

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



April 23, 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 Wednesday, April 15, 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 Stockton University – Atlantic City Campus, Scarpa Academic Center, Fannie Lou Hamer Event Room, 3711 Atlantic Avenue, Atlantic City, New Jersey on Wednesday, April 15, 2026. The meetings occurred concurrently.

**Board Members**

Joseph Bertoni, Board Member  
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  
Jacqueline Stamford, Senior Vice President, Chief Financial Officer & Treasurer  
Justin Davis, Executive Vice President, Government and Regulatory Affairs

Vice Chair Carson convened the Open Session at 6:03 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. She noted Vice Chair Carson and Board Members Abrantes, Bertoni, McCray, Narra, and Thomas 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 April 9, 2026, on NJ TRANSIT's Legal Notices webpage pursuant to N.J.S.A. 35:3-2; the Secretary of State's Statewide Legal Notices listing contained a hyperlink to NJ TRANSIT's Legal Notices webpage. Notices were also posted in the main entrance of NJ TRANSIT's headquarters and sent to each individual, agency, and organization that requested such notice.

### **Approval of Minutes**

Vice Chair Carson asked for a motion to approve the minutes of the March 12, 2026, Board meetings. Board Member Munr Kazmir made the motion, Board Member Michael Beson seconded the motion, and the minutes were adopted.

### **Advisory Committee Report**

Anna Marie Gonnella-Rosato presented the Advisory Committee Report. The North and South Jersey Passenger Advisory Committees met earlier that evening. They received presentations from Jacqueline Stamford, Senior Vice President, Chief Financial Officer & Treasurer, and Patrick Hartmann, Deputy Chief, Operating Budgets & Financial Analysis, about the Fiscal Year 2027 Annual Budget comparison to Fiscal Year 2026. President & CEO Kolluri also briefed the Committees about Governor Sherrill's commitment to NJ TRANSIT shown by increasing their budget by 11 percent. Vaughan Williams, Chief Marketing Officer & Vice President, Communications & Customer Experience, provided a presentation about the 2026 Marketing campaign projects. Franck Beaumin, Customer Advocate, provided information about his customer surveys and feedback on his We Are Listening Forums. Ms. Gonnella-Rosato thanked the Board and NJ TRANSIT staff for coming down to South Jersey.

Vice Chair Carson asked Board Secretary Umukoro if there were any comments from the public. Board Secretary Umukoro said there were seven in-person speakers and eight 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**

**Cristian Moreno-Rodriguez**, Director of El Pueblo Unido of Atlantic City, stated that his organization was an immigrant justice group that served and organized thousands of Latino and immigrant residents across Atlantic and Cape May Counties. He explained that through its community defense project, Defensa del Barrio, the organization has trained thousands of community members to respond to ICE encounters in public, private, and mixed-use spaces, and worked with hundreds of volunteers. Mr. Moreno-Rodriguez described the work of rapid response teams that alerted families in real time when ICE was present in neighborhoods, as well as accompaniment teams that regularly supported families at detention centers, so they did not face proceedings alone. He reported that, in recent months, members of his organization have witnessed ICE detaining individuals on public sidewalks without judicial warrants, which he asserted violated constitutional rights. Mr. Moreno-Rodriguez stated that the coalition appeared before the Board due to increasing

concern over these practices and policies allowing ICE access to NJ TRANSIT without warrants. He argued that such decisions were not neutral but instead aligned with enforcement actions that disproportionately impacted working-class immigrant communities who rely on public transportation, and he urged the Board to reverse its position.

**Diaretzhy Guzman** expressed concern about ICE entering bus terminals and train stations without a warrant and detaining individuals. She shared her experience as the eldest child of immigrant parents and described growing up using public transportation with her family. Ms. Guzman stated that seeing reports of families being separated has been distressing and that the possibility of ICE presence on transit created fear and insecurity for riders. She became emotional while describing the anxiety this caused for individuals worried about their parents, relatives, and community members, and she urged the Board to better understand the experience of immigrant families and take actions to ensure their safety.

**Yesenia Moreno** (translated by Cristian Moreno-Rodriguez) stated that she has worked at a café in Margate City for over 20 years and relied on NJ TRANSIT daily to commute to and from her job as a single mother. She shared that her daughter was graduating from Stockton University, which she attributed to years of hard work and sacrifice. Ms. Moreno described experiencing severe anxiety after learning that ICE could board transit vehicles without a warrant, noting that her diabetes and medical condition were negatively affected by the stress. She explained that she depended on public transportation not only for work but also for medical reasons and expressed fear of being detained while commuting. Ms. Moreno asked the Board to consider her perspective as a working parent and to implement protections requiring warrants for ICE access.

**Alicia Carcilli**, Group Leader of Indivisible Atlantic City Empathy United, stated that she was an educator and union member whose students, coworkers, and community members relied heavily on NJ TRANSIT. She argued that the agency has a responsibility to protect its riders and that allowing ICE access without a judicial warrant failed to meet that obligation. Ms. Carcilli stated that such a policy undermined New Jersey's immigrant trust laws and created fear among residents going about their daily lives. She further asserted that the decision could negatively impact ridership and worsen the agency's financial challenges. Ms. Carcilli emphasized the strong community response to the issue and urged the Board to adopt clear limits that ensured public transportation remained safe and accessible.

**Faith Penrose**, a resident of Galloway Township, stated that she was a teacher and said that ICE presence on public transportation created a climate of fear that discouraged immigrant communities from using essential services. She noted that many of her students' families depended on NJ TRANSIT for daily activities, including work, school, and shopping. Ms. Penrose expressed concern that enforcement action may involve racial profiling rather than legitimate threats. She compared public transit to public schools, which required warrants for ICE entry, and questioned why similar standards were not applied. Ms. Penrose also highlighted the potential for service disruptions caused by enforcement actions and urged the Board to adopt stricter policies requiring judicial warrants.

**Melissa Tomlinson**, member of the New Jersey Education Association Executive Board, stated that she was a teacher and that she approached the issue from the perspective of her students' well-being. She cited data indicating that hundreds