer prorated refunds. He now had parking that he would not be able to use, and he would have to either take Coach USA or he would have to pay to park at work. Mr. Reich said to Commissioner O'Connor, talking to Governor Murphy about expanding parking privileges for state employees who commute by rail would help a great deal.

Mr. Reich said to Vice Chair Carson, as a rail commuter representative, it was imperative that they hear from her tonight and more often. He said he agreed that the closure of Kingsland Station was hugely problematic, and he was sorely disappointed that she did not chime in when the vote on that action item occurred. Mr. Reich said he wanted to again stress that rail riders needed something more, especially those who were reverse peak riders, who did not have an NJ TRANSIT alternative to get them the full distance between their points. He said they should simply think beyond New York riders. Mr. Reich said they were not only New Jersey residents who used the system, but people who also worked in New Jersey and served the public.

Joseph Fiordaliso, President of American Council of Engineering Companies of New Jersey (ACEC), said the ACEC is a business trade association for the consulting engineering industry. Mr. Fiordaliso said he wanted to commend NJ TRANSIT and BLET for continuing to negotiate, and for traveling to Washington D.C. on Monday to meet with mediators. He said he was hopeful that this was a sign that BLET's leadership was committed to negotiating in good faith and reaching an agreement that would keep NJ TRANSIT's operating budget solvent and avert a disastrous strike.

Mr. Fiordaliso said it was imperative that an agreement was reached that would not cripple NJ TRANSIT's operating budget by raising the corporate transit fee, which had been put in place to provide a dedicated long-term funding stream for transit operations. He said the corporate transit fee would finally end the harmful practice of transferring capital funds to the operating budget. Mr. Fiordaliso said the raid on the capital budget has deprived NJ TRANSIT of over \$650 million over the past two years, funding that was vital to rebuilding and maintaining NJ TRANSIT's infrastructure. He said it was also imperative that an agreement be reached that avoided a strike.

Mr. Fiordaliso said the Northeast Corridor was responsible for 20 percent of the nation's GDP, and a strike along the corridor would have far reaching economic consequences for their region and for all New Jersey residents individually, including the 400 members of the BLET who would not be immune from those impacts. Mr. Fiordaliso said he was appealing directly to BLET, as well as its rank-and-file leadership, to reach an agreement that included the well-deserved increase that they were due, but also keep NJ TRANSIT's operating budget solvent and avoid a disastrous strike.

Jason Anthony said it was sad that NJ TRANSIT Rail Operations had to get to this point. He said a potential strike would not only affect those who relied on NJ TRANSIT in the Garden State, but also those who relied on the system in the Empire State. Mr. Anthony asked why Board Member Narra was not participating in-person for the meetings. He asked why Board members did not include New York in their contingency plan. Mr. Anthony said

the Port Authority of New York and New Jersey, which serves the PATH train between Midtown Manhattan, Lower Manhattan, Hoboken, and Newark, New Jersey, should have been included in their contingency plans. He said there were two bus terminals in Manhattan, one of them being the Abraham Lincoln Bus Terminal located in Midtown Manhattan, and the other being the George Washington Bridge Bus Terminal located in the Washington Heights neighborhood in Upper Manhattan. Mr. Anthony asked the Board why they did not consider going into New York Penn Station and the other two bus terminals that the agency has in New York City. He said Metro-North already had an emergency plan in place, providing ferry and bus service for the Pascack Valley Line, and Port Jervis Line. Mr. Anthony said they wanted a meeting with the disability advocates in the Empire State because they wanted to pay less for better service.

Andy Weiss said he was disgusted with the filthy conditions on NJ TRANSIT buses. Mr. Weiss said many NJ TRANSIT buses were roach infested, with roaches crawling on riders. He said he saw tweets about this, and the number of posts were increasing. He said he also observed many NJ TRANSIT buses with bald tires. Mr. Weiss said he spoke with bus operators who told him that management did not care. Mr. Weiss said he wanted Michael Kilcoyne, Senior Vice President of Surface Transit and General Manager of Bus Operations, removed from his position. He said that Mr. Kilcoyne was doing a terrible job and had been sticking it to NJ TRANSIT bus riders for years, with the filthy buses in third world conditions. Mr. Weiss said many buses had broken change machines, and it seemed like all the buses had broken conduit tap and go machines. He said NJ TRANSIT buses were unsanitary and filthy.

Mr. Weiss said he worked with former Board Member Bob Gordon to reopen the Port Authority exclusive bus lane for the Lincoln Tunnel after the COVID pandemic. He said Mr. Gordon contacted Port Authority Chairman Kevin J. O'Toole to reopen the exclusive lane. Mr. Weiss said Mr. Kilcoyne never lifted a finger to reopen the exclusive bus lane after the pandemic. He said shame on Mr. Kilcoyne for his lack of effort to reopen a crucial bus lane for NJ TRANSIT riders. Mr. Weiss said he did Mr. Kilcoyne's job and Mr. Kilcoyne has been a massive failure managing the bus division and needs to be removed from his position. He said they were sick of the way Mr. Kilcoyne treated NJ TRANSIT bus riders. Mr. Weiss asked Mr. Kilcoyne where his response about roaches on NJ TRANSIT buses was. He said there was never a response or apology from Mr. Kilcoyne. Mr. Weiss said Mr. Kilcoyne has been a disaster at his position. He said Mr. Kilcoyne was a public employee and he had no respect for the public. Mr. Weiss said he wanted new management of the bus division and accountability.

Charlton Dsouza, President of Passengers United in New York City, said they were a 501(c)(3) nonprofit organization. Mr. Dsouza said they were praying that NJ TRANSIT and its locomotive engineers would reach an agreement. He said nobody wanted to see a strike, and a strike would not help anyone. They hoped an agreement could be accomplished quickly, so that there was no interruption to service. Mr. Dsouza said he wanted to talk about a few things in the contingency planning. He noticed that people with disabilities had been left out of the contingency planning, as well as Atlantic City rail commuters. Mr. Dsouza said they also forgot about people who lived in parts of North Jersey, and that it had to be

addressed. He agreed with Mr. Reich that there needed to be accommodations made for riders who do reverse commutes. Mr. Dsouza said he agreed with Mr. Weiss regarding roaches on NJ TRANSIT buses. He said the buses needed to be fumigated with an extermination system setup so that it is done regularly.

Mr. Dsouza said he also wanted to discuss the upcoming summer ridership. He said the #319 bus, that goes from New York City to Atlantic City, saw increased ridership last summer. He said this bus needed to run all night during the summer season, especially on the weekends. Mr. Dsouza said the last bus leaves out of Atlantic City to Port Authority at midnight, but sometimes the bus was very crowded, or the bus was delayed because of a wheelchair user getting on and off. He said they needed to adjust the schedule for these reasons. Mr. Dsouza suggested they add a bus departing at 1:45 a.m. out of Atlantic City. He said he noticed that there were more #319 buses leaving Port Authority on Fridays, but they did not have enough buses to bring people back on Sunday and Monday to Port Authority from Atlantic City. He said this needed to be looked into because many times there were long lines, and fights broke out. Mr. Dsouza said the Atlantic City rail line and River LINE Light Rail were unreliable with constant breakdowns. He said they also received complaints from people in Lindenwold regarding the closure of the entrance at the PATCO station. Mr. Dsouza said this entrance had been closed for a year or two and it needed to be reopened, so that people could get into the PATCO station.

Aleta Dupree said her pronouns were she/her for the record. Ms. Dupree said she was with the organization, Team Folds. She said she was simply an ordinary user of NJ TRANSIT and had been using the system since the Fall of 1980. Ms. Dupree said during her last trip to New York, she mostly used the #320 bus between Harmon Cove Mall in Secaucus and Port Authority Bus Terminal. She said she probably used it about 15 times, and it worked well. Ms. Dupree said the bus operators were nice, and the buses were clean. She said the express bus lane was working fine.

Ms. Dupree said she was not able to pre-register for tonight's meetings through the website and asked if someone could look into this. She said she was interested in the new fare payment method, tap to ride, which she might try in the future. Ms. Dupree said she had not seen anyone use it before. She said they had a new fare card which just came out and she was interested in seeing how that worked. Ms. Dupree said she thought videos to help inform customers on how to use these new pay methods would be helpful. She said she did notice that the tap to ride was not available at Port Authority, and she could understand why, considering that they wanted to get people onto the buses and out the door quickly. Ms. Dupree said hopefully there would be a path forward to implement this at the Port Authority at some point, as well as the fare pay card.

Ms. Dupree said she was interested in the electric multiple units that were being voted on. She said she rode on a bilevel multiple unit in Chicago and on Caltrain in the San Francisco area. Ms. Dupree liked the old cars, but it was time to do something new and she looked forward to taking a trip on the new bilevel electric rail cars. She said she hoped to be back on NJ TRANSIT soon, and it was a system that she not only used, but also enjoyed using

since 1980. Ms. Dupree said they should do the best that they could, especially regarding the issues on the Northeast Corridor line.

Tineen Howard said he was a former employee of New Jersey Department of Transportation (DOT). Mr. Howard said he was employed as a planner, at which time President & CEO Kolluri served as NJ TRANSIT Commissioner. He said he was surprised that they hired President & CEO Kolluri back because he gave a testimony and submitted documentation outlining discrimination that Black male employees were subjected to at the Federal Highway Administration (FHWA). Mr. Howard said he wanted to acknowledge his former coworkers who allegedly also experienced discrimination in the workplace. He suggested that they bring the men in to speak with them about their experiences and figure out what they could do to improve the issue.

Mr. Howard said during a board meeting he attended last year, he said he would bring documentation with him. The document dated August 25, 2017 was from the Senate Legislative Oversight Committee and Assembly Judiciary Committee, which included testimony on NJ TRANSIT. He said he did not know if the public was fully aware of what was happening at NJ TRANSIT at the time, but the testimony from the Senate Judiciary Committee outlined everything, including the system of practices at DOT. He said the anti-blackness behavior at the agencies affected project funding and prioritization. Mr. Howard said he wanted to submit the document to the Board. He said he would come back with further documentation that would outline his experience at DOT at a later meeting. He said there were other pressing matters happening right now like the looming strike, and he would come back another time to talk about his concerns. Mr. Howard's documents were shared with the Board.

Sally Jane Gellert, Chairperson of the Lackawanna Coalition, said she was speaking in her personal capacity. Ms. Gellert said she had an interesting trip on her way to the meeting that evening. There was an unfortunate fatality on the Pascack Valley Line. She said she missed the #76 bus and while she was trying to call about that, it turned 5:00 p.m. and the customer service department shutdown immediately. Ms. Gellert said she supported Mr. Alan and Mr. Havrilla's public comments. She said she wanted to address the loss of Kingsland Station.

Ms. Gellert said to elaborate on what was stated in the Lackawanna Coalition's statement, she would like to point out that both Lyndhurst and Kingsland Stations were listed on the New Jersey Department of Environmental Protection (NJDEP) map as being in communities designated overburdened. She said taking a train station away from such an area would not only look bad politically, but also harm the vulnerable population making it more dependent on cars and their pollution, or adding time to their travels with an additional three tenths of a mile walk from Kingsland to the new Lyndhurst Station. Ms. Gellert said she was sure that many who initially supported the new station thought the bus connections would be similar, and the new station would be equal distance between the two existing stations. She believed they did not think it would be located at almost the exact same location as one of them.

Ms. Gellert said the #76 bus connection would also be lost, which runs from Hackensack to Newark, connecting with most if not all Hoboken lines. She said she took the #76 bus that night. Ms. Gellert said on occasion the Pascack Valley Line schedule did not connect well for her planned arrival in Newark and the Trip Planner suggested she transfer at Kingsland Station, which was very convenient for her. Ms. Gellert said the connection worked quite well, it was like a perfect connection which was rare on NJ TRANSIT, and she appreciated it.

Ms. Gellert said when pushing for the station cancellation, NJ TRANSIT said it would save Lyndhurst Station passengers two minutes on each train. She said they would be watching to see if they kept that promise. Ms. Gellert said she thought they could do more for their out-of-town riders and those who walked to Kingsland to reroute the #76 bus down Amvest Avenue, along Delafield Avenue and continuing back up Valley Brook Road to Ridge Road. She said this was a three-minute adjustment, which would be a loss of one minute and saved two minutes. Ms. Gellert said rail riders would only lose one minute of time and those who currently use Kingsland Station would otherwise add a four-block walk to their trip in any weather.

Ms. Gellert said as a member organization of RUN, the Rail Users Network, Lackawanna Coalition was looking forward to their virtual conference on Friday, May 16th at 12:30 p.m. She invited the Board to join if they were not totally distracted by a rail strike and said their programs were always informative. Ms. Gellert said at last year's May Board meeting, she mentioned her radio show, Eco-Logic, Pete Seeger, and Press Freedom. She said Press Freedom rolled around again on May 3, 2025 and they were now in 57th place, down from 55th in the world. Ms. Gellert said NJ TRANSIT's budget proposal had so little information, and she did not know how they were going to get the real details given the current situation.

Joseph Clift talked about the almost \$2 billion proposed to be spent on rolling stock. Mr. Clift said he thought more of President & CEO Kolluri than this. He said the Board members should be insulted by the fact that there was no information on how the money was going to be spent. Mr. Clift said the taxpaying public should also be upset. He said NJ TRANSIT staff must feel that the Board and taxpayers did not deserve any information. He said any professional planner would provide a lot of information, specifically when the railcars and locomotives would be provided, where the money was coming from, and what the mix of railcars were. Mr. Clift said the agenda did not talk about what type of railcars they were, but yet they had a price tag. He said it did not mention in the agenda how the fleet would change over time and there was no demonstration that they needed this rolling stock. Mr. Clift said the \$1.8 billion cost was almost three years of NJ TRANSIT's total capital spending. He said any member of the Board that voted in favor of the action item to purchase rail rolling stock was effectively saying that they were a rubber stamp and did not need any information because they had to approve the item anyway.

