

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

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December 18, 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, December 10, 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, December 10, 2025. The meetings occurred concurrently.

Board Members

Francis K. O'Connor, Chair
Kiabi D. Carson, Vice Chair
Jessica O'Connor, Governor's Representative
Andrea Spalla, 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. McCray, Board Member (Non-Voting)
Karen Thomas, Board Member (Non-Voting)

Staff

Kris Kolluri, President & Chief Executive Officer (CEO)
Meghan Clark Umukoro, Board Secretary
Christopher Iu, Acting Senior Vice President, Chief Legal Officer & General Counsel
William C. Brooks, Senior Vice President, Capital Delivery
Michael P. Kilcoyne, Senior Vice President, Surface Transit & General Manager, Bus Ops.
Jignasa Desai McCleary, Sr. Vice President, Chief of Administration & Risk

Chair O'Connor convened the Open Session at 10:03 a.m., in accordance with the Open Public Meetings Act and NJ TRANSIT's enabling legislation. The pledge of allegiance to the flag was recited.

Board Secretary Umukoro conducted Roll Call and noted Board Members Abrantes, Narra, Spalla, and Weiss were participating remotely and Board Member Maroko was absent.

Board Secretary Umukoro announced that adequate notice of the meetings of the Board of Directors of the New Jersey Transit Corporation and its affiliates and subsidiaries was provided in accordance with the Open Public Meetings Act and NJ TRANSIT's enabling legislation. Notices were filed on December 4, 2025, with the Secretary of State, sent to newspapers of general distribution, posted in the main entrance of NJ TRANSIT's headquarters, published on the corporation's website, and sent to each individual, agency, and organization that requested such notice.

Approval of Minutes

Chair O'Connor asked for a motion to approve the minutes of the November 12, 2025, Board meetings. Vice Chair Kiabi D. Carson made the motion, Board Member Shanti Narra seconded the motion, and the minutes were adopted.

Advisory Committee Report

Suzanne Mack presented the Advisory Committee report. Ms. Mack said it was nice to be at the last meeting of the year and wanted to thank everyone for their services. She said the Committee met with President & CEO Kolluri and he provided a 10-month report since starting at NJ TRANSIT. Ms. Mack said since it was the end of Governor Murphy's term, she wanted to thank him because he was good to work with; not to say anything against the other Governor's, but the support the transit community received from Governor Murphy was outstanding. She also said Governor Murphy made excellent appointments across the Board and the North and South Advisory Committee, and thanked the Board for their services. Ms. Mack said the agenda reflected all the work that had been accomplished, and noted NJ TRANSIT had won an award from the USDOT for the Anti-Human Trafficking Campaign, which was accomplished along with their partnership with the Attorney General's Office.

Ms. Mack said while they talked about finance from many levels, NJ TRANSIT did not get a lot of credit for all the good work that happened in the agency that everyone was responsible for. She hopes to see everyone back in February and at that point Anna Marie Gonnella-Rosato would be reporting. Ms. Mack said the next Advisory Committee meeting was scheduled to be held in February and offered an invitation to the Board to join one of their meetings. She said there were times in the past when the Board attended some of their meetings, and they would be happy to provide a virtual link if anyone was interested in attending. Ms. Mack said they also took requests, and if there was any issue the Board wanted the Advisory Committee to investigate that would benefit the public, they would be happy to do so.

Ms. Mack said the agenda was full of an array of things focusing on good service. She knew NJ TRANSIT met about the River LINE and were working on the Walter Rand Transportation Center. Ms. Mack said the extension of the Hudson-Bergen Light Rail from North Bergen to Englewood had been coming and going for many years. She said it was wonderful to see that they were devoting their assets to the River LINE, but the extension into Bergen County would be a great benefit to many. The Hudson Tunnel project was also on the agenda and Ms. Mack said they were pleased to see they were proceeding with that project. She said on Access Link, there were several contracts on the agenda which was for their most vulnerable riders on the system and was always the most unfunded mandate for transit to get money for. Ms. Mack said the Advisory Committee hoped that NJ TRANSIT would continue to work to get funding for Access Link even though the climate may not be right at this time.

Ms. Mack said President & CEO Kolluri's report to the Advisory Committee was very enlightening. She hoped President & CEO Kolluri did not mind her mentioning the discussion they had about the Hall of Fame bricks, that were dedicated to people who worked on projects that had an impact on NJ TRANSIT, that could not be brought over from the old Headquarters to the new Headquarters. Ms. Mack said since NJ TRANSIT owned the train station across the street, maybe someone could do some type of replication of the Hall of Fame bricks there, and noted the bricks dated back to 1999. She wished everyone a Happy Holiday.

Senior Citizen And Disabled Resident Transportation Advisory Committee Report

Gloria Robinson-Mills, Chairperson for the Senior Citizens and Disabled Residents Transportation Advisory Committee (SCDRTAC), presented the committee's semiannual report covering activities from July to November 2025 and noted their next meeting was scheduled for December 22, 2025. Ms. Mills described 2025 as the most challenging year since the committee's inception in 1984. Despite the challenges, she said they continued to move forward and adhere to the objectives outlined under new regulations. Membership Governance and Education subcommittees met regularly to fulfill their responsibilities according to the bylaws. In July 2025, the Education subcommittee coordinated the presentation by NJ TRANSIT's staff on their bulk sale ticket purchase program. Ms. Mills said during the month of November, NJ TRANSIT's Local Programs and Community Support staff announced that the SCDRTAC allocation did not align with the required 8.5 percent distribution that was outlined in SCDRTAC legislation under N.J.A.C. 16:78. Ms. Mills said the concern regarding the proportional compliance with the statutory formula would be clarified and researched by a committee member and an update would be provided to the committee at a later date.

Ms. Mills said vacancies in the Southern and Central regions were advertised in local publications. Transportation barriers preventing members from attending the Customer Advisory Committee (CAC) meetings held in person in Paterson were brought to the attention of the Board of Directors. Local Programs and Community Support staff agreed to discuss these concerns with Access Link staff to work towards a resolution. Ms. Mills said their Bylaws subcommittee had been meeting consistently and continued to revise the document. She said their goal was to have the updated version of the bylaws presented to the full committee within the next few weeks. The next meeting for the Membership Governance Committee was scheduled for December 15, 2025.

Ms. Mills said a panel presentation was given in September by Hudson County, outlining services provided to senior citizens and disabled residents in their area. In October, Cape May County presented an overview of the transportation services provided to the residents in the area. Also, in October, NJ TRANSIT held public informational hearings on the SCDRTAC programs in the North, Central, and Southern regions. Ms. Mills said these hearings provided the public, both virtually and in-person, with the opportunity to express their concerns regarding the Senior Citizens and Disabled Residents Transportation Assistance Program (SCDRTAP). Local Programs and Community Support announced that the county site visits would resume in 2026.

On behalf of SCDRTAC, Ms. Mills expressed sincere appreciation to President & CEO Kolluri and the NJ TRANSIT Board for their ongoing support in maintaining essential transportation services for the most vulnerable members of their communities. She extended best wishes for a warm, peaceful, holiday season, and a new year filled with good health, safety, and renewed hope.

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

Board Secretary Umukoro said in order to give everyone an opportunity to be heard, comments would be limited to three minutes. Priority access would be given to 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

Vito Havrilla, Vice Chairperson and Legislative Director of the Lackawanna Coalition, an independent agency advocacy group, delivered the coalition's statement. Mr. Havrilla reiterated previously stated concerns regarding Action Item #2512-59, Execution of Contract 0000116 for the Provision of Access Link Service in Region 4 (Mercer, Middlesex, Monmouth, and Northern Ocean Counties), stating that the project was extremely costly relative to its limited need, with the current phase alone totaling an additional \$22 million. He said those funds would be better directed toward service improvements, including adding hourly weekend service between Hoboken and Montclair State University, implementing weekend express service on the New Jersey Coast Line, and addressing long-overdue improvements on the Pascack Valley Line.

Regarding Action Item #2512-60, Execution of Contract 0000196 for the Outsourcing of a Portion of Access Link Call Center Operations, Mr. Havrilla said the coalition lacked sufficient information to comment fully but expressed general opposition to outsourcing call center services. He stated that local employees possessed critical regional knowledge and familiarity with customers, many of whom had disabilities, and that keeping such services in-house ensured more comprehensive service quality. Mr. Havrilla said it was unclear whether the contracted employees or only the firm's headquarters were in Colorado and questioned why there were no other bidders for the contract.

Mr. Havrilla also addressed an Access Link issue, stating that the coalition understood NJ TRANSIT was considering reducing the maximum advanced reservation window from seven days to five, or possibly three days. He said this change would make planning and scheduling appointments more difficult, as customers would be competing for fewer reservation slots. While he appreciated that NJ TRANSIT met with Access Link customers, he noted that the meetings were held on weekday mornings and that there appeared to be

no option to provide feedback by telephone or online. Mr. Havrilla said the only form he had seen was a registration form rather than a survey.

Mr. Havrilla reported that the coalition had attended a recent meeting of the New Jersey Department of Transportation Target Zero Commission at NJ TRANSIT Headquarters. He said a copy of the coalition's statement from that meeting was submitted with his comments, emphasizing the dangers of automobile transportation and the need to discourage single-occupancy vehicle travel, in favor of public transportation. He added that the coalition would have preferred more advance notice of the draft plan's release or an extension of the public comment period beyond the hearing date. The coalition's full statement was provided to the Board.

Nicholas Giglia, founder of ROUTE (Restore Our Transit in Essex), spoke on behalf of his organization. Mr. Giglia thanked NJ TRANSIT and the Board for their partnership on a recently released transit survey in Montclair Township, with similar surveys forthcoming in Glen Ridge and Bloomfield. He said the group looked forward to reviewing the results. Mr. Giglia stated that, with a new administration and upcoming budget season, the time was right to address the transit desert conditions affecting hundreds of thousands of Essex County residents, during off-peak and weekend hours, since DeCamp Bus Lines ceased operations in 2023. He described the loss of frequent weekend service as a significant decline in quality of life and recounted a personal experience illustrating the difficulties caused by two-hour weekend train headways. Mr. Giglia said these conditions were unacceptable and fixable within NJ TRANSIT. He requested engagement with the incoming administration to secure funding in the next appropriations bill for two additional trainsets to provide hourly weekend service between Hoboken and Montclair State University. Mr. Giglia also called for expanded bus service on bus routes 101, 102, and 105 beyond limited rush-hour trips and requested funding for studies to fully restore service to communities formerly served by DeCamp. He thanked the Board for highlighting these issues.

Chris Neiderberg, a member of the Lackawanna Coalition, spoke on his own behalf. He raised concerns about malfunctioning ticket validators on the Newark Light Rail, particularly at Newark Penn Station. Mr. Neiderberg said he had difficulty validating tickets and was concerned about the risk of citation if enforcement occurred. He noted that the older mechanical validators were more reliable and easier to use. Mr. Neiderberg asked NJ TRANSIT to investigate the issue, provide clearer instructions, and post visual guidance at light rail stations.

Dan Knitzer, a Jersey City resident, addressed bus electrification and bus signage. He said he appreciated explanations given at prior meetings regarding the limited percentage of electric buses due to economic and federal funding constraints. Mr. Knitzer urged NJ TRANSIT to aggressively pursue and utilize federal electrification grants to avoid losing opportunities in future administrations. He also reported that bus route signage was frequently not illuminated on arriving buses in Jersey City, making it difficult for riders to identify routes. Mr. Knitzer suggested creating a dedicated reporting channel for riders to flag signage issues and called for modernization, noting that paper signage was demeaning for bus operators.

David Peter Alan spoke on his own behalf. He reported that a prior conflict at a committee meeting appeared to have been resolved and expressed hope for a cooperative future focused on serving constituents. Mr. Alan reiterated longstanding concerns about missed bus connections and the lack of consistent delay or cancellation information for routes operated by contractors under NJ TRANSIT's flag. He thanked NJ TRANSIT for promptly addressing a complaint about cold conditions in the Hoboken Station waiting room. Mr. Alan emphasized the importance of a comfortable waiting area given reduced service levels and noted that weekend Hoboken–Montclair service ran only every two hours, leading to overcrowding. He supported calls for hourly weekend service between Hoboken and Montclair State University and along the Jersey Shore, stating it would be affordable and equitable. His full statement was provided to the Board.

Andy Weiss urged NJ TRANSIT to promote the Customer Advocate through signage and posters at stations and on vehicles. He cited reporting that many riders were unaware the position existed. Mr. Weiss alleged that the Customer Advocate lacked visibility due to decisions by President & CEO Kolluri and criticized what he described as hostile behavior toward advocates during public comment periods. He called for immediate action to increase awareness of the Customer Advocate and withdrew prior positive remarks he had made about agency leadership.

Tineen Howard asked about the process for submitting documents for public inclusion in Board materials. He said documents he submitted at the October meeting were not made public and requested clarification so he could submit additional materials he felt were valuable regarding NJ TRANSIT's employment issues.

David Clements, a Jersey City resident, spoke about the sudden elimination of overnight parking at the Liberty Science Center Light Rail lot. He said the lot had long been a vital resource for residents who commuted by transit and relied on cars for other travel. Mr. Clements stated that the abrupt change, with minimal notice and no alternatives, caused significant disruption, particularly during the holiday season. He urged the Board to revisit the decision, engage with the community, and develop a transition plan that balanced NJ TRANSIT's needs with those of residents.

James Sinclair, a Newark resident, raised concerns about service reliability on the Newark Light Rail and communication from the agency. He cited a recent evening rush-hour service suspension lasting over 30 minutes with no alerts on the app, website, or social media, and said Customer Service did not respond to his inquiries. Mr. Sinclair described similar communication failures related to station entrance closures at Military Park, including long-term closures with no posted explanations or timelines. He also addressed planning for the 2026 World Cup, noting that Liberty State Park would host fan events throughout the month-long tournament, not just game days at MetLife Stadium. Mr. Sinclair urged NJ TRANSIT to publish transportation plans as soon as possible and confirm enhanced Hudson-Bergen Light Rail service for the duration of the event.

Written Comments in Lieu of Speaking

James Leung, a Jersey City resident and disabled Iraq War veteran, submitted written comments opposing the ban on overnight parking at Hudson-Bergen Light Rail Park-and-Ride lots. He stated that he relied on both his car and the HBLR for daily transportation and regularly purchased monthly train passes and parking permits. Mr. Leung said NJ TRANSIT provided insufficient notice of the policy change, which was scheduled to take effect January 1, 2026, limiting public input and creating hardship.

Jessica Harrod, a Jersey City resident, submitted written comments expressing concern about the abrupt ban on overnight parking at Liberty State Park. She stated that commuters had long relied on the lot and paid both parking and transit fares, and the sudden policy change was unfair to regular users.

Board Member Comments

Board Member Narra said she knew NJ TRANSIT staff were taking notes, however, she would like someone to provide a response about what was going on at Military Park Station with the southern gate being closed and no communication about it. She said Franck Beaumin, Customer Advocate was taking notes as well. Board Member Narra said while Customer Service usually does a great job, sometimes things can fall between the cracks. She hopes they can tighten up on the non-responsiveness, so customers were getting responses if they were asked to reach out on Twitter, which NJ TRANSIT was making an option as a means of communicating. Board Member Narra said they needed to be consistent with their responses. She said many customers get frustrated when their trains are delayed or do not show up, and they were always looking for ways to improve service.

Board Member Narra said she knew staff were working around the clock on the upcoming World Cup event, and as soon as they had more information it would be posted, and the sooner the better. She too had been contacted by family and friends who were planning on attending the World Cup from other parts of the country and abroad. Board Member Narra said they all were going to be inundated, but this was a wonderful event for the state. She said they want to ensure that everyone has all the information they need as soon as they can reliably put it out.

President & CEO's Monthly Report

President & CEO Kolluri said he wanted to spend a little extra time looking back at their commitments since returning to NJ TRANSIT 11-months ago. He wished everyone a Happy Holiday. President & CEO Kolluri said they had a lot to be thankful for and while there were some who were not in the best place, he wished the community at large a very Happy and Healthy Holiday.

President & CEO Kolluri addressed public speaker James Sinclair and Board Member Narra. He said staff would investigate the issues at the Military Park Station. President & CEO Kolluri noted the FIFA teams were just picked last Friday, and they had a full briefing

for the public and the press on how to purchase tickets and what the plan was for the overall system. He said they appreciated everyone's enthusiasm, but they did not put information out unless it has been thought through what the implications were and they would do it at the right time, which would be around January 15, 2026.

President & CEO Kolluri said there were three broad areas that they focused on in January: Service Reliability, Safety, and Customer Service; Fiscal Efficiency and Outlook; and Rolling Stock and Capital Projects. On Reliability, Safety, and Customer Service, they took a broad approach, with new fare gate technology and new handheld devices, both on buses and for ticket collectors with mobile validation devices, which was very important to update. He said this would help make the fare collection process easier, and ensure they were collecting fares that were due.

