

**Mikie Sherrill**, Governor  
**Dr. Dale G. Caldwell**, Lieutenant Governor  
**Priya Jain**, Commissioner  
**Kris Kolluri**, President & CEO

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March 19, 2026

Honorable Mikie Sherrill  
Governor, State of New Jersey  
State House  
Trenton, NJ 08625

Dear Governor Sherrill:

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., NJ TRANSIT Morris, Inc., and NJ TRANSIT Southern Light Rail, Inc., Board of Directors held on Thursday, March 12, 2026.

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., NJ TRANSIT Morris, Inc., and NJ TRANSIT Southern Light Rail, Inc. held at NJ TRANSIT Headquarters, Two Gateway, 283-299 Market Street, Newark, New Jersey on Thursday, March 12, 2026. The meetings occurred concurrently.

**Board Members**

Priya Jain, Chair  
Kiabi D. Carson, Vice Chair  
Aaron Creuz, Governor's Representative  
Dennis Zeveloff, Treasurer's Representative  
Anthony N. Abrantes, Board Member  
Michael Beson, Board Member  
Munr Kazmir, Board Member  
Richard A. Maroko, Board Member – ABSENT  
Shanti Narra, 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  
Vikram Dogra, Senior Vice President, Capital Delivery  
Lance Norman, Acting Senior Vice President, Surface Transit & General Mgr., Bus Ops.  
James Sincaglia, Senior Vice President & General Manager, Rail Operations

Chair Jain convened the Open Session at 6:05 p.m., in accordance with the Open Public Meetings Act and NJ TRANSIT's enabling legislation. The pledge of allegiance to the flag was recited.

Board Secretary Umukoro conducted Roll Call, and noted Board Member Abrantes was 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 March 6, 2026, 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 Jain asked for a motion to approve the minutes of the February 11, 2026, Board meetings. Board Member Munr Kazmir made the motion and Board Member Michael Beson seconded the motion, and the minutes were adopted.

**Presentation of Proclamations**

President & CEO Kolluri said he was so glad that Francis O'Connor (Fran), Michael Kilcoyne, and Bill Brooks were there that evening joining them to receive recognition because they were all remarkable people. President & CEO Kolluri said Fran hired him in December of 2025 and they got to know each other very well through their tenure at NJ TRANSIT. He said Fran had a rich history starting at the Turnpike, first as a toll collector, and has had a very long and illustrious career in transportation, including his last job as Commissioner of the Department of Transportation. President & CEO Kolluri said what would always resonate with him was Fran's decency as a human being, which he thought was a virtue and truly priceless, especially in the world we live in today. He said he hopes that Fran will never lose his sense of humanity and was so grateful Fran and his wife were joining them that evening. President & CEO Kolluri said there was an Athenian Oath in Chair Jain's office that every Commissioner has been signing since Louis Gambaccini, and he signed it in 2006 as well. The oath stated every commissioner who held the office of Commissioner of Transportation would leave the office better than they found it. President & CEO Kolluri said Fran signed the oath and he knew for a fact that Fran was leaving the Department of Transportation, Turnpike, and NJ TRANSIT in a better place.

President & CEO Kolluri said to his friend Michael Kilcoyne (Mike) who was going to leave when he started but did not, which was the best thing that could have happened. Mike gave them the ability to show that the NJ TRANSIT organization could run a World Cup in a way that was professional and could run a bus modernization that was worthy of the riders that Mike spent almost 30 years supporting and making sure riders had a service that was good. President & CEO Kolluri said Mike's legacy at NJ TRANSIT was intact and he would even say his legacy in the United States was intact as well and he knew no other better public servant who ran a Bus, Light Rail, or Access Link service for half a million people who ride the system every day. President & CEO Kolluri said Mike left a remarkable group of people behind to take over. His good friend Lance Norman, should the Board approve his candidacy, was exactly the kind of leader he has trained, and Mike should be proud. President & CEO Kolluri said he knew Mike was going to the private sector, which was the right decision for him, and they respected him for it. However, Mike spending 30 years at NJ TRANSIT would never be forgotten, and he hoped Mike would never forget because he was leaving behind friends who cared about him.

President & CEO Kolluri said his friend Bill Brooks literally took him at his word to leave his private sector job to join NJ TRANSIT for a year. He did this with honor and distinction. Bill made the kind of improvements in the Capital Department that would last a long time, and the incoming Senior Vice President of Capital Delivery Vikram Dogra, who has now

taken over, would be the beneficiary of some of the work that Bill brought to the table, and this was exactly as it should be. President & CEO Kolluri said they always aimed to leave the place better than it was, and this was not just an oath that former Commissioners signed, but the mission of the people who work for NJ TRANSIT. He said he had not met anyone at NJ TRANSIT who did not believe intuitively that this was the right thing to do to benefit their riders.

Lastly, President & CEO Kolluri said he was so grateful Fran, Mike, and Bill took the time to join him and the Board that evening. He asked each of them individually to join him and the Board up front to receive their proclamations. Photographs were taken with each of them.

### **Advisory Committee Report**

Suzanne Mack presented the Advisory Committee report. She said she was so excited to be there that evening to welcome everyone. Her counterpart Anna Marie Gonnella-Rosato from South Jersey and her alternate months and although she presented their report last month, Ms. Gonnella-Rosato also sends a warm welcome from the South Jersey Passenger Advisory Board. Ms. Mack said they used to be advisory boards. She welcomed Chair Jain and Board Members Beson and Kazmir. Ms. Mack said she was the institutional knowledge on the Board and was a member of the Charter Advisory Board, which was a very long time ago, and was very happy to spend her career as Chair for many years. She said the NJ TRANSIT Board was wonderful, were able to move forward after having two wonderful Chairpersons who preceded Chair Jain and served under Governor Murphy, and now Chair Jain had the honor and privilege to serve under someone like Governor Sherrill.

Ms. Mack said during the last administration everything improved, and they were very excited that NJ TRANSIT was in much better shape because of Michael Kilcoyne, Bill Brooks, and the rest of the Executive team, which the Board already knows. She met President & CEO Kolluri when he was Commissioner many years ago and it was exciting today that the Board and President & CEO Kolluri took the tour on the train over the new Portal North Bridge. Ms. Mack said the Board and Executive staff do so much work and the public should understand just how committed they were, and how they all were civil servants doing a great job ensuring that they all have a safe and reliable transportation system. Ms. Mack said the people of New Jersey really appreciate everything and look forward to what this Board is going to do under Governor Sherrill.

Ms. Mack said the Advisory Board was set up under the initial legislation for NJ TRANSIT and was set up to advise the Board and not the agency. In that role, they provide input on anything the Board needs and take their direction. Ms. Mack said if the Board has one specific area of focus for them, they would handle it. She said they wrote the fare and bike policies, and were very interested in equity and inclusion, Access Link, and other issues. Ms. Mack said they worked through the Executive team, which was outstanding, but they were there to assist the Board. Their next Passenger Advisory Board meeting was March 13, 2026.

## **Public Comments**

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

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

**Lorenzo Los Baños**, founder of the Origin Group International, addressed the Board and welcomed the new administration and Board members. As a lifelong Jersey City resident, he shared that his father worked as an NJ TRANSIT bus driver for 30 years and that he grew up riding buses with him after his family immigrated to the United States. He expressed appreciation for NJ TRANSIT and stated that residents in Jersey City should once again be allowed to park overnight in the West Side parking lot. He said restoring overnight parking would benefit both the local community and the city and thanked the Board for its service.

**Norm Sutaria**, a resident of Bloomfield, thanked the Board members for their service and noted that NJ TRANSIT played an important role in helping his household travel during the COVID-19 pandemic. He also acknowledged staff members who have helped improve the rider experience. Mr. Sutaria expressed opposition to the proposed removal of NJ TRANSIT bus stop number 17175, located at Broad and Carroll Streets in Bloomfield. He requested that NJ TRANSIT rescind approval for the removal until an ADA-compliant crosswalk was installed near the next southbound stop across Broad Street. Mr. Sutaria stated that the current stop location contained the only marked and accessible crosswalk in the immediate area and that removing the stop could require pedestrians to walk significantly farther to cross safely, creating safety concerns for vulnerable road users.

**Chris Neiderberg**, a member of the Lackawanna Coalition, referenced comments he made at the previous meetings and raised concerns regarding fare collection on certain NJ TRANSIT bus routes, including those operated by Academy Bus. He stated that on some routes fare boxes were not functioning properly, resulting in situations where fares could not be collected. Mr. Neiderberg questioned whether these equipment issues contributed to NJ TRANSIT's reported losses from fare evasion and noted that riders who had already purchased passes still presented them even when fare collection equipment was out of service. He called for a comprehensive report examining fare collection practices and identifying the causes of lost revenue.

**Andy Weiss** spoke in support of legislation that would establish an independent NJ TRANSIT Office of Customer Advocate and Rider Advocacy Commission. He stated that

the current customer advocate structure, which reports to the NJ TRANSIT Board, had not effectively addressed rider concerns and lacked the independence originally intended by the transit reform legislation. Mr. Weiss urged the Board and advocacy organizations to support Senate Bill S2917, which would create an independent customer advocate and rider advocacy commission and encouraged riders to publicly support the legislation and call for its passage.

**Kevin Rodriguez** discussed the impacts of eliminating overnight parking at the Liberty State Park Hudson-Bergen Light Rail station lot in Jersey City. He stated that the lot had long served as a relief valve for neighborhood parking and that residents were given only limited notice before overnight parking was discontinued. Mr. Rodriguez stated that the change led to a significant increase in vehicles parking on nearby streets, often in unsafe locations such as crosswalks, near fire hydrants, and in other restricted areas, particularly following winter storms. He noted that the parking lot remains largely empty at night and urged NJ TRANSIT to continue working with the City of Jersey City to find a solution that would allow residents access to the lot again.

**Adam Reich**, speaking in his personal capacity as a rider, congratulated NJ TRANSIT and Amtrak for completing the first phase of the Portal North Bridge cutover on schedule, despite winter weather challenges. He also expressed support for the agenda item related to rail tree trimming and removal, stating that proactive maintenance helps prevent service disruptions caused by fallen trees and branches. Mr. Reich also called on the Board to hold public hearings before implementing any additional fare increases, stating that state law requires public hearings before fare changes take effect. He encouraged the Board to allow riders the opportunity to provide input on fare increases, service levels, and fare collection practices.

**Nick Giglia**, founder and chairman of Restore Our Transit in Essex (ROUTE), thanked NJ TRANSIT employees and leadership for successfully completing the first phase of the Portal North Bridge cutover and welcomed the newly appointed Board Chair. He discussed transit service challenges in Essex County and noted that many residents continued to face limited off-peak and weekend transit options following previous service reductions. Mr. Giglia encouraged the Board to consider improvements such as Sunday service on certain bus routes and hourly weekend rail service on the Montclair-Boonton Line between Hoboken Terminal and Montclair State University. He stated that these improvements would benefit nearly 150,000 residents in Essex and Passaic counties who currently have limited transit options during off-peak hours.

**Vito Havrilla**, Vice Chair and Legislative Director of the Lackawanna Coalition, presented the first portion of the coalition's statement regarding several agenda items. He emphasized that transit riders relied on bus service for a variety of purposes beyond weekday commuting and urged NJ TRANSIT to ensure that bus service funded through certain contracts operated seven days a week, including Sundays. Mr. Havrilla also encouraged NJ TRANSIT to ensure that contractors met appropriate maintenance standards and congratulated a newly appointed official referenced in the agenda. He reiterated the coalition's request for

hourly weekend rail service between Hoboken and Montclair State University on the Montclair-Boonton Line.

**David Clements**, a resident of Jersey City, also commented on the elimination of overnight parking at the Liberty State Park Light Rail parking lot. He noted that a petition calling for the restoration of overnight parking had gathered more than 1,000 signatures from residents affected by the change. Mr. Clements stated that the parking lot was often only partially filled during the day and largely empty at night while residents struggled to find parking nearby. Mr. Clements expressed appreciation for NJ TRANSIT's ongoing discussions with local officials and encouraged continued collaboration to develop a solution. He added that many residents would be willing to pay for overnight parking access.

**Charleton D'Souza**, President of Passengers United, stated that the organization supports holding public hearings before implementing fare increases, noting that proposed fare increases could create financial hardship for riders. He also raised concerns about train cancellations that occurred during the Portal North Bridge cutover and urged NJ TRANSIT to ensure sufficient backup train crews to prevent service disruptions. Mr. D'Souza further recommended improvements to several services, including increasing summer service on the Route 319 bus between Atlantic City and New York, expanding overnight service on that route, improving service on the Atlantic City Line and River LINE, and increasing staffing for the NJ TRANSIT Customer Advocate's Office. He also requested a meeting with NJ TRANSIT leadership to discuss these issues.

**Jack McKee**, member of Hudson County Complete Streets, advocated for increased service frequency on the Hudson-Bergen Light Rail, stating that 10-minute off-peak service would allow riders to rely more heavily on the system. He also encouraged NJ TRANSIT to pursue additional system improvements and expansions, including the Northern Branch extension, the Bayfront extension toward Route 440, and the construction of additional infill stations in locations such as Hoboken. Mr. McKee also recommended implementing real-time train tracking and signal priority for Light Rail trains to improve reliability and efficiency.