Mr. Clift said regarding the looming rail strike, the Railway Labor Board found in favor of management, which he thought was significant, but the real culprit was Governor Murphy and the naivete of allowing former President & CEO Kevin S. Corbett to reach an agreement with 13 of the 14 rail unions. He said they knew at the time that the engineers were not part

of that agreement. He said they never should have agreed with the 13 unions without the engineers. Mr. Cliff said everyone knew that you cannot run a train without an engineer. He said he would put the strike at the feet of Governor Murphy. Mr. Cliff's written statement was shared with the Board.

Comments in Lieu of Speaking

Anthony Paglia, resident of East Hanover, wrote the train service was terrible, the Madison train was impossible, and they should be ashamed.

President & CEO's Monthly Report

President & CEO Kolluri thanked the public for their testimony and remarks that evening. Before providing his monthly update, he wanted to address issues that were raised. He said he knew the Senior Citizens, and Disabled Residents Transportation Advisory Committee (SCDRTAC) had come up many times and he answered their question at the last Board meeting. President & CEO Kolluri said Chairperson Gloria Robinson Mills had been tasked as Chair to work with NJ TRANSIT, along with her members, to understand what issues were important to both SCDRTAC and NJ TRANSIT, so they could come up with a methodical and thoughtful resolution on their issues.

President & CEO Kolluri spoke about Michael Kilcoyne, Senior Vice President, Surface Transit and General Manager of Bus Operations, whom he has had the pleasure of working with for a little over three months, and could not have met a better professional. He said it was very hard, and easy at times to criticize people who spend day in and day out trying to make sure people's lives are improved and they get from point A to B. President & CEO Kolluri said he thought it was unfair when someone who spends every waking hour such as Mr. Kilcoyne, whether it's 3:00 a.m., he was up just as early as he was, talking regarding what was happening on the roads, or on a particular issue.

President & CEO Kolluri said it was important to know that all 12,000 employees including the locomotive engineers worked very hard to ensure they run a transportation system that was efficient and effective. He wanted everyone to know this because he has now had the opportunity to see it twice. President & CEO Kolluri said he appreciated what Mr. Haas of the Brotherhood Locomotive Engineers & Trainmen said about how trains do not run without engineers, but trains also do not run without mechanics, signal operators, and conductors, and everyone was important. He said he knows this and took to heart how much time and effort everyone at NJ TRANSIT spent every day ensuring they do their job for the public. President & CEO Kolluri said he felt the need to say this because he heard these statements about Mr. Kilcoyne a few times, and they were unfair.

President & CEO Kolluri said on a positive note, last week they reached a tentative agreement with the largest union at NJ TRANSIT, the Amalgamated Transit Union (ATU) which has 5,500 members. He said they reached what he thought was a fair and affordable resolution, which was a testament to his commitment, and their collective

commitment to the collective bargaining process, so they could reach a settlement that the members of the ATU would be proud of.

President & CEO Kolluri said the issue that was on everyone's mind were the ongoing negotiations with the BLET. He wanted to be the first to say that this past Monday, General Chairman Mr. Haas, himself, and their teams were invited to Washington, D.C. to meet with the National Mediation Board. He said the meeting was very constructive, and they agreed that they would continue negotiations in good faith, which they had done. President & CEO Kolluri said they had just come from a six-hour non-stop negotiation meeting, and would continue on Thursday, May 16, 2025. He said he wanted to say this because they still had 29 hours before a rail strike would begin. President & CEO Kolluri said he was supremely optimistic as a person, they had reached a deal once before, and he thought they could do it again, as long as they remembered the principles that it has to be fair for the employees, taxpayers, and the riders. He said with this in mind, he thought they could get there, and he appreciated Mr. Haas and his BLET team working with NJ TRANSIT through very challenging issues, and said their conversations have been constructive.

President & CEO Kolluri said should there be a rail strike, he felt compelled to say that while they were hoping for the best, they were also planning for the worst. He said they had a contingency plan that has been laid out, that basically ran bus system as is, Access Link service would continue to run as is, and they would have supplemental service covering four park and ride stations. He said while they fully understand this did not cover what the riders have today, this was a rail strike that none of them wanted, and it was his expectation and hope, they would work for the next 29 plus hours trying to resolve their issues to everyone's satisfaction.

President & CEO Kolluri said with everything going on it was important for the Board members and the public to know there was the running of the organization at large that they had to focus on. He said when he started with NJ TRANSIT, he said his focus would be on customer service and reliability, rail rolling stock, and fiscal responsibility. President & CEO Kolluri said that evening, they had two items on the agenda focused on two of those issues. He said on rolling stock, by the time he leaves the organization and Governor Murphy leaves his office, they will have taken concrete steps to replace all 1,000 buses that they needed to replace, and they would work to replace the rolling stock of Arrows and Comets with 250 Option Multilevel III's. He said that was what the resolution said on the agenda, and this was important because they were already about to receive 174 Multilevel railcars starting in January or February 2026, which was just the first step. President & CEO Kolluri said Mr. Haas and his colleagues from the Teamsters Union knew there were 600 plus Arrows and Comets that were still in the system that were from the 1970s and early 1980s.

President & CEO Kolluri said in order for NJ TRANSIT to modernize their system by 2031, they needed to start that process now, and that did not mean they spend every penny of capital they had in the budget this year for those assets, however, this was for over the next four years, and if they did not place the order, and did not exercise the option for the

200 railcars starting this year, they risked losing the slot, and they would not get them in by 2031. President & CEO Kolluri said this was a simple calculation, they either believe in a modernized system so they do not have reliability issues, or they would continue with a Band-Aid approach, and keep spending money hoping to keep their old rolling stock in shape. He said you cannot have both, you either believe in modernization, or you don't, and he was glad to report they had identified federal funds to do just that, which was a good thing for the State of New Jersey and its riders.

President & CEO Kolluri said since his return to NJ TRANSIT, he has heard a lot about Mean Distance Between Failure (MDBF), how it has been plummeting, and how Metro-North and other agencies were doing great. He said the best way to increase MDBF was by having new rolling stock or by having a really good systemic repair program. He said they needed both, and what they would see that night was what the Board would act on, despite some concern about the money not being there. He said if the riders wanted a modernized system, this was how to do it. Equally as important, President & CEO Kolluri said they needed to make sure they had good locomotives, and they were ordering 12 Dual-Powered Locomotives, which was also a part of their modernization strategy.

President & CEO Kolluri said on customer service, riders have been asking that Wi-Fi be put on buses, and they now had a resolution to do that. Lastly, on the budget he has testified on in front of the Assembly Senate Committee, NJ TRANSIT was deeply appreciative that the Legislature and the Governor had given them \$815 million in Corporate Transit Fees starting in July of this year, should the budget pass. President & CEO Kolluri said they had an affirmative obligation to continue looking for revenue enhancements and cost cutting. They identified a list of NJ TRANSIT assets on the State Legislature's Joint Budget Oversight Committee's list that they would sell to the New Jersey Economic Development Authority. He said they would get receipts that they would use to spend for the operating budget. President & CEO Kolluri said this was how fiscally thoughtful budgets and operations were supposed to work, and he was very pleased with the agenda they had. Even with a looming crisis, they needed to continue looking forward on how they put NJ TRANSIT on a strong financial footing, and make sure they modernized their fleet, so it could serve their customers better and more efficiently.

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

Vice Chair Carson 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 March 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: Rail Rolling Stock Program: Purchase of 250 Option Multilevel III Vehicles and Contract Amendment for Engineering Services; Rail Rolling Stock Program: Purchase of 12 Option Dual Powered Locomotives and Contract Amendment for Engineering Assistance; Connected Bus: Award of Contract to Clever Device Ltd. for the Purchase of the In-Vehicle Networking (IVN) Technology with Wi-Fi; and Authorization for NJ TRANSIT Corporation to Enter into Agreement for Sale of Certain Real Estate Properties to the New Jersey Economic Development Authority.

Action Items

2505-17 RAIL ROLLING STOCK PROGRAM: PURCHASE OF 250 OPTION MULTILEVEL III VEHICLES AND CONTRACT AMENDMENT FOR ENGINEERING SERVICES

President & CEO Kolluri introduced William Brooks, Senior Vice President, Capital Delivery, to present Action Item #2505-17. William Brooks presented for approval Action Item #2505-17: Rail Rolling Stock Program: Purchase of 250 Option Multilevel III Vehicles and Contract Amendment for Engineering Services.

Board Member Anthony N. Abrantes made a motion, Vice Chair Kiabi Carson seconded the motion, and the item was adopted.

Roll Call Vote:

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

2505-18: RAIL ROLLING STOCK PROGRAM: PURCHASE OF 12 OPTION DUAL-POWERED LOCOMOTIVES AND CONTRACT AMENDMENT FOR ENGINEERING ASSISTANCE

President & CEO Kolluri introduced Kiran Patel, Interim Chief of Special Projects, to present Action Item #2505-18. Kiran Patel presented for approval Action Item #2505-18: Rail Rolling Stock Program: Purchase of 12 Option Dual-Powered Locomotives and Contract Amendment for Engineering Assistance.

Board Member Shanti Narra made a motion, Vice Chair Carson seconded the motion, and the item was adopted.

Roll Call Vote:

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

Board Secretary Umukoro noted that Vice Chair Carson was recused from Item #2505-19 and would not comment or vote on the item.

2505-19: CAPTIAL PROGRAMS TASK ORDER CONSULTANT CONTRACTS PROGRAM: ARCHITECTURAL AND DESIGN ENGINEERING SERVICES; CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES

President & CEO Kolluri introduced Kiran Patel, Interim Chief of Special Projects, to present Action Item #2505-19. Kiran Patel presented for approval Action Item #2505-19: Capital Programs Task Order Consultant Contracts Program: Architectural and Design Engineering Services; Construction Management and Inspection Services.

Board Member Evan S. Weiss 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	Absent	Yes	Yes	Yes	Yes	Recused	Yes

2505-20: CONNECTED BUS: AWARD OF CONTRACT TO CLEVER DEVICES LTD FOR THE PURCHASE OF THE IN-VEHICLE NETWORKING (IVN) TECHNOLOGY WITH WI-FI

President & CEO Kolluri introduced Jignasa Desai-McCleary, Senior Vice President, Chief of Administration and Risk, to present Action Item #2505-20. Jignasa Desai-McCleary presented for approval Action Item #2505-20: Connected Bus: Award of Contract to Clever Devices Ltd. for the Purchase of the In-Vehicle Networking (IVN) Technology with Wi-Fi.

Board Member Shanti Narra made a motion, Board Member Aaron J. Creuz seconded the motion, and the item was adopted.

Roll Call Vote:

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

2505-21: AUTHORIZATION FOR NJ TRANSIT CORPORATION TO ENTER INTO AGREEMENT FOR SALE OF CERTAIN REAL ESTATE PROPERTIES TO THE NEW JERSEY ECONOMIC DEVELOPMENT AUTHORITY

President & CEO Kolluri introduced Michael Murphy, Deputy Chief, Real Estate & Economic Development, to present Action Item #2505-21. Michael Murphy presented for approval Action Item #2505-21: Authorization for NJ TRANSIT Corporation to Enter into Agreement for Sale of Certain Real Estate Properties to the New Jersey Economic Development Authority.

Vice Chair Kiabi D. Carson made a motion, Board Member Shanti Narra seconded the motion, and the item was adopted.

Roll Call Vote:

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

Board Secretary Umukoro noted that Vice Chair Carson was recused from Item #2505-22 and would not comment or vote on the item.

2505-22: ANNUAL NOTICE OF MEETINGS AND DESIGNATIONS

Chair O'Connor recommended approval of Item 2505-22: Annual Notice of Meetings and Designations. This Action Item is to adopt the Annual Notice of Meetings for all the Board of Directors' meetings during Fiscal Year 2026, designate Kiabi D. Carson as Vice Chairperson of the NJ TRANSIT Board of Directors and its subsidiaries, and designate Meghan Clark Umukoro as Board Secretary of the NJ TRANSIT Board of Directors and its subsidiaries.

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

Roll Call Vote:

Abrantes	Maroko	Narra	Weiss	Kanef	Creuz	Carson	O'Connor
Yes	Absent	Yes	Yes	Yes	Yes	Recused	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, including, but not limited to the Corporate Insurance Program Annual Renewal and the Authorization to Deposit Additional Funds into Court in Connection with Condemnation Proceedings related to the Acquisition of Property in the Village of Ridgefield Park, New Jersey, formerly owned by Defendant, TP Access, LLC.

Board Member Aaron J. Creuz made the motion, Vice Chair Kiabi D. Carson seconded the motion, and it was adopted. At approximately 7:19 p.m., the Board adjourned to Executive Session.

Roll Call Vote:

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

Return to Open Session

Chair O'Connor reconvened Open Session at 7:55 p.m. Board Secretary Umukoro conducted Roll Call. All Board Members returned to Open Session, except for Board Members Abrantes and Brown.

Adjournment

Since there was no further business, a motion to adjourn was made by Board Member Aaron J. Creuz, seconded by Vice Chair Kiabi D. Carson, and the motion was adopted.

The meetings were adjourned at approximately 7:56 p.m.

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

MAY 14, 2025

MINUTES

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➤ CALL TO ORDER	-
➤ APPROVAL OF MINUTES OF PREVIOUS MEETINGS	70151
➤ PRESIDENT & CEO'S MONTHLY REPORT	70152
➤ ADVISORY COMMITTEE REPORT	-
➤ PUBLIC COMMENTS	-
➤ BOARD COMMITTEE REPORTS	-

ACTION ITEMS

2505-17 RAIL ROLLING STOCK PROGRAM: PURCHASE OF 250 OPTION MULTILEVEL III VEHICLES AND CONTRACT AMENDMENT FOR ENGINEERING SERVICES – Authorization to exercise an option under the existing NJ TRANSIT Contract No. 17-012 with Alstom Transportation Inc. of New York, New York, for the purchase of 250 Option Multilevel III Vehicles and Capital Spare Parts, at a cost not to exceed \$1,496,000,000.00, plus five percent contingency, for a total contract authorization of \$2,529,643,479.30, subject to the availability of funds.