President & CEO Kolluri said one of the first things he focused on were Customer Care Ambassadors. At NJ TRANSIT's busiest stations, Newark Penn, Trenton Transit Center, and Walter Rand Transportation Center, Customer Care Ambassadors are available during weekday morning and evening peak periods to ensure customers knew where they are going. There was also an Enhanced Station Cleaning Program launched. There were 90,000 people going through Newark Penn Station every day, and it was important for it to stay clean. President & CEO Kolluri said staff was doing an amazing job. He said Board Member Weiss was instrumental in the Gateway to Hope Program, which was an initiative to assist the unhoused in obtaining the assistance they needed. They engaged 1,234 individuals since unveiling the program. They provided transportation for 242 people and helped 86 find permanent housing, within in the last six months. President & CEO Kolluri said there was a lot more work to be done, but it was happening.

On the Multi-level window replacement, they had about 400 cars that needed window replacements. President & CEO Kolluri said they would replace 100 by the end of this year. So far, they completed replacements on 120 cars and the process was moving along well. President & CEO Kolluri said the River LINE transition to in-house was important to provide more reliable service, and they were on track and would be taking over the service in Spring 2026.

President & CEO Kolluri said the settling of the BLET strike was an important moment for NJ TRANSIT. It not only ensured the workers got a pay raise they wanted, but the agency did not compromise on its principles or fiscal outlook, and made sure they took care of the taxpayers and customers who pay for the system. He said if you look at on-time performance, the metric he obsessed about every day, they were about 89.9 percent for the year, as of this morning. Compared to last year, they were about a fraction above that number, which was not good enough for him. President & CEO Kolluri said he promised to focus on a progress continuum. The goal was to keep making progress, but it was not unreasonable in an environment where 60 percent of the rolling stock was made in the 1970s and 80s, that they have an on-time-performance challenge and mechanical issues. He said that was why this Board had done the remarkable job of giving them the ability to order new rail cars.

President & CEO Kolluri discussed their important partner Amtrak and said they worked well with them this year on the improvements on the Northeast Corridor, so they did not have other catenary issues that they saw during the summer of 2024. He said it was a fact, that when they did not include Amtrak problems, their on-time-performance went from 89.9 percent to almost 94 percent, which meant something to them. That meant more trains could be reliable and more trains could get to their destination on time. President & CEO Kolluri said that morning he had a call on the Morris & Essex Line because a contractor from Amtrak made a mistake and had the M&E train stuck on the tracks for over an hour. He said that was unacceptable. President & CEO Kolluri said he knew Mr. Harris at Amtrak was committed to fixing these problems.

President & CEO Kolluri said on his first day, if there were mechanical problems that was his fault. If there were infrastructure problems along the Northeast Corridor, they had to understand that was not NJ TRANSIT's fault. That did not mean they would not work to solve those problems, but they needed to be distinguished, and facts matter. President & CEO Kolluri said he knew they lived in a post-truth world, and it was convenient to put a tweet out or call people names, which was the easiest part to do. What was hard to do, was to be beholden to facts, truth matters. When NJ TRANSIT says they care about on-time-performance, they care because of their customers, but they had to make sure they apportioned the responsibilities on the parties that were responsible.

Fiscal Outlook and Efficiency was another area President & CEO Kolluri said he would commit to. He said he was so proud of the team that put together the NJ TRANSIT LAND Plan. They said they needed a self-help strategy and could not always be looking for money from the State of New Jersey. They decided to put a plan forward that would raise \$1.9 billion over the next 30 years for NJ TRANSIT, \$1.4 billion for municipalities, and \$14 billion for the State of New Jersey.

President & CEO Kolluri said to do this, they would need to develop transit-oriented developments, commercial developments, and a whole host of other projects like the Horizon building, which they put out an RFP on a few days ago. He said when they were given the ability to do things like this, they could raise up to \$60 million a year, which was equivalent to a six percent fare increase. To do things like this, they would need the cooperation of the municipalities, legislature, and many other entities. President & CEO Kolluri said they had the pathway and they did not just sit around asking for money. They were meaningful contributors to address a problem that exists in every railroad in the world, and they have put forth a proposal extraordinary in its depth and they should take it seriously. He said he knew the incoming Governor took this very seriously. As part of that, they also started looking at leasing opportunities for the Hoboken Terminal, which was a very important asset in the NJ TRANSIT portfolio.

President & CEO Kolluri said on Rolling Stock, it was untenable that they had been around for 45 years, and was almost malpractice, that Governor Murphy was the first Governor to say he was no longer going to stand by and have rolling stock that was built in the 1970s and 80s. He asked why it took 45 years for NJ TRANSIT to ask this question. In the last 11 months, this agency went from never modernizing its entire rolling stock to, in

one swoop, modernizing the entire fleet of 2,400 buses and almost 400 multi-level rail cars.

President & CEO Kolluri said that means, in five years, the entirety of the system would be modern, for the first time, and no other system could come close to where NJ TRANSIT was. They have done something that has never been done in 45 years. President & CEO Kolluri said this mattered and showed they cared about customers. Chair O'Connor should be proud they have done something that has never been done before. President & CEO Kolluri said this was what customer service, reliability, and keeping a promise looked like. They were not paying lip service. He was okay with criticism and had pretty thick skin, but what he would not accept was criticism that this agency at this moment was not paying attention to customers. President & CEO Kolluri said it has not happened on his watch, the Chair's watch, and on Governor Murphy's watch, and would venture to say it would not happen on the next Governor's watch, because that was the commitment of NJ TRANSIT. President & CEO Kolluri said they took a bankrupt railroad system and turned it into something no other state or country would be able to say anything about. He said this was backed by thought, care, and action.

President & CEO Kolluri said it was one thing to say that the rolling stock needs to be replaced, but the underlying infrastructure needed to be fixed, which was what they were also doing thanks the Department of Transportation, Governor, and the Legislature. They were fixing infrastructure that in some cases has not been touched in 100 years. He said that was not American exceptionalism, and no one else was willing to fix this, and that was the moment they were in. President & CEO Kolluri said this was a new American Renaissance, where infrastructure that had been abandoned, let go, and failed, was finally going to be fixed because a group of people sitting at the dais, along with Governor Murphy's help, said they were going to do something about it. He said, do not listen to the noise, because it was easy for someone sitting on a couch to call in to criticize. President & CEO Kolluri told Chair O'Connor to look using a measuring stick from January 15, 2025 until now. He said that was how they measured progress, not by someone saying they were not doing their job.

Board Member Weiss arrived in person.

President & CEO said while preparing infrastructure, it was going to have an extraordinary impact on people. In January, NJ TRANSIT was going to brief the public and the Board on a very big cutover of the Portal North Bridge Project. He said this would be a monumental moment and at the end of the cutover, they would be able to run a train on the new part of the bridge. To get there, it would require sacrifice, and this would be communicated to the Board and public transparently, no later than January 10, 2026. They would let everyone know what would take place in the middle of February 2026 and would try to give everyone approximately five to six weeks' notice. President & CEO Kolluri said this was going to be tough, and he would not sugar-coat this. He said when you do big things, it requires sacrifice, which means it would impact riders. President & CEO Kolluri said at the end of the process, they would have access to a new bridge, and they would continue working with Amtrak.

President & CEO ended by discussing fare collection and FIFA. He said affordability gets talked about a lot today. It was one thing to say that the price of something was unaffordable. It was another thing to ignore the fact that they cannot afford to not collect a price that has been set. He said they lose \$80 million to 90 million a year due to fare evasion. This was equivalent to roughly a nine percent fare increase lost on the system every single year. He said the agency runs a system and in return, they expect people to pay for it. It was not fair to those who pay, to allow some to scam the system by not paying. President & CEO Kolluri said NJ TRANSIT had an obligation to do their jobs too, by having their ticket collectors collect tickets. He said he has been on the trains many times when it was legitimately overcrowded, which made it hard for ticket collectors to collect the tickets, which he understood. However, it would make life a little easier if customers activated their tickets.

President & CEO Kolluri said they were blitzing stations. He did not want to hear people complaining that they were collecting tickets. That was their job and failure to do it was malpractice on the part of the agency. He said it was the job of the customers to pay for services. President & CEO Kolluri said if there was a cancellation, or a genuine inconvenience where they were not able to take the train in the two hours after the ticket was activated, call him and they would work something out. He said what people could not do was to refuse to activate their tickets and hope that no one collects them.

With respect to FIFA, President & CEO Kolluri said he was proud of his staff and colleagues for the work they did in 2025. He knew there was a lot of work to do to make 2026 go forward. He was confident that his colleagues that remain will carry out the mission with the best intentions and with every ounce of their energy to ensure FIFA was a success. President & CEO Kolluri said this organization was remarkable, and he knew Chair O'Connor ran other agencies, but NJ TRANSIT was an organization that provides connectivity through mass transit to almost 950,000 riders a day, and that was what made this state thrive. He said they were the foundation of that economic principle that makes the state go.

President & CEO Kolluri said the employees at NJ TRANSIT, despite the challenges he spoke about today, put their hearts and soul into NJ TRANSIT, and he saw it every day. He did not sit in the ivory towers hoping the system runs, he rides it every day. President & CEO Kolluri said things do not go right every day, and there were things that needed fixing, but to say somehow that this organization and the people that work there were not dedicated to the mission, was a flat out misunderstanding. President & CEO Kolluri said to his friend that he sees every morning cleaning Penn Station, the New Jersey Transit Police Department, Bus Drivers, train folks, and administrative staff, they were a remarkable organization, and they should be the ones to ensure that the agency's power and position in the state continues. He said he could not thank Chair O'Connor, the Board, and Governor Murphy enough for their extraordinary commitment to take NJ TRANSIT from a bankrupt railroad 45 years ago, putting it on a path to becoming one of the most modern transit agencies in the country.

Chair O'Connor thanked President & CEO Kolluri for his comments, and said what a year it has been. He said working alongside him and his colleagues at NJ TRANSIT had been unbelievable, especially with all that the agency had gone through and accomplished this year. Chair O'Connor thanked President & CEO Kolluri and all the great people who made up NJ TRANSIT for all their remarkable hard work.

Board Operations and Customer Service Committee Report

Board Member O'Connor presented the report for the Operations and Customer Service Committee. The Operations and Customer Service Committee received an update on trends, analysis, and actions for rail, bus, light rail, Access Link, and an update from the Customer Advocate. The Committee also received an update on the Cost of Service.

Board Administration Committee Report

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 2026 Budget, and 12-month farebox revenue compared to budget and major balance sheet items. Additional information was provided as part of the agenda materials, including the cost-of-service key performance indicators, 12-month farebox recovery, history of vacancies, attrition and hires, ridership and revenue, and a monthly budget-to-actual comparison for October 2025.

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

Board Capital Planning, Policy, and Privatization Committee Report

Board Member Weiss presented the report for the Capital Planning, Policy, and Privatization Committee. The Capital Planning, Policy, and Privatization Committee reviewed the Board Items for: Execution of Contract 0000116 for the Provision of Access Link Service in Region 4 (Mercer, Middlesex, Monmouth, and Northern Ocean Counties); Provision of Additional Funding Authorization for Contract 20-084 for the Provision of Access Link Service in Region 4 (Mercer, Middlesex, Monmouth, and Northern Ocean Counties); Change Order #2 – Information Technology: Award of Contract 10 Cognizant Technology Solutions U.S. Corporation for a Subscription License and Implementation of Oracle Human Capital Management (HCM) Suite; and NJ TRANSIT Resolution Authorizing Entering into an Amendment for Funding the Purchase of Real Property Interests for the Hudson Tunnel Project and Authorizing the Purchase of Various Property Interests for the Hudson Tunnel Project.

Board Safety Committee Report

Board Member Narra presented the report for the Safety Committee. The Committee received a comprehensive update on Key Safety Performance Indicators (KSPIs) for Rail,

Light Rail, Bus, Access Link, and Construction Safety, comparing performance through the first three quarters of 2025 to the same period in 2024. Agency Safety Management highlighted continued efforts to advance education, outreach, operational oversight, and community engagement across modal areas, with particular focus on high-risk behaviors and preventable events. In the third quarter of 2025, the Safety Education Program (SEP) delivered 50 high-impact presentations reaching 3,537 students and community members across 26 elementary schools, eight middle schools, nine high schools, and seven adult or community organizations. Special Seat (Safety Education Awareness Training) program delivered seven tailored sessions serving 126 students with special needs.

Chief Trucillo briefed the Committee on outreach efforts across the state at transit facilities. The Chief also discussed the deployment of Narcan during the month of November. Finally, the Chief briefed the Committee on the progress of the 2026 FIFA World Cup planning and recent training for FIFA. The Chief also mentioned that 15 new police officers graduated from the Passaic County Police Academy on October 28.

Action Items

2512-56 AUTHORITY TO ENTER INTO A MASTER AGREEMENT WITH CAMDEN COUNTY IMPROVEMENT AUTHORITY FOR THE REDEVELOPMENT OF THE WALTER RAND TRANSPORTATION CENTER IN CAMDEN, NEW JERSEY

President & CEO Kolluri introduced William Brooks, Senior Vice President, Capital Delivery, to present Action Item #2512-56. William Brooks presented for approval Action Item #2512-56: Authority to Enter Into a Master Agreement with Camden County Improvement Authority for the Redevelopment of the Walter Rand Transportation Center in Camden, New Jersey.

Board Member Shanti Narra made a motion, Board Member Evan S. Weiss seconded the motion, and the item was adopted.

Roll Call Vote:

Abrantes	Maroko	Narra	Weiss	Spalla	O'Connor	Carson	O'Connor
Yes	Absent	Yes	Yes	Yes	Yes	Yes	Yes

Board Secretary Umukoro noted Board Member Narra was recused from item 2512-57 and would not comment or vote on the item.

2512-57 AMENDMENT TO ITEM 2212-91 MEMORANDUM OF UNDERSTANDING WITH MIDDLESEX COUNTY IMPROVEMENT AUTHORITY FOR THE NEW BRUNSWICK TRAIN STATION

President & CEO Kolluri introduced, William Brooks, Senior Vice President, Capital Delivery, to present Action Item #2512-57. William Brooks presented for approval Action Item #2512-57: Amendment to Item 2212-91 Memorandum of Understanding with Middlesex County Improvement Authority for the New Brunswick Train Station.

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

Roll Call Vote:

Abrantes	Maroko	Narra	Weiss	Spalla	O'Connor	Carson	O'Connor
Yes	Absent	Recused	Yes	Yes	Yes	Yes	Yes

2512-58 SECAUCUS-MEADOWLANDS TRANSITWAY PROJECT: CONCEPT AND DESIGN SERVICES – PHASE 2 EXPANSION: FULL DESIGN AND DEVELOPMENT OF CONCESSION SERVICES CRITERIA

President & CEO Kolluri introduced William Brooks, Senior Vice President, Capital Delivery, to present Action Item #2512-58. William Brooks presented for approval Action Item #2512-58: Secaucus-Meadowlands Transitway Project: Concept and Design Services – Phase 2 Expansion: Full Design and Development of Concession Services Criteria.

Board Member Evan S. Weiss made a motion, Vice Chair Kiabi D. Carson seconded the motion, and the item was adopted.

Roll Call Vote:

Abrantes	Maroko	Narra	Weiss	Spalla	O'Connor	Carson	O'Connor
Yes	Absent	Yes	Yes	Yes	Yes	Yes	Yes

2512-59: EXECUTION OF CONTRACT 0000116 FOR THE PROVISION OF ACCESS LINK SERVICE IN REGION 4 (MERCER, MIDDLESEX, MONMOUTH, AND NORTHERN OCEAN COUNTIES)

President & CEO Kolluri introduced, Michael Kilcoyne, Senior Vice President, Surface Transit & General Manager, Bus Operations, to present Action Item #2512-59. Michael Kilcoyne presented for approval Action Item #2512-59: Execution of Contract 0000116 for the Provision of Access Link Service in Region 4 (Mercer, Middlesex, Monmouth, and Northern Ocean Counties).

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

Roll Call Vote:

Abrantes	Maroko	Narra	Weiss	Spalla	O'Connor	Carson	O'Connor
Yes	Absent	Yes	Yes	Yes	Yes	Yes	Yes

2512-60: EXECUTION OF CONTRACT 0000196 FOR THE OUTSOURCING OF A PORTION OF ACCESS LINK CALL CENTER OPERATIONS

President & CEO Kolluri introduced, Michael Kilcoyne, Senior Vice President, Surface Transit & General Manager, Bus Operations, to present Action Item #2512-60. Michael Kilcoyne presented for approval Action Item #2512-60: Execution of Contract 0000196 for the Outsourcing of a Portion of Access Link Call Center Operations.

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	Spalla	O'Connor	Carson	O'Connor
Yes	Absent	Yes	Yes	Yes	Yes	Yes	Yes

2512-61: PROVISION OF ADDITIONAL FUNDING AUTHORIZATION FOR CONTRACT 20-084 FOR THE PROVISION OF ACCESS LINK SERVICE IN REGION 4 (MERCER, MIDDLESEX, MONMOUTH, AND NORTHERN OCEAN COUNTIES)

President & CEO Kolluri introduced, Michael Kilcoyne, Senior Vice President, Surface Transit & General Manager, Bus Operations, to present Action Item #2512-61. Michael Kilcoyne presented for approval Action Item #2512-61: Provision of Additional Funding Authorization for Contract 20-084 for the Provision of Access Link Service in Region 4 (Mercer, Middlesex, Monmouth, and Northern Ocean Counties).