**Joseph Bernstein**, a resident of Jersey City, described the impact that eliminating overnight parking at Liberty State Park Light Rail has had on nearby residents. He stated that the lot is often largely empty at night while residents are forced to park far from their homes. Mr. Bernstein noted that his fiancée, who must drive for work, often has to park as far as a mile away and walk home late at night. He also stated that the lack of available parking has led to vehicles parking in unsafe or restricted locations on nearby streets and urged NJ TRANSIT to continue working towards a solution that would restore overnight parking access.

**Emmanuelle Morgan**, co-founder and Executive Director of Hudson County Complete Streets, thanked the Board and NJ TRANSIT staff for their work on behalf of transit riders across New Jersey. He also expressed appreciation for NJ TRANSIT leadership's willingness to participate in discussions with transit advocates and community members. Mr. Morgan invited Board members, staff, and members of the public to attend the North

Jersey Transit Forum scheduled for April 25, 2026, which will focus on improving transit service and collaboration among riders, advocates, and transportation agencies.

### **Written Comments in Lieu of Speaking**

**Rachel Papa**, a resident of Jersey City, wrote urging NJ TRANSIT to reinstate overnight parking. She stated that keeping the lot open overnight would likely not incur additional costs for NJ TRANSIT and suggested that towing vehicles could create unnecessary expense. She also noted that during this winter's snowfall, the absence of overnight parking could have significantly disrupted local snow-removal efforts, as the availability of overnight parking helps keep street spaces clear for plowing.

**Waseem Bhatti**, a resident of Jersey City, wrote expressing concern about the negative impact on the neighborhood and local families following the ban on overnight parking at the Hudson-Bergen Light Rail parking lot beginning January 1, 2026. He stated that the policy change has been detrimental to residents in the surrounding community.

**Katie Forge**, a resident of Jersey City, wrote expressing concern that NJ TRANSIT's elimination of overnight parking at several Jersey City lots has created significant challenges for local residents who rely on transit but still require vehicle parking. She noted that many residents rely on transit but still require vehicle parking and chose to live in the area due to its proximity to transit. Ms. Forge stated that the parking lots remained largely empty overnight while nearby residents struggle to find street parking. She also criticized the lack of clear communication regarding whether overnight parking might be reinstated and urged greater transparency about the reasons for the policy change.

**Heather Warfel Sandler**, a resident of Jersey City, wrote urging NJ TRANSIT to reopen the Liberty State Park parking lot for overnight and monthly parking. She stated that the lot remained largely unused and emphasized that it was the only public parking lot available in the neighborhood, making 24-hour access essential to the area's infrastructure.

**Aashish Anchila**, a resident of Tenafly, wrote to express concern about speed bump patterns on the paved surface outside the Lincoln Tunnel. He stated that buses in the fleet traversed these areas multiple times daily and asserted that the design may contribute to increased wear and potential damage to vehicles, potentially shortening their lifespan and resulting in unnecessary public expense. Identifying himself as an engineer, Mr. Anchila characterized the patterns as poor design and noted that operators may not consistently reduce speed sufficiently to mitigate the impact. He urged the Board to review the issue and consider redesigning or removing the speed bump patterns if they were not essential for safety.

**Gregory D. Edgell**, a resident of Jersey City, wrote regarding NJ TRANSIT's press release announcing the authorization of design and engineering for the Secaucus to Jersey City segment of a key project, specifically commenting on the proposal as it related to the Bergen Arches in Jersey City.

**Nelson Mercado Jr.**, a resident of Jersey City, wrote expressing concern about the lack of available overnight parking near his home. He described frequent difficulty finding parking after late-night work shifts and stated that residents were often forced to park several blocks away or risk towing. He also raised concerns about increased parking lot fees and questioned the effectiveness of overnight security patrols. He suggested implementing residential parking permits as a potential solution.

**Linda Woznicki Drennan**, a resident of Jersey City, wrote that the removal of overnight parking at the NJ TRANSIT lot serving the West Side Avenue Hudson-Bergen Light Rail (HBLR) station created significant parking and safety issues on her block. She reported increased double-parking, blocked driveways, and vehicles parking near the block's only fire hydrant, which has interfered with garbage collection and mail delivery. Ms. Drennan expressed concern that emergency vehicles may be unable to access the street and noted that the nearby lot remains largely empty while neighborhood development continued to grow.

**Brooke Sullivan**, a resident of Jersey City, wrote that prohibiting overnight parking at the West Side Avenue Park & Ride has negatively affected the quality of life for nearby residents. She stated that surrounding streets lacked sufficient legal parking and that the shift of vehicles to street parking has created safety concerns in an increasingly dense neighborhood without alternative parking options.

**Natasha Mercado**, a resident of Jersey City – Ward B, wrote describing her long-standing connection to the neighborhood and the role public transit has played in her family's life. She stated that the West Side parking lot has been critical for residents working late hours, including herself, while balancing overnight work shifts and school. Ms. Mercado expressed concern that increasing development and the loss of overnight parking have made it significantly more difficult for residents to find parking in the area.

### **President & CEO's Monthly Report**

President & CEO Kolluri said before he provided his report, he wanted to acknowledge the contribution and loss of two extraordinary NJ TRANSIT employees who recently passed away. Donato (Dan) Nigro was a valued member of the Capital Delivery Construction Management Team who worked on many station projects and had a wealth of knowledge in construction. This was a sudden loss and President & CEO Kolluri said they all sent out their deepest condolences to the family. President & CEO Kolluri said Stephanie Mosley, who was a bus operator, experienced a health crisis while driving the bus. She had the presence of mind, during her health crisis, to pull over to the side of the road so that the passengers were safe. He said this was not something that you taught, but something you lived. President & CEO Kolluri said this was an extraordinary act of kindness even as she was facing a crisis. He said he wanted everyone to know about these extraordinary people because he knew the Board cared about all the employees as well. President & CEO Kolluri asked for a moment of silence in honor of Donato Nigro and Stephanie Mosley.

President & CEO Kolluri said they went through two generational snowstorms over the last couple of weeks and the last one was a challenge to say the least. He said the fact that his colleagues in Bus, Rail, and Light Rail were able to get service back up and running within hours of the snow ending was a remarkable testament to the dedication of the employees. President & CEO Kolluri said to Orlando Riley, his employees were there, who worked day in and day out, it was remarkable for him to watch it, and he was so grateful. He also said Chair Jain was with them the entire time because she had roads that needed to get cleaned. President & CEO Kolluri wanted the Board to know how much it meant to their customers to have service literally the next day by 4:00 a.m., and in the case of Light Rail, service was running the same day as the storm. This was the kind of resilience and commitment to New Jersey that everyone should applaud.

President & CEO Kolluri wanted to address some of the comments from the public speakers. He was grateful to the residents of Jersey City who came to the meeting to talk about the Liberty State Park overnight parking issue. President & CEO Kolluri said they would unveil a product by mid-April. He was sure they could appreciate and understand their priority was to NJ TRANSIT customers, but he also respected the caller who mentioned they wanted access to a paid product, and they would do that.

To Mr. Sutaria's comments surrounding Bloomfield and the removal of Bus Stop #17175 at Broad Street and Carroll Place. It was a decision by Bloomfield, but they would work with them. President & CEO Kolluri said Mr. Sutaria had his word that NJ TRANSIT would call the municipality to understand the reasoning behind the removal and asked Mr. Sutaria to leave his information so someone could get back to him.

President & CEO Kolluri said that day was a very important day. Chair Jain was confirmed unanimously by the State Senate to be Commissioner, and they were very grateful for that. He congratulated her on her confirmation.

President & CEO Kolluri said Governor Sherrill released her budget last week. He was pleased to report that for the first time in his recent memory, minus the COVID year when monies there was money flowing in from Washington, NJ TRANSIT presented a budget and the Governor understood intuitively, in the short time she has been in office, how important the service was that NJ TRANSIT provided and how expensive the materials cost, supply chain issues, and tariff issues were in these times, and the challenging expense of labor and fringe benefits. To provide a proposed budget number equal to their request so they could actually run a system was a remarkable testament to the Governor's commitment to mass transit.

President & CEO Kolluri said this was so important and he was grateful to Board Members Zeveloff and Creuz who worked for the Governor and have been in touch with the Executive team to ensure they understood the reasons behind why they asked for the increase. He said they saw monthly how they presented their financial picture, and it was untenable in an environment where costs kept rising, their need to provide new services kept coming to the forefront, and they were not able to keep up with inflationary costs. Also, they had almost a \$150 million structural deficit year over year, which was not a

good thing for an agency. President & CEO Kolluri said Governor Sherrill ran on affordability, said she understood the value of mass transit, and has shown it by action. Everyone at NJ TRANSIT not only appreciated it but they were so grateful she understood it.

President & CEO Kolluri said he wanted to give credit to Lance Norman, Greg Woods, Jacqueline Foushee, and so many others in the Light Rail division. He said he wanted to provide a few stats on how they were doing since taking over the River LINE. In January 2026, On-Time Performance (OTP) for the previous provider was 72.9 percent. February 1 to 13, 2026, OTP for the same provider was 85.6 percent. While NJ TRANSIT was running it, February 14 to March 11, 2026, OTP was 92.83 percent. He said he received a daily report at 7:30 a.m. from Light Rail and these numbers were replicated day after day. President & CEO Kolluri said this did not happen by accident. Mike Kilcoyne set this up perfectly, and Lance Norman and Greg Woods were running a great shop. He said when the resources and responsibilities were given, the evidence showed they were running a system worthy of their customers.

President & CEO Kolluri said last month there were some Board Members interested in Governor Sherrill's Executive Order No. 12, which placed limits on federal immigration enforcement on state properties in New Jersey. Federal officers may access areas open to the public, such as stations, platforms, buses, trains, and light rail vehicles. Non-public areas, as defined in the Executive Order, may only be used for civil enforcement with a judicial warrant or court order. State properties may not be used as a staging area or processing location for civil immigration enforcement. NJ TRANSIT has communicated these requirements to employees and was implementing procedures to comply with the order.

President & CEO Kolluri said the next steps were to work with the Governor's Office and NJ TRANSIT's legal counsel to develop labeling processes for non-public areas across NJ TRANSIT facilities. They would finalize employee protocols for interacting with law enforcement, in coordination with operational units and labor partners. President & CEO Kolluri said he, Police Chief Christopher Trucillo and his officers, along with Board Member Kazmir and others, were very focused on safety and looked forward to speaking more on that soon. He said this was an issue they lived and breathed, took very seriously, and wanted the public and everyone to know it. President & CEO Kolluri said he hoped everyone was seeing a more robust wave of force, not to be a deterrent to the public, but to be a deterrent for bad actors.

President & CEO Kolluri said he was also excited to note that afternoon Board Member Kazmir, Board Member Beson, and Chair Jain joined him and Governor Sherrill in taking the first ceremonial ride across the Portal North Bridge. They said exactly four weeks ago, give them four weeks and they would finish the Portal North Bridge Cutover project, and that was exactly what happened. Despite generational snowstorms, sub-zero temperatures, and other extraordinary challenges, the project crew, which included NJ TRANSIT, Amtrak, and the contractors, did an extraordinary job to bring the Portal

Cutover project to a close, so service could begin normally on Monday, March 16, 2026, as promised.

President & CEO Kolluri said this meant a lot that his colleagues accomplished what they said they were going to do. Although it was easy for him to stand up and provide the good news, he wanted everyone to know, as Chair Jain and the rest of the Board knew, that there was purpose and planning behind everything that NJ TRANSIT did. He said yes, they do make mistakes, but when NJ TRANSIT makes a mistake, it was his fault, however, when things go right it was his colleagues.

Chair Jain thanked President & CEO Kolluri for his report. She expressed her sorrow to hear about the loss of their NJ TRANSIT colleagues and said they sent their condolences to their families. She also congratulated everyone on the successful opening of the new Portal North Bridge, said the team did an amazing job, and praised them.

### **Board Operations and Customer Service Committee Report**

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

### **Board Administration Committee Report**

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 January 2026.

### **Board Capital Planning, Policy, and Privatization Committee Report**

Board Member Creuz presented the report for the Capital Planning, Policy, and Privatization Committee. The Capital Planning, Policy, and Privatization Committee reviewed the Board Items for: Contracting Out – Middlesex County Local Bus Service; and Contracting Out – Bergen County Local Bus Service.

### **Action Items**

Board Secretary Umukoro noted Board Member Narra was recused from item 2603-07 and would not comment or vote on the item.

**2603-07      CONTRACTING OUT – MIDDLESEX COUNTY LOCAL BUS SERVICE**

President & CEO Kolluri introduced Lance Norman, Acting Senior Vice President, Surface Transit & General Manager, Bus Operations, to present Action Item #2603-07. Lance Norman presented for approval Action Item #2603-07: Contracting Out – Middlesex County Local Bus Service.

Board Member Michael Beson made a motion, Board Member Munr Kazmir seconded the motion, and the item was adopted.

**Roll Call Vote:**

Abrantes	Beson	Kazmir	Maroko	Narra	Zeveloff	Creuz	Carson	Jain
Yes	Yes	Yes	Absent	Recused	Yes	Yes	Yes	Yes

**2603-08 CONTRACTING OUT – BERGEN COUNTY LOCAL BUS SERVICE**

President & CEO Kolluri introduced Lance Norman, Acting Senior Vice President, Surface Transit & General Manager, Bus Operations to present Action Item #2603-08. Lance Norman presented for approval Action Item #2603-08: Contracting Out – Bergen County Local Bus Service.