Authorization to amend the professional services NJ TRANSIT Contract No. 05-078 with HATCH of Ambler, Pennsylvania, for the engineering assistance of the manufacture of 250 Option Multilevel III Vehicles, at a cost not to exceed \$15,500,000.00, plus five percent contingency, for a total authorization of \$61,471,155.90, subject to the availability of funds.

2505-18 RAIL ROLLING STOCK PROGRAM: PURCHASE OF 12 OPTION DUAL-POWERED LOCOMOTIVES AND CONTRACT AMENDMENT FOR ENGINEERING ASSISTANCE – Authorization to exercise an option under the existing NJ TRANSIT Contract No. 07-062 with Alstom Transportation Inc. of New York, New York, for the purchase of 12 option dual-powered locomotives, including spare parts, at a cost not to exceed \$203,926,264.96, plus 10 percent contingency, including fluctuations in the USD-EUR exchange rate that are out of NJ TRANSIT's control, for a total contract authorization of \$894,675,429.56, subject to the availability of funds.

NEW JERSEY TRANSIT CORPORATION
NJ TRANSIT BUS OPERATIONS, INC.
NJ TRANSIT RAIL OPERATIONS, INC.
NJ TRANSIT MERCER, INC.
NJ TRANSIT MORRIS, INC.
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Authorization to amend the professional services NJ TRANSIT Contract No. 05-098 with STV, Incorporated of New York, New York, for engineering assistance with the manufacture of the 12 option dual-powered locomotives at a cost not to exceed \$5,011,403.87, plus five percent contingency, for a total authorization of \$22,401,000.00, subject to the availability of funds.

- 2505-19 2023 CAPITAL PROGRAMS TASK ORDER CONSULTANT CONTRACTS PROGRAM: ARCHITECTURAL AND DESIGN ENGINEERING SERVICES; CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES –** **70181**
 Authorization to enter into NJ TRANSIT Contract Nos. 0000048-01 to 0000048-08 and 0000076-01 to 0000076-05 and task orders thereunder with the firms shown in Exhibit A for Architectural and Design Engineering Services, and Construction Management and Inspection Services on a task-order basis in two disciplines.

Authorization that the total value of the 2023 Task Order Consultant Contracts Program, which includes these contracts, will be \$85,000,000.

- 2505-20 CONNECTED BUS: AWARD OF CONTRACT TO CLEVER DEVICES LTD FOR THE PURCHASE OF THE IN-VEHICLE NETWORKING (IVN) TECHNOLOGY WITH WI-FI –** **70184**
 Authorization to award a contract to Clever Devices Ltd of Woodbury, New York, for the purchase of In-Vehicle Networking Technology with Wi-Fi (IVN) in the amount not to exceed \$12,000,000.00, plus five percent for contingencies, subject to the availability of funds.

- 2505-21 AUTHORIZATION FOR NJ TRANSIT CORPORATION TO ENTER INTO AGREEMENT FOR SALE OF CERTAIN REAL ESTATE PROPERTIES TO THE NEW JERSEY ECONOMIC DEVELOPMENT AUTHORITY –** **70185**
 Authorization to enter into a property conveyance agreement and all other necessary legal documents with the NJEDA for the sale of the properties.

- 2505-22 ANNUAL NOTICE OF MEETINGS AND DESIGNATIONS –** **70186**
 Authorization to adopt the Annual Notice of Meetings for all of the Board of Directors' meetings during Fiscal Year 2026, designate Kiabi D. Carson as Vice Chairperson of the NJ TRANSIT Board of Directors and its subsidiaries, and designate Meghan Clark Umukoro as Board Secretary of NJ TRANSIT and its subsidiaries.

- **EXECUTIVE SESSION AUTHORIZATION** **70188**

- **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 April 9, 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 April 15, 2025;

NOW, THEREFORE, BE IT RESOLVED that the minutes of actions taken at the April 9, 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: MAY 14, 2025
SUBJECT: PRESIDENT & CEO'S REPORT – MAY 2025

A handwritten signature in blue ink that reads 'Kris Kolluri'.

I'm pleased to report that last week, NJ TRANSIT reached a tentative four-year agreement with the Amalgamated Transit Union (ATU)—our largest union—representing more than 5,500 employees across the organization. This agreement reflects our shared commitment to fairness, fiscal responsibility, affordability and respect for the essential work our employees perform every day.

As many of you are aware, I have remained steadfast in my commitment to ongoing, good faith negotiations with the Brotherhood of Locomotive Engineers and Trainmen (BLET), with whom we face the real possibility of a rail strike beginning as soon as 12:01 a.m. on May 17. While I continue to hope we can reach a fair and affordable agreement with the BLET, we must also be prepared for a potential rail strike. Accordingly, we have developed a comprehensive contingency plan in case of that eventuality.

In developing the contingency plan, available at njtransit.com/railstoppage, NJ TRANSIT focused available resources on the largest segment of its rail customer base—the more than 70,000 New York-bound customers, including customers who transfer from NJ TRANSIT rail to PATH trains at Hoboken Terminal and Newark Penn Station. Through a combination of added capacity to existing New York bus routes and operation of a regional Park & Ride service, NJ TRANSIT estimates that it can only carry approximately 20 percent of current rail customers as the bus system capacity cannot replace the railroad. We strongly encourage remote work where possible and ask all customers to limit travel to essential purposes only. Customers are urged to plan alternate travel now, and to stay informed via our website, mobile app, social media, and email/text alerts.

While we contend with this emergent issue, we remain laser-focused on service reliability and the customer experience. Tonight's agenda includes Board approval for the purchase of 12 additional ALP-45A dual-powered locomotives and 200 Multilevel III rail cars, with an option to purchase 50 more. These dual-powered locomotives—capable of operating seamlessly on both electrified and non-electrified lines—will replace older diesel models, improving reliability and reducing emissions. Replacing Tier I locomotives with EPA Tier IV models is expected to cut NOx emissions by approximately 52 tons annually. The Multilevel III rail cars will replace aging Comet II, IV, and V single-level cars and offer increased mechanical reliability, enhanced accessibility, USB charging ports, and top speeds of up to 110 mph. This procurement puts NJ TRANSIT on a path, for the first time in its 45-year history, to have a fully modernized rail and bus fleet by 2031.

We are also requesting approval of a contract for the installation of standardized, fleetwide Wi-Fi and In-Vehicle Networking (IVN) systems on our bus fleet. The IVN will serve as the brain of each bus's onboard computer system, improving vehicle diagnostics, cybersecurity, GPS tracking, and passenger information systems. This investment also allows customers to access free Wi-Fi, mobile tickets, and critical service information while on board—making trips more productive and connected. A pilot phase will begin with six buses before the system is rolled out fleetwide, with full implementation expected by the end of 2026.

Additionally, another priority we have is maximizing the monetization of our real estate assets. To that end, we are seeking authorization for the sale of several NJ TRANSIT properties to the New Jersey Economic Development Authority. The transaction will provide up to \$65 million in funding for future Transit-Oriented Development, and allow NJ TRANSIT to retain 33 percent of profits above appraised value from future sales or leases. This represents a key milestone in advancing a value-capture strategy that helps NJ TRANSIT unlock the economic potential of our real estate portfolio.



PRESIDENT & CEO'S MONTHLY REPORT

May 14, 2025

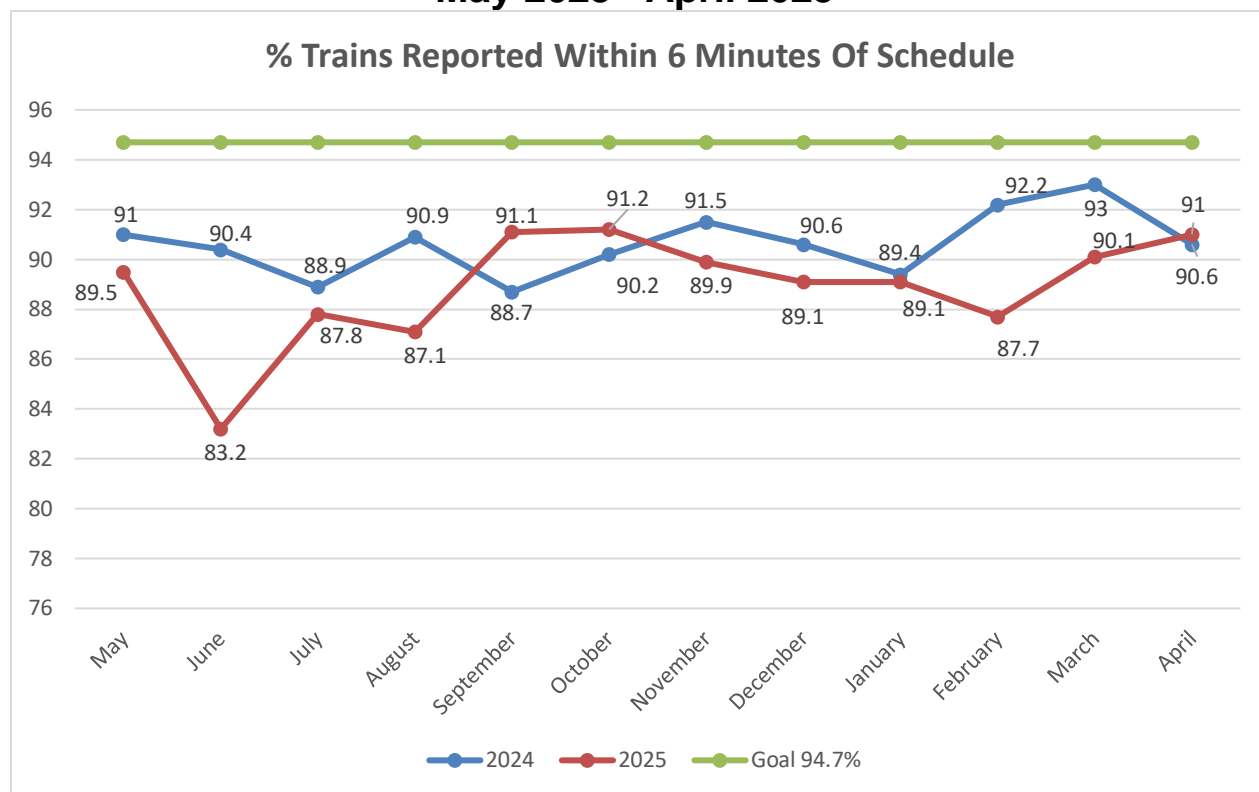
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- 3. DBE/SBE PROGRAM**
- 4. EMPLOYEE RECOGNITION**

PERFORMANCE MEASURES

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



	<u>2024</u>	<u>2025</u>	<u>%Change</u>
April Comparison	90.6%	91.0%	0.4%
12-Month Average May 2023 – April 2025	90.6%	88.9%	-1.7%

Analysis:

Rail On-time Performance was 90.1% for the month of April 2025. Of the 18,250 trains scheduled to operate, 16,603 were on time, while 1,647 trains (or 9.0% were delayed).

Key Causes included:

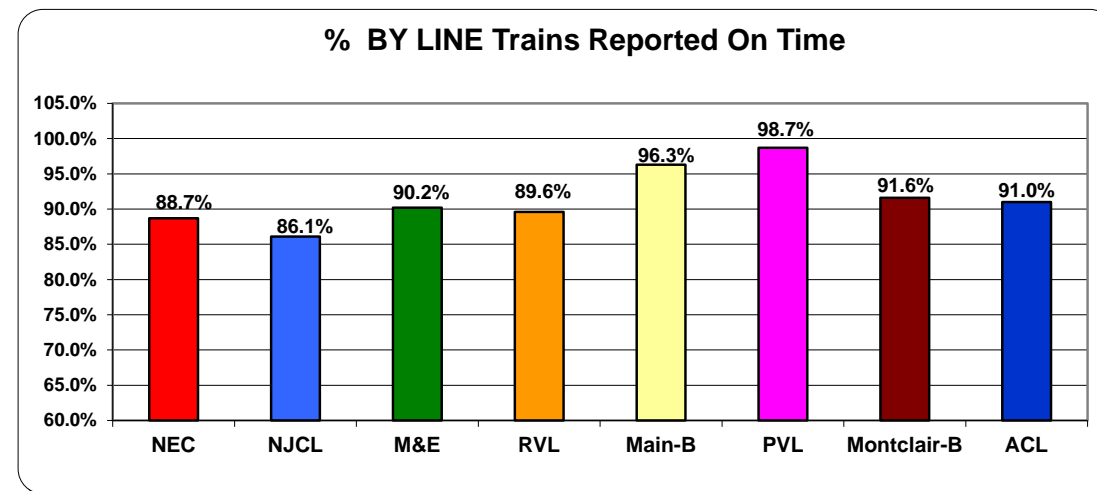
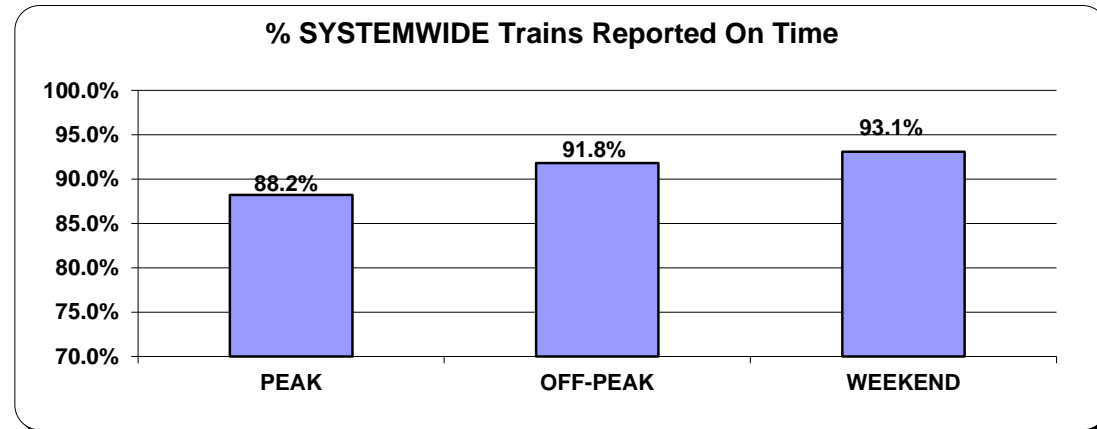
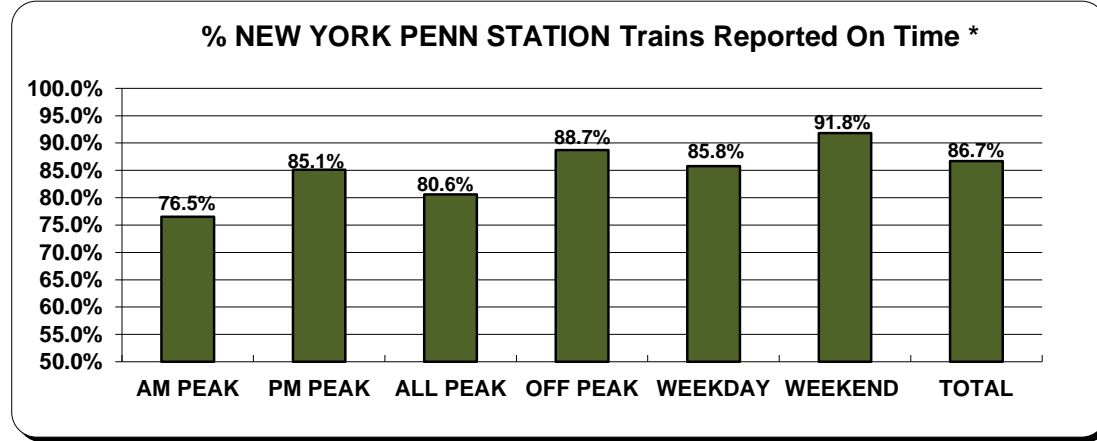
- Amtrak signal issue, programmed maintenance, NJT fatality, trackside interference and PTC mechanical contributed 81 delays on April 11.
- Amtrak trespasser, Conrail signal issue, NJT manpower shortage contributed to 41 delays on April 20.
- Amtrak programmed maintenance, NJT Arrow MU issue, multi-level coach issue, PTC mechanical, trackside interference and programmed maintenance contributed to 84 delays on April. 23.