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	Spalla	O'Connor	Carson	O'Connor
Yes	Absent	Yes	Yes	Yes	Yes	Yes	Yes

Board Secretary Umukoro noted Board Member Weiss was recused from item 2512-62 and would not comment or vote on the item.

2512-62: ONE-YEAR EXTENSION OF NJ TRANSIT CONTRACT NO. 17-030R-A WITH HORIZON BLUECROSS BLUESHIELD OF NEW JERSEY FOR ADMINISTRATION OF MEDICAL BENEFITS

President & CEO Kolluri introduced, Jignasa Desai-McCleary, Senior Vice President, Chief of Administration & Risk, to present Action Item #2512-62. Jignasa Desai-McCleary presented for approval Action Item #2512-62: One-Year Extension of NJ TRANSIT Contract No. 17-030R-A with Horizon BlueCross BlueShield of New Jersey for Administration of Medical Benefits.

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

Roll Call Vote:

Abrantes	Maroko	Narra	Weiss	Spalla	O'Connor	Carson	O'Connor
Yes	Absent	Yes	Recused	Yes	Yes	Yes	Yes

2512-63: INFORMATION TECHNOLOGY: PROCUREMENT OF TECHNICAL SERVICES TO IMPLEMENT ENTERPRISE RESOURCE PLANNING (ERP) FUSION CLOUD

President & CEO Kolluri introduced, Jignasa Desai-McCleary, Senior Vice President, Chief of Administration & Risk, to present Action Item #2512-63. Jignasa Desai-McCleary presented for approval Action Item #2512-63: Information Technology: Procurement of Technical Services to Implement Enterprise Resource Planning (ERP) Fusion Cloud.

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	Spalla	O'Connor	Carson	O'Connor
Yes	Absent	Yes	Yes	Yes	Yes	Yes	Yes

2512-64: SIX-MONTH EXTENSION OF NJ TRANSIT CONTRACT NO.17-030R-C WITH EXPRESS SCRIPTS HOLDING COMPANY FOR ADMINISTRATION OF SELF-FUNDED PHARMACY PLANS

President & CEO Kolluri introduced, Jignasa Desai-McCleary, Senior Vice President, Chief of Administration & Risk, to present Action Item #2512-64. Jignasa Desai-McCleary presented for approval Action Item #2512-64: Six-Month Extension of NJ TRANSIT Contract No.17-030R-C with Express Scripts Holding Company for Administration of Self-Funded Pharmacy Plans.

Vice Chair Kiabi D. Carson made a motion, Board Member Evan S. Weiss seconded the motion, and the item was adopted.

Roll Call Vote:

Abrantes	Maroko	Narra	Weiss	Spalla	O'Connor	Carson	O'Connor
Yes	Absent	Yes	Yes	Yes	Yes	Yes	Yes

2512-65: CHANGE ORDER #2 – INFORMATION TECHNOLOGY: AWARD OF CONTRACT TO COGNIZANT TECHNOLOGY SOLUTIONS U.S.A. CORPORATION FOR SUBSCRIPTION LICENSE AND IMPLEMENTATION OF ORACLE HUMAN CAPITAL MANAGEMENT (HCM) SUITE

President & CEO Kolluri introduced, Jignasa Desai-McCleary, Senior Vice President, Chief of Administration & Risk, to present Action Item #2512-65. Jignasa Desai-McCleary presented for approval Action Item #2512-65: Change Order #2 – Information Technology: Award of Contract to Cognizant Technology Solutions U.S.A. Corporation for Subscription License and Implementation of Oracle Human Capital Management (HCM) Suite.

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

Roll Call Vote:

Abrantes	Maroko	Narra	Weiss	Spalla	O'Connor	Carson	O'Connor
Yes	Absent	Yes	Yes	Yes	Yes	Yes	Yes

Consent Calendar

ITEM #2512-66: NJ TRANSIT - RESOLUTION AUTHORIZING ENTERING INTO AN AMENDMENT TO THE SUPPORTING OR EXECUTING PARTNER AGREEMENT FOR FUNDING THE PURCHASE OF VARIOUS PROPERTY INTERESTS FOR THE HUDSON TUNNEL PROJECT

ITEM #2512-67: PROPERTY ACQUISITION OF 525 MARTIN LUTHER KING BOULEVARD, CAMDEN, NEW JERSEY, 08103 AS PART OF THE FUTURE GLASSBORO-CAMDEN LINE (GCL) PROJECT

Chair O'Connor asked for a motion to approve the consent calendar. Board Member Evan S. Weiss made a motion, Vice Chair Kiabi D. Carson seconded the motion, and the consent calendar was adopted.

Roll Call Vote:

Abrantes	Maroko	Narra	Weiss	Spalla	O'Connor	Carson	O'Connor
Yes	Absent	Yes	Yes	Yes	Yes	Yes	Yes

FLEXPASS Announcement

President & CEO Kolluri said he had one quick announcement that reflected the work they did with Customer Advocate Franck Beaumin, who came up with the idea of reintroducing the FLEXPASS. This allowed for a 20-trip ticket, at a 15 percent discount off regular one-way fares, that would be good for 30 days. President & CEO Kolluri thanked Mr. Beaumin for pushing for this. He said this was a really good policy that they were reintroducing.

Executive Session Authorization

Chair O'Connor noted they would adjourn to Executive Session, would return only to adjourn the meetings, and no further business would be conducted. Chair O'Connor asked for a motion to enter 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 Personal Injury Claim of Milagros Caraballo.

Vice Chair Kiabi D. Carson made the motion, Board Member Evan S. Weiss seconded the motion, and it was adopted. At approximately 11:24 a.m., the Board adjourned to the Executive Session.

Roll Call Vote:

Abrantes	Maroko	Narra	Weiss	Spalla	O'Connor	Carson	O'Connor
Yes	Absent	Yes	Yes	Yes	Yes	Yes	Yes

Return to Open Session

Chair O'Connor reconvened Open Session at 11:58 a.m. Board Secretary Umukoro conducted Roll Call. All Board Members returned to Open Session, except Board Members McCray and Thomas.

Adjournment

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

The meetings were adjourned at approximately 11:59 a.m.

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

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➤ CALL TO ORDER	-
➤ APPROVAL OF MINUTES OF PREVIOUS MEETINGS	70914
➤ ADVISORY COMMITTEE REPORT	-
➤ SENIOR CITIZEN AND DISABLED RESIDENT TRANSPORTATION ADVISORY COMMITTEE REPORT	-
➤ PUBLIC COMMENTS	-
➤ PRESIDENT & CEO'S MONTHLY REPORT	70915
➤ BOARD COMMITTEE REPORTS	-

ACTION ITEMS

- 2512-56 AUTHORITY TO ENTER INTO A MASTER AGREEMENT WITH CAMDEN COUNTY IMPROVEMENT AUTHORITY FOR THE REDEVELOPMENT OF THE WALTER RAND TRANSPORTATION CENTER IN CAMDEN, NEW JERSEY –** **70937**
 Authorization to enter into the Master Agreement between and among NJ TRANSIT and the Camden County Improvement Authority by which NJ TRANSIT will fund a not-to-exceed amount of \$250,000,000 for the redevelopment of the Walter Rand Transportation Center.
- Authorization to enter into funding agreements for each project phase prior to commencement of that phase for a total amount not-to-exceed \$250,000,000, subject to the availability of funds.
- 2512-57 AMENDMENT TO ITEM 2212-91: MEMORANDUM OF UNDERSTANDING WITH MIDDLESEX COUNTY IMPROVEMENT AUTHORITY FOR THE NEW BRUNSWICK TRAIN STATION –** **70948**
 Authorization to enter into the first funding amendment to the Memorandum of Understanding between and among NJ TRANSIT and the Middlesex County Improvement Authority by which NJ TRANSIT will fund a not-to-exceed amount of \$68,000,000.00 for internal and external improvements to the New Brunswick Train Station.

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- 2512-58 SECAUCUS-MEADOWLANDS TRANSITWAY PROJECT: CONCEPT AND DESIGN SERVICES – PHASE 2 EXPANSION: FULL DESIGN AND DEVELOPMENT OF CONCESSION SERVICES CRITERIA** – Authorization to extend NJ TRANSIT Contract No. 21-017 into Phase 2 Extension with HNTB Corporation, for an amount not to exceed \$22,283,241.90, plus 10 percent for contingencies, subject to the availability of funds. **70950**
- 2512-59 EXECUTION OF CONTRACT 0000116 FOR THE PROVISION OF ACCESS LINK SERVICE IN REGION 4 (MERCER, MIDDLESEX, MONMOUTH, AND NORTHERN OCEAN COUNTIES)** – Authorization to enter into NJ TRANSIT Contract No. 0000116 with Easton Coach Company, of Easton, Pennsylvania, to operate Access Link service in Region 4 for a 60-month period from June 28, 2026 through June 28, 2031, at a cost not to exceed \$149,972,092, plus five percent for contingencies, for a total contract authorization of \$157,470,697, subject to the availability of funds and Board approval of NJ TRANSIT's Operating Budget. **70952**
- 2512-60 EXECUTION OF CONTRACT 0000196 FOR THE OUTSOURCING OF A PORTION OF ACCESS LINK CALL CENTER OPERATIONS** – Authorization to enter into NJ TRANSIT Contract No. 0000196 with TTEC Government Solutions of Greenwood Village, Colorado, for a mobilization period followed by a service period of 24-months, at a cost not to exceed \$19,649,276, plus five percent for contingencies, for a total contract authorization of \$20,631,740, subject to the availability of funds and Board approval of NJ TRANSIT's Operating Budget. **70953**
- 2512-61 PROVISION OF ADDITIONAL FUNDING AUTHORIZATION FOR CONTRACT 20-084 FOR THE PROVISION OF ACCESS LINK SERVICE IN REGION 4 (MERCER, MIDDLESEX, MONMOUTH, AND NORTHERN OCEAN COUNTIES)** – Authorization to increase NJ TRANSIT Contract No. 20-084 with Transdev United States, of Lombard, Illinois, formerly known as First Transit, Inc. of Cincinnati, Ohio, to operate Access Link service in Region 4 for the 24-month Option Period 1 contract period from July 1, 2024 through June 30, 2026, by a cost not to exceed \$2,605,833, plus five percent for contingencies, for a total authorization increase of \$2,736,125, subject to the availability of funds and Board approval of NJ TRANSIT's Operating Budget. **70954**
- 2512-62 ONE-YEAR EXTENSION OF NJ TRANSIT CONTRACT NO. 17-030R-A WITH HORIZON BLUECROSS BLUESHIELD OF NEW JERSEY FOR ADMINISTRATION OF MEDICAL BENEFITS** – Authorization to extend NJ TRANSIT's Contract No. 17-030R-A with Horizon BCBSNJ, for a period of one year, beginning January 1, 2026 and ending December 31, 2026, for an amount not to exceed \$4,500,000. **70956**

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- 2512-63 INFORMATION TECHNOLOGY: PROCUREMENT OF TECHNICAL SERVICES TO IMPLEMENT ENTERPRISE RESOURCE PLANNING (ERP) FUSION CLOUD** – Authorization to enter into a contract with a new implementation partner, using the remaining previously authorized funds, to maintain project momentum and ensure a successful transition to Oracle Fusion Cloud.

70957
- 2512-64 SIX-MONTH EXTENSION OF NJ TRANSIT CONTRACT NO. 17-030R-C WITH EXPRESS SCRIPTS HOLDING COMPANY FOR ADMINISTRATION OF SELF-FUNDED PHARMACY PLANS** – Authorization to extend NJ TRANSIT's Contract No. 17-030R-C with Express Scripts for a period of six months, beginning January 1, 2026 and ending June 30, 2026, for an amount not to exceed \$2,600,000.

70958
- 2512-65 CHANGE ORDER #2 – INFORMATION TECHNOLOGY: AWARD OF CONTRACT TO COGNIZANT TECHNOLOGY SOLUTIONS U.S.A CORPORATION FOR SUBSCRIPTION LICENSE AND IMPLEMENTATION OF ORACLE HUMAN CAPITAL MANAGEMENT (HCM) SUITE** – Authorization to amend NJ TRANSIT Contract No. 22-066 with Cognizant Technology Solutions U.S. Corporation, of College Station, Texas, for supporting implementation of scope changes to the Oracle HCM platform, in the change order amount not to exceed \$1,488,183.00, plus five percent for contingencies, with funding from the existing IT Capital Budget.

70959

CONSENT CALENDAR

- 2512-66 NJ TRANSIT – RESOLUTION AUTHORIZING ENTERING INTO AN AMENDMENT TO THE SUPPORTING OR EXECUTING PARTNER AGREEMENT FOR FUNDING THE PURCHASE OF REAL PROPERTY INTERESTS FOR THE HUDSON TUNNEL PROJECT AND AUTHORIZING THE PURCHASE OF VARIOUS PROPERTY INTERESTS FOR THE HUDSON TUNNEL PROJECT** – Authorization, in accordance with N.J.S.A. 27:25-1 et seq., to execute and deliver the Gateway Development Commission Funding Amendment.

70961

Authorization, in accordance with N.J.S.A. 27:25-5j and N.J.S.A. 27:25-13, to do such acts and things as may be necessary or advisable to acquire all HTP Property Acquisitions in New Jersey required for the Hudson Tunnel Project in accordance with N.J.S.A. 20:3-1 et seq, by appraising the property to be acquired, making offers, negotiating agreements, and recording deeds in lieu of condemnation, and, if necessary, file complaints in condemnation, deposit into court estimated fair market value, and file and record a declaration of taking.

Authorization, pursuant to an Agreement between NJ TRANSIT and the New Jersey Department of Transportation (NJDOT), to provide relocation assistance and payments to any affected property to be acquired, if any, in accordance with

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the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act, 42 U.S.C.A. §4601, et seq and Uniform Transportation Housing Replacement and Relocation Act, N.J.S.A. 27:7-72 et seq (Uniform Act) in cooperation with the NJDOT.

2512-67 PROPERTY ACQUISITION OF 525 MARTIN LUTHER KING BOULEVARD (525 MLK BLVD), CAMDEN, NEW JERSEY AS PART OF THE FUTURE GLASSBORO-CAMDEN LINE (GCL) PROJECT – Authorization to take any and all actions to acquire the rights in interest for the property located at 525 Martin Luther King Boulevard in the City of Camden, Camden County, New Jersey, in accordance with the Eminent Domain Act of 1971, together with any other property rights necessary for its use, and to relocate the tenant as required by statute. 70963

Authorization to cause filing complaint in condemnation and the filing and recording of a declaration of taking, and take any and all actions related to exercise NJ TRANSIT's power of eminent domain, where necessary, to acquire the property located at 525 Martin Luther King Boulevard in the City of Camden, Camden County, New Jersey, for the Glassboro-Camden Line Project, and deposit the estimated just compensation with the Clerk of the Superior Court, so long as NJ TRANSIT attempts to acquire the property from the property owners through bona fide negotiations as required by the Eminent Domain Act of 1971, N.J.S.A. 20:3-1, et. seq. before commencing condemnation proceedings.

➤ **EXECUTIVE SESSION AUTHORIZATION 70965**

➤ **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 November 12, 2025 Board Meetings of the New Jersey Transit Corporation, NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. were forwarded to the Governor on November 19, 2025;

NOW, THEREFORE, BE IT RESOLVED that the minutes of actions taken at the November 12, 2025 Board Meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. Board of Directors' meetings are hereby approved.

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

TWO GATEWAY
283-299 MARKET STREET
NEWARK, NJ 07102-5310
973-491-7000



TO: BOARD OF DIRECTORS
FROM: KRIS KOLLURI
DATE: DECEMBER 10, 2025
SUBJECT: PRESIDENT & CEO'S REPORT – DECEMBER 2025

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

This month's report highlights several key actions that continue strengthening NJ TRANSIT's service delivery, long-term planning, and customer experience. With Governor-elect Sherrill preparing to take office next month, I am working to ensure a seamless transition and to provide a clear roadmap that supports informed decisions and builds on the significant progress achieved under the Murphy Administration.

The Board is considering approval of a new contract with Easton Coach Company to operate Access Link service in Region 4, covering Mercer, Middlesex, Monmouth, and Northern Ocean counties. This action keeps our paratransit network operating reliably and builds on the success of the Access Link Riders' Choice Program, which now gives customers in Regions 2, 4, 5, and 6 the option to receive trips through Uber, Lyft, or Black and White Taxi—significantly improving convenience and flexibility.

We are also advancing the Secaucus–Meadowlands Transitway with a contract for Phase 2 design. This phase moves the broader system forward by completing full design for the Secaucus–Jersey City segment—the highest-ridership portion of the corridor and the future feeder into Meadowlands service. It includes environmental review, permitting, stakeholder engagement, and final engineering. While separate from the dedicated service being prepared for the first World Cup match on June 13, this work keeps the overall Transitway project on track for long-term delivery.