Board Member Munr Kazmir made a motion, Board Member Michael Beson seconded the motion, and the item was adopted.

**Roll Call Vote:**

Abrantes	Beson	Kazmir	Maroko	Narra	Zeveloff	Creuz	Carson	Jain
Yes	Yes	Yes	Absent	Yes	Yes	Yes	Yes	Yes

**2603-09 LEASE AND SERVICE OF BUS TIRES**

President & CEO Kolluri introduced Lance Norman, Senior Vice President, Surface Transit & General Manager, Bus Operations to present Action Item #2603-09. Lance Norman presented for approval Action Item #2603-09 Lease and Service of Bus Tires.

Board Member Munr Kazmir made a motion, Board Member Shanti Narra seconded the motion, and the item was adopted.

**Roll Call Vote:**

Abrantes	Beson	Kazmir	Maroko	Narra	Zeveloff	Creuz	Carson	Jain
Yes	Yes	Yes	Absent	Yes	Yes	Yes	Yes	Yes

**2603-10 RAIL CONTRACTED TREE TRIMMING**

President & CEO Kolluri introduced James Sincaglia, Senior Vice President & General Manager, Rail Operations, to present Action Item #2603-10. James Sincaglia presented for approval Action Item #2603-10 Rail Contracted Tree Trimming.

Board Member Shanti Narra made a motion, Board Member Munr Kazmir seconded the motion, and the item was adopted.

**Roll Call Vote:**

Abrantes	Beson	Kazmir	Maroko	Narra	Zeveloff	Creuz	Carson	Jain
Yes	Yes	Yes	Absent	Yes	Yes	Yes	Yes	Yes

**2603-11 RESOLUTION AUTHORIZING ENTERING INTO A COST SHARE AGREEMENT FOR THE REHABILITATION OF DOCK BRIDGE BETWEEN NJ TRANSIT AND NATIONAL RAILROAD PASSENGER CORPORATION**

President & CEO Kolluri introduced Vikram Dogra, Senior Vice President, Capital Delivery to present Action Item #2603-11. Vikram Dogra presented for approval Action Item #2603-11 Resolution Authorizing Entering Into a Cost Share Agreement for the Rehabilitation of Dock Bridge Between NJ TRANSIT and National Railroad Passenger Corporation.

Board Member Munr Kazmir made a motion, Board Member Michael Beson seconded the motion, and the item was adopted.

**Roll Call Vote:**

Abrantes	Beson	Kazmir	Maroko	Narra	Zeveloff	Creuz	Carson	Jain
Yes	Yes	Yes	Absent	Yes	Yes	Yes	Yes	Yes

President & CEO Kolluri said he wanted to recognize Vikram Dogra for the extraordinary work he did on the Portal North Bridge project, along with Chrissa Roessner and the rest of their team.

Board Secretary Umukoro noted Board Members McCray and Thomas were recused from item 2603-12 and would not comment on the item.

President & CEO Kolluri said it gave him great pleasure to present for approval Board item 2603-12: Appointment of Senior Vice President and General Manager: NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., NJ TRANSIT Morris, Inc., and

NJ TRANSIT Southern Light Rail, Inc. Authorization was requested to appoint Lance Norman to the position of Senior Vice President and General Manager of NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., NJ TRANSIT Morris, Inc., and NJ TRANSIT Southern Light Rail, Inc.

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

**Roll Call Vote:**

Abrantes	Beson	Kazmir	Maroko	Narra	Zeveloff	Creuz	Carson	Jain
Yes	Yes	Yes	Absent	Yes	Yes	Yes	Yes	Yes

Board Secretary Umukoro noted Board Members McCray and Thomas were recused from items 2603-13 and 2603-14 and would not comment on the items.

**Consent Calendar**

**ITEM #2603-13: PERSONAL INJURY CLAIM OF THE ESTATE OF ASUNCION MONTANO**

**ITEM #2603-14: PERSONAL INJURY CLAIM OF MICHAEL NOEL**

Chair Jain asked for a motion to approve the consent calendar. Board Member Shanti Narra made a motion, Board Member Michael Beson seconded the motion, and the consent calendar was adopted.

**Roll Call Vote:**

Abrantes	Beson	Kazmir	Maroko	Narra	Zeveloff	Creuz	Carson	Jain
Yes	Yes	Yes	Absent	Yes	Yes	Yes	Yes	Yes

**Executive Session Authorization**

Chair Jain noted they would adjourn to Executive Session, would return only to adjourn the meetings, and no further business would be conducted. Chair Jain 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 Jaeun Chung, and the Personal Injury Claim of Elvis Kukaj.

Board Member Munr Kazmir made the motion, Board Member Michael Beson seconded the motion, and it was adopted. At approximately 7:18 p.m., the Board adjourned to the Executive Session.

**Roll Call Vote:**

Abrantes	Beson	Kazmir	Maroko	Narra	Zeveloff	Creuz	Carson	Jain
Yes	Yes	Yes	Absent	Yes	Yes	Yes	Yes	Yes

**Return to Open Session**

Chair Jain reconvened Open Session at 8:16 p.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 Munr Kazmir, seconded by Board Member Michael Beson, and the motion was adopted.

The meetings were adjourned at approximately 8:17 p.m.

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

**MARCH 12, 2026**

**MINUTES**

**PAGE**

➤ <b>CALL TO ORDER</b>	-
➤ <b>APPROVAL OF MINUTES OF PREVIOUS MEETINGS</b>	<b>71149</b>
➤ <b>ADVISORY COMMITTEE REPORT</b>	-
➤ <b>PUBLIC COMMENTS</b>	-
➤ <b>PRESIDENT &amp; CEO'S MONTHLY REPORT</b>	<b>71150</b>
➤ <b>BOARD COMMITTEE REPORTS</b>	-

**ACTION ITEMS**

<b>2603-07</b>	<b>CONTRACTING OUT – MIDDLESEX COUNTY LOCAL BUS SERVICE –</b> Authorization to enter into NJ TRANSIT Contract No. 0000175 with Suburban Transit, LLC of New Brunswick, New Jersey, to operate the Middlesex County Local Bus Service for a 60-month contract period beginning August 9, 2026 through August 8, 2031, at a cost not to exceed \$71,979,083, plus five percent for contingencies, for a total contact authorization of \$75,578,037, subject to the availability of funds and Board approval of NJ TRANSIT's Operating Budget.	<b>71172</b>
<b>2603-08</b>	<b>CONTRACTING OUT – BERGEN COUNTY LOCAL BUS SERVICE –</b> Authorization to enter into NJ TRANSIT Contract No. 0000144 with Academy Express, LLC of Hoboken, New Jersey, to operate the Bergen County Local Bus Service for a 60-month contract period beginning September 6, 2026 through September 6, 2031, at a cost not to exceed \$90,859,002, plus five percent for contingencies, for a total contact authorization of \$95,401,952, subject to the availability of funds and Board approval of NJ TRANSIT's Operating Budget.	<b>71173</b>
<b>2603-09</b>	<b>LEASE AND SERVICE OF BUS TIRES –</b> Authorization to enter into NJ TRANSIT Contract No. 0000122 with The Goodyear Tire & Rubber Company (Goodyear) of Akron, Ohio, for the lease and service of bus tires for NJ TRANSIT's bus fleet over a period of five years, at a cost not to exceed \$41,992,108.16, subject to the availability of funds.	<b>71174</b>

NEW JERSEY TRANSIT CORPORATION  
NJ TRANSIT BUS OPERATIONS, INC.  
NJ TRANSIT RAIL OPERATIONS, INC.  
NJ TRANSIT MERCER, INC.  
NJ TRANSIT MORRIS, INC.  
NJ TRANSIT SOUTHERN LIGHT RAIL, INC.  
BOARD OF DIRECTORS' MEETINGS  
MARCH 12, 2026  
MINUTES  
PAGE 2

**2603-10 RAIL CONTRACTED TREE TRIMMING** – Authorization to enter into NJ TRANSIT Contract No. 25-615 with Independence Constructors Corporation of Bridgewater, New Jersey, to perform system-wide tree trimming/removal along NJ TRANSIT’s right of ways, for a total cost of \$14,352,624.00, for a one-year base contract with four subsequent option years included, subject to the availability of funds. **71175**

**2603-11 RESOLUTION AUTHORIZING ENTERING INTO A COST SHARE AGREEMENT FOR THE REHABILITATION OF DOCK BRIDGE BETWEEN NJ TRANSIT AND NATIONAL RAILROAD PASSENGER CORPORATION** – Authorization to use funds in the amount not to exceed \$23,453,000, subject to the availability of funds, to satisfy NJ TRANSIT’s funding obligations towards the Dock Bridge Rehabilitation Project. **71178**

Authorization to enter into an agreement, any amendments, and any supporting agreements with Amtrak for the project.

**2603-12 APPOINTMENT OF SENIOR VICE PRESIDENT & GENERAL MANAGER: NJ TRANSIT BUS OPERATIONS, INC., NJ TRANSIT MERCER, INC., NJ TRANSIT MORRIS, INC., AND NJ TRANSIT SOUTHERN LIGHT RAIL, INC.** – Authorization to appoint Lance Norman to the position of Senior Vice President and General Manager of NJ TRANSIT Bus Operations Inc., NJ TRANSIT Mercer Inc., NJ TRANSIT Morris Inc., and NJ TRANSIT Southern Light Rail Inc. **71179**

**CONSENT CALENDAR**

**2603-13 PERSONAL INJURY CLAIM OF THE ESTATE OF ASUNCION MONTANO** – Authorization to settle the claim of The Estate of Asuncion Montano, through its attorney, at an amount discussed in Executive Session. The Attorney General has approved the proposed settlement, subject to the availability of funds. **71181**

**2603-14 PERSONAL INJURY CLAIM OF MICHAEL NOEL** – Authorization to settle the claim of Michael Noel, through his attorney, at an amount discussed in Executive Session. The Attorney General has approved the proposed settlement, subject to the availability of funds. **71182**

➤ **EXECUTIVE SESSION AUTHORIZATION** **71183**

➤ **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., NJ TRANSIT Morris, Inc., and NJ TRANSIT Southern Light Rail, Inc. Board of Directors be approved by the Board; and

**WHEREAS**, pursuant to Section 4(f) of the New Jersey Public Transportation Act of 1979, the minutes of actions taken at the February 11, 2026 Board Meetings of the New Jersey Transit Corporation, NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Mercer, Inc., NJ TRANSIT Morris, Inc., and NJ TRANSIT Southern Light Rail, Inc. were forwarded to the Governor on February 19, 2026;

**NOW, THEREFORE, BE IT RESOLVED** that the minutes of actions taken at the February 11, 2026 Board Meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., NJ TRANSIT Morris, Inc., and NJ TRANSIT Southern Light Rail, Inc. Board of Directors' meetings are hereby approved.

**Mikie Sherrill**, Governor  
**Dr. Dale G. Caldwell**, Lieutenant Governor  
**Joseph D. Bertoni**, Interim Commissioner  
**Kris Kolluri**, President & CEO

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



TO: BOARD OF DIRECTORS  
FROM: KRIS KOLLURI  
DATE: MARCH 12, 2026  
SUBJECT: PRESIDENT & CEO'S REPORT – MARCH 2026

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

Governor Sherrill's proposed FY 2027 State Budget reflects a strong commitment to NJ TRANSIT, prioritizing transit as an essential public service, and recognition of the role our system plays in New Jersey's economy and the daily lives of our State's residents. By including an 11 percent increase in State support for NJ TRANSIT, the budget proposal provides the resources we need to continue improving service reliability and the overall travel experience for NJ TRANSIT customers.

Earlier today, I joined Governor Sherrill, FRA Administrator David Fink, NJ TRANSIT Board Chair Priya Jain, Amtrak President Roger Harris, and a host of federal and state officials on a ceremonial train ride over the new Portal North Bridge as the project enters its final phase. The complex work to complete the first track cutover is on schedule, and the first passenger train will be operating over the new bridge on Monday, March 16. With the full bridge scheduled to open later this year after the second track cutover work is completed, we are getting ever closer to delivering a major reliability milestone for our customers and the region.

While the new Portal North Bridge will improve reliability for rail customers, we are equally focused on our light rail and bus systems. River LINE performance has improved significantly since NJ TRANSIT fully assumed oversight of the system on February 14. On-time performance was about 73 percent in January while the line was still operated by our previous contractor. From February 14 – March 11, on-time performance improved to more than 92 percent. The work to rehabilitate the current vehicles, including engine overhauls and vehicle interiors, is currently underway while we continue to develop a Request for Proposal (RFP) to replace the entire River LINE fleet.

For our bus customers, we have launched a digital bus stop sign pilot at eight locations in Hudson and Monmouth counties through our partnership with the Transit Tech Lab, which helps accelerate the deployment of new technologies. The solar-powered signs provide real-time arrival information, service alerts, and crowding information, along with text-to-speech capability and safety lighting. The technology also supports AI-driven analytics such as people counting and demand modeling. The pilot will run for one year, after which we will evaluate performance for possible expansion.