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

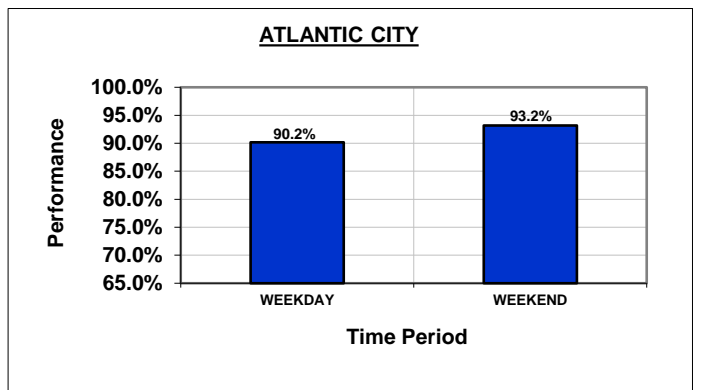
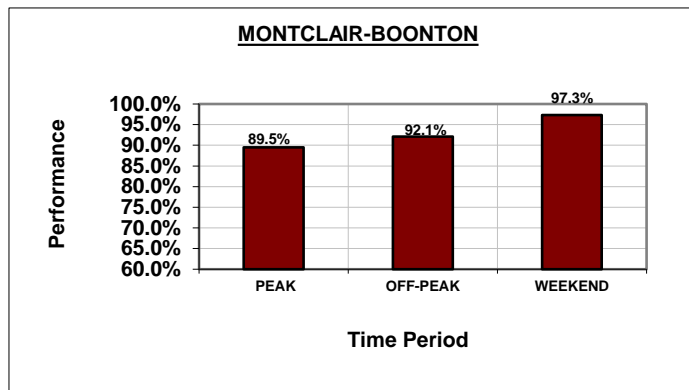
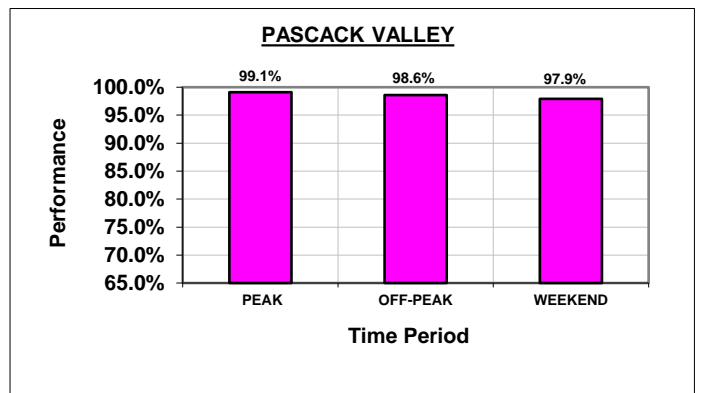
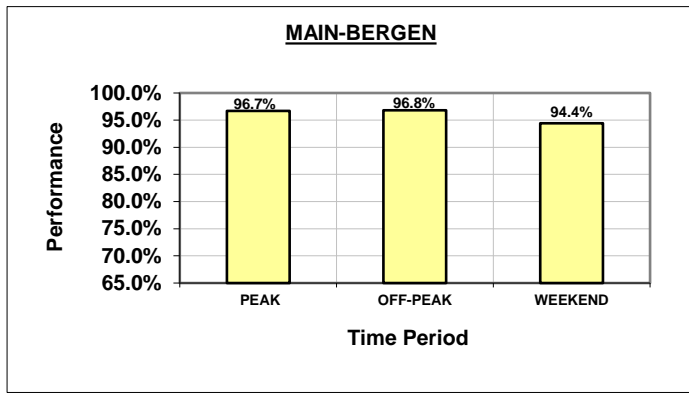
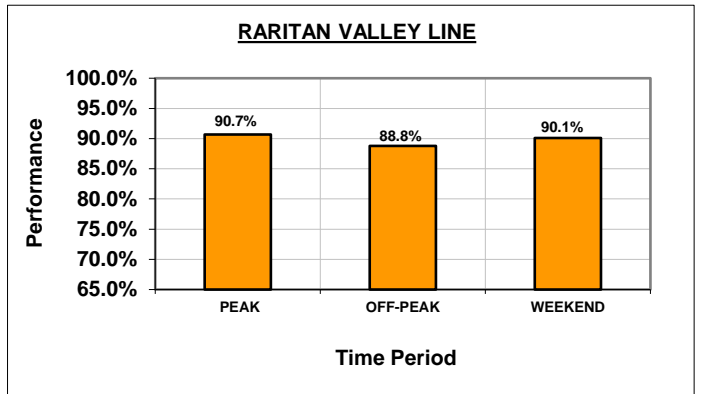
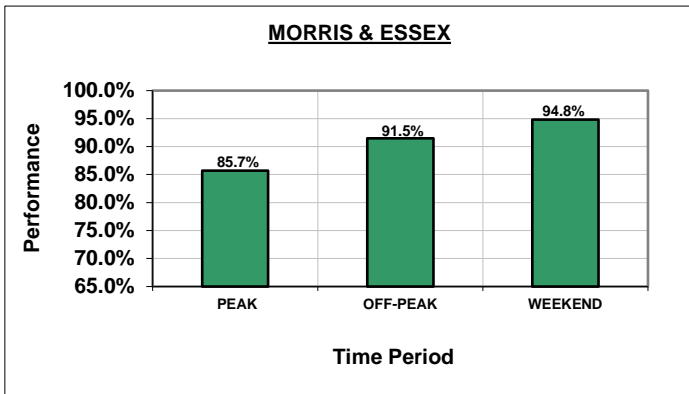
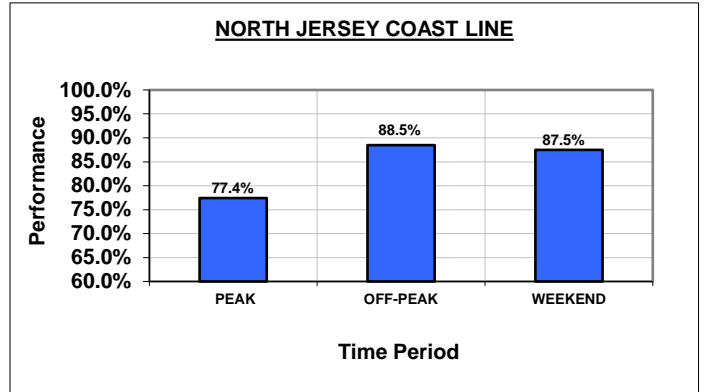
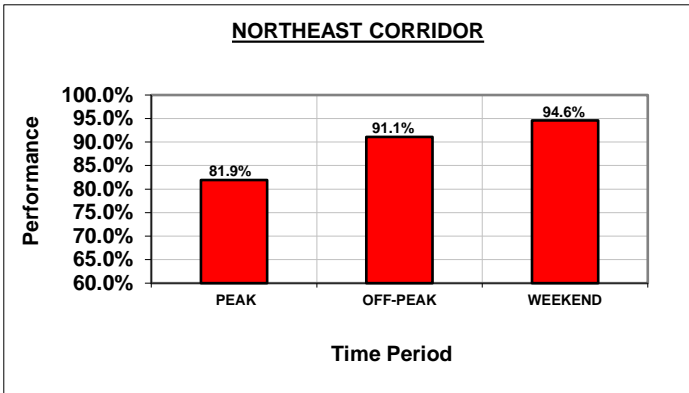
ON-TIME PERFORMANCE RAIL

SUMMARY BY TIME PERIOD APRIL 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.



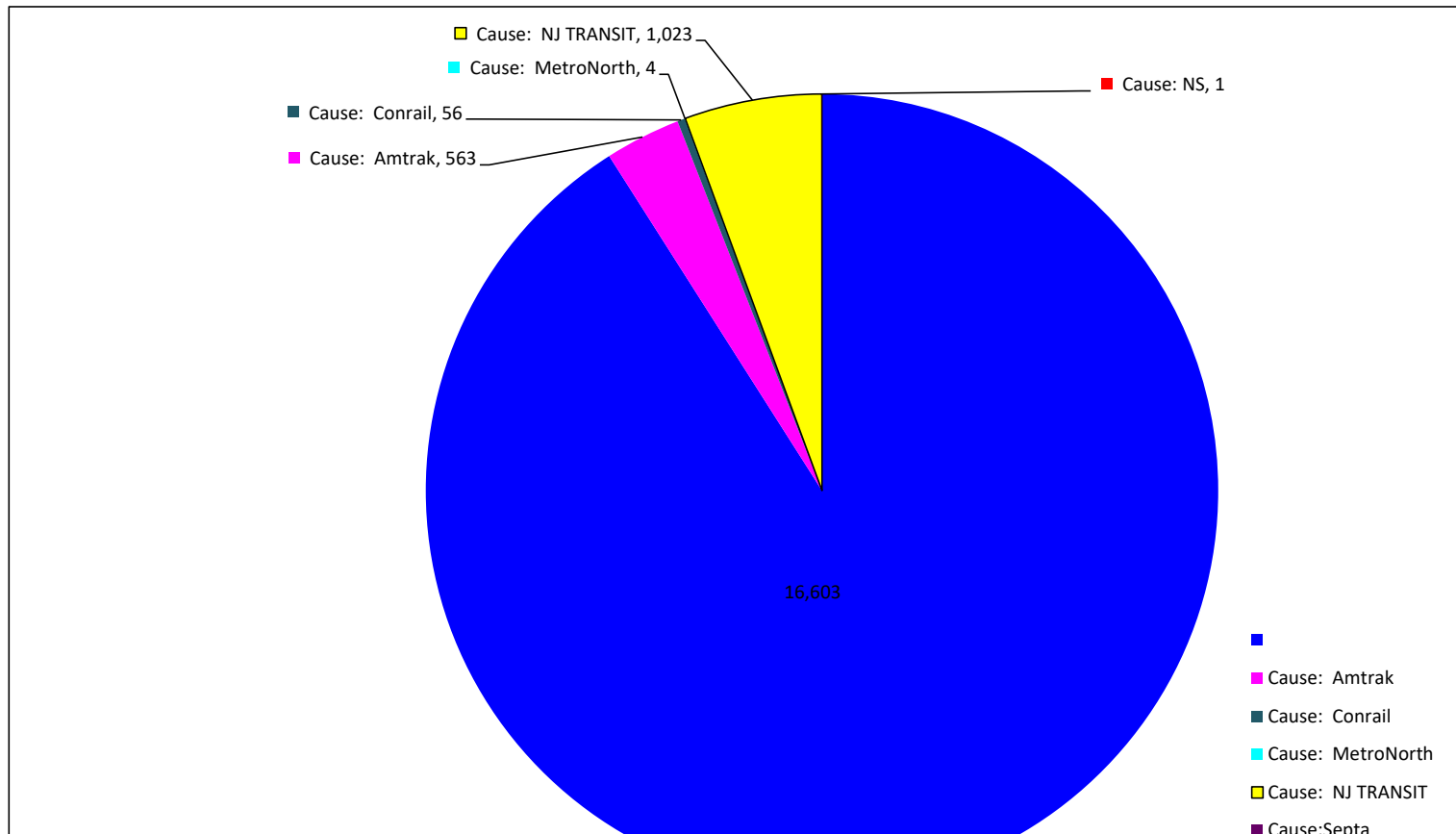
ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD APRIL 2025