This week also marked a milestone at Hoboken Terminal, as bus service began operating from the new permanent terminal. While construction is not yet fully complete, the facility provides a modern and accessible facility for customers.

In support of our strategy to leverage our real estate portfolio as outlined in our recently launched LAND Plan, we've begun the process with Horizon Blue Cross Blue Shield of New Jersey to explore a major redevelopment of our former headquarters at Penn Plaza East. This two-phase vision includes a developer-financed new Horizon headquarters in Newark and a significant mixed-use opportunity on NJ TRANSIT property. JLL and CBRE are inviting developers to register interest by December 31 before a formal information session early next year. The site has meaningful potential, with capacity for approximately 1,000 residential units, integrated retail, structured parking, and unmatched proximity to Newark Penn Station.

Further aligned with our LAND Plan, we are also pleased to welcome new vendors to enhance the customer experience at key transit hubs. Zaro's "Freshens" opened this month at Newark Penn Station, and an Auntie Anne's / Carvel / Cinnabon combination shop opened at Secaucus Junction—both adding new amenities for customers and generating additional non-farebox revenue for NJ TRANSIT.

Finally, I want to highlight two positive developments for riders. First, we are pleased to announce the return of our popular FLEXPASS ticketing option, beginning February 19. This 20-trip option will offer a 15% discount off the one-way fare and will be valid for 30 days—reflecting customer feedback and a strong interest in flexible ticketing. Second, NJ TRANSIT received national recognition last week as the recipient of the top prize in USDOT's 2025 "Combating Human Trafficking in Transportation Impact Award," recognizing the campaign led jointly by our Marketing team, the New Jersey Transit Police Department, the NJ Attorney General's Office, and NJDOT. The top prize includes a \$50,000 award that will help amplify this important message throughout our system ahead of this summer's World Cup, when vigilance will be especially critical.



PRESIDENT & CEO'S MONTHLY REPORT

December 10, 2025

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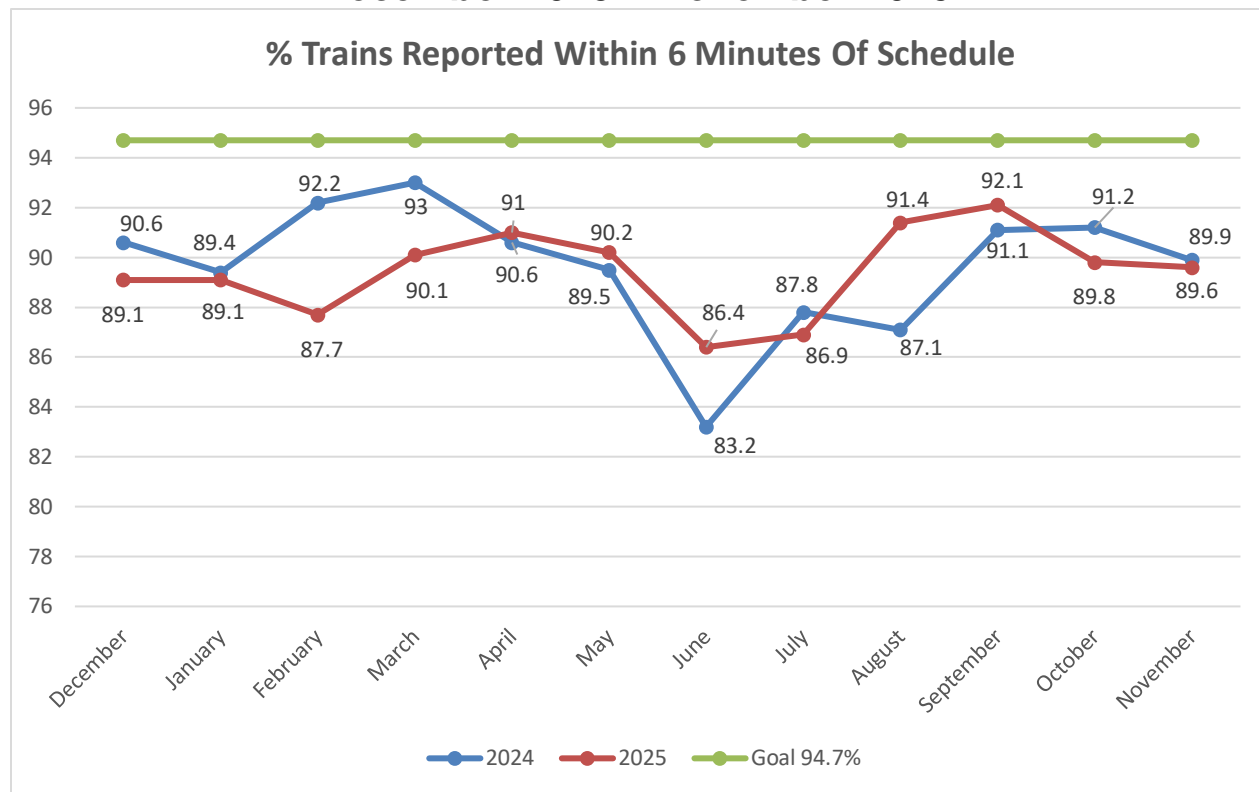
December 10, 2025

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

PERFORMANCE MEASURES

NJ TRANSIT ON-TIME PERFORMANCE RAIL

December 2023 – November 2025



	<u>2024</u>	<u>2025</u>	<u>%Change</u>
November Comparison	89.9%	89.6%	-0.3%
12-Month Average Dec. 2023 – Nov. 2025	89.6%	89.5%	-0.1%

Analysis:

Rail On-time Performance was 89.6% for the month of November 2025. Of the 17,242 trains scheduled to operate, 15,447 were on time, while 1,795 trains (or 10.4%) were delayed.

Key Causes included:

- Amtrak track issue, NJT weather related issues, weather wheel-slip, diesel issue, PTC mechanical, bridge strike, programmed maintenance, Arrow MU issue and cab car issues contributed to 136 delays on November 7.
- NJT diesel issue, code issue, weather wheel-slip, and an electric locomotive issue contributed to 115 delays on November 10.
- Amtrak switch issue contributed to 124 delays on November 20.

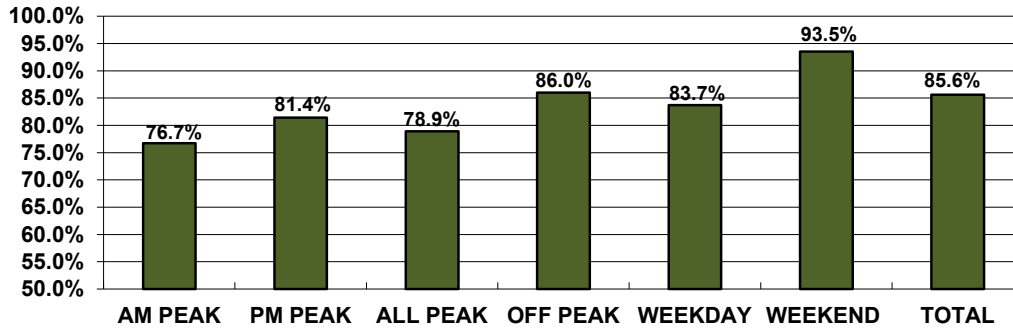
The 12-month Average for Rail On-Time Performance was 89.5%.

ON-TIME PERFORMANCE RAIL

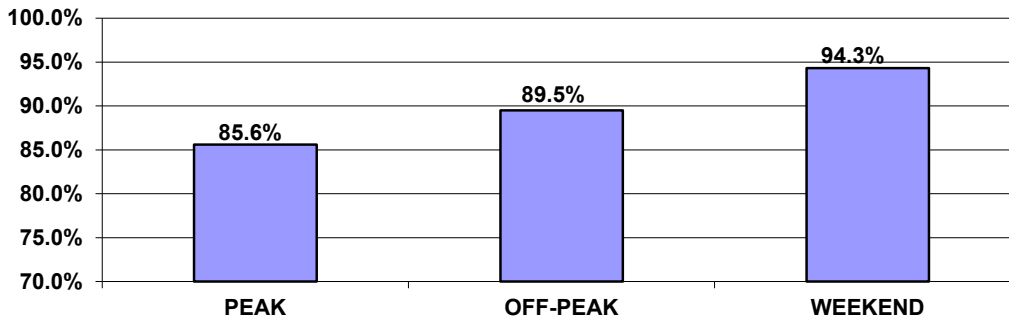
SUMMARY BY TIME PERIOD NOVEMBER 2025

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

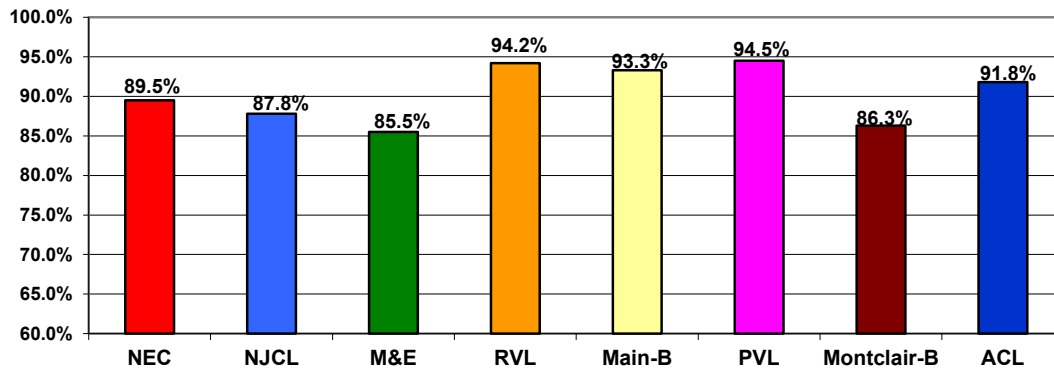
% NEW YORK PENN STATION Trains Reported On Time *



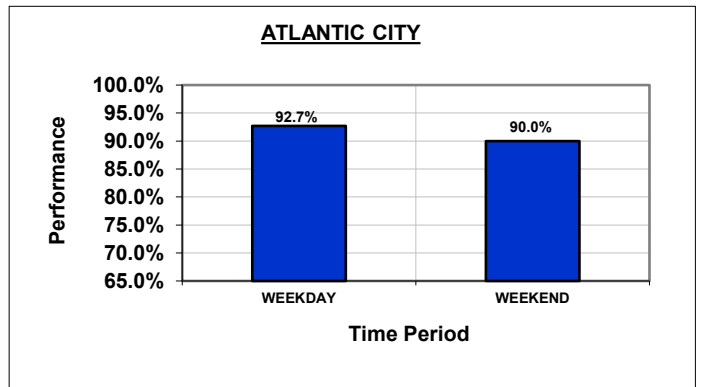
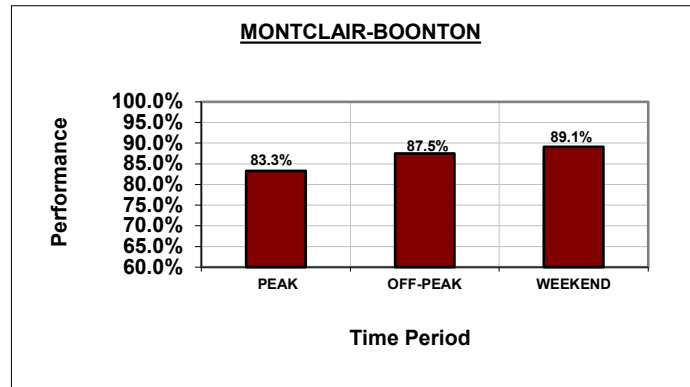
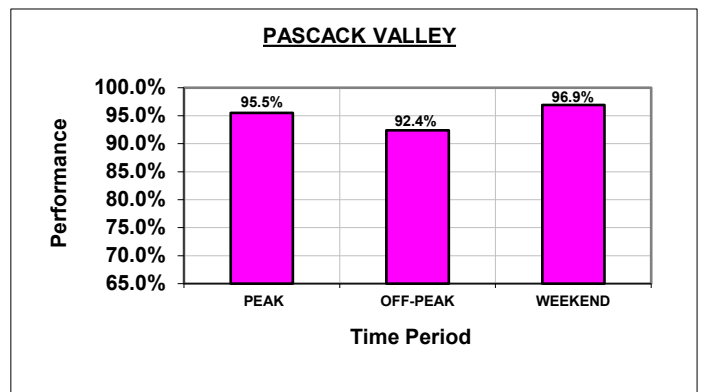
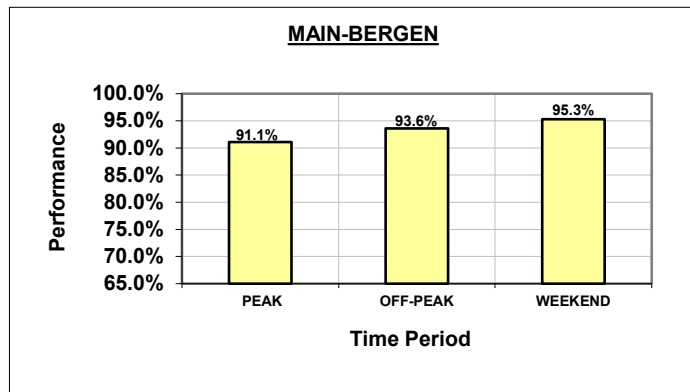
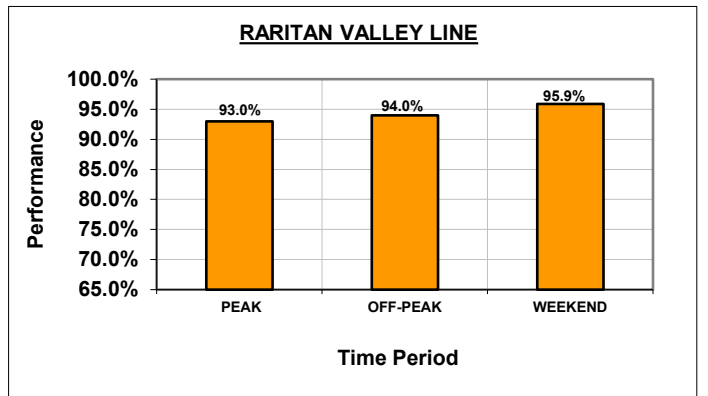
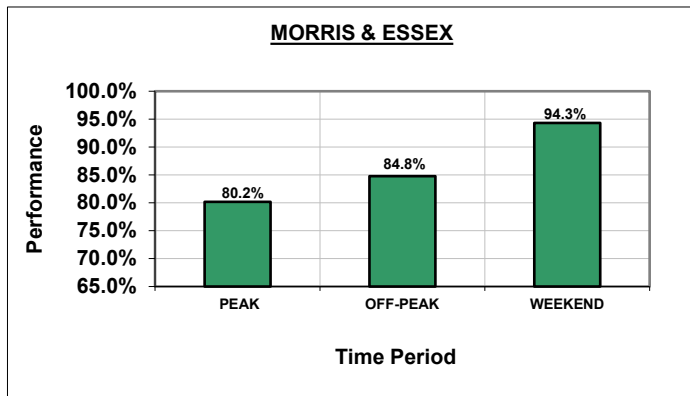
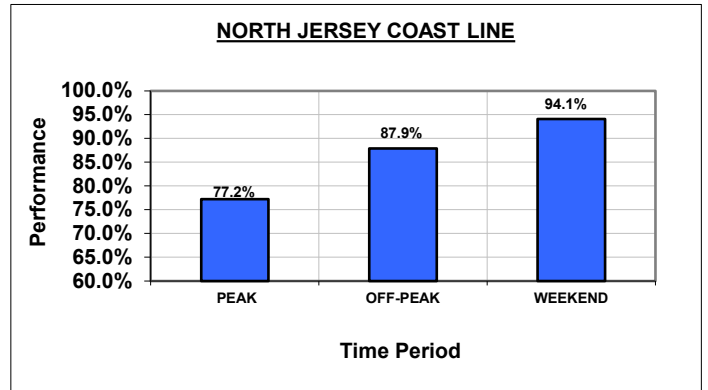
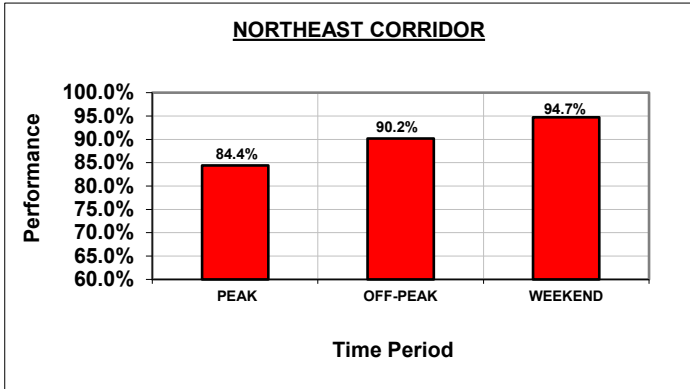
% SYSTEMWIDE Trains Reported On Time