Finally, this evening I will recognize three individuals whose service has had a lasting impact on NJ TRANSIT. Fran O'Connor served as Chair of the NJ TRANSIT Board from February 2024 through January 2026, bringing a people-first perspective shaped by his career in transportation and leaving a lasting mark through his focus on safety and service. Mike Kilcoyne concluded nearly three decades at NJ TRANSIT after joining the agency in 1998, overseeing bus, light rail, and Access Link operations across 8,000 square miles while guiding the Surface Transit organization through many transformational achievements, including onboarding the agency's first electric buses and, most recently, the successful transition of the River LINE from the contractor. Finally, Bill Brooks stepped in as Senior Vice President of Capital Delivery during a critical period, strengthening discipline around project budgets and schedules and helping recalibrate NJ TRANSIT's five-year capital plan in a fiscally constrained environment.



**PRESIDENT & CEO'S MONTHLY REPORT**

**March 12, 2026**

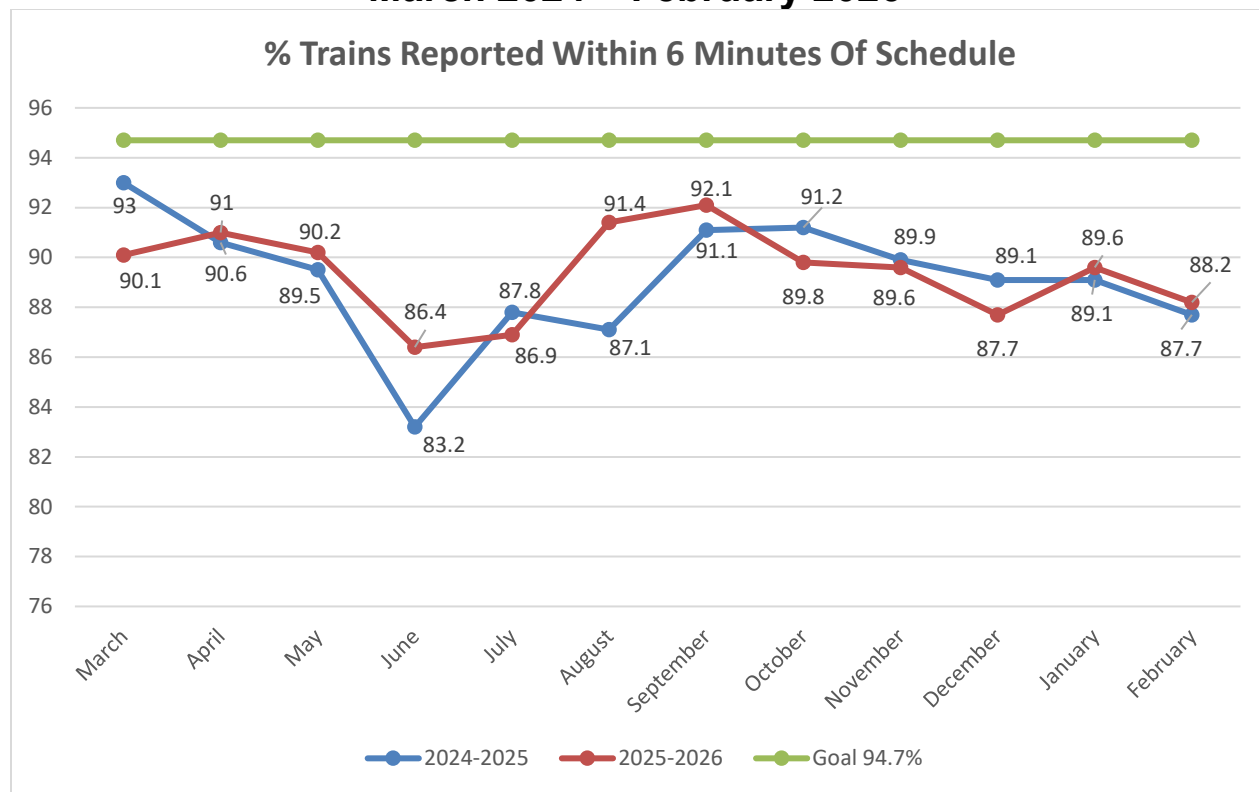
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- 1. PERFORMANCE MEASURES**
- 2. MEAN DISTANCE BETWEEN FAILURES**
- 3. DBE/SBE PROGRAM**
- 4. EMPLOYEE RECOGNITION**

# **PERFORMANCE MEASURES**

## NJ TRANSIT ON-TIME PERFORMANCE RAIL March 2024 – February 2026



	<u>2025</u>	<u>2026</u>	<u>%Change</u>
<b>February Comparison</b>	87.7%	88.2%	0.5%
<b>12-Month Average Mar 2024 – Feb 2026</b>	89.1%	89.4%	0.3%

**Analysis:**

Rail On-time Performance was 88.2% for the month of February 2026. Of the 15,784 trains scheduled to operate, 13,928 were on time, while 1,856 trains (or 11.8% were delayed).

**Key Causes included:**

- Amtrak catenary issue and weather related contributed to 224 delays on February 9.
- NJT weather related and man-power shortage contributed to 114 delays on February 22.
- Amtrak Portal Bridge project, weather related, NJT weather related and diesel issue contributed to 59 delays on February 24.

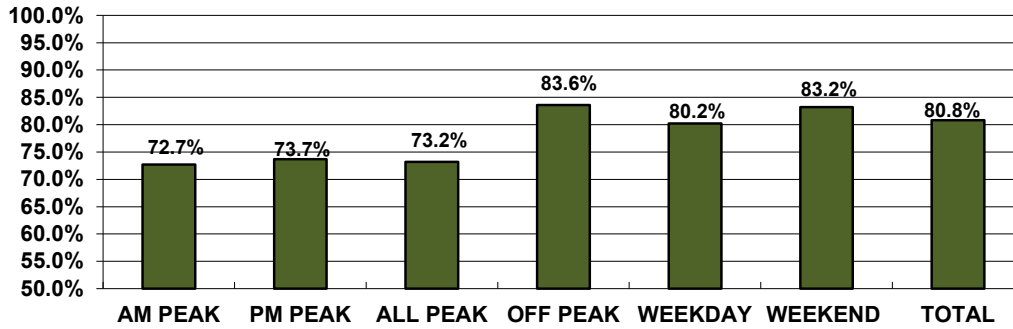
The 12-month Average for Rail On-Time Performance was 89.4%.

# ON-TIME PERFORMANCE RAIL

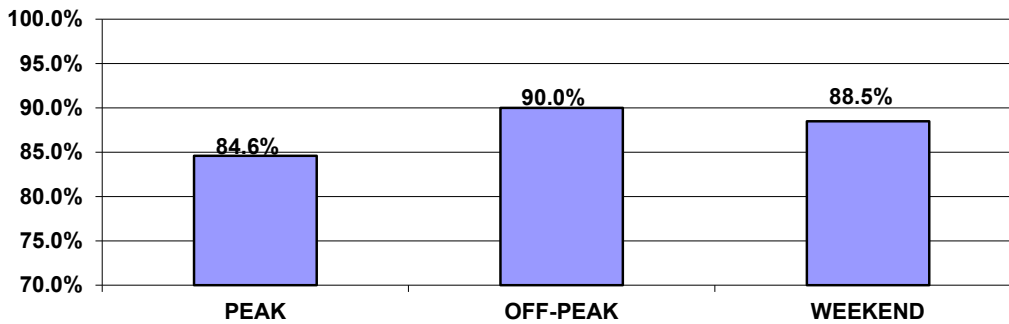
## SUMMARY BY TIME PERIOD FEBRUARY 2026

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

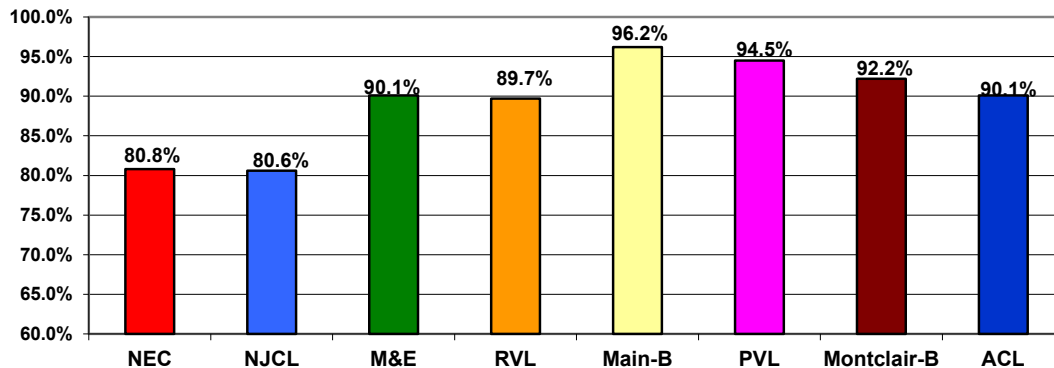
### % NEW YORK PENN STATION Trains Reported On Time \*



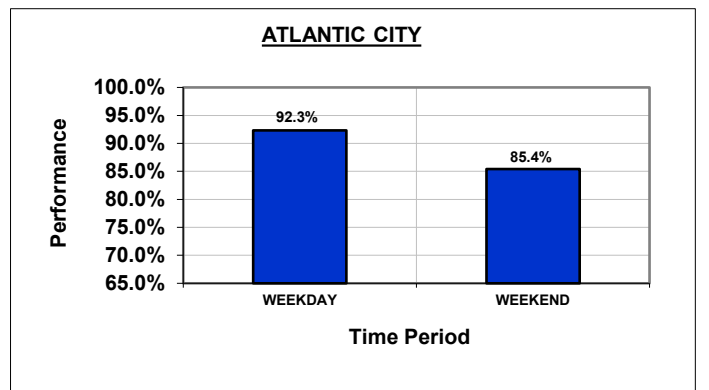
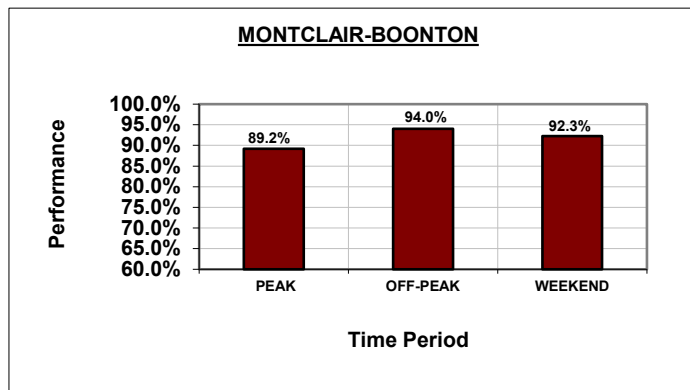
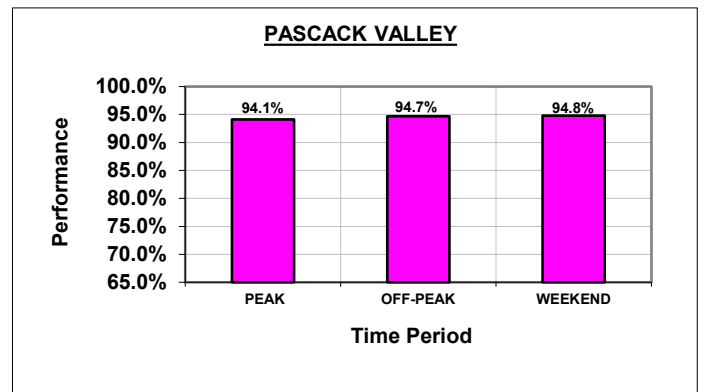
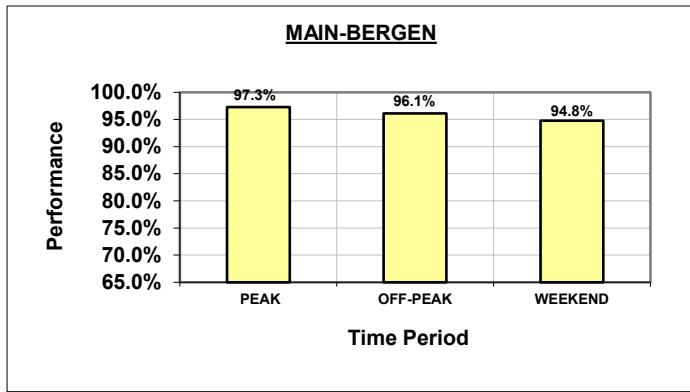
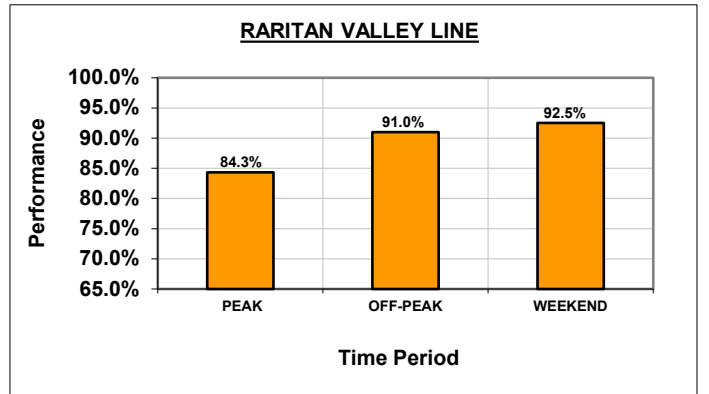
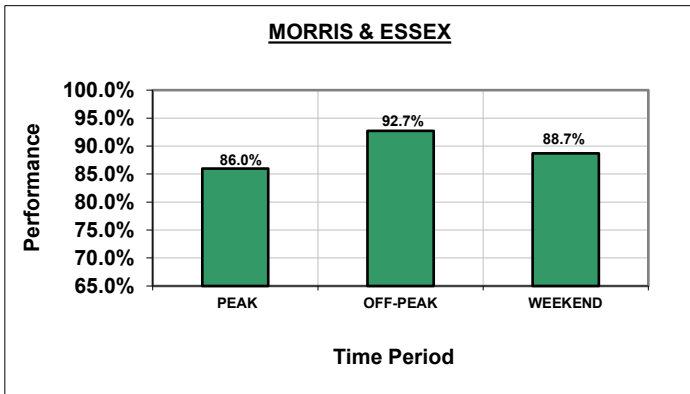
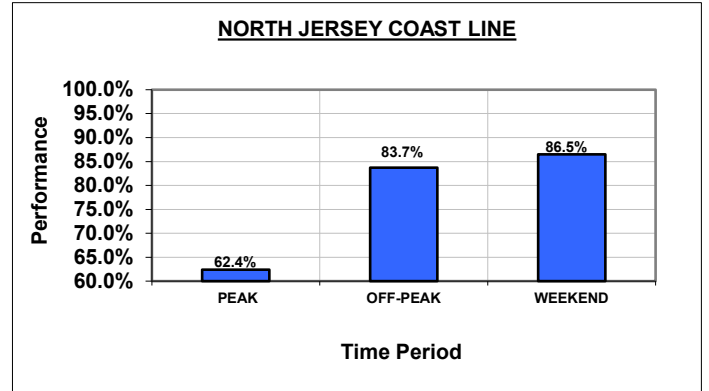
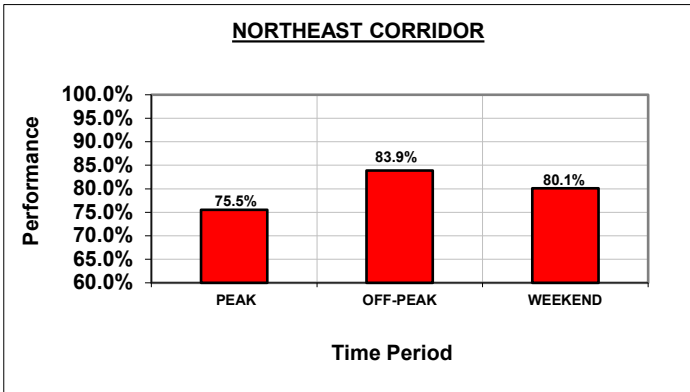
### % SYSTEMWIDE Trains Reported On Time