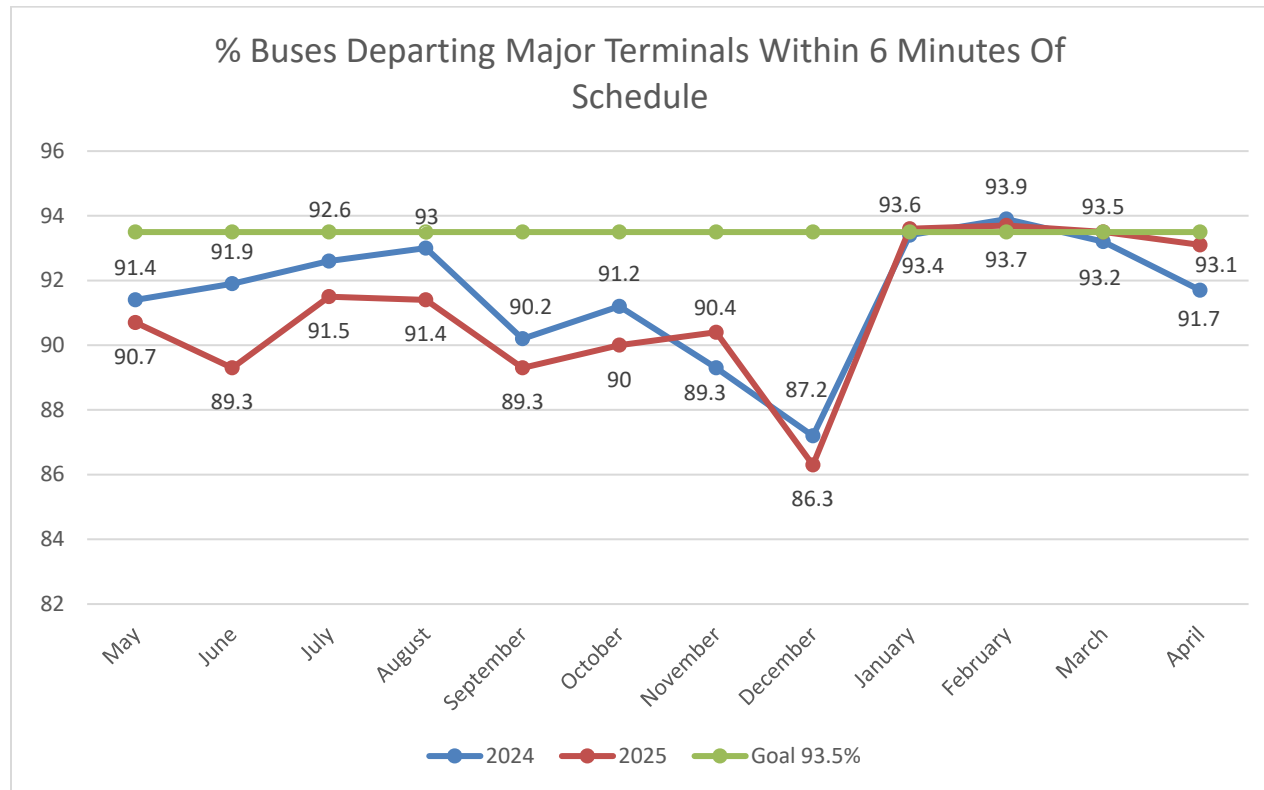
NJ TRANSIT Performance - April 2025

Late NJ TRANSIT Trains

		Cause: Amtrak	Cause: Conrail	Cause: MetroNorth	Cause: NJ TRANSIT	Cause:Septa	Cause: NS
# of Trains On Time	16,603	563	56	4	1,023		1
# of Late Trains	1,647	3.08%	0.31%	0.02%	5.61%	0.00%	0.01%
Total # of Trains	18,250						
Percentage On Time	91.0%						



NJ TRANSIT ON-TIME PERFORMANCE BUS May 2023 – April 2025



	<u>2024</u>	<u>2025</u>	<u>%Change</u>
Mar Comparison	91.7%	93.1%	1.4%
12-Month Average May 2024 – Apr 2025	91.6%	91.1%	-0.5%

Analysis:

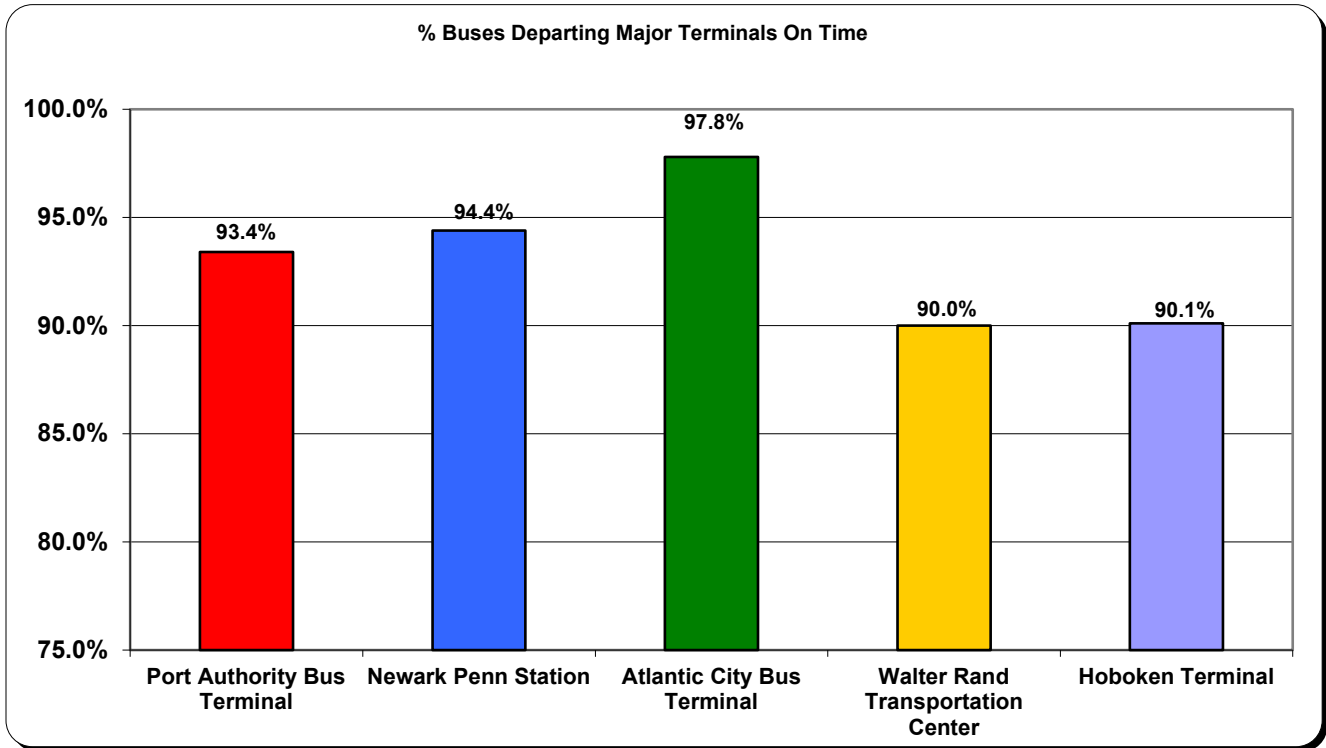
Bus On-Time Performance systemwide was 93.1% for the month of April 2025. Of the 47,518 monitored departures, 3,257 experienced delays.

Key Causes included:

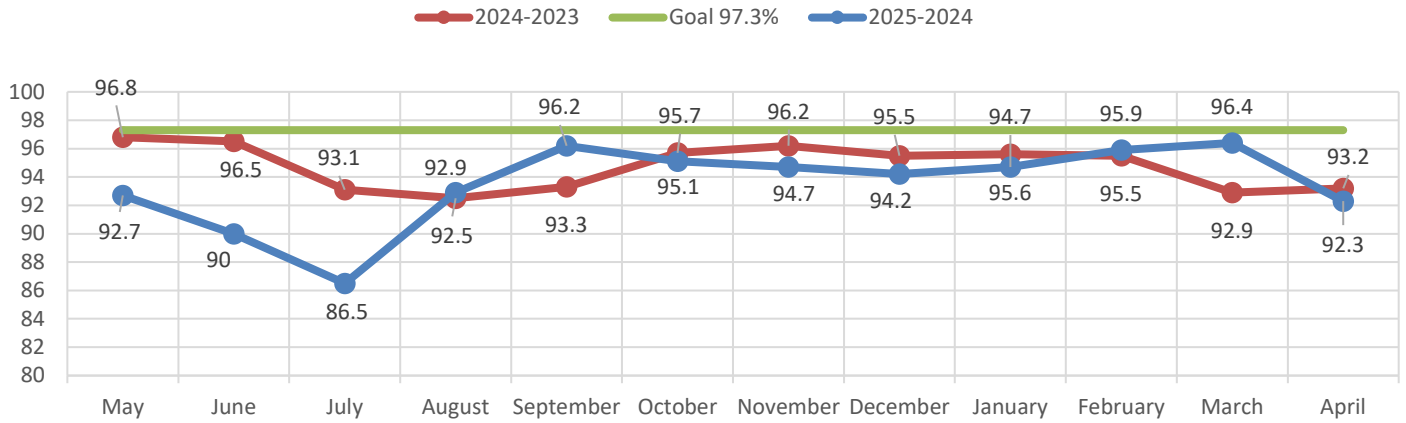
- At PABT, delays were caused by the following: on the 11th, disabled bus at the gate, disabled bus in the south tube, on the 17th, disabled bus at gate and heavy inbound traffic. On the 18th, heavy traffic, on the 23rd, disabled bus, on the 25th, accident and traffic, on the 30th, disabled bus in the tunnel.
- At Newark Penn, delays were caused by the following: on the 8th, mechanical issues, road construction with road closures, on the 9th, police activity, inclement weather, traffic and road construction, on the 10th, police activity, Bus/Auto accident and road closures.
- For various other locations, minor delays were caused due to weather, detours, traffic, and road construction on various days.
- The 12-month average for Bus On-Time Performance was 91.1%.

ON-TIME PERFORMANCE BUS

SUMMARY BY TERMINAL



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



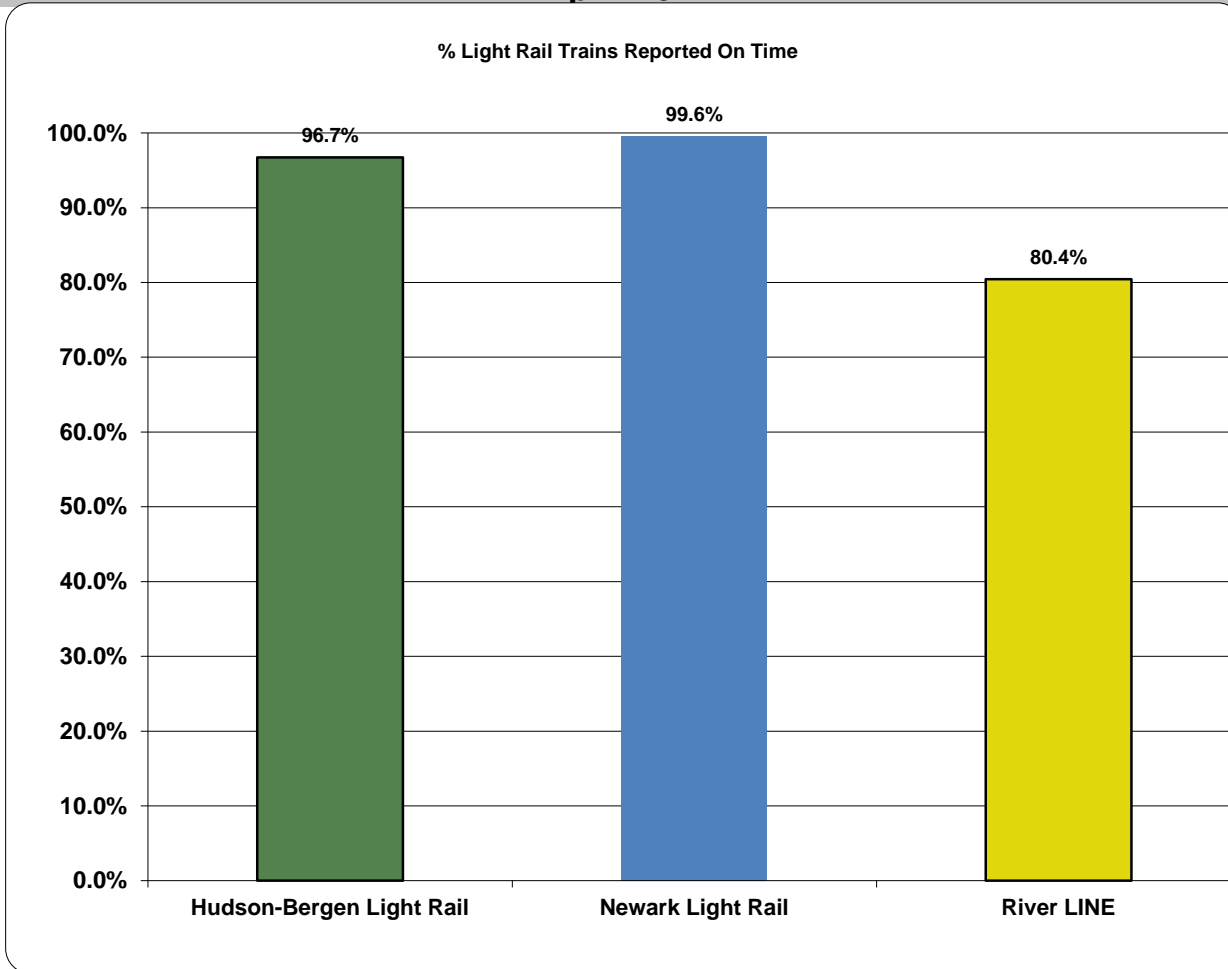
	<u>2024</u>	<u>2025</u>	<u>%Change</u>
April Comparison	93.2%	92.3%	-0.9%
12-Month Average May – April	94.7%	93.5%	-1.27%