% BY LINE Trains Reported On Time

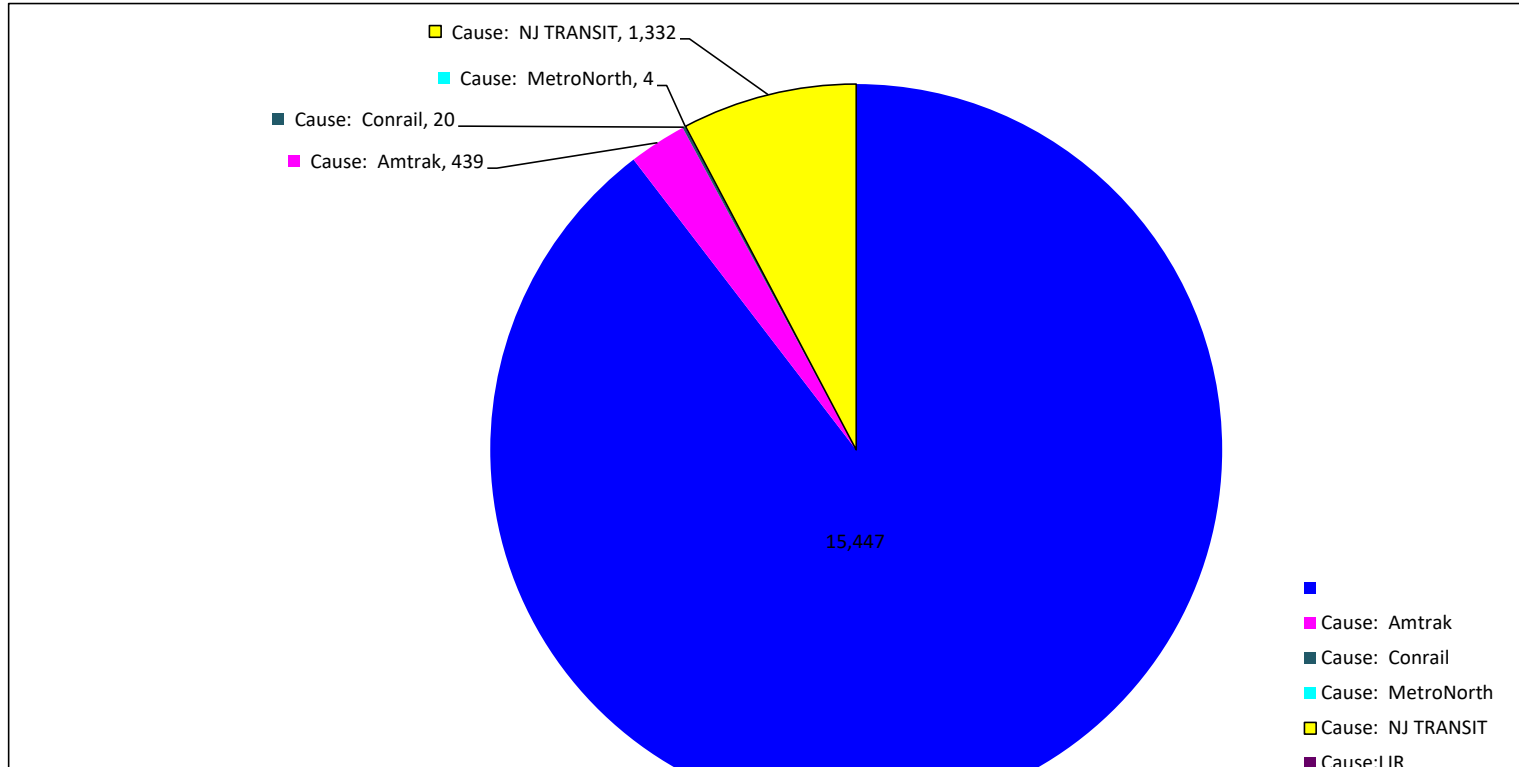


ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD NOVEMBER 2025

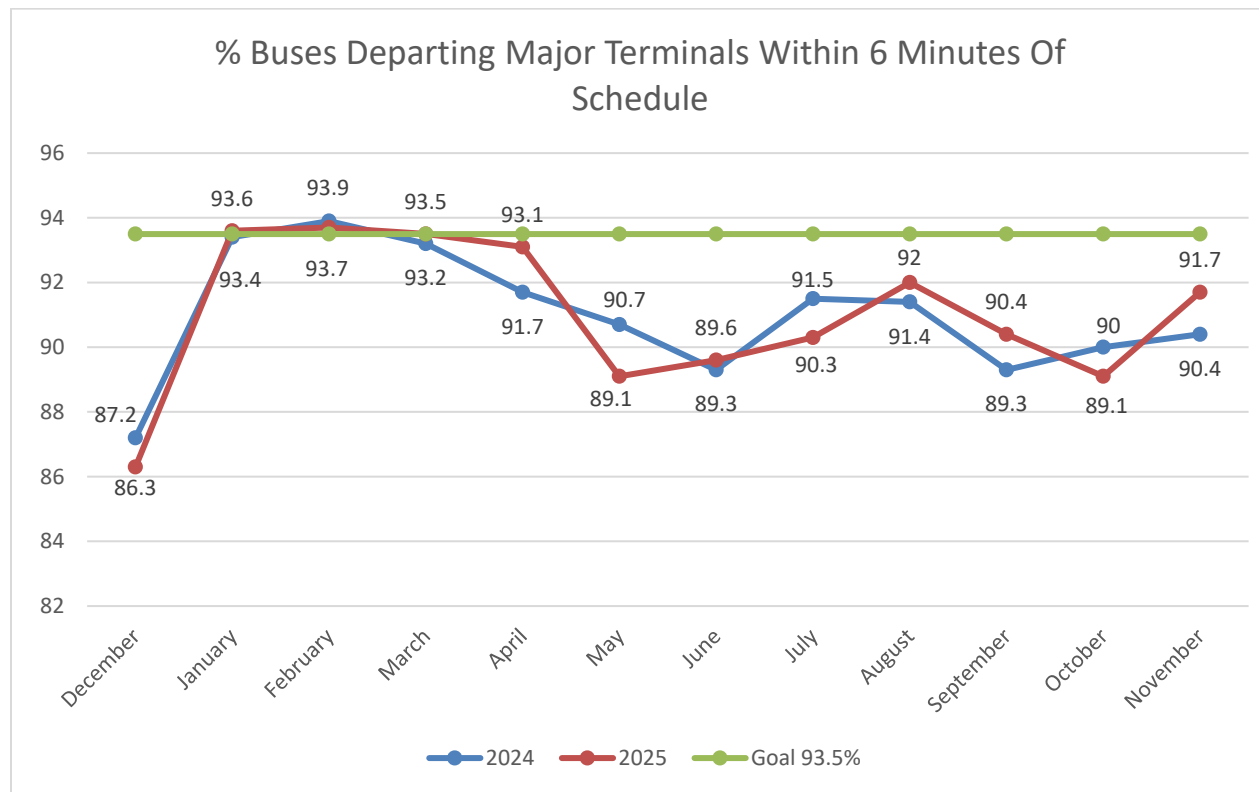


NJ TRANSIT Performance - November 2025 Late NJ TRANSIT Trains

		Cause: Amtrak	Cause: Conrail	Cause: MetroNorth	Cause: NJ TRANSIT	Cause:LIR	Cause: Port Auth.
# of Trains On Time	15,447	439	20	4	1,332		
# of Late Trains	1,795	2.55%	0.12%	0.02%	7.73%	0.00%	0.00%
Total # of Trains	17,242						
Percentage On Time	89.6%						



NJ TRANSIT ON-TIME PERFORMANCE BUS Dec 2023 – Nov 2025



	<u>2024</u>	<u>2025</u>	<u>%Change</u>
Nov Comparison	90.4%	91.7%	1.3%
12-Month Average Dec 2024 – Nov 2025	91.0%	91.0%	0.0%

Analysis:

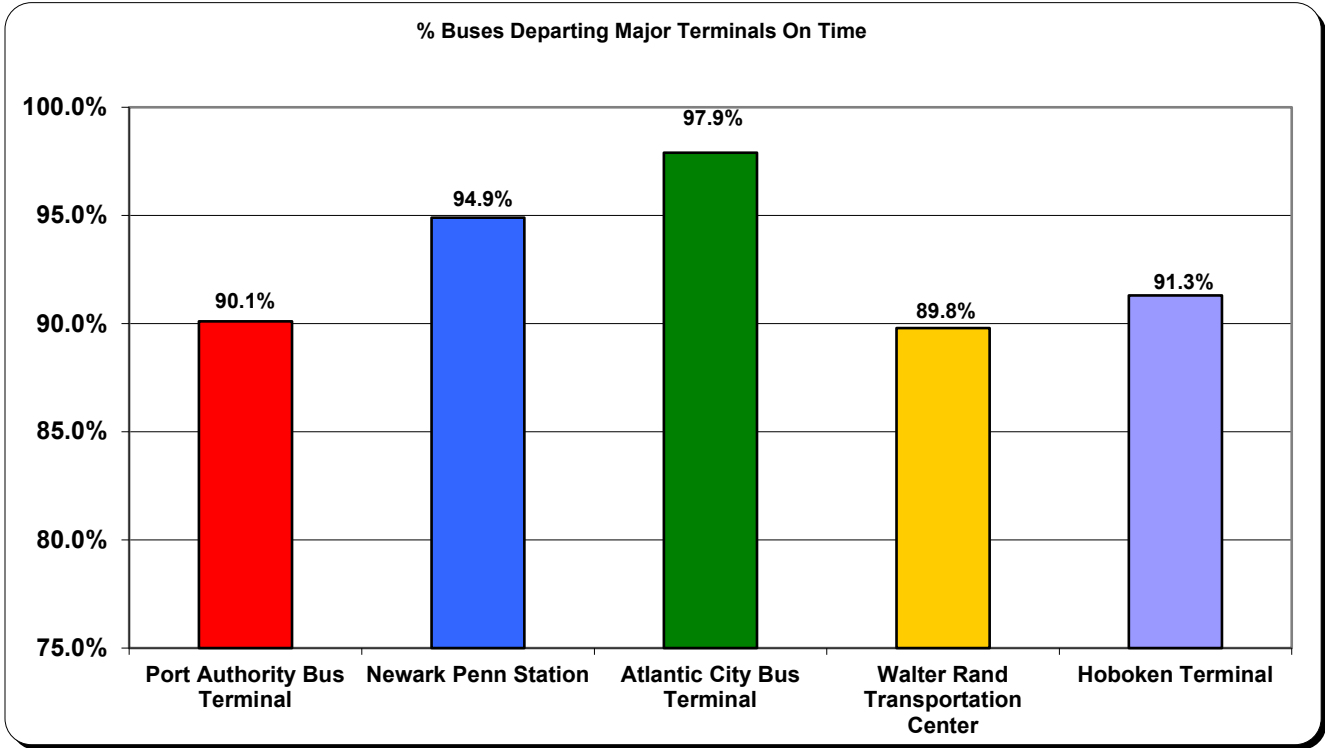
Bus On-Time Performance systemwide was 91.7% for the month of Nov 2025. Of the 42,224 monitored departures, 3,494 experienced delays.

Key Causes included:

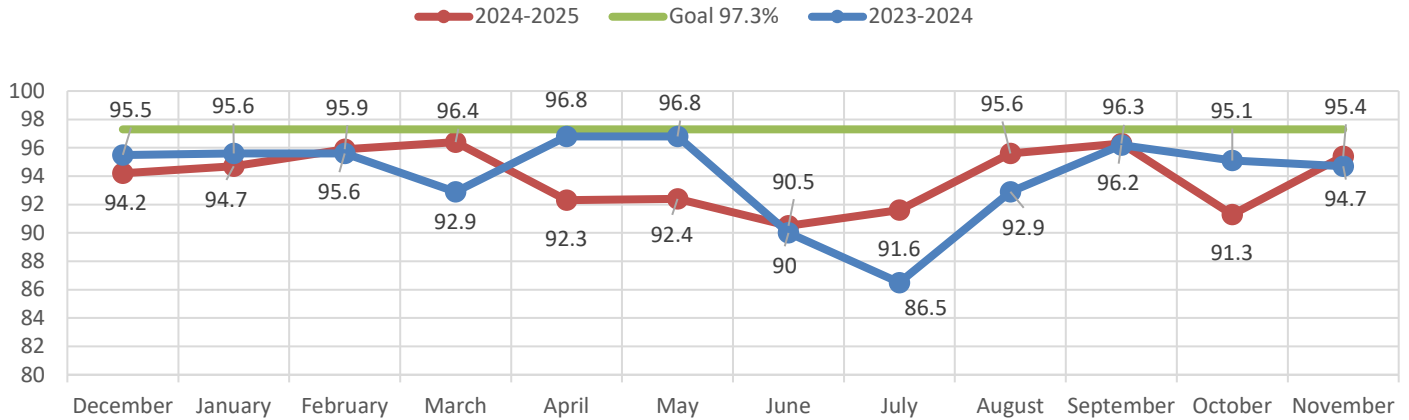
- At PABT, delays were caused by the following: on the 6th & 7th, traffic and congestion on Pleasant Ave approach 495WB and Route 3, on the 12th – 14th, heavy traffic, disabled coach bus, disabled NJT bus in the inbound tunnel, disabled buses on the gates, on the 20th & 21st, heavy traffic both days, on the 25th, heavy traffic.
- At Newark Penn, delays were caused by the following: on the 4th, mechanical issues, injured customer, construction with road closures, on the 12th, mechanical issues, multiple road closures due to construction, on the 13th, mechanical issues, road closures and detours on multiple roads due to construction.
- 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 91.0%.

ON-TIME PERFORMANCE BUS

SUMMARY BY TERMINAL



NJ TRANSIT ON-TIME PERFORMANCE LIGHT RAIL December 2023 – November 2025

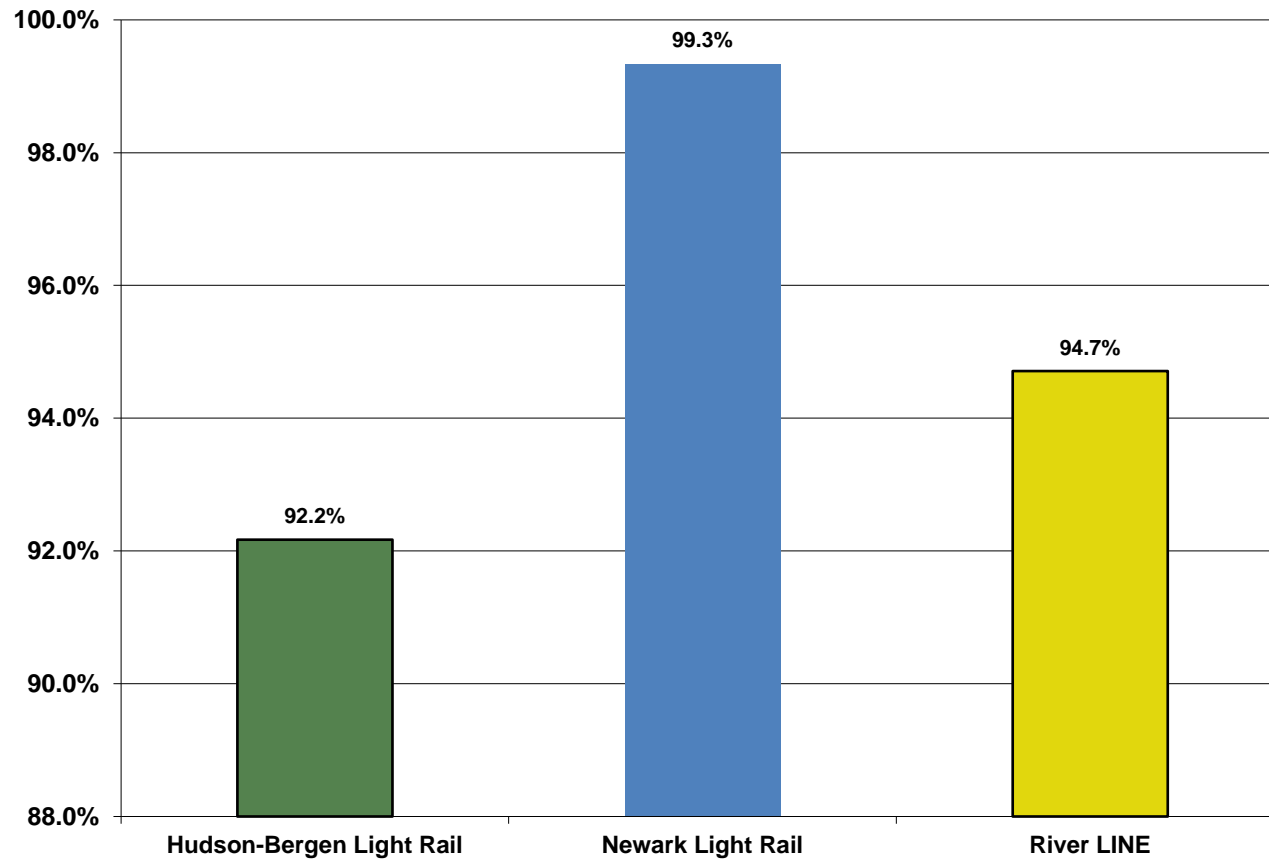


	<u>November 2024</u>	<u>November 2025</u>	<u>% Change</u>
Light Rail November Comparison	94.7 %	95.4 %	+ .7 %
Light Rail 12-Month Average	94.0 %	93.9 %	- .1 %