### % BY LINE Trains Reported On Time



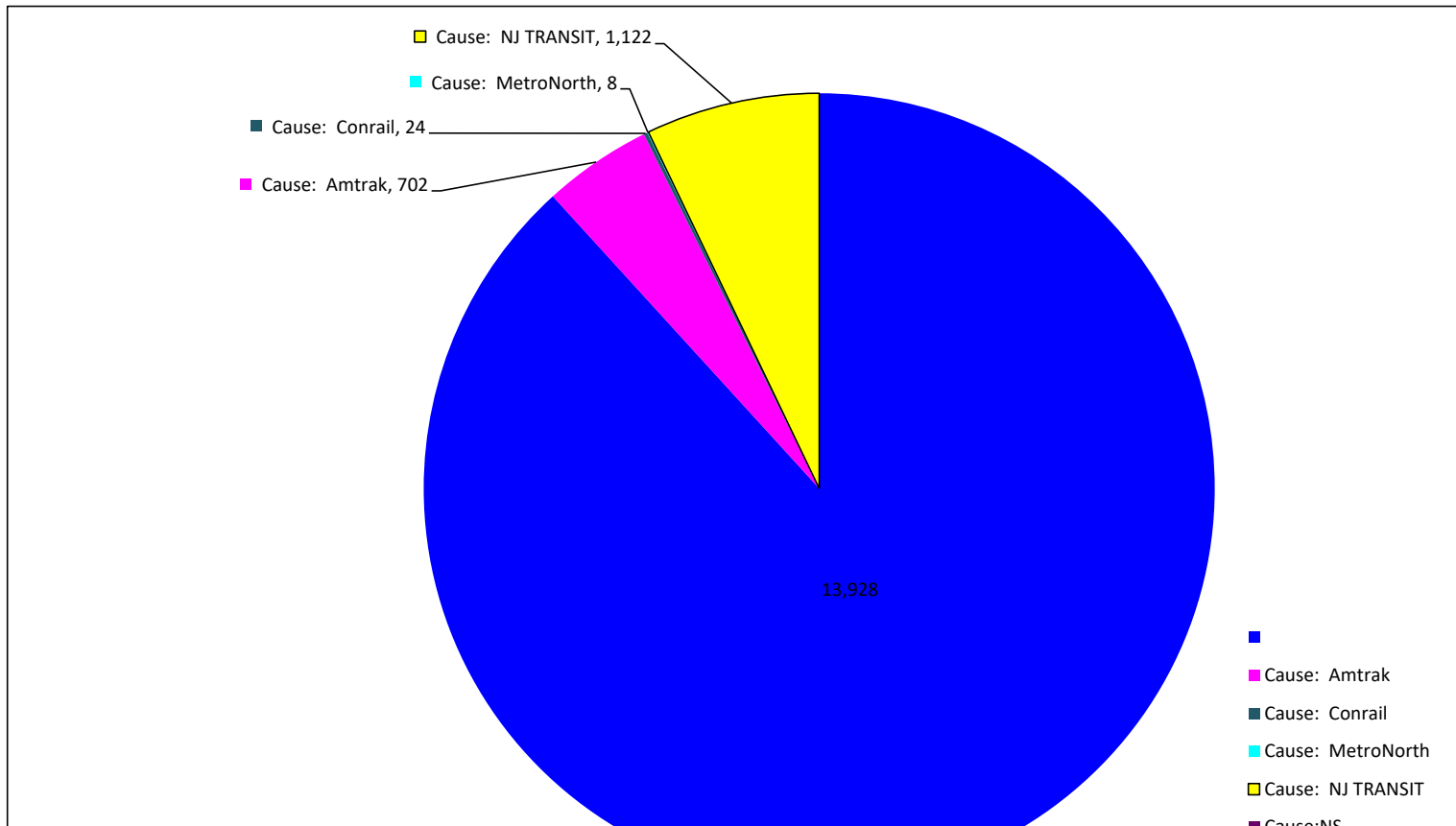
# ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD FEBRUARY 2026



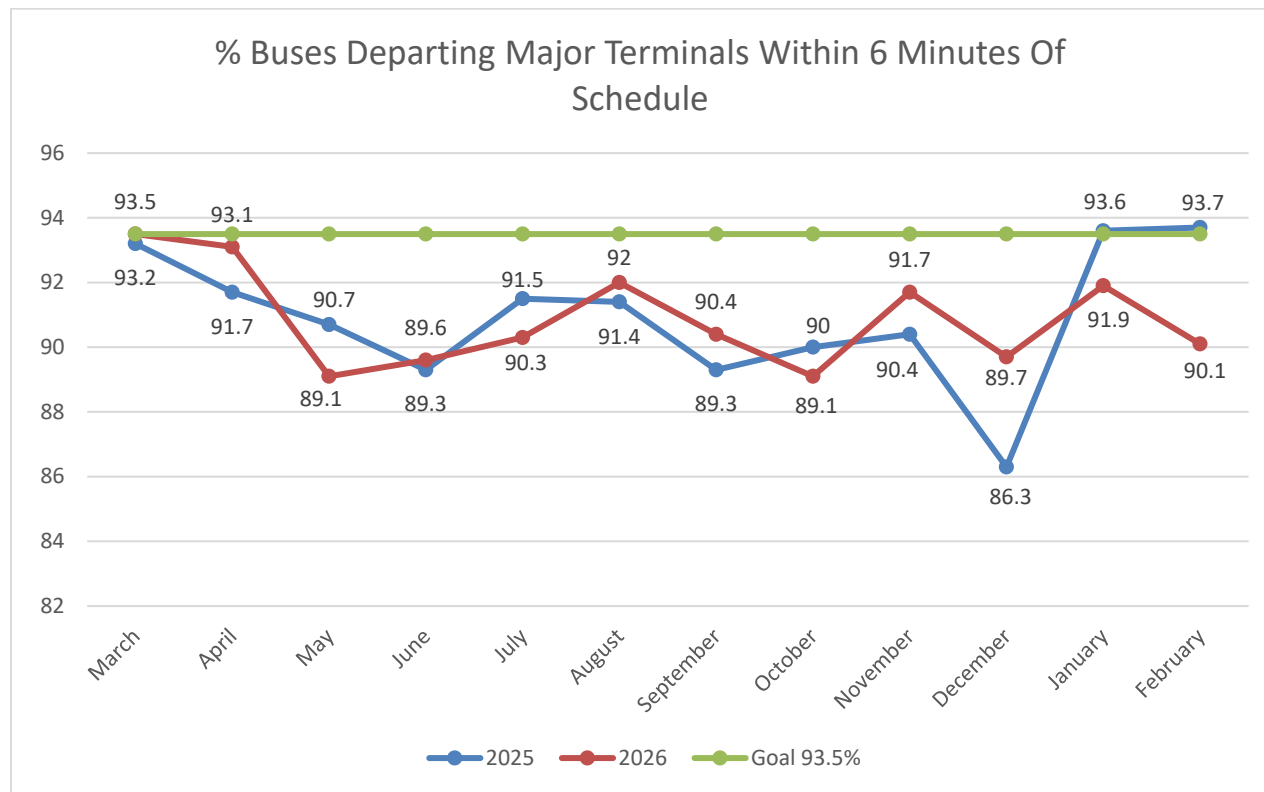
### NJ TRANSIT Performance - February 2026

#### Late NJ TRANSIT Trains

		Cause: Amtrak	Cause: Conrail	Cause: MetroNorth	Cause: NJ TRANSIT	Cause: NS	Cause: Port Auth.
# of Trains On Time	13,928	702	24	8	1,122		
# of Late Trains	1,856	4.45%	0.15%	0.05%	7.11%	0.00%	0.00%
Total # of Trains	15,784						
Percentage On Time	88.2%						



## NJ TRANSIT ON-TIME PERFORMANCE BUS Mar 2024 – Feb 2026



	<u>2025</u>	<u>2026</u>	<u>%Change</u>
<b>Feb Comparison</b>	93.7%	90.1%	-3.6%
<b>12-Month Average Mar 2025 – Feb 2026</b>	90.9%	90.9%	0.0%

**Analysis:**

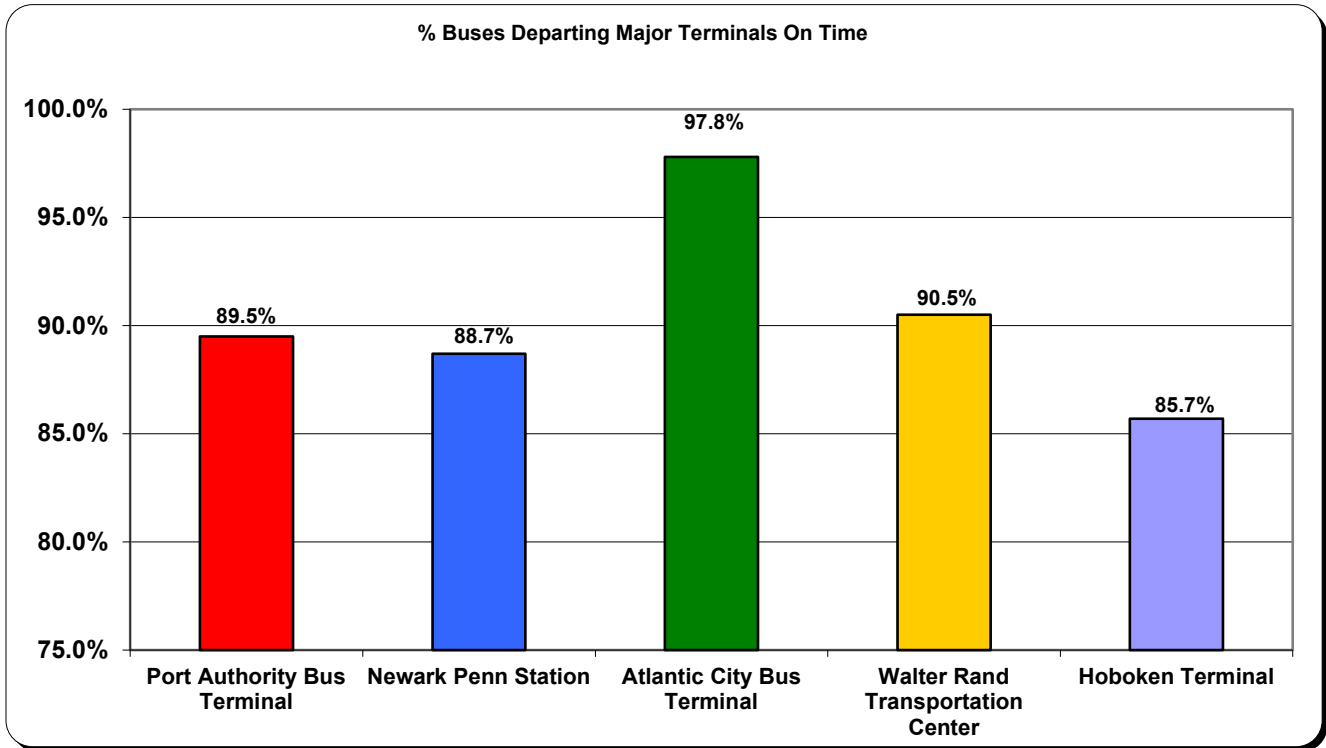
Bus On-Time Performance systemwide was 90.1% for the month of Feb 2026. Of the 40,636 monitored departures, 4,025 experienced delays.