Key Causes included:

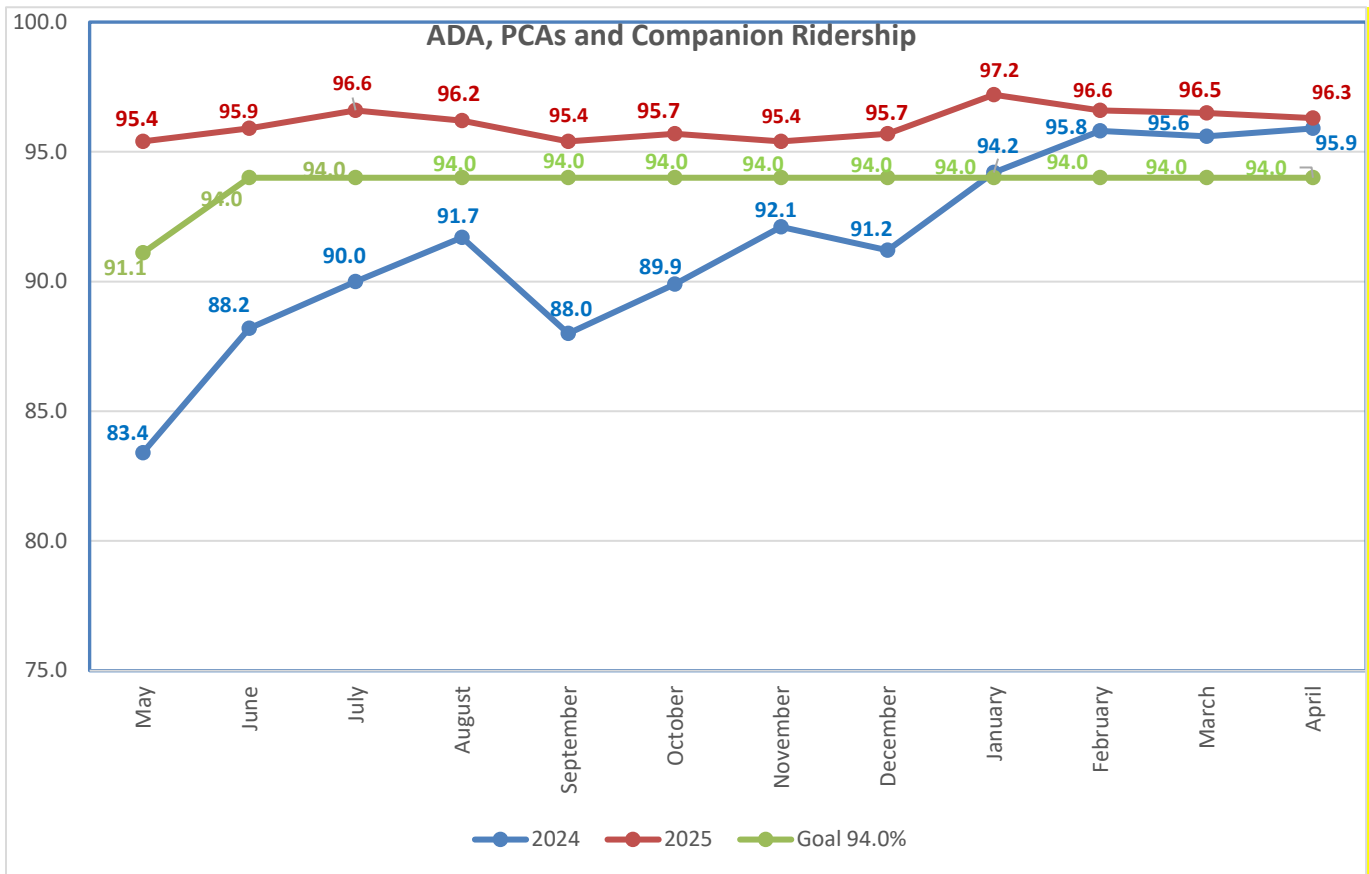
- Newark Light Rail** – NLR OTP had a small increase from 99.1% in March to 99.6% in April. Problems that affected OTP are due to an incident on the 10th, caused by propulsion issues on a train impacting 10 trains, and another incident on the 18th where a passenger suffering a medical emergency affected seven trains.
- River LINE** – River LINE OTP decreased from 93.2% to 80.4% between March and April. The largest factor in the decrease was due to equipment availability affecting 170 trains. Vehicle maintenance issues affected 90 trains. Signal issues also contributed to the decrease in OTP. Other incidents involved passenger induced problems, door issues and police activity.
- HBLR** – HBLR OTP had a negligible decrease from 96.9% to 96.7% compared to the previous month. Most Incidents that affected OTP can be contributed to door issues, police activity and passenger induced problems. 197 trains were impacted due to door issues, 77 due to police activity and 55 to passenger induced problems. Other incidents involved propulsion issues and equipment issues.

ON-TIME PERFORMANCE LIGHT RAIL

SUMMARY BY LINE April-25



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



	<u>2024</u>	<u>2025</u>	<u>% Change</u>
April Comparison	95.9%	96.3%	0.4%
April Ridership	138,110	143,999	5,889
12-Month Average May 2024–April 2025	91.3%	96.1%	4.8%

Analysis:

Access Link On-Time Performance was 96.3% for April 2025. In serving 159,665 total customers, for 143,999 ADA customer trips, 5,256 or (3.7%) experienced delays.

Key Causes included:

- Southern area Region 3 (Ocean County) delays - On 4/22, Garden State Pkwy closed due to wildfire
- Delays due to driver availability
- Customer cancellations and no-shows

The 12-month Average for Access Link On-Time Performance was 96.1%.

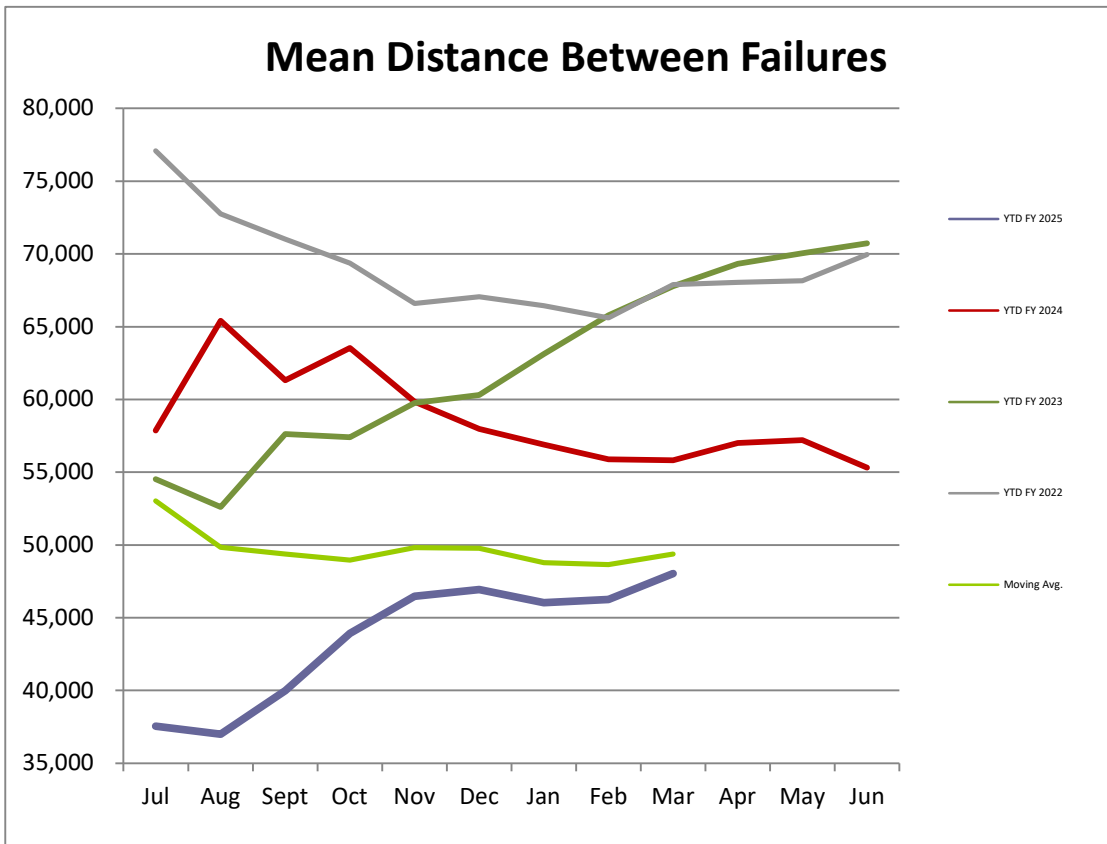
* Statistics comprise both dedicated and non-dedicated service.

MEAN DISTANCE BETWEEN FAILURES

March 2025

NJ TRANSIT Rail Operations
Mean Distance Between Failures

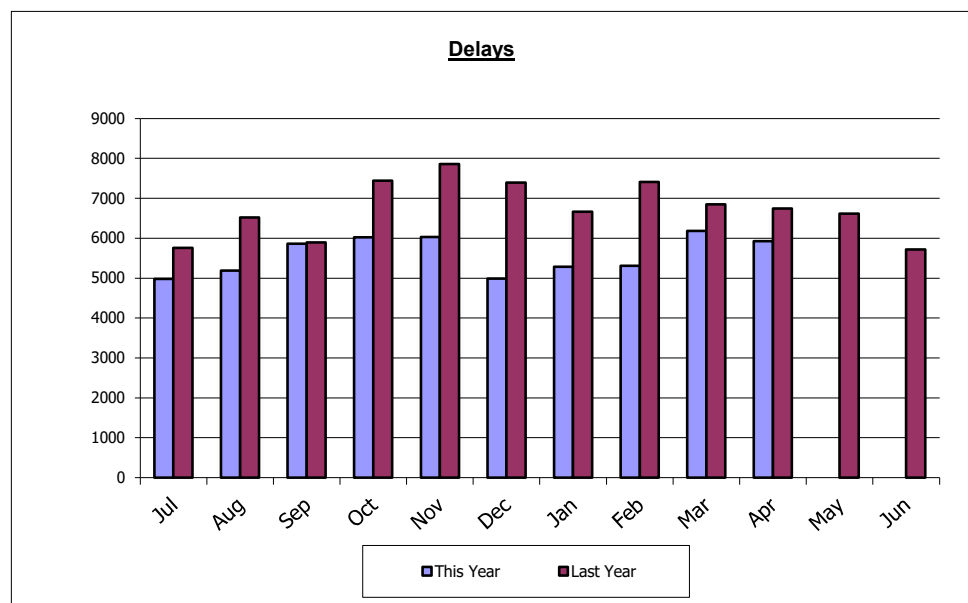
Month	YTD FY 2025	YTD FY 2024	YTD FY 2023	YTD FY 2022	12 Month Moving Avg.
Jul	37,549	57,875	54,531	77,087	53,024
Aug	36,992	65,403	52,602	72,743	49,833
Sept	39,979	61,324	57,623	71,005	49,378
Oct	43,929	63,539	57,410	69,368	48,959
Nov	46,462	59,844	59,761	66,597	49,826
Dec	46,944	57,968	60,315	67,060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



Garage Performance Parameters

April 2025

Location	Miles Between In-Service Delays			
	FY2025 Goal	This Month	FY2025 YTD	FY2024 YTD
Fairview	6,500	6,917	6,402	6,505
Market Street	6,500	4,072	4,153	4,156
Meadowlands	10,000	2,407	2,245	3,649
Oradell	13,000	14,831	12,344	14,993
Wayne	12,000	10,669	10,927	9,024
WestWood	13,000	23,429	17,138	24,423
Northern Division	-	5,413	5,011	6,218
Big Tree	7,500	4,964	4,084	4,271
Greenville	6,000	3,327	4,234	4,051
Hilton	8,500	4,572	4,234	4,875
Howell	17,500	24,929	19,904	21,857
Ironbound	8,000	4,630	3,875	5,415
Kearny Point	-	3,174	2,160	-
Orange	7,800	2,283	2,428	2,797
Morris	10,500	6,925	15,642	21,705
Central Division	-	5,022	4,577	5,660
Egg Harbor	12,000	11,518	11,226	12,215
Hamilton	9,000	6,262	6,081	8,154
Newton Avenue	11,000	6,125	7,642	9,252
Washington Twp.	16,000	14,545	12,704	13,708
Southern Division	-	9,628	9,744	11,269
Bus Operations	-	5,927	5,540	6,790

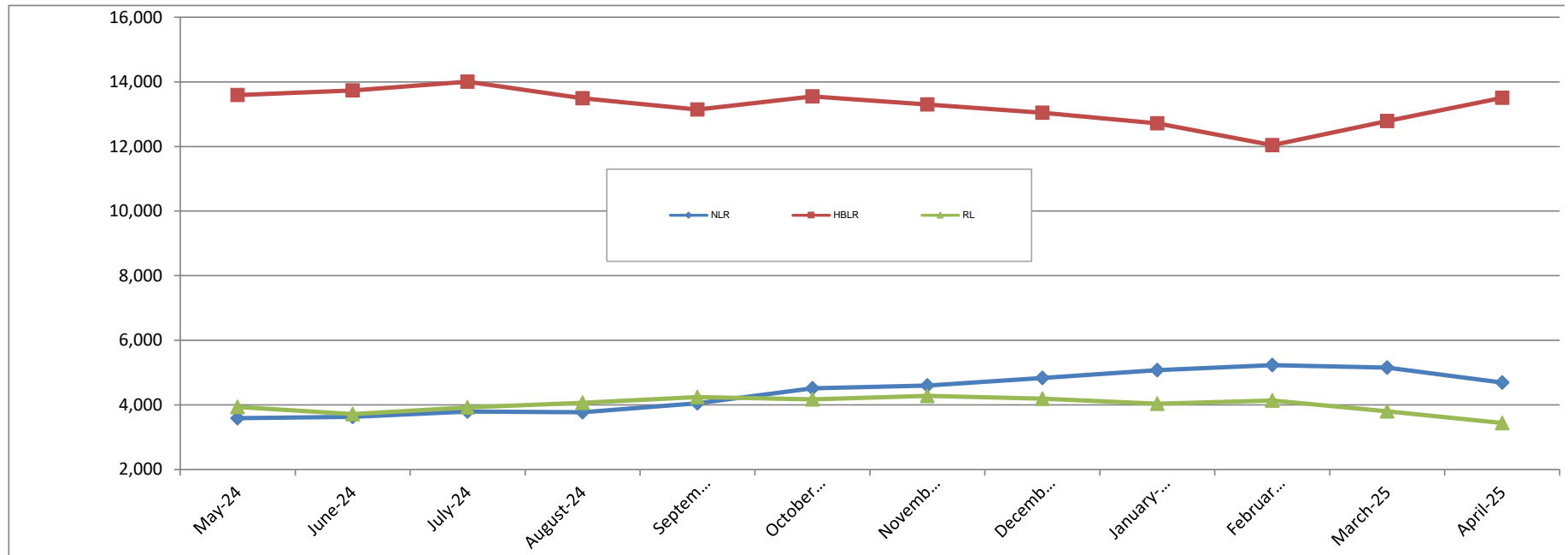


NJ TRANSIT - LIGHT RAIL, April 2025

12 Month Average Miles Between In Service Failures

NJT LIGHT RAIL	MDBSF *	MDBSF *
	April 2025	March 2025
Newark Light Rail	4,694	5,153
Hudson Bergen	13,504	12,784
River LINE	3,441	3,801

AVERAGE MILES BETWEEN IN-SERVICE MECHANICAL FAILURES



DBE/SBE PROGRAM

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

State Funded Contracts

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

During the month of April 2025, NJ TRANSIT awarded \$6,449,941.90 in state-funded contracts; of that total, Small Business Enterprises (SBE/DVOBs) received \$0.0 or 0.0%.