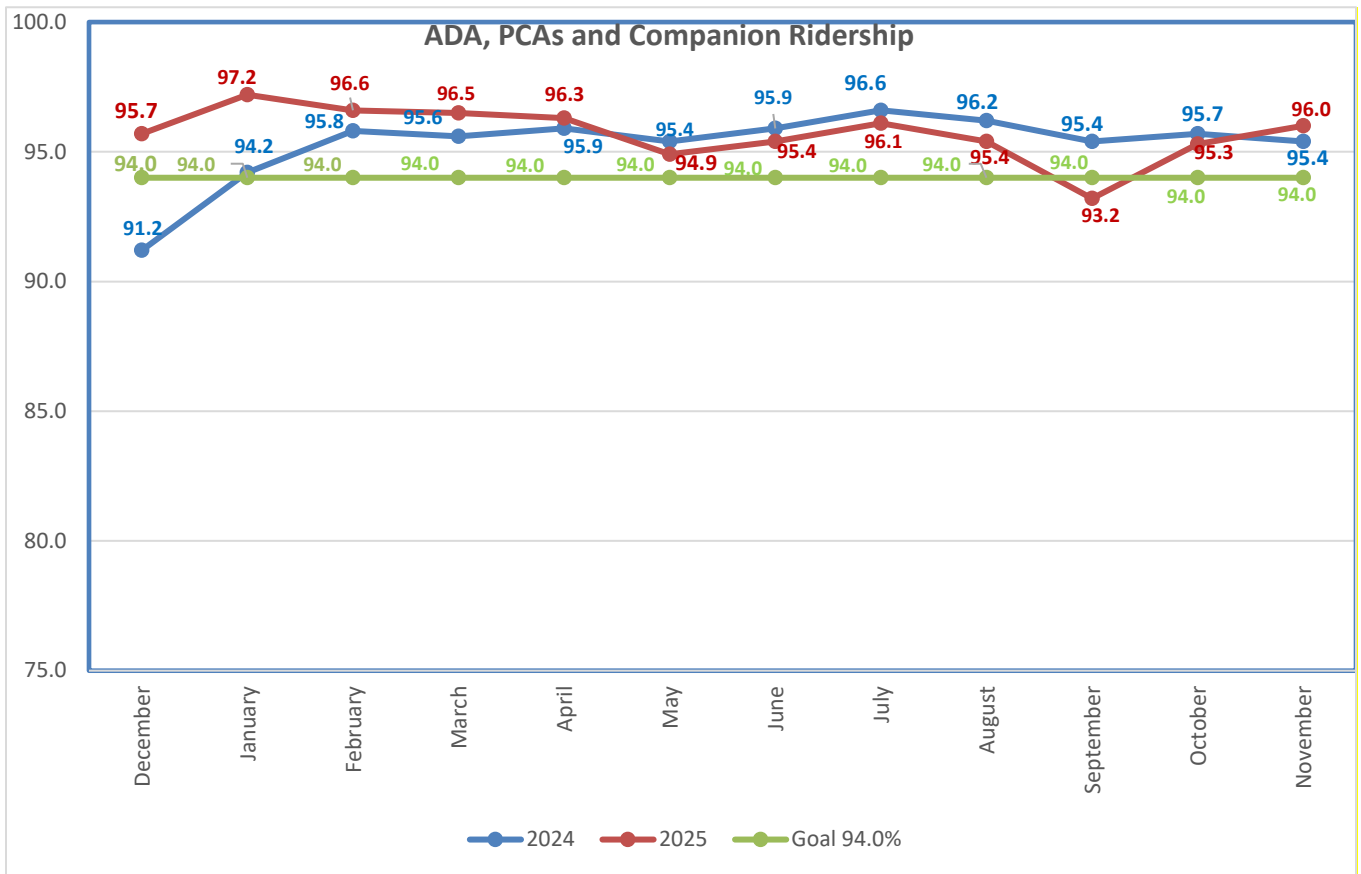
- Newark Light Rail** – NLR OTP remained steady at 99.3% for the month of November. Service was impacted on the 14th of November, when switches at Grove interlocking experienced issues, affecting 27 trips. The NLR had 81 trains affected by vehicle maintenance issues, such as propulsion faults, door problems, and brake faults.
- River LINE** – The River LINE OTP had a significant increase to 94.7% in November from October’s 88.6%. Service was affected on the 10th when 15 trains were impacted. On this day the River LINE experienced an animal strike, light rail vehicle availability, and one engine issue. Other issues that affected the OTP were right of way obstructions, traction faults, power faults, brake faults, and power faults.
- HBLR** – The HBLR OTP increased to 92.2% compared to October’s 86.1%. On the 5th there were separate instances of propulsion issues and door issues, which impacted 128 trains. On the 6th, a deer was struck on the tracks which resulted in 85 affected trains. The 13th had a train encounter a brake issue and other instances of door issues which resulted in 166 impacted trains. Most OTP affecting incidents were caused by door issues, but other factors also included propulsion faults and NJTPD activity.

SUMMARY BY LINE November-25

% Light Rail Trains Reported On Time



NJ TRANSIT ON-TIME PERFORMANCE ACCESS LINK DECEMBER 2023–NOVEMBER 2025



	<u>2024</u>	<u>2025</u>	<u>% Change</u>
November Comparison	95.4%	96.0%	0.6%
November Ridership	133,273	133,889	616
12-Month Average December 2024–November 2025	95.3%	95.7%	0.4%

Analysis:

Access Link On-Time Performance was 96% for November 2025. In serving 149,210 total customers, for 133,889 ADA customers trips, 5,352 or (4.0%) experienced delays.

Key Causes included:

- November-recurring onboard computer system failures
- Customer cancellations and no-shows
- Operator availability

The 12-month average for Access Link On-Time Performance for December 2024–November 2025 was 95.7% which increased by 0.4%

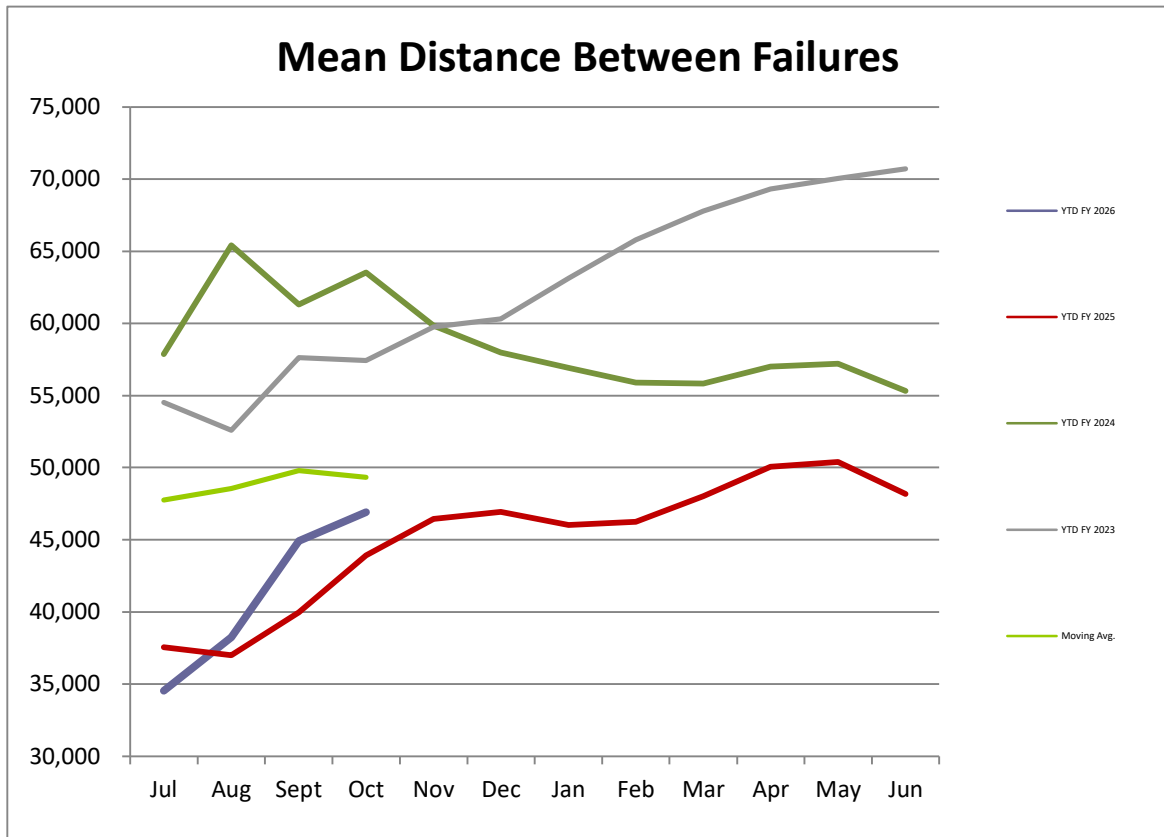
* Statistics comprise both dedicated and non-dedicated service.

MEAN DISTANCE BETWEEN FAILURES

October 2025

NJ TRANSIT Rail Operations
Mean Distance Between Failures

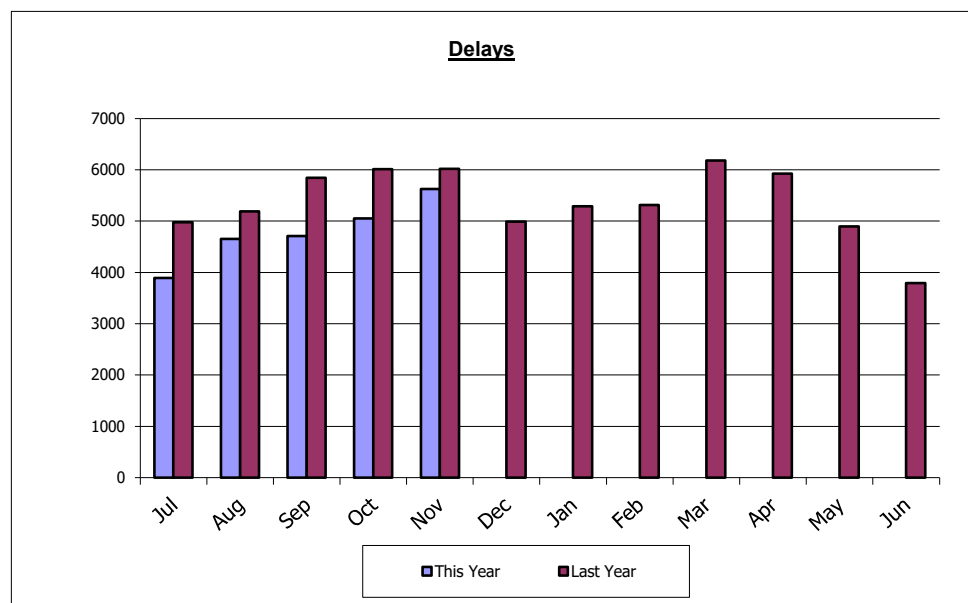
Month	YTD FY 2026	YTD FY 2025	YTD FY 2024	YTD FY 2023	12 Month Moving Avg.
Jul	34,531	37,549	57,875	54,531	47,747
Aug	38,231	36,992	65,403	52,602	48,563
Sept	44,915	39,979	61,324	57,623	49,806
Oct	46,923	43,929	63,539	57,410	49,329
Nov	-	46,462	59,844	59,761	-
Dec	-	46,944	57,968	60,315	-
Jan	-	46,027	56,904	63,121	-
Feb	-	46,251	55,888	65,780	-
Mar	-	48,032	55,822	67,778	-
Apr	-	50,066	57,014	69,327	-
May	-	50,393	57,197	70,045	-
Jun	-	48,171	55,317	70,712	-



Garage Performance Parameters

November 2025

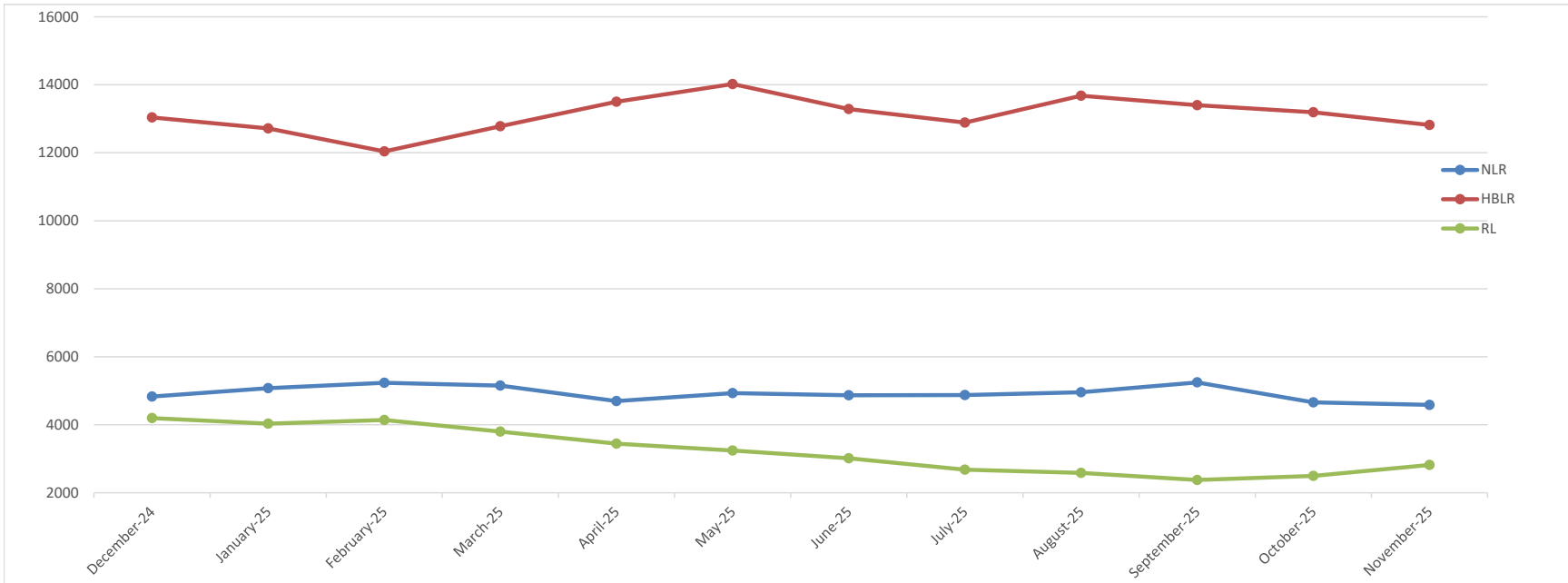
Location	Miles Between In-Service Delays			
	FY2026 Goal	This Month	FY2026 YTD	FY2025 YTD
Fairview	7,000	4,588	5,012	6,988
Market Street	5,000	4,319	3,427	3,950
Meadowlands	6,000	2,544	1,865	2,258
Oradell	9,000	16,061	12,487	12,145
Wayne	9,000	10,705	7,794	10,828
WestWood	9,000	14,287	11,857	19,262
Northern Division	-	5,597	4,335	5,235
Big Tree	5,500	4,435	3,816	4,052
Greenville	5,000	4,615	3,205	2,649
Hilton	6,500	4,329	3,632	4,360
Howell	17,500	26,277	17,102	21,572
Ironbound	6,000	3,890	3,202	3,756
Kearny Point	5,000	2,613	2,813	1,649
Orange	7,800	2,455	2,249	2,428
Morris	10,500	27,321	10,958	25,836
Central Division	-	4,622	3,969	4,437
Egg Harbor	11,500	10,882	8,402	11,019
Hamilton	7,500	5,588	5,714	6,586
Newton Avenue	9,178	4,618	5,845	8,516
Washington Twp.	14,377	12,294	9,191	12,548
Southern Division	-	8,284	7,597	10,049
Bus Operations	-	5,626	4,703	5,563



12 Month Average Miles Between In Service Failures

NJT LIGHT RAIL	October 2025	November 2025
Newark Light Rail	4,660	4,586
Hudson Bergen	13,190	12,818
River LINE	2,496	2,818

AVERAGE MILES BETWEEN IN-SERVICE MECHANICAL FAILURES



DBE/SBE PROGRAM

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

State Funded Contracts

State Fiscal Year 2026 - July 1, 2025, through June 30, 2026

During the month of **November 2025**, NJ TRANSIT awarded **\$16,338,983.86** in state-funded contracts; of that total, Small Business Enterprises (SBE/DVOBs) received **\$5,050,165.14** or **30.91%**.

State Fiscal Year 2026 YTD (July 1, 2025, through June 30, 2026) NJ TRANSIT awarded **\$52,686,867.87** in state-funded contracts. Of that total, SBE/DVOBs received **\$8,460,715.95** or **16.06%**.