**Key Causes included:**

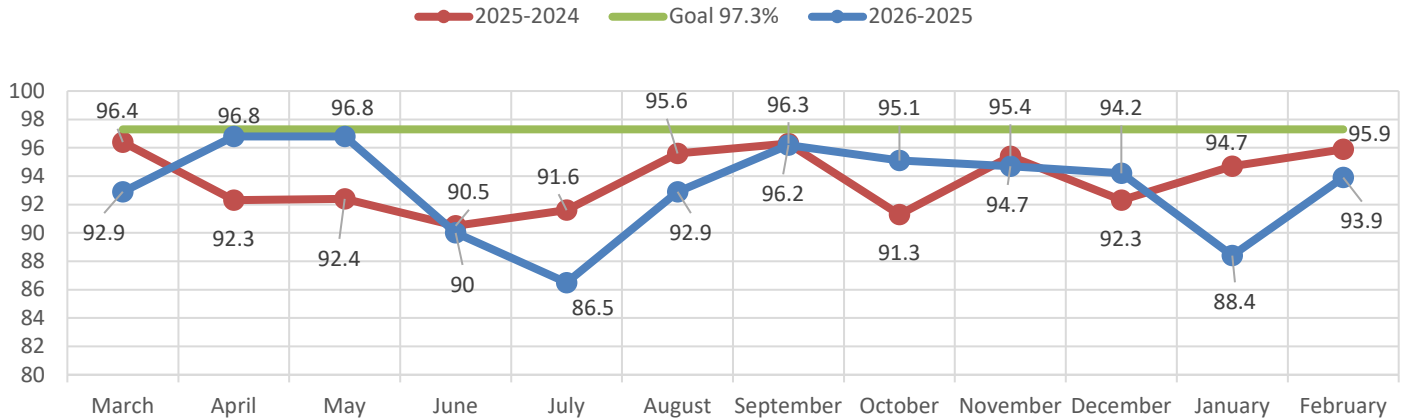
- At PABT, delays were caused by the following: On the 2<sup>nd</sup>, two disabled vehicles and one lane open in South tube; on the 3<sup>rd</sup>, disabled bus and heavy traffic on Turnpike exit 16; on the 5<sup>th</sup>, accident and traffic on Rt. 495; on the 9<sup>th</sup>, road closure at 40<sup>th</sup> St. and 10<sup>th</sup> Ave; on the 17<sup>th</sup>, first day of Portal cutover; on the 27<sup>th</sup>, PATH outage due to fire, three disabled vehicles in the tunnel and three disabled buses at gates.
- At Newark Penn, delays were caused by the following: On the 3<sup>rd</sup>, bus/auto accident, mechanical issues, road construction; on the 5<sup>th</sup>, bus/truck accident, mechanical issues, multiple road closures; on the 25<sup>th</sup>, bus/auto accident, mechanical issues, snow and weather conditions, road closures.
- For various other locations, minor delays were caused due to weather, detours, traffic, and road construction on various days.
- The 12-month average for Bus On-Time Performance was 90.9%.

# ON-TIME PERFORMANCE BUS

## SUMMARY BY TERMINAL



## NJ TRANSIT ON-TIME PERFORMANCE LIGHT RAIL March 2024 – February 2026

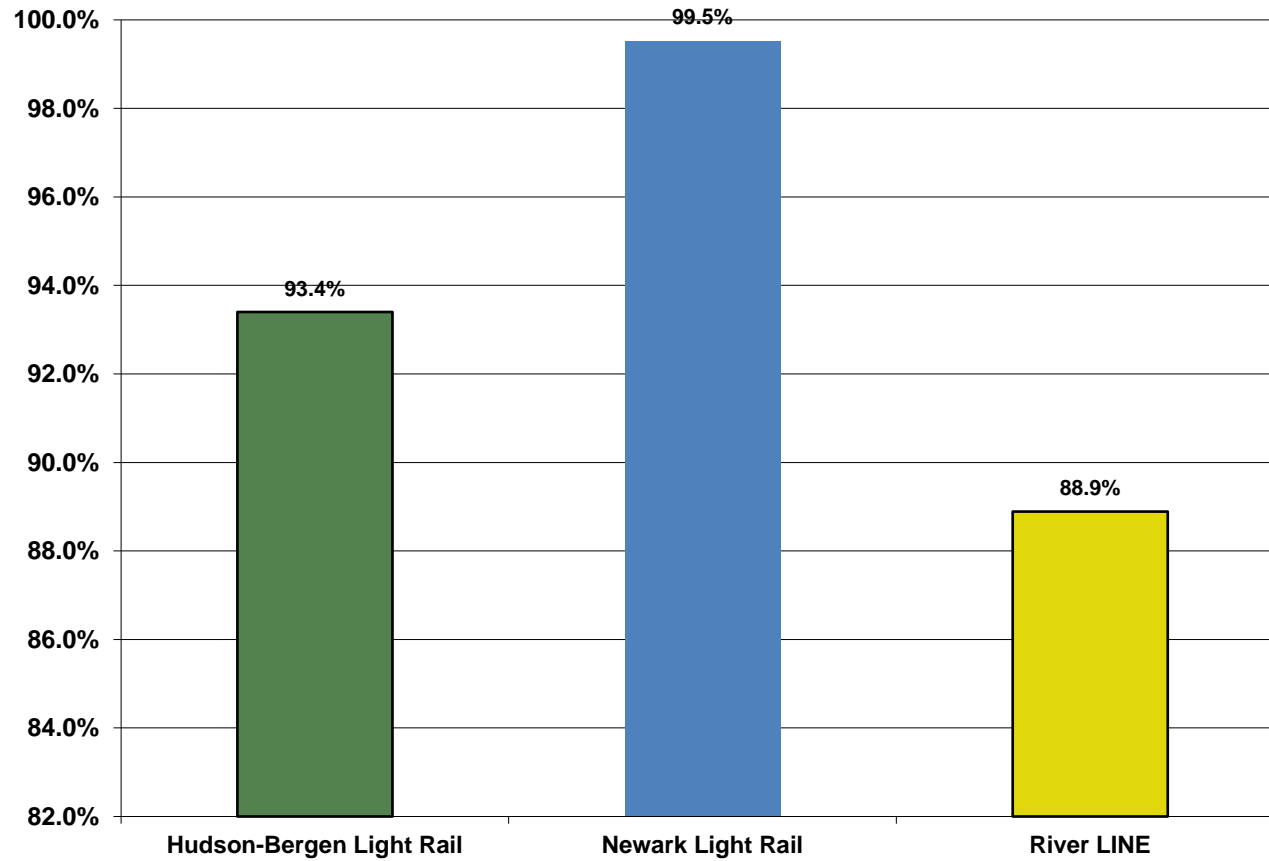


	<u>February 2025</u>	<u>February 2026</u>	<u>% Change</u>
<b>Light Rail February Comparison</b>	95.9 %	93.9 %	- 2.3 %
<b>Light Rail 12-Month Average</b>	93.9 %	93.0 %	- 0.9 %

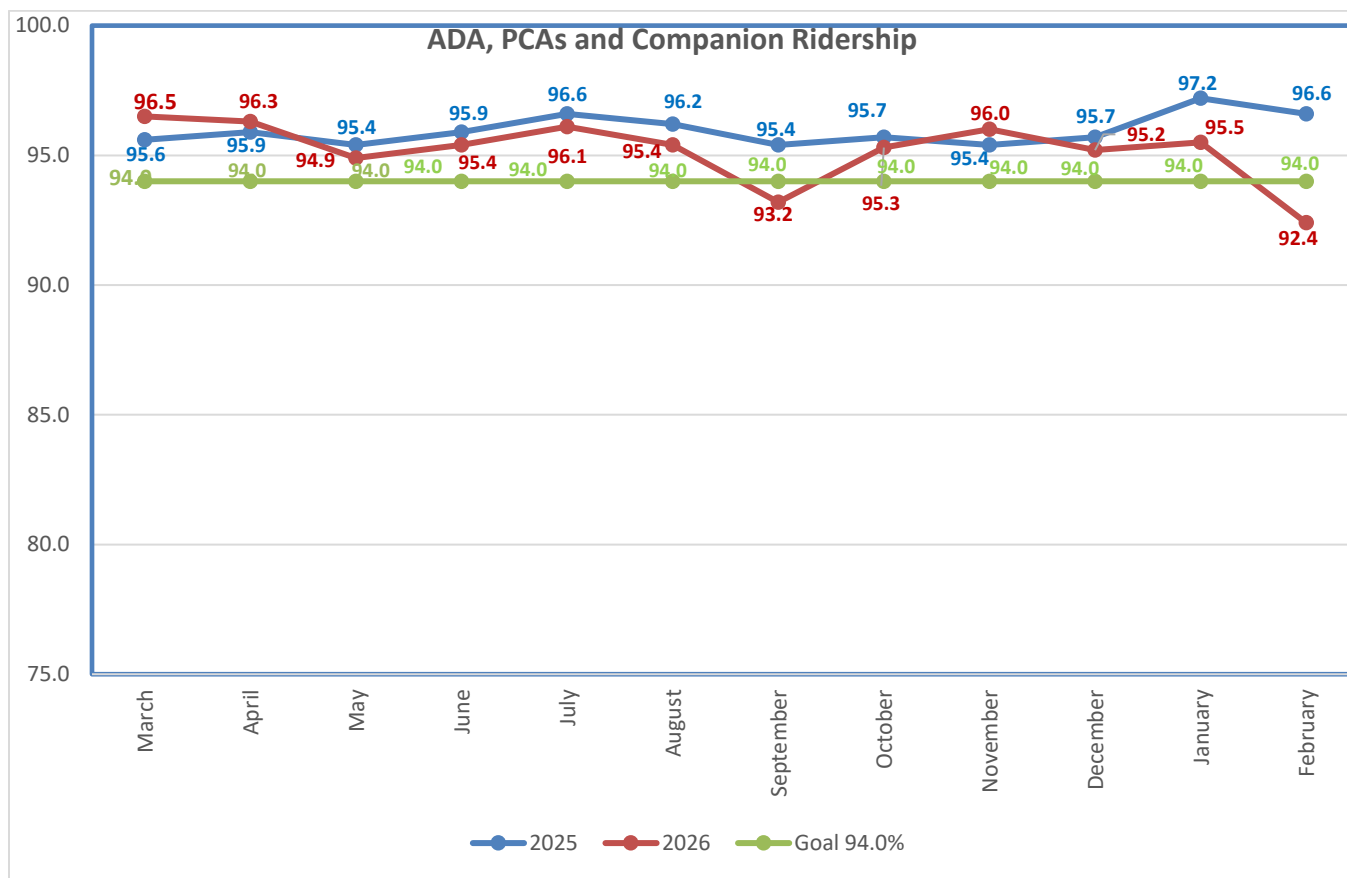
- Newark Light Rail** – NLR OTP maintained a high percentage throughout February with an OTP of 99.5%. The NLR did not have any significant issues over the course of February.
- River LINE** – The River LINE OTP rose to 88.9% from the previous month’s 72.9%. On February 2<sup>nd</sup>, delays were caused by vehicle availability and traction faults which impacted 32 trains. Other issues over the course of the month were caused by signal issues and diesel engine faults.
- HBLR** – The HBLR OTP increased to 93.4% from January’s 93.0%. The largest incident in the month was a switch failure on Feb 5<sup>th</sup> that continued into Feb 6<sup>th</sup>, which affected 254 trains over two days as single tracking was forced into effect. On February 27<sup>th</sup>, a switch fire, right of way violations caused by cars stuck on the tracks, and door issues failures impacted 186 trains.

### SUMMARY BY LINE February-26

% Light Rail Trains Reported On Time



## NJ TRANSIT ON-TIME PERFORMANCE ACCESS LINK MARCH 2024–FEBRUARY 2026



	<u>2025</u>	<u>2026</u>	<u>% Change</u>
<b>February Comparison</b>	96.6%	92.4%	-4.2%
<b>February Ridership</b>	124,486	119,879	-4,607
<b>12-Month Average March 2025–February 2026</b>	96.0%	95.2%	-0.8%

**Analysis:**

Access Link On-Time Performance was 92.4.0% for February 2026. In serving 131,888 total customers, for 119,879 ADA customers trips, 9,069 or (7.6%) experienced delays.

**Key Delay Causes:**

Service delays were caused by significant snowfall from two blizzards on January 25 and February 22. Access Link service was suspended at 6:00 p.m. on February 22 and resumed at 2 p.m. on February 24.