State Fiscal Year 2025 YTD (July 1, 2024, through June 30, 2025) NJ TRANSIT awarded \$1,851,301,307.99 in state-funded contracts. Of that total, SBE/DVOBs received \$17,827,887.28 or 0.96%.

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

Goods & Services

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

Construction

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

FTA Funded Contracts - Updated on a quarterly basis

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

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

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

*Numbers reflect federal share

** Number includes subrecipient awards

Next update will occur in July 2025

Transit Vehicle Manufacturer (TVM)¹ Awards

During the 2nd Quarter (January 1, 2025 – March 31, 2025), NJ TRANSIT awarded \$79,245.92* in TVM Change Orders.

Next update will occur in July 2025

¹ Transit Vehicle Manufacturers (TVMs) will be reported to the President and CEO on a quarterly basis in the same manner that FTA-funded contracts are currently reported. TVMs are manufacturers whose primary business purpose is to build vehicles specifically for public mass transportation. The “TVM” designation indicates that the intended contract recipient/awardee has submitted to the Federal Transit Administration a plan to utilize Disadvantaged Business Enterprises on their contracts. NJ TRANSIT does not place a separate goal on Transit Vehicle Manufacturers.

EMPLOYEE RECOGNITION

NJ TRANSIT employees bid farewell after outstanding careers

NJ TRANSIT employees retired recently:

1. Leah Bickham, Assistant Conductor -- Various -- 30 years
2. Joseph Chomicz, Foreman -- Hoboken -- 39 years
3. David Decker, Locomotive Engineer -- Various -- 36 years
4. Anthony Ditommaso, Supervisor Structures -- Red Bank -- 30 years
5. Andrew Drezek, Machinist -- MMC -- 34 years
6. Narciso Fernandes, Locomotive Engineer -- Various -- 37 years
7. Gerald Giordano, Assistant Conductor -- Various -- 19 years
8. John Mcrae, Assistant Conductor -- Various -- 22 years
9. Juan Meza, Technician -- Hoboken -- 27 years
10. Terrance Morgan, Sr. Manager Train Ops -- New York -- 34 years
11. Peter Mullen, Assistant Conductor -- Various -- 34 years
12. Gordon Prochnow Jr., Locomotive Engineer -- Various -- 24 years
13. John Roberts, Locomotive Engineer -- Various -- 25 years
14. Robert Tillotson, Machinist -- Morrisville -- 30 years
15. Richard Vizenfelder, Conductor -- Various -- 35 years
16. Gregory Ziolkowski, Locomotive Engineer -- Various -- 19 years
17. Suruk Ahmed, Operator -- Wayne -- 28 years
18. Marc Aime, Operator -- Egg Harbor -- 16 years
19. Richard Barabin, Mechanic -- Atlantic City -- 18 years
20. Nicholas Dunn, Depot Clerk -- Hilton -- 22 years
21. Vincent Elias, Operator -- Greenville -- 12 years
22. Emma Lopez, Group Head -- Maplewood -- 36 years
23. Luis Perez, Light Rail Mechanic -- Bloomfield -- 19 years
24. Henri Sylvestre, Operator -- Hilton -- 20 years
25. Henry Wong, Operator -- Westwood -- 12 years
26. Dolores Wright, Operator -- Wayne -- 16 years
27. Fabio Acevedo, Operator -- Oradell -- 21 years
28. Jeff Augustus, Operator -- Newton Ave. -- 26 years
29. Adrian Benjamin, Repairman -- Ironbound -- 27 years
30. Mario Camino, Operator -- Ironbound -- 18 years
31. Marcus Castro, Mechanic -- Howell -- 19 years
32. Joanna Coleman-Robinson, Inspector -- Washington Twnp -- 15 years
33. Leticia Fletcher, Operator -- Wayne -- 23 years
34. Joseph Jacques, Operator -- Meadowlands -- 23 years
35. Milton Mills, Operator -- Hilton -- 21 years
36. Lisa Parker, Warr Clk Shps -- Newark -- 33 years
37. Dominick Uccellini, Mechanic -- Egg Harbor -- 27 years
38. Iris Velasquez, Operator -- Wayne -- 19 years
39. Russell Pickett, Mechanic -- Hilton -- 24 years
40. Juan Monegro, Operator -- Oradell -- 18 years
41. Humberto Tejeda, Sr. Maintenance Inst. -- Ferry St. -- 31 years
42. Sean Kacsmar, Director Bus Management -- HQ -- 39 years
43. Jerry McMillan, Regional Supervisor -- Maplewood -- 38 years

ACTION ITEMS

MULTILEVEL III

Vehicle Procurement

**PURCHASE OF 250 OPTION
MULTILEVEL III VEHICLES
AND CONTRACT
AMENDMENT FOR
ENGINEERING SERVICES**

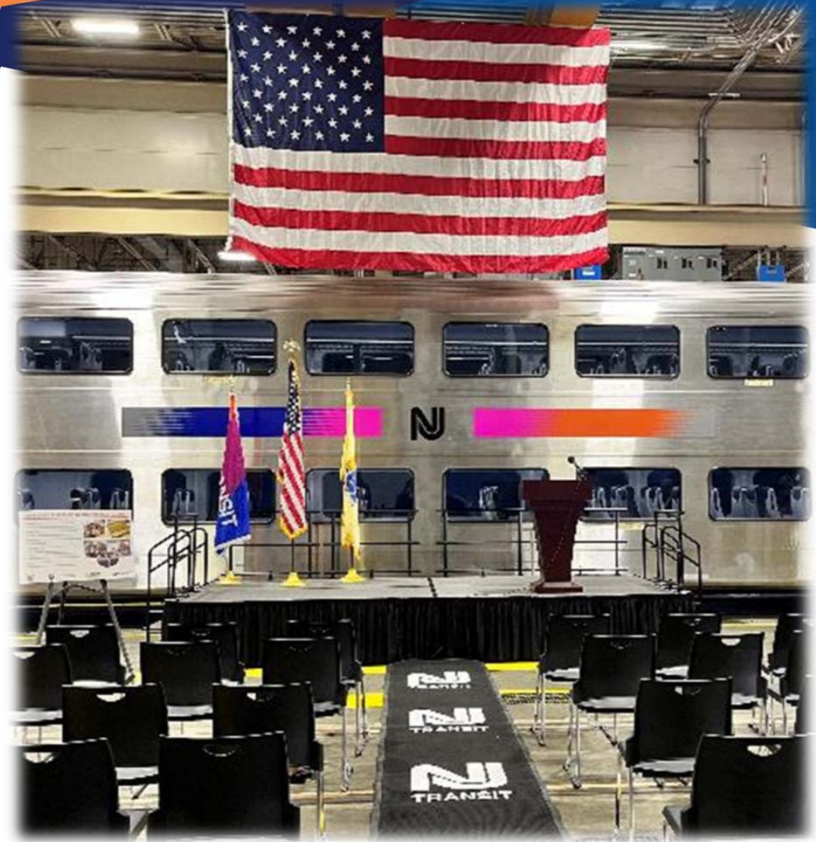
May 2025



OVERVIEW

PURCHASE OF 250 OPTION MULTILEVEL III VEHICLES

- 200 Additional Multilevel III Vehicles will replace single-level trains
- Increase in seating capacity
- Higher maximum speed (110mph)
- Fleet standardization and flexibility
- Improved passenger amenities
- This option order includes three types of the vehicles:
 - 40 ML III Power Cars
 - 60 ML III Cab Cars
 - 100 ML III Trailer Cars



ITEM 2505-17: PURCHASE OF 250 OPTION MULTILEVEL III VEHICLES AND CONTRACT AMENDMENT FOR ENGINEERING SERVICES

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to exercise an option under the existing NJ TRANSIT Contract No. 17-012 with Alstom Transportation Inc. of New York, New York, for the purchase of 250 Option Multilevel III Vehicles and Capital Spare Parts at a cost not to exceed \$1,496,000,000, plus five percent contingency, for a total contract authorization of \$2,529,643,479.30, subject to the availability of funds; and

BE IT FURTHER RESOLVED that the Chair or President & CEO is authorized to amend the professional services NJ TRANSIT Contract No. 05-078 with HATCH of Ambler, Pennsylvania, for the engineering assistance of the manufacture of 250 Option Multilevel III Vehicles at a cost not to exceed \$15,500,000.00, plus five percent contingency, for a total authorization of \$61,471,155.90, subject to the availability of funds.



ITEM 2505-17: RAIL ROLLING STOCK PROGRAM: PURCHASE OF 250 OPTION MULTILEVEL III VEHICLES AND CONTRACT AMENDMENT FOR ENGINEERING SERVICES

WHEREAS, the base rail rolling stock purchase of Multilevel III Vehicles will replace the aging Arrow III fleet and provide operational flexibility; and

WHEREAS, NJ TRANSIT has selected Alstom Transportation Inc. through a competitive procurement process in which Alstom was determined to be the most qualified responsive, responsible proposer; and

WHEREAS, the ML III option cars purchased through this option will be identical to the base order cars currently in the final testing phase; and

WHEREAS, the ML III vehicles will be fully capable of operating on all NJ TRANSIT lines and compatible with NJ TRANSIT's fleet of new and existing rail cars; and

WHEREAS, 200 option vehicles of the contemplated 250 will replace remaining comet II, IV, and V single-level rail cars according to NJ TRANSIT's latest Rail Fleet Management Plan; and

WHEREAS, the remaining 50 vehicles may be optioned to support future growth; and

WHEREAS, NJ TRANSIT has selected HATCH to provide design and engineering assistance for the Multilevel III Project;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to exercise an option under the existing NJ TRANSIT Contract No. 17-012 with Alstom Transportation Inc. of New York, New York, for the purchase of 250 Option Multilevel III Vehicles and Capital Spare Parts, at a cost not to exceed \$1,496,000,000.00, plus five percent contingency, for a total contract authorization of \$2,529,643,479.30, subject to the availability of funds; and

BE IT FURTHER RESOLVED that the Chair or President & CEO is authorized to amend the professional services NJ TRANSIT Contract No. 05-078 with HATCH of Ambler, Pennsylvania, for the engineering assistance of the manufacture of 250 Option Multilevel III Vehicles, at a cost not to exceed \$15,500,000.00, plus five percent contingency, for a total authorization of \$61,471,155.90, subject to the availability of funds.

ITEM 2505-18: RAIL ROLLING STOCK PROGRAM: PURCHASE OF 12 OPTION DUAL-POWERED LOCOMOTIVES AND CONTRACT AMENDMENT FOR ENGINEERING ASSISTANCE

This project will involve purchasing 12 dual-powered locomotives to modernize NJ TRANSIT's fleet with a vehicle that improves both the versatility and the reliability of the rail fleet. The locomotives being purchased will be the same as the previous 25 ALP-45A locomotives (EPA Tier IV).

- Seeking authorization to exercise an option under the existing NJ TRANSIT Contract No. 07-062 with Alstom Transportation Inc. of New York, New York, for the purchase of 12 option dual-powered locomotives, including spare parts, at a cost not to exceed \$203,926,264.96, plus 10 percent for contingencies (due to possible fluctuations in the USD-EUR exchange rate that are out of NJ TRANSIT's control), for a total contract authorization of \$894,675,429.56, subject to the availability of funds.
- Seeking authorization to amend the professional services NJ TRANSIT Contract No. 05-098 with STV, Incorporated of New York, New York, for engineering assistance with the manufacture of the 12 option dual-powered locomotives, at a cost not to exceed \$5,011,403.87, plus five percent for contingencies, for a total authorization of \$22,401,000, subject to the availability of funds.