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

Goods & Services

Category 1 SBE/DVOBs	\$848,786.13	1.61%
Category 2 SBE/DVOBs	\$1,268,702.44	2.41%
Category 3 SBE/DVOBs	\$2,995,070.73	5.68%

Construction

Category 4 SBE/DVOBs	\$0.00	0.00%
Category 5 SBE/DVOBs	\$2,851,060.65	5.41%
Category 6 SBE/DVOBs	\$497,096.00	0.94%

FTA Funded Contracts - Updated on a quarterly basis

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

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

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

**Numbers reflect federal share*

*** Number includes subrecipient awards*

Next update will occur in December 2025

Transit Vehicle Manufacturer (TVM)¹ Awards

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

Next update will occur in December 2025

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

EMPLOYEE RECOGNITION

NJ TRANSIT employees bid farewell after outstanding careers

16 NJ TRANSIT employees retired recently:

1. Charles Bingert, Locomotive Engineer -- Various -- 36 years
2. John Bravo, Conductor -- Various -- 30 years
3. Hazel Cox, Car Appearance Maintainer -- Raritan -- 18 years
4. Michael Decio, Machinist -- MMC -- 19 years
5. Gary Ewen, Locomotive Engineer -- Various -- 20 years
6. Steven Fetko, Locomotive Engineer -- Various -- 18 years
7. Stephen Hamer, Locomotive Engineer -- Various -- 36 years
8. Wayne Jablonski, Assistant Conductor -- Various -- 20 years
9. David Jamison, Locomotive Engineer -- Various -- 39 years
10. William Rayot, Car Appearance Maintainer -- PSNY -- 18 years
11. Gary Root, Structural Welder -- Port Morris -- 39 years
12. Reginald Hill, Operator -- Wayne -- 15 years
13. Michael Powell, Operator -- Market St. -- 36 years
14. Rodney Lowery, Operator -- Orange -- 16 years
15. Juan Vallejo, Operator -- Howell -- 12 years
16. Joseph Lamonica, Sr. Director Customer Service -- HQ -- 26 years

ACTION ITEMS



WALTER RAND TRANSPORTATION CENTER IMPROVEMENT PROJECT

Board Item 2512-56

MASTER PROJECT DEVELOPMENT AGREEMENT BETWEEN NJ
TRANSIT AND CAMDEN COUNTY IMPROVEMENT AUTHORITY

Project Overview

- Build a state-of-the-art bus terminal facility to accommodate 20 bus platforms and provide spaces for: Bus Operations staff, Bus Administration staff, Bus Training, NJT Police, and PATCO Operations staff
- Design and construction of a temporary bus terminal at Block N (existing surface parking lot)
- Real Estate Acquisition- Chand Property
- PATCO/DRPA - shift the head house from the WRTC to the PATCO Western Headhouse during construction

Project Overview

5 Major Project Phases

1. **Temporary Bus Facility** – Interim operations hub.
2. **Chand Property Acquisition** – Land acquisition adjacent to WRTC.
3. **Demolition Project** – Removal of current WRTC.
4. **New WRTC Construction** – Modern transportation facility.
5. **Parking Project** – Parking access for staff, customers, and partners.



Master Agreement



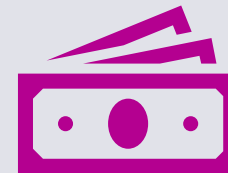
Purpose:

Formalize collaboration between NJ TRANSIT and CCIA



Scope:

Covers all phases of the WRTC Redevelopment Project.



Funding Cap:

Not to exceed \$250M

Roles & Responsibilities

Camden County Improvement Authority (CCIA):

- Serves as the **Project Manager** for all five (5) Phases of the Project
- Manages procurement, design, and construction.
- Leads the acquisition of the Chand Property in coordination with NJ TRANSIT
- Coordinates with NJ TRANSIT and other stakeholders to deliver the Project

NJ TRANSIT:

- Provides up to \$250M in reimbursement funding (via individual project funding or implementing agreements) to the CCIA for its services in connection with the Project.
- Approves scope, budget, design, procurement and invoices
- Delivers 30% design for the New Walter Rand Transportation Center and 100% design for the Temporary Bus Facility.

Key Agreement Provisions

- Master Project Development Agreement **enables coordinated, phased execution.**
- For each WRTC Project phase, CCIA executes a **separate Implementing Agreement** with associated project scope of work, budget and schedule.
- **NJ TRANSIT retains Project oversight** and ability to take over remaining work at every phase of the Project.
- Total funding commitment **capped at \$250 million** (less NJ TRANSIT costs) and paid to CCIA on a **reimbursement basis**, per project phase.
- Annual **proposed 5% Operation & Management Fee** and **“fair market” rent** for Temporary Bus Facility paid to CCIA.
- NJ TRANSIT can **terminate** this agreement any phase & is **subject to the availability of funds.**

FUNDING

Item	Amount
Total Project Budget	\$250,000,000
Source of Funds	NJ Debt Defeasance & Prevention Fund
Past Authorizations	\$11.3M (Design Phases 1 & 2)
Expenditures to Date	\$7.76M
Operating Budget Impact	None
DBE/SBE Goals	None

SUMMARY

In **summary**, this framework allows NJ TRANSIT to:

- Advance the **WRTC redevelopment** with a single, coordinated delivery partner;
- Maintain **strict oversight and fiscal accountability**, and
- Proceed **phase by phase**, with the flexibility to adjust scope or schedule as needed.

ITEM 2512-56: AUTHORITY TO ENTER INTO A MASTER AGREEMENT WITH CAMDEN COUNTY IMPROVEMENT AUTHORITY FOR THE REDEVELOPMENT OF THE WALTER RAND TRANSPORTATION CENTER IN CAMDEN, NEW JERSEY

WHEREAS, the Camden County Improvement Authority (“Authority”) has been duly created as a public body corporate and politic of the State of New Jersey, pursuant to the County Improvement Authorities Law, and is authorized to provide, within the County or any beneficiary county, structures and facilities for the operation of public transportation or for terminal purposes; and

WHEREAS, NJ TRANSIT owns, operates, and maintains the Walter Rand Transportation Center (WRTC), a multi-modal regional transportation facility located at 100 South Broadway, Camden, New Jersey, on property identified as Block 1397, Lot 2 on the official tax maps of the City of Camden; and

WHEREAS, the WRTC is currently outdated, presents operational deficiencies and safety concerns, and lacks efficient intermodal connections, necessitating a full redevelopment to modernize the facility and improve public accessibility and safety; and

WHEREAS, in February 2021, Governor Phil Murphy and NJ TRANSIT unveiled plans to redevelop the WRTC, including demolition of the existing facility and construction of a modern transportation hub to support increased capacity, enhance community integration, and accommodate future regional growth; and

WHEREAS, the redevelopment of the WRTC will include the construction of a temporary bus facility (“Temporary Bus Facility Project”), acquisition of adjacent property (the “Chand Property Acquisition Project”), demolition of the existing WRTC (“Demolition Project”), construction of a new WRTC facility (“New WRTC Project”), and the provision to NJ TRANSIT of parking access for employees, agents, customers, and ancillary uses and/or operators of the temporary bus facility and the new WRTC facility upon its completion (the “Parking Project”) (collectively, the “Project”); and

WHEREAS, P.L. 2021, c. 125 created the New Jersey Debt Defeasance and Prevention Fund (“DDF”), and P.L. 2022, c. 18 (the “Appropriating Act”) appropriated \$814,000,000 to NJ TRANSIT for certain capital projects, of which an amount of \$250,000,000 (“WRTC Grant Amount”) has been specifically allocated for the redevelopment of the WRTC; and

WHEREAS, NJ TRANSIT entered into a grant agreement with the New Jersey Department of the Treasury (“Department of Treasury”) dated February 28, 2023 (the “Original Grant Agreement”), as amended by a First Amendment dated February 21, 2024, and as further amended by a Second Amendment executed or to be executed by the parties (collectively, the “Grant Agreement”), pursuant to which NJ TRANSIT is

authorized to assign or transfer all or a portion of its interest in the Grant Agreement, including the management of the Project, to the Authority, and to make payments to the Authority in an amount not to exceed \$250,000,000, subject to the availability of such funds in connection with the Project; and

WHEREAS, NJ TRANSIT has determined that the Authority possesses the necessary expertise to provide development, construction, and project management services to NJ TRANSIT for the purposes of undertaking and completing the Project on behalf of NJ TRANSIT; and

WHEREAS, each project will be governed by a separate implementing agreement, and prior to initiating each project phase, the Authority will prepare a scope of work, cost estimate, and schedule of the project phase for NJ TRANSIT's review and approval; and

WHEREAS, NJ TRANSIT will have right to review and approve the design and construction of the Project, will be a party to review and approve any procurements related to the Project, and review the invoices submitted by the Authority and make payments from the allocated funds subject to the availability of funds; and

WHEREAS, the parties will execute a funding agreement for each project phase prior to commencement of that phase; and

WHEREAS, the Authority and NJ TRANSIT desire to enter into a Master Project Development Agreement to memorialize their mutual responsibilities and collaborative efforts in the design, development, construction, use, and operation of the Project; and

WHEREAS, NJ TRANSIT's maximum contribution will not exceed \$250,000,000 for all project phases, notwithstanding the actual cost of each individual project phase;

NOW, THEREFORE, BE IT RESOLVED, that the Chair or President & CEO is hereby authorized to enter into the Master Agreement between and among NJ TRANSIT and the Camden County Improvement Authority by which NJ TRANSIT will fund a not-to-exceed amount of \$250,000,000 for the redevelopment of the Walter Rand Transportation Center; and

BE IT FURTHER RESOLVED that the Chair or President & CEO is hereby authorized to enter into funding agreements for each project phase prior to commencement of that phase for a total amount not-to-exceed \$250,000,000, subject to the availability of funds.

ITEM 2512-57: AMENDMENT TO ITEM 2212-91: MEMORANDUM OF UNDERSTANDING WITH MIDDLESEX COUNTY IMPROVEMENT AUTHORITY FOR THE NEW BRUNSWICK TRAIN STATION

WHEREAS, the New Brunswick Train Station (“Station”) is a fully operational train station situated at the corner of French and Albany Streets, between Easton Avenue and George Street in the City of New Brunswick (“New Brunswick”) State of New Jersey; and

WHEREAS, the Station was originally constructed in 1903 by the Pennsylvania Railroad and is listed on the National Register of Historic Places; and

WHEREAS, the Station operates along the Northeast Corridor (NEC), with NJ TRANSIT and the National Railroad Passenger Corporation (“Amtrak”) providing rail service to and from the Station; and

WHEREAS, the Station is designated as a high-speed rail corridor and considered an urban transit hub servicing the greater Central New Jersey area, including Rutgers University; and

WHEREAS, the Station also provides services, including, but not limited to NJ TRANSIT bus operations, Rutgers Campus buses, as well as local shuttles and transportation services; and

WHEREAS, due to these extensive services, the Station currently experiences a high volume of passenger demand for rail and bus service in the New Brunswick area; and this volume of both inbound and outbound traffic is anticipated to increase with the opening of the nearby New Jersey Innovation and Technology Hub, as well as the Jack and Sheryl Morris Cancer Pavilion, and the general regional growth of Middlesex County, New Jersey, resulting in increased demand and further strain on the Historic Station’s facilities, including, but not limited to general congregating areas, lavatories, platforms, and other features; and

WHEREAS, the Board has approved the Memorandum of Understanding (MOU) between NJ TRANSIT, Middlesex County, and the Middlesex County Improvement Authority under Board Item No. 2212-91 for the New Brunswick Station improvements; and

WHEREAS, under the MOU, the Middlesex County Improvement Authority is managing the design and construction of internal and external improvements to the Station, which include the addition of new transportation complex (Project) components to improve access to regional transportation centers and support economic growth and investments for the residents of New Brunswick and the County of Middlesex (“County”); and

WHEREAS, the supplement to Board Item No. 2212-91: Memorandum of Understanding between NJ TRANSIT and the Middlesex County Improvement Authority (MCIA) will provide for the above-referenced improvements to the Station; and

WHEREAS, the New Jersey State Legislature has appropriated monies through the New Jersey Debt Defeasance and Prevention Fund to NJ TRANSIT and \$45,000,000.00 shall be allotted for the Project; and

WHEREAS, MCIA will continue to serve as project manager overseeing the design and construction of the project on behalf of NJ TRANSIT and MCIA; and

WHEREAS, a 90 percent design package has been completed, with construction anticipated to begin in fall 2026; and

WHEREAS, a \$23,000,000.00 increase is requested for contingency risks associated with construction adjacent to the active Amtrak right-of-way, including potential schedule impacts, coordination complexities, and unforeseen challenges that may arise during construction; and

WHEREAS, NJ TRANSIT's maximum contribution will need to increase from original approved amount of \$45,000,000.00 to a not to exceed amount of \$68,000,000.00 for all combined project phases, notwithstanding the actual cost of each individual project phase; and

WHEREAS, the additional funding will be provided from the available New Jersey Transportation Trust Fund;

NOW, THEREFORE, BE IT RESOLVED, that the Chair or President & CEO is hereby authorized to enter into the first funding amendment to the Memorandum of Understanding between and among NJ TRANSIT and the Middlesex County Improvement Authority by which NJ TRANSIT will fund a not-to-exceed amount of \$68,000,000.00 for internal and external improvements to the New Brunswick Train Station.

ITEM 2512-58: SECAUCUS-MEADOWLANDS TRANSITWAY PROJECT: CONCEPT AND DESIGN SERVICES – PHASE 2 EXPANSION: FULL DESIGN AND DEVELOPMENT OF CONCESSION SERVICES CRITERIA

WHEREAS, the Secaucus-Meadowlands Transitway (Transitway) will route from Secaucus Station to the Meadowlands Complex and utilize the existing Boonton Line Right-of-Way; and

WHEREAS, the Transitway will be designed to extend specialized transportation services between Secaucus and the Meadowlands Complex, and future areas east and west; and

WHEREAS, the Transitway project is an extension of the 2019 Innovation Challenge and will explore new and efficient and sustainable methods of transportation; and

WHEREAS, this project was identified as a capital need in 2021; and

WHEREAS, HNTB Corporation was identified as the highest and best qualified firm to provide Conceptual Development and Preliminary Engineering services for the project; and

WHEREAS, at the August 2021 Board of Directors' Meetings, staff was authorized to enter into NJ TRANSIT Contract No. 21-017 with HNTB Corporation of New York, New York, and funding was authorized to provide Phase 1 Conceptual Development and Preliminary Design services for the Secaucus-Meadowlands Transitway Project in the amount not to exceed \$3,542,944.75; and

WHEREAS, at the July 2023 Board of Directors' Meetings, staff was authorized to enter into Phase 2 of the NJ TRANSIT Contract No. 21-017 with HNTB Corporation of New York, New York, and funding was authorized to provide Phase 2 Development and Design services for the Secaucus-Meadowlands Transitway Project FIFA 2026 readiness in the amount not to exceed \$34,952,784.55. HNTB Corporation is currently engaged in the Phase 2 work; and

WHEREAS, HNTB Corporation proceeded with a 10 percent design of the route and method; and

WHEREAS, the Initially Preferred Route for the Transitway and FIFA 2026 have been determined; and

WHEREAS, Phase 2 Extension work for the Project was already defined in the original RFP that was bid on by HNTB Corporation, and incorporated into the contract procurement; and

WHEREAS, the Board's previous authorizations allow staff to continue Phase 2 Extension work under NJ TRANSIT Contract No. 21-017 but requires Board of Directors' approval for funding such work; and

WHEREAS, HNTB Corporation, at the request of Procurement and Capital Project Management staff, provided a price for Phase 2 Extension work on December 1, 2025 not to exceed \$22,283,241.90 and for which staff believes this estimate to be in line with the current Project estimates and reasonable; and

WHEREAS, NJ TRANSIT staff has reviewed the HNTB Corporation's scope and pricing and determined them to be reasonable, adequate, and correct to continue with Phase 2 Extension of the project;

NOW, THEREFORE, BE IT RESOLVED that the NJ TRANSIT Board of Directors authorizes the Chair or President & CEO to extend NJ TRANSIT Contract No. 21-017 into Phase 2 Extension with HNTB Corporation, for an amount not to exceed \$22,283,241.90, plus 10 percent for contingencies, subject to the availability of funds.

ITEM 2512-59: EXECUTION OF CONTRACT 0000116 FOR THE PROVISION OF ACCESS LINK SERVICE IN REGION 4 (MERCER, MIDDLESSEX, MONMOUTH, AND NORTHERN OCEAN COUNTIES)

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

WHEREAS, a Request for Proposal (RFP No. 0000116) was issued to seek competitive proposals from paratransit carriers to provide these services in Region 4 (Mercer, Middlesex, Monmouth, and Northern Ocean Counties); and

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

WHEREAS, NJ TRANSIT's Technical Evaluation Committee has reviewed the vendor proposals received for the provision of Access Link service in Region 4; and

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

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

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to enter into NJ TRANSIT Contract No. 0000116 with Easton Coach Company, of Easton, Pennsylvania, to operate Access Link service in Region 4 for a 60-month period from June 28, 2026 through June 28, 2031, at a cost not to exceed \$149,972,092, plus five percent for contingencies, for a total contract authorization of \$157,470,697, subject to the availability of funds and Board approval of NJ TRANSIT's Operating Budget.