The 12-month average for Access Link On-Time Performance for March 2025-February 2026 was 95.2% which decreased by -0.08%

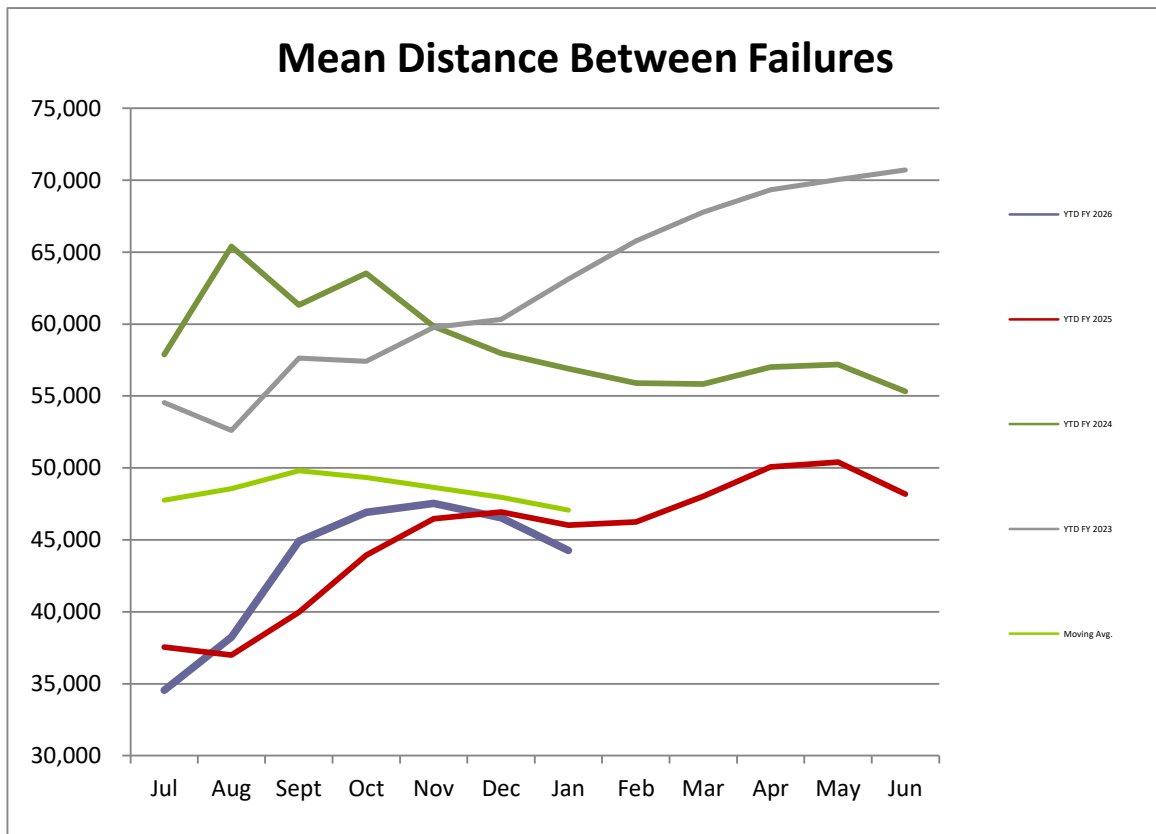
\* Statistics comprise both dedicated and non-dedicated service.

# **MEAN DISTANCE BETWEEN FAILURES**

January 2026

**NJ TRANSIT Rail Operations**  
**Mean Distance Between Failures**

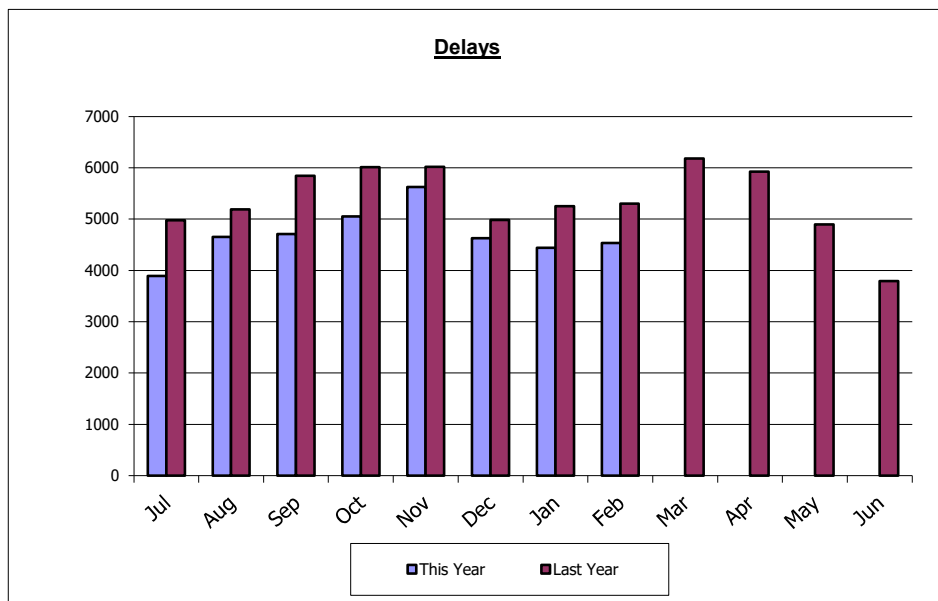
Month	YTD FY 2026	YTD FY 2025	YTD FY 2024	YTD FY 2023	12 Month Moving Avg.
Jul	34,531	37,549	57,875	54,531	47,747
Aug	38,231	36,992	65,403	52,602	48,563
Sept	44,915	39,979	61,324	57,623	49,806
Oct	46,923	43,929	63,539	57,410	49,329
Nov	47,533	46,462	59,844	59,761	48,651
Dec	46,536	46,944	57,968	60,315	47,965
Jan	44,272	46,027	56,904	63,121	47,073
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

#### February 2026

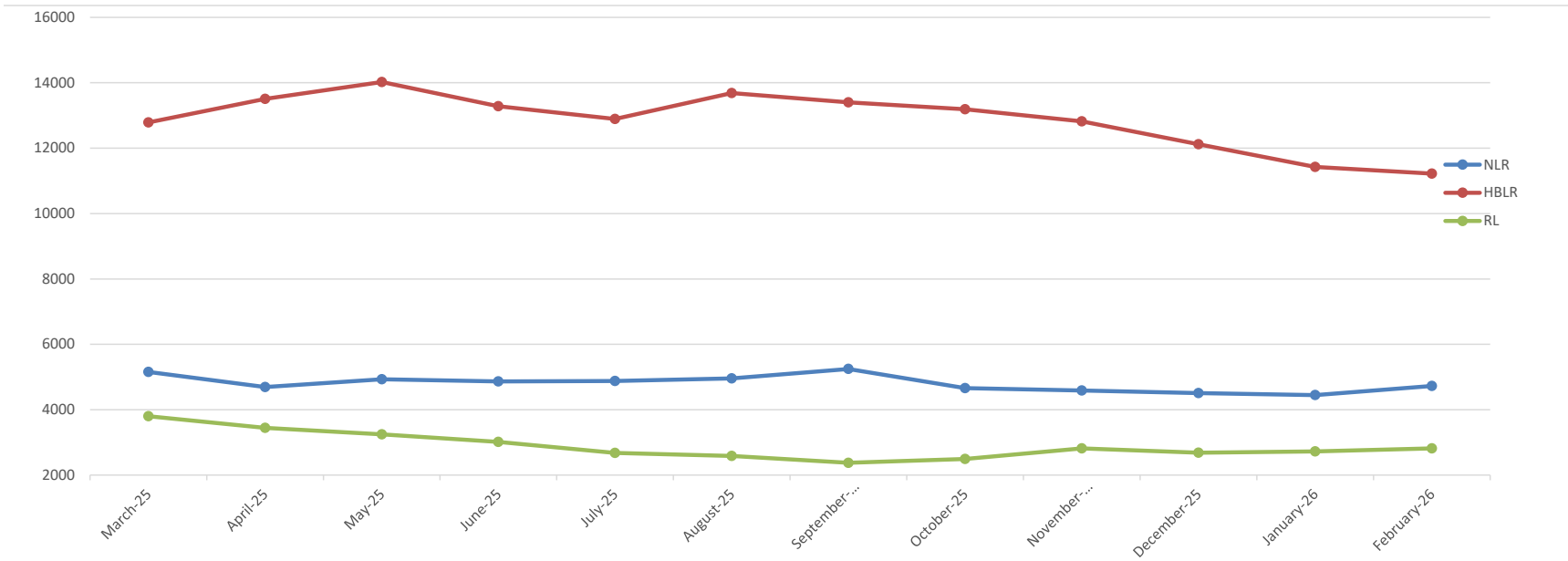
Location	Miles Between In-Service Delays			
	FY2026 Goal	This Month	FY2026 YTD	FY2025 YTD
Fairview	7,000	4,433	5,080	6,125
Greenville	5,000	6,438	3,694	2,889
Market Street	5,000	4,154	3,534	4,025
Meadowlands	6,000	1,938	1,836	2,243
Oradell	9,000	12,075	12,037	11,325
Wayne	9,000	9,006	8,070	10,762
WestWood	9,000	8,637	10,564	17,225
<b>Northern Division</b>	<b>-</b>	<b>4,603</b>	<b>4,264</b>	<b>4,910</b>
Big Tree	5,500	3,332	3,809	4,018
Hilton	6,500	2,867	3,381	4,066
Howell	17,500	16,898	17,660	19,338
Ironbound	6,000	3,010	3,183	3,729
Kearny Point	5,000	2,379	2,588	1,649
Orange	7,800	2,151	2,192	2,399
Morris	10,500	8,915	12,139	19,144
<b>Central Division</b>	<b>-</b>	<b>3,600</b>	<b>3,908</b>	<b>4,433</b>
Egg Harbor	11,500	7,363	8,501	11,023
Hamilton	7,500	4,592	5,157	6,220
Newton Avenue	9,178	5,383	5,546	7,772
Washington Twp.	14,377	10,186	9,736	12,281
<b>Southern Division</b>	<b>-</b>	<b>7,016</b>	<b>7,509</b>	<b>9,686</b>
<b>Bus Operations</b>	<b>-</b>	<b>4,536</b>	<b>4,641</b>	<b>5,414</b>



### 12 Month Average Miles Between In Service Failures

NJT LIGHT RAIL	January 2026	February 2026
Newark Light Rail	4,446	4,728
Hudson Bergen	11,426	11,222
River LINE	2,724	2,819

#### AVERAGE MILES BETWEEN IN-SERVICE MECHANICAL FAILURES



# **DBE/SBE PROGRAM**

NJ TRANSIT - DBE/SBE/DVOB Participation for February 2026

**State Funded Contracts**

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

During the month of **February 2026**, NJ TRANSIT awarded **\$163,709,395.27** in state-funded contracts; of that total, Small Business Enterprises (SBE/DVOBs) received **\$6,623,953.03** or **4.046%**.

State Fiscal Year 2026 YTD (July 1, 2025, through June 30, 2026) NJ TRANSIT awarded **\$246,998,748.37** in state-funded contracts. Of that total, SBE/DVOBs received **\$16,684,484.52** or **6.75%**.

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

**Goods & Services**

Category 1 SBE/DVOBs	\$1,760,486.13	0.71%
Category 2 SBE/DVOBs	\$2,961,913.04	1.20%
Category 3 SBE/DVOBs	\$6,452,468.39	2.61%

**Construction**

Category 4 SBE/DVOBs	\$40,793.47	0.02%
Category 5 SBE/DVOBs	\$4,971,727.49	2.01%
Category 6 SBE/DVOBs	\$497,096.00	0.20%

**FTA FUNDED CONTRACTS – UPDATE\***

**Federal Fiscal Year (FFY) 2026 - October 1, 2025 through September 30, 2026**

*\*Under the Interim Final Rule (IFR), effective October 3, 2025, DBE participation toward DBE goals has been suspended until the reevaluation of all certified DBE firms is complete. As a result, the DBE report is temporarily paused and will resume once the reevaluation process has concluded.*

**TRANSIT VEHICLE MANUFACTURER (TVM)<sup>1</sup> Awards**

**See above FTA Funded Contracts – Update.**

<sup>1</sup> 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**

40 NJ TRANSIT employees retired recently:

1. Walter Duralek Jr., Manager Power Distribution -- Hoboken -- 32 years
2. Matthew Eckart, Technician -- MMC -- 24 years
3. Walter Fuentes, Pipefitter -- County Yard -- 27 years
4. Marcellus Gallimore, Maintainer -- Summit -- 24 years
5. Gary Hansen, Manager Rail Infrastructure Design -- HQ -- 9 years
6. James Janelli, Supervisor Communications and Signal -- Winslow -- 38 years
7. Stephen Mckeown, Assistant Conductor -- Various -- 36 years
8. Robert Meslar, Foreman -- MMC -- 29 years
9. James Muso, Conductor -- Various -- 38 years
10. Mark Nicoletti, Conductor -- Various -- 32 years
11. Patricia Norrell, Car Appearance Maintainer -- Port Jervis -- 18 years
12. Kevin Quinn, Yard Master -- Hoboken -- 29 years
13. Carl Singer, Carman -- Suffern -- 21 years
14. Raymond Umhoefer, Train Dispatcher -- ROC -- 32 years
15. Larry Balogun, Operator -- Ironbound -- 10 years
16. Mervyn Bernard, Repairman -- Orange -- 21 years
17. Kofi Boateng, Depot Clerk -- Greenville -- 18 years
18. Harold Lloyd, Cleaner -- Oradell -- 18 years
19. Brian Meehan, Operator -- Howell -- 15 years
20. Gaetano Pennella, Operator -- Wayne -- 17 years
21. Emmanuel Boateng, Repairman -- Ironbound -- 22 years
22. Juan Bonora, Operator -- Meadowlands -- 23 years
23. Luis Callejas, Operator -- Market St. -- 25 years
24. Carlos Cruz, Operator -- Greenville -- 18 years
25. David Daniels, Operator -- Hamilton -- 17 years
26. Raheem Henderson, Operator -- Hamilton -- 17 years
27. Ana Hernandez, Operator -- Oradell -- 17 years
28. Saul Irizarry, Maintenance -- Hamilton -- 23 years
29. Bernice Knight, Light Rail Operator -- Bloomfield -- 22 years
30. Evelyn Lewis, Operator -- Oradell -- 14 years
31. Stephanie McGhee, Operator -- Orange -- 22 years
32. Franklin Perez, Operator -- Ironbound -- 22 years
33. Robinson Pimentel, Operator -- Meadowlands -- 22 years
34. Lawrence Robinson, Cleaner -- Big Tree -- 23 years
35. Almania Rodriguez, Operator -- Greenville -- 21 years
36. Orlando Rodriguez, Operator -- Greenville -- 21 years
37. Derek Samuel, Operator -- Orange -- 23 years
38. Neville Woods, Operator -- Oradell -- 18 years
39. James Reilly, Manager Accounts Payable, HQ 39 years
40. Edward Galley, Assistant Manager -- Dover -- 26 years