ITEM 2505-18: RAIL ROLLING STOCK PROGRAM: PURCHASE OF 12 OPTION DUAL-POWERED LOCOMOTIVES AND CONTRACT AMENDMENT FOR ENGINEERING ASSISTANCE

- Authorization of this change order to the Contract will allow for purchasing additional ALP-45A locomotives, which will allow NJ TRANSIT to retire older diesel locomotives.
- Replacing older EPA Tier I locomotives with EPA Tier IV locomotives can result in an estimated emissions reduction of 52.0 NOx tons annually, which supports NJ TRANSIT's goal of a reduced carbon footprint.
- ALP-46A and ALP-45 locomotive fleets will be undergoing mid-life overhaul programs in the near future, and these additional locomotives will ensure fleet availability requirements are maintained.
- Increase operational efficiency and flexibility by supporting both electric and diesel locomotive operations.
- Increases motive power capabilities as the coach fleet transitions from single-level to multilevel vehicles, which are heavier and draw more head-end power.



ITEM 2505-18: RAIL ROLLING STOCK PROGRAM: PURCHASE OF 12 OPTION DUAL-POWERED LOCOMOTIVES AND CONTRACT AMENDMENT FOR ENGINEERING ASSISTANCE

WHEREAS, the purchase of 12 additional dual-powered locomotives will allow NJ TRANSIT to modernize locomotives in the fleet with a vehicle that improves both the versatility and the reliability of the rail fleet; and

WHEREAS, the locomotives purchased will be identical to the 25 previously ordered dual-powered locomotives currently in warranty, featuring upgraded engines and an after-treatment system to meet the Environment Protection Agency's (EPA) Tier IV engine emissions requirements, further reducing the locomotives' emissions when operating in diesel mode; and

WHEREAS, NJ TRANSIT previously selected STV, Incorporated through a competitive procurement process, with a DBE goal of 20 percent, for engineering assistance for the dual-powered locomotives;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to exercise an option under the existing NJ TRANSIT Contract No. 07-062 with Alstom Transportation Inc. of New York, New York, for the purchase of 12 option dual-powered locomotives, including spare parts, at a cost not to exceed \$203,926,264.96, plus 10 percent contingency, including fluctuations in the USD-EUR exchange rate that are out of NJ TRANSIT's control, for a total contract authorization of \$894,675,429.56, subject to the availability of funds; and

BE IT FURTHER RESOLVED that the Chair or President & CEO is authorized to amend the professional services NJ TRANSIT Contract No. 05-098 with STV, Incorporated of New York, New York, for engineering assistance with the manufacture of the 12 option dual-powered locomotives, at a cost not to exceed \$5,011,403.87, plus five percent contingency, for a total authorization of \$22,401,000.00, subject to the availability of funds.

ITEM 2505-19: 2023 CAPITAL PROGRAMS TASK ORDER CONSULTANT CONTRACTS PROGRAM: ARCHITECTURAL AND DESIGN ENGINEERING SERVICES; CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES

WHEREAS, NJ TRANSIT seeks to improve and expand its transportation facilities; and

WHEREAS, NJ TRANSIT assessed its current Task Order Consultant Contracts program, determining that nine disciplines are required to address NJ TRANSIT's needs; and

WHEREAS, Task Order Consultant Contracts will be used on an as-needed basis to supplement in-house staff; and

WHEREAS, Task Order Consultant Contracts are needed to support NJ TRANSIT's capital program, address critical issues across many business lines, and ensure ongoing compliance with federal and state regulations; and

WHEREAS, Task Order Consultant Contracts provide specialized expertise which is rarely cost-effective to maintain in-house; and

WHEREAS, in December 2023, the NJ TRANSIT Board of Directors approved and authorized the first three disciplines, Bridge and Railway Engineering, Environmental Consulting Services, and Resiliency Management, of the 2023 Task Order Program, and

WHEREAS, Architectural and Design Engineering Services and Construction Management and Inspection Services are the fourth and fifth disciplines within the 2023 Task Order Program; and

WHEREAS, upon completion of a competitive procurement process, it was determined that 18 firms, as provided in Exhibit A, were deemed the most qualified, responsive, responsible proposers;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is hereby authorized to enter into NJ TRANSIT Contract Nos. 0000048-01 to 0000048-08 and 0000076-01 to 0000076-05 and task orders thereunder with the firms shown in Exhibit A for Architectural and Design Engineering Services and Construction Management and Inspection Services on a task order basis in two disciplines; and

BE IT FURTHER RESOLVED that the total value of the 2023 Task Order Consultant Contracts Program, which includes these contracts, will be \$85,000,000.

EXHIBIT A

SELECTED FIRMS

Contract No. 000048-01 Facilities - Rail

000048-01A - Jacobs Engineering Group
000048-01B - AECOM Architects & Engineers, Inc.

Contract No. 000048-02 Facilities – Surface Transit and Multimodal

000048-02A - WSP USA Inc.
000048-02B - HNTB Corporation

Contract No. 000048-03 Rail – Infrastructure Design Newark Division

000048-03A - Hardesty & Hanover LLC
000048-03B - Modjeski and Masters, Inc.

Contract No. 000048-04 Rail – Infrastructure Design Hoboken Division

000048-04A - Hardesty & Hanover LLC
000048-04B - HDR, Inc.

Contract No. 000048-05 Capital Planning – Rail

000048-05A - Arup US, Inc.
000048-05B - STV Incorporated

Contract No. 000048-06 Capital Planning – Surface Transit & Multimodal

000048-06A - STV Incorporated
000048-06B - WSP USA Inc.

Contract No. 000048-07 Cost Estimating

000048-07A - Infinite Consulting Corp.
000048-07B - Envision Consultants, Ltd

Contract No. 000048-08 Scheduling

000048-08A - Jois Construction Management (JCMS, Inc.)
000048-08B - Turner & Townsend Inc.

Contract No. 0000076-01 Construction Management & Inspection Services: Newark Penn Station (NPS), Newark Light Rail (NLR), and Newark vicinity

0000076-01A - Naik Consulting Group
0000076-01B - HNTB Corporation

Contract No. 0000076-02 Construction Management & Inspection Services: Rail – Northeast Corridor (NEC)

0000076-02A - WSP USA Inc.
0000076-02B - HNTB Corporation

Contract No. 0000076-03 Construction Management & Inspection Services: Other

0000076-03A - WSP USA Inc.
0000076-03B – AECOM Technical Services, Inc./STV i JV

Contract No. 0000076-04 Construction Management & Inspection Services: Bus

0000076-04A – Liro Engineers, Inc./Hill International Inc. Joint Venture
0000076-04B - AECOM/STV JV

Contract No. 0000076-05 Construction Management & Inspection Services: Constructability Reviews, Claim Support, Construction Cost Estimating and Scheduling

0000076-05A - Urban Engineers, Inc.
0000076-05B – Jois Construction Management (JCMS, Inc.)

ITEM 2505-20: CONNECTED BUS: AWARD OF CONTRACT TO CLEVER DEVICES LTD FOR THE PURCHASE OF THE IN-VEHICLE NETWORKING (IVN) TECHNOLOGY WITH WI-FI

WHEREAS, Information Technology is requesting authorization to enter into a contract for In-Vehicle Networking (IVN) Technology with Wi-Fi, which is currently provided by Clever Devices Ltd. to provide passenger Wi-Fi on buses; and

WHEREAS, In-Vehicle Networking (IVN) is the vehicle logic unit that controls the complete Clever Devices Technology package on our buses; and

WHEREAS, NJ TRANSIT is currently utilizing an older version of In-Vehicle Networking (IVN) with the current bus fleet. The future purchase of bus fleet technology will include the newer version of In-Vehicle Networking (IVN) technology with Wi-Fi to standardize the entire NJ TRANSIT bus fleet; and

WHEREAS, Information Technology will procure Clever Devices through the exception under the regulations for standardization of equipment; and

WHEREAS, Procurement will provide transparency into these solicitations through reports to the Board following execution of the contracts wherein we will advise the actual award amount and any unused proposal contingency to remain unused; and

WHEREAS, NJ TRANSIT's Office of Business Development (OBD) will review the Procurement by Exception (PBE) and assign the appropriate goals as needed;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to award a contract to Clever Devices Ltd of Woodbury, New York, for the purchase of In-Vehicle Networking Technology with Wi-Fi (IVN) in the amount not to exceed \$12,000,000.00, plus five percent for contingencies, subject to the availability of funds.

ITEM 2505-21: AUTHORIZATION FOR NJ TRANSIT CORPORATION TO ENTER INTO AGREEMENT FOR SALE OF CERTAIN REAL ESTATE PROPERTIES TO THE NEW JERSEY ECONOMIC DEVELOPMENT AUTHORITY

WHEREAS, NJ TRANSIT is the owner of real property located throughout New Jersey; and

WHEREAS, consistent with the NJT2030 Strategic Plan and statewide policy objectives, NJ TRANSIT supports Transit-Oriented Development (TOD) land use patterns centered at its facilities to support economic development, housing diversity and affordability; grow transit ridership; enhance multimodal access to the transportation system; contribute to environmental sustainability; and maximize the value of its real estate assets; and

WHEREAS, in 2024, the New Jersey State Senate Bill 3519 was adopted to authorize the New Jersey Economic Development Authority (NJEDA) to purchase NJ TRANSIT properties for future Transit-Oriented Development; and

WHEREAS, Bill 3519 is a one-time state expenditure for the NJEDA to purchase certain properties from NJ TRANSIT in an amount not to exceed \$65,000,000; and

WHEREAS, Receipt of purchase price shall be utilized to augment revenues to support NJ TRANSIT operations;

WHEREAS, in addition to the receipt of the purchase price of the properties, NJ TRANSIT shall maintain a participation interest in the properties sold to the NJEDA, which participation interest shall be determined through an agreement entered into between NJ TRANSIT and the NJEDA; and

WHEREAS, NJ TRANSIT has been collaborating with the NJEDA, and any potential property to be transferred to the NJEDA has been reviewed by NJ TRANSIT operating departments, and any conditions NJ TRANSIT has identified in order to maintain uninterrupted services to NJ TRANSIT operations or customers have been relayed to the NJEDA. In addition, the NJEDA have been coordinating information meetings with the local communities, which NJ TRANSIT has participated in; and

WHEREAS, the Parties desire to enter into an agreement to memorialize their common goal to cooperate in good faith on the sale of certain properties from NJ TRANSIT to the NJEDA;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to enter into a property conveyance agreement and all other necessary legal documents with the NJEDA for the sale of the properties.

ITEM 2505-22: ANNUAL NOTICE OF MEETINGS AND DESIGNATIONS

WHEREAS, the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. have regular meetings of the Board of Directors; and

WHEREAS, pursuant to the Open Public Meetings Law, P.L. 1975, c.231, an annual notice of regular meetings of the Board of Directors must be disseminated; and

WHEREAS, Public Law 2018, chapter 162 requires the Board to hold a minimum of 10 public Board meetings per year and one-half of the total number of meetings shall be held in the evening; and

WHEREAS, the Annual Notice of Meetings must be prominently posted in one public place reserved for announcements of this type, transmitted to newspapers, filed with the Secretary of State, and transmitted to any person who requests notice of meetings; and

WHEREAS, Public Law 2018, chapter 162 requires the annual designation of a Vice Chairperson of the NJ TRANSIT Board of Directors and an annual designation of a Board Secretary by the NJ TRANSIT Board of Directors;

NOW, THEREFORE, BE IT RESOLVED that the Annual Notice of Meetings, Exhibit A, for all of the Board of Directors' meetings during Fiscal Year 2026 is adopted; and

BE IT FURTHER RESOLVED that the Annual Notice of Meetings shall be disseminated in accordance with the provisions of the Open Public Meetings Act, P.L. 1975, c.231 and Public Law 2018, chapter 162; and

BE IT FURTHER RESOLVED that Kiabi D. Carson is designated as Vice Chairperson of the NJ TRANSIT Board of Directors and its subsidiaries; and

BE IT FURTHER RESOLVED that Meghan Clark Umukoro is designated as Board Secretary of NJ TRANSIT and its subsidiaries.

EXHIBIT A

ANNUAL NOTICE OF MEETINGS: FISCAL YEAR 2026

**NEW JERSEY TRANSIT CORPORATION
NJ TRANSIT RAIL OPERATIONS, INC.
NJ TRANSIT BUS OPERATIONS, INC.
NJ TRANSIT MERCER, INC.
NJ TRANSIT MORRIS, INC.**

In accordance with the "Open Public Meetings Act," P.L. 1975, c.231 and Public Law 2018, chapter 162 the above organizations will hold regular meetings, open to the public, on the second Wednesday of the month for the period July 1, 2025 through June 30, 2026, except as noted below. The Board shall hold a minimum of 10 public board meetings per year. One-half of the total number of meetings of the Board shall be held in the evening.

Unless otherwise indicated, meetings will be held at NJ TRANSIT's Corporate Headquarters in Newark, New Jersey. The meetings will convene in the Board Room at NJ TRANSIT's Headquarters, Two Gateway, 283-299 Market Street, Newark, New Jersey.

The specific dates and times are as follows:

July 17, 2025 (3 rd Thursday)	6:00 p.m. Evening
<i>August 2025</i>	<i>NO MEETING</i>
September 19, 2025 (3 rd Friday)	10:00 a.m.
October 9, 2025 (2 nd Thursday)	6:00 p.m. Evening
November 12, 2025	6:00 p.m. Evening
December 10, 2025	10:00 a.m.
<i>January 2026</i>	<i>NO MEETING</i>
February 11, 2026	6:00 p.m. Evening
March 11, 2026	10:00 a.m.
April 15, 2026 (3 rd Wednesday)	6:00 p.m. Evening
May 13, 2026	10:00 a.m.
June 10, 2026	10:00 a.m.

EXECUTIVE SESSION AUTHORIZATION

BE IT HEREBY RESOLVED pursuant to N.J.S.A. 10:4-12 and N.J.S.A. 10:4-13 that the Board of Directors of the New Jersey Transit Corporation hold an executive session to discuss personnel matters, contract negotiations, the status of pending and anticipated litigation, and matters falling within the attorney-client privilege, including, but not limited to the Corporate Insurance Program Annual Renewal and the Authorization to Deposit Additional Funds into Court in Connection with Condemnation Proceedings related to the Acquisition of Property in the Village of Ridgefield Park, New Jersey, formerly owned by Defendant, TP Access, LLC; 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.