ITEM 2512-60: EXECUTION OF CONTRACT 0000196 FOR THE OUTSOURCING OF A PORTION OF ACCESS LINK CALL CENTER OPERATIONS

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

WHEREAS, NJ TRANSIT entered into Settlement Agreement DJ#204-48-305 with the United States Department of Justice (USDOJ) in December 2022 mandating that NJ TRANSIT meet specific metrics related to the performance and operation of the Access Link call center; and

WHEREAS, NJ TRANSIT would be required to acquire additional staffing and subcontracted services in order to meet the enhanced performance metrics as required by the USDOJ; and

WHEREAS, it was determined it would be in the best interest of NJ TRANSIT, the State of New Jersey, and Access Link customers to seek an outsourced solution for a portion of the Access Link call center services to a professional call center firm; and

WHEREAS, a Request for Proposal (RFP No. 0000196) was issued to qualified US General Services Administration (GSA) approved vendors for the operation of call center services; and

WHEREAS, one proposal was received from TTEC Government Solutions (TTEC); and

WHEREAS, upon review of the technical and cost proposals of TTEC, the proposals have been determined to be fair and reasonable; and

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

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to enter into NJ TRANSIT Contract No. 0000196 with TTEC Government Solutions of Greenwood Village, Colorado, for a mobilization period followed by a service period of 24-months, at a cost not to exceed \$19,649,276, plus five percent for contingencies, for a total contract authorization of \$20,631,740, subject to the availability of funds and Board approval of NJ TRANSIT's Operating Budget.

ITEM 2512-61: PROVISION OF ADDITIONAL FUNDING AUTHORIZATION FOR CONTRACT 20-084 FOR THE PROVISION OF ACCESS LINK SERVICE IN REGION 4 (MERCER, MIDDLESEX, MONMOUTH, AND NORTHERN OCEAN COUNTIES)

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

WHEREAS, a Request for Proposal (RFP No. 20-084) was issued to seek competitive proposals from paratransit carriers to provide these services; and

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

WHEREAS, NJ TRANSIT's Technical Evaluation Committee reviewed the vendor proposals received for the provision of Access Link service in Region 4; and

WHEREAS, upon completion of the competitive procurement process, it was determined that First Transit, Inc. submitted the proposal that provides the best value and is in the best interest of NJ TRANSIT; and

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

WHEREAS, Board Item 2107-51 provided approval of NJ TRANSIT Contract No. 20-084 for a 36-month base contract period from August 16, 2021 through June 30, 2024, at a cost not to exceed \$45,930,576, plus five percent for contingencies, for a total contract authorization of \$48,227,105; and

WHEREAS, Board Item 2404-21 was subsequently approved to exercise Option Period 1 for a 24-month period from July 1, 2025 through June 30, 2026, at a cost not to exceed \$35,121,894, plus five percent for contingencies, for a total contract authorization of \$36,877,989; and

WHEREAS, unforeseen ridership increases have resulted in increased contract costs, which will exceed the authorization provided for NJ TRANSIT Contract No. 20-084; and

WHEREAS, NJ TRANSIT staff is seeking authorization of an additional \$2,605,833, plus five percent for contingencies, for a total authorization of \$2,736,125, to ensure that NJ TRANSIT remains in compliance with its federal obligation to provide the ADA paratransit service to residents and visitors for the 24-month Option Period 1 of the contract from July 1, 2024 through June 30, 2026;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to increase NJ TRANSIT Contract No. 20-084 with Transdev United States, of Lombard, Illinois, formerly known as First Transit, Inc. of Cincinnati, Ohio, to operate Access Link service in Region 4 for the 24-month Option Period 1 contract period from July 1, 2024 through June 30, 2026, by a cost not to exceed \$2,605,833, plus five percent for contingencies, for a total authorization increase of \$2,736,125, subject to the availability of funds and Board approval of NJ TRANSIT's Operating Budget.

ITEM 2512-62: ONE-YEAR EXTENSION OF NJ TRANSIT CONTRACT NO. 17- 030R-A WITH HORIZON BLUECROSS BLUESHIELD OF NEW JERSEY FOR ADMINISTRATION OF MEDICAL BENEFITS

WHEREAS, NJ TRANSIT's current medical benefits have been administered by Horizon BlueCross BlueShield of New Jersey (Horizon BCBSNJ) since 2019 pursuant to Contract No. 17-030R-A; and

WHEREAS, the NJ TRANSIT Board of Directors, pursuant to Board Item No. 2410-57, previously extended NJ TRANSIT Contract No. 17-030R-A with Horizon BCBSNJ (the Contract) from January 1, 2025 through December 31, 2025; and

WHEREAS, for reasons set forth below, NJ TRANSIT seeks to extend the Contract for one additional year; and

WHEREAS, Request For Proposals No. 0000035 for Administration of Self-Funded Medical Plans (RFP) was publicly advertised on December 1, 2023, and two proposals were received on January 30, 2024, including proposals from Horizon BCBSNJ and Aetna Life Insurance Company (Aetna); and

WHEREAS, the NJ TRANSIT Board of Directors, pursuant to Board Item No. 2412-71, authorized award of a contract on the RFP to Horizon BCBSNJ; and

WHEREAS, an appeal of NJ TRANSIT's Final Administrative Decision was filed by Aetna; and

WHEREAS, due to the appeal, no new contract has been awarded, necessitating an extension of the current third-party administration services Contract from January 1, 2026 through and until December 31, 2026, to allow sufficient time for NJ TRANSIT to conduct negotiations with Horizon and finalize a new contract award under the RFP pending the outcome of the appeal;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to extend NJ TRANSIT's Contract No. 17-030R-A with Horizon BCBSNJ, for a period of one year, beginning January 1, 2026 and ending December 31, 2026, for an amount not to exceed \$4,500,000.

ITEM 2512-63: INFORMATION TECHNOLOGY: PROCUREMENT OF TECHNICAL SERVICES TO IMPLEMENT ENTERPRISE RESOURCE PLANNING (ERP) FUSION CLOUD

WHEREAS, in July 2023, the NJ TRANSIT Board of Directors approved the award of NJ TRANSIT Contract No. 23-055 to Oracle America Inc., U.S. Corporation for \$12,399,603.98, plus five percent for contingencies, for the total value of \$13,019,584.00, to transition from the existing on-premises Oracle E-Business Suite (EBS) to Oracle Fusion Cloud Applications; and

WHEREAS, the initiative progressed through the initial phases, including requirements gathering and the successful completion of Project Phase 2 (P2); and

WHEREAS, Phase 3 (P3 – End-to-End Testing) could not be fully executed; and

WHEREAS, to ensure the continued success and timely completion of this mission-critical program, NJ TRANSIT recommends the engagement of another implementation partner; and

WHEREAS, the selected partner will assume responsibility for the remaining project activities; and

WHEREAS, the remaining funds for the earlier authorized project will be utilized for procurement of technical services to implement remaining work;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to enter into a contract with a new implementation partner, using the remaining previously authorized funds, to maintain project momentum and ensure a successful transition to Oracle Fusion Cloud.

ITEM 2512-64: SIX-MONTH EXTENSION OF NJ TRANSIT CONTRACT NO. 17- 030R-C WITH EXPRESS SCRIPTS HOLDING COMPANY FOR ADMINISTRATION OF SELF-FUNDED PHARMACY PLANS

WHEREAS, since 2019, pursuant to Contract No. 17-030R-C (the Contract), NJ TRANSIT's prescription drug benefits have been administered by Express Scripts Holding Company (Express Scripts); and

WHEREAS, the NJ TRANSIT Board of Directors, pursuant to Board Item No. 2410-58, previously extended the Contract from January 1, 2025 through December 31, 2025; and

WHEREAS, for reasons set forth below, NJ TRANSIT seeks to extend the Contract for an additional six months; and

WHEREAS, Request For Proposals No. 0000040 for Administration of Self-Funded Pharmacy Plans (RFP) was publicly advertised on December 7, 2023 and four proposals were received on February 6, 2024, including from Express Scripts; and

WHEREAS, the NJ TRANSIT Board of Directors, pursuant to Board Item No. 2412-72, authorized award of a contract on the RFP to Express Scripts; and

WHEREAS, NJ TRANSIT has not yet awarded a contract to Express Scripts on the RFP; and

WHEREAS, because no new contract has been awarded on the RFP, NJ TRANSIT must extend the Contract from January 1, 2026 through June 30, 2026 to allow sufficient time for NJ TRANSIT to continue its negotiation with Express Scripts for a new three-year contract;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to extend NJ TRANSIT's Contract No. 17-030R-C with Express Scripts for a period of six months, beginning January 1, 2026 and ending June 30, 2026, for an amount not to exceed \$2,600,000.

ITEM 2512-65: CHANGE ORDER #2 – INFORMATION TECHNOLOGY: AWARD OF CONTRACT TO COGNIZANT TECHNOLOGY SOLUTIONS U.S. CORPORATION FOR A SUBSCRIPTION LICENSE AND IMPLEMENTATION OF ORACLE HUMAN CAPITAL MANAGEMENT (HCM) SUITE

WHEREAS, in December of 2023, the NJ TRANSIT Board of Directors approved the award of NJ TRANSIT Contract No. 22-066 to Cognizant Technology Solutions U.S. Corporation for \$16,996,640, plus five percent for contingencies, for the total value of \$17,846,472.00, for implementation services of the Oracle Human Capital Management (HCM) platform, license subscription, hosting services along with support and maintenance; and

WHEREAS, additional funding is required due to increased project complexity and scope because through the business requirements gathering process, adjustments were made to the original scope to include new Conversions, Custom Background Processes, and Configurations; and

WHEREAS, additionally, the segregation of HCM and Enterprise Resource Planning (ERP) implementations has increased complexity and added a new scope and as a result, the Go-Live date has been extended by three months from July 2026 to October 2026; and

WHEREAS, a 10 percent Category 3 Small Business Enterprise (SBE) Goal was assigned;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to amend NJ TRANSIT Contract No. 22-066 with Cognizant Technology Solutions U.S. Corporation, of College Station, Texas, for supporting implementation of scope changes to the Oracle HCM platform, in the change order amount not to exceed \$1,488,183.00, plus five percent for contingencies, with funding from the existing IT Capital Budget.

CONSENT CALENDAR

ITEM 2512-66: NJ TRANSIT – RESOLUTION AUTHORIZING ENTERING INTO AN AMENDMENT TO THE SUPPORTING OR EXECUTING PARTNER AGREEMENT FOR FUNDING THE PURCHASE OF REAL PROPERTY INTERESTS FOR THE HUDSON TUNNEL PROJECT AND AUTHORIZING THE PURCHASE OF VARIOUS PROPERTY INTERESTS FOR THE HUDSON TUNNEL PROJECT

WHEREAS, the North River Tunnel, due to its age, design and current condition, represents a point of failure on the Northeast Corridor (NEC), which is particularly critical to commuter rail service between New Jersey and New York City that is operated by the New Jersey Transit Corporation (NJ TRANSIT); and

WHEREAS, the Hudson Tunnel Project (HTP), which includes the construction of a new two-track Hudson River Tunnel, construction of the Hudson Yards concrete casing, and rehabilitation of the existing North River Tunnel, will preserve the functionality of the NEC and NJ TRANSIT's commuter rail service between Newark, New Jersey and Penn Station New York (PSNY) in New York City; and

WHEREAS, the HTP, when constructed and operational, will strengthen the resilience of NJ TRANSIT's commuter rail operations and allow for increased trans-Hudson capacity; and

WHEREAS, the NJ TRANSIT and the Gateway Development Commission (GDC), a public authority sponsored by the State of New Jersey and the State of New York to manage the HTP, entered into the Supporting or Executing Partner Agreement (SEP Agreement) on October 31, 2023, to address the rights and responsibilities with respect to Package 3 of the HTP; and

WHEREAS, the SEP Agreement requires NJ TRANSIT to acquire various real or personal property interests in New Jersey needed for the construction of the HTP (HTP Property Acquisitions); and

WHEREAS, NJ TRANSIT continues to work with the HTP designers and staff to ensure that any additional parcels needed for the HTP are identified and acquired consistent with applicable federal requirements; and

WHEREAS, on September 1, 2022, NJ TRANSIT and Amtrak entered into a Funding Agreement for the Purchase of Real Property Interests for the Hudson Tunnel Project (Amtrak Funding Agreement) wherein Amtrak committed to compensate NJ TRANSIT for the costs associated with the New Jersey HTP Property Acquisitions; and

WHEREAS, Amtrak wishes to be relieved of obligations of the Amtrak Funding Agreement; and

WHEREAS, the GDC, has agreed to provide all the funds necessary for the continuing purchase of the HTP Property Acquisitions and wishes to execute an amendment to the SEP Agreement with NJ TRANSIT memorializing roles and responsibilities (GDC Funding Amendment); and

WHEREAS, NJ TRANSIT and Amtrak will terminate the Amtrak Funding Agreement after GDC and NJ TRANSIT execute the GDC Funding Amendment; and

WHEREAS, once GDC funding for the HTP Property Acquisitions is in place, NJ TRANSIT will continue to take any and all actions, including condemnation, to acquire the HTP Property Acquisitions; and

WHEREAS, pursuant to N.J.S.A. 27:25-1 et seq, NJ TRANSIT is authorized to enter into such contracts and take such other actions necessary, convenient or desirable to carry out any power expressly or implicitly given to NJ TRANSIT, including, without limitation, entering into the Amendment and any such other amendments to the SEP Agreement as may be required from time to time;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO, in accordance with N.J.S.A. 27:25-1 et seq, is authorized to execute and deliver the Gateway Development Commission Funding Amendment; and

BE IT FURTHER RESOLVED that the Chair or President & CEO is authorized, in accordance with N.J.S.A. 27:25-5j and N.J.S.A. 27:25-13, to do such acts and things as may be necessary or advisable to acquire all HTP Property Acquisitions in New Jersey required for the Hudson Tunnel Project in accordance with N.J.S.A. 20:3-1 et seq, by appraising the property to be acquired, making offers, negotiating agreements, and recording deeds in lieu of condemnation, and, if necessary, file complaints in condemnation, deposit into court estimated fair market value, and file and record a declaration of taking; and

BE IT FURTHER RESOLVED that the Chair or President & CEO is authorized, pursuant to an Agreement between NJ TRANSIT and the New Jersey Department of Transportation (NJDOT), to provide relocation assistance and payments to any affected property to be acquired, if any, in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act, 42 U.S.C.A. §4601, et seq and Uniform Transportation Housing Replacement and Relocation Act, N.J.S.A. 27:7-72 et seq (Uniform Act) in cooperation with the NJDOT.

ITEM 2512-67: PROPERTY ACQUISITION OF 525 MARTIN LUTHER KING BOULEVARD (525 MLK BLVD), CAMDEN, NEW JERSEY – PART OF THE FUTURE GLASSBORO-CAMDEN LINE (GCL) PROJECT

WHEREAS, staff has identified the property at 525 Martin Luther King Boulevard in the City of Camden, Camden County, New Jersey, for purchase as part of the Glassboro-Camden Line Project; and

WHEREAS, the property is being purchased as part of the Glassboro-Camden Line Project; and

WHEREAS, the property will be incorporated into the future Glassboro-Camden Line right of way and, on an interim basis, to support the Glassboro-Camden Line Project, and may be used as a parking and staging area during the reconstruction of the Walter Rand Transportation Center; and

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

WHEREAS, this authorization seeks ratification of actions taken and allows NJ TRANSIT to take any and all actions to acquire the rights in interest for the property in accordance with the Eminent Domain Act of 1971, together with any other property rights necessary for its use, and to relocate the tenant as required by statute; and

WHEREAS, the authorization also allows NJ TRANSIT to file a complaint in condemnation, and file and record a declaration of taking to acquire the property located at 525 Martin Luther King Boulevard in the City of Camden, New Jersey, for the Glassboro-Camden Line Project, and deposit just compensation with the Clerk of the Superior Court;

NOW, THEREFORE, BE IT RESOLVED that the Chair or President & CEO is authorized to take any and all actions to acquire the rights in interest for the property located at 525 Martin Luther King Boulevard in the City of Camden, Camden County, New Jersey, in accordance with the Eminent Domain Act of 1971, together with any other property rights necessary for its use, and to relocate the tenant as required by statute; and

BE IT FURTHER RESOLVED that the Chair or President & CEO is further authorized to cause filing complaint in condemnation and the filing and recording of a declaration of taking, and take any and all actions related to exercise NJ TRANSIT's power of eminent domain, where necessary, to acquire the property located at 525 Martin Luther King Boulevard in the City of Camden, Camden County, New Jersey, for the Glassboro-Camden Line Project, and deposit the estimated just compensation with the

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

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 Personal Injury Claim of Milagros Caraballo; 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.