# **ACTION ITEMS**

**ITEM 2603-07: CONTRACTING OUT – MIDDLESEX COUNTY LOCAL BUS SERVICE**

**WHEREAS**, NJ TRANSIT is empowered, pursuant to the New Jersey Public Transportation Act of 1979 (N.J.S.A. 24:25-1 et seq.) (the “Act”), to contract for motor bus regular route services operated by carriers in the State of New Jersey; and

**WHEREAS**, staff has determined it is appropriate to provide bus service in the Middlesex County area; and

**WHEREAS**, a Request for Proposal (RFP 0000175) was issued to seek competitive proposals from private motorbus carriers to provide these services; and

**WHEREAS**, the NJ TRANSIT Office of Business Development assigned a three percent SBE/DVOB Category 3 Goal for this contract; and

**WHEREAS**, NJ TRANSIT’s Technical Evaluation Committee has reviewed and determined Suburban Transit LLC’s proposal meets the requirements set forth in Request for Proposal No. 0000175; and

**WHEREAS**, the cost proposal submitted by the proposer has been evaluated against another proposer and the benchmark cost submitted by NJ TRANSIT Bus Operations; and

**WHEREAS**, upon completion of the competitive procurement process, it was determined that Suburban Transit, LLC submitted a proposal that is in the best interest of NJ TRANSIT;

**NOW, THEREFORE, BE IT RESOLVED** that the Chair or President & CEO is authorized to enter into NJ TRANSIT Contract No. 0000175 with Suburban Transit, LLC of New Brunswick, New Jersey, to operate the Middlesex County Local Bus Service for a 60-month contract period beginning August 9, 2026 through August 8, 2031, at a cost not to exceed \$71,979,083, plus five percent for contingencies, for a total contact authorization of \$75,578,037, subject to the availability of funds and Board approval of NJ TRANSIT’s Operating Budget.

**ITEM 2603-08: CONTRACTING OUT – BERGEN COUNTY LOCAL BUS SERVICE**

**WHEREAS**, NJ TRANSIT is empowered, pursuant to the New Jersey Public Transportation Act of 1979 (N.J.S.A. 24:25-1 et seq.) (the ‘Act’), to contract for motor bus regular route services operated by carriers in the State of New Jersey; and

**WHEREAS**, staff has determined it is appropriate to provide bus service in the Bergen County area; and

**WHEREAS**, a Request for Proposal (RFP 0000144) was issued to seek competitive proposals from private motorbus carriers to provide these services; and

**WHEREAS**, the NJ TRANSIT Office of Business Development assigned a three percent SBE/DVOB Category 3 Goal for this contract; and

**WHEREAS**, NJ TRANSIT’s Technical Evaluation Committee has reviewed and determined Academy Express, LLC’s proposal meets the requirements set forth in Request for Proposal No 0000144; and

**WHEREAS**, the cost proposal submitted by the proposer has been evaluated against another proposer and the benchmark cost submitted by NJ TRANSIT Bus Operations; and

**WHEREAS**, upon completion of the competitive procurement process, it was determined that Academy Express, LLC submitted a proposal that is in the best interest of NJ TRANSIT;

**NOW, THEREFORE, BE IT RESOLVED** that the Chair or President & CEO is authorized to enter into NJ TRANSIT Contract No. 0000144 with Academy Express, LLC of Hoboken, New Jersey, to operate the Bergen County Local Bus Service for a 60-month contract period beginning September 6, 2026 through September 6, 2031, at a cost not to exceed \$90,859,002, plus five percent for contingencies, for a total contact authorization of \$95,401,952, subject to the availability of funds and Board approval of NJ TRANSIT’s Operating Budget.

**ITEM 2603-09: LEASE AND SERVICE OF BUS TIRES**

**WHEREAS**, NJ TRANSIT Bus Operations operates a fleet of 2,399 buses out of 19 bus garage facilities located throughout the state; and

**WHEREAS**, NJ TRANSIT contracts for the lease and service of bus tires as a cost-effective and efficient means of maintaining operability of the fleet; and

**WHEREAS**, an Invitation for Bid (IFB) was advertised on July 1, 2025, for a five-year base contract for the lease and service of bus tires for all bus types in NJ TRANSIT's fleet, including the provision of service personnel at all 19 of NJ TRANSIT's bus garage facilities for the duration of the contract; and

**WHEREAS**, upon completion of a competitive procurement process, The Goodyear Tire & Rubber Company (Goodyear) was identified as the lowest responsive bidder; and

**WHEREAS**, Goodyear is a major tire producer whose products meet NJ TRANSIT's specifications as well as the bus Original Equipment Manufacturers' specifications; and

**WHEREAS**, the NJ TRANSIT Office of Business Development (OBD) has assigned this contract a zero percent SBE/DVOB;

**NOW, THEREFORE, BE IT RESOLVED** that the Chair or President & CEO is authorized to enter into NJ TRANSIT Contract No. 0000122 with The Goodyear Tire & Rubber Company (Goodyear) of Akron, Ohio, for the lease and service of bus tires for NJ TRANSIT's bus fleet over a period of five years, at a cost not to exceed \$41,992,108.16, subject to the availability of funds.

## ITEM 2603-10: RAIL CONTRACTED TREE TRIMMING



- **STAFF SEEKS AUTHORIZATION TO ENTER INTO A FIVE-YEAR CONTRACT WITH INDEPENDENCE CONSTRUCTORS CORPORATION TO PERFORM TREE TRIMMING AND REMOVAL ALONG NJ TRANSIT'S RIGHT OF WAYS FOR A TOTAL COST OF \$14,352,624.00**
- **MANDATED VEGETATION CONTROL BY FEDERAL RAILROAD ADMINISTRATION (FRA)**
- **MINIMIZE SERVICE DISRUPTIONS CAUSED BY FALLEN TREES ACROSS RAILROAD TRACKS AND ON OVERHEAD CATENARY SYSTEM**

# ITEM 2603-10: RAIL CONTRACTED TREE TRIMMING



**ITEM 2603-10: RAIL CONTRACTED TREE TRIMMING**

**WHEREAS**, NJ TRANSIT is responsible for maintaining 544.8 miles of right of way;  
and

**WHEREAS**, periodic evaluation of all vegetation growth, specifically tree growth, is necessary to ensure service reliability and safe train operations; and

**WHEREAS**, the routine trimming and removal of trees along NJ TRANSIT's right of ways is essential for ensuring clear visibility of railroad signs and signals. This maintenance also helps prevent service disruptions caused by damage to the Overhead Catenary System from fallen trees, ensuring that the railway system remains in a state of good repair;  
and

**WHEREAS**, proper vegetation management of NJ TRANSIT's right of ways is mandated by Federal Railroad Administration Regulation 49 CFR Part 213.37 Vegetation;  
and

**WHEREAS**, upon completion of a competitive procurement process, it was determined that Independence Constructors Corporation submitted the most advantageous proposals that provided the best value and were in the best interest of NJ TRANSIT;

**NOW, THEREFORE, BE IT RESOLVED** that the Chair or President & CEO is authorized to enter into NJ TRANSIT Contract No. 25-615 with Independence Constructors Corporation of Bridgewater, New Jersey, to perform system-wide tree trimming/removal along NJ TRANSIT's right of ways, for a total cost of \$14,352,624.00, for a one-year base contract with four subsequent option years included, subject to the availability of funds.

**ITEM 2603-11: RESOLUTION AUTHORIZING ENTERING INTO A COST SHARE AGREEMENT FOR THE REHABILITATION OF DOCK BRIDGE BETWEEN NJ TRANSIT AND NATIONAL RAILROAD PASSENGER CORPORATION**

**WHEREAS**, the Dock Bridge is a vital rail asset on the Northeast Corridor, supporting National Railroad Passenger Corporation (“Amtrak”), NJ TRANSIT, and Port Authority Trans-Hudson Corporation (PATH) passenger rail services, and its continued safe and reliable operation is essential to regional mobility; and

**WHEREAS**, the Dock Bridge Rehabilitation Project is a restoration initiative aimed at addressing safety-critical repairs, improving structural integrity, enhancing the reliability and resiliency of rail operations over the bridge, and ensuring uninterrupted passenger rail service for Amtrak, NJ TRANSIT, and PATH customers; and

**WHEREAS**, on November 6, 2023, the FRA awarded Amtrak a FY22-23 Federal-State Partnership for Intercity Passenger Rail Program grant in the amount of \$300,184,000 to support the construction phase of the project, with a required non-federal local match of \$75,046,000; and

**WHEREAS**, Amtrak will serve as the project sponsor and lead, responsible for managing procurement, construction, and compliance with the Federal Railroad Administration (“FRA”) grant requirements; and

**WHEREAS**, following value engineering efforts, the total project cost was reduced from \$375,230,000 to \$235,000,000, resulting in a revised FRA grant award in the amount of \$188,000,000 and a reduced non-federal local match requirement of \$47,000,000 paid between NJ TRANSIT, Amtrak, and PATH; and

**WHEREAS**, the Passenger Rail Investment and Improvement Act of 2008 requires NJ TRANSIT to fund portions of shared capital investments such as the Dock Bridge Rehabilitation Project to support the project;

**NOW, THEREFORE, BE IT RESOLVED** that the Chair or President & CEO is authorized to use funds in the amount not to exceed \$23,453,000, subject to the availability of funds, to satisfy NJ TRANSIT’s funding obligations towards the Dock Bridge Rehabilitation Project; and

**BE IT FURTHER RESOLVED** that the Chair or President & CEO is authorized to enter into an agreement, any amendments, and any supporting agreements with Amtrak for the project.

**ITEM 2603-12: APPOINTMENT OF SENIOR VICE PRESIDENT AND GENERAL MANAGER: NJ TRANSIT BUS OPERATIONS, INC., NJ TRANSIT MERCER, INC., NJ TRANSIT MORRIS, INC., AND NJ TRANSIT SOUTHERN LIGHT RAIL, INC.**

**WHEREAS**, NJ TRANSIT's Bylaws authorize the President & CEO to appoint the Senior Vice President and General Manager of NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., NJ TRANSIT Morris, Inc., and NJ TRANSIT Southern Light Rail, Inc., with concurrence by the Board of Directors; and

**WHEREAS**, this position requires an experienced, qualified professional with the knowledge and expertise necessary to manage NJ TRANSIT's complex system; and

**WHEREAS**, Lance Norman has extensive leadership experience with almost 25 years at NJ TRANSIT, progressively advancing from Assistant Garage Supervisor, Garage Supervisor, Director of Transportation, and Deputy General Manager of Bus Operations; and

**WHEREAS**, Lance Norman possesses the necessary qualifications to meet the requirements of the Senior Vice President and General Manager of NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., NJ TRANSIT Morris, Inc., and NJ TRANSIT Southern Light Rail, Inc.;

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors authorizes the President & CEO to appoint Lance Norman to the position of Senior Vice President and General Manager of NJ TRANSIT Bus Operations Inc., NJ TRANSIT Mercer Inc., NJ TRANSIT Morris Inc., and NJ TRANSIT Southern Light Rail Inc.

# CONSENT CALENDAR

**ITEM 2603-13: PERSONAL INJURY CLAIM OF THE ESTATE OF ASUNCION MONTANO**

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

**WHEREAS**, The Estate of Asuncion Montano has presented a claim with a probable settlement cost greater than \$1,000,000; and

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

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

**ITEM 2603-14:                    PERSONAL INJURY CLAIM OF MICHAEL NOEL**

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

**WHEREAS**, Michael Noel has presented a claim with a probable settlement cost greater than \$1,000,000; and

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

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

**EXECUTIVE SESSION AUTHORIZATION**

**BE IT HEREBY RESOLVED** pursuant to N.J.S.A. 10:4-12 and N.J.S.A. 10:4-13 that the Board of Directors of the New Jersey Transit Corporation hold an executive session to discuss personnel matters, contract negotiations, the status of pending and anticipated litigation, and matters falling within the attorney-client privilege, including, but not limited to the Personal Injury Claim of Jaeun Chung and the Personal Injury Claim of Elvis Kukaj; 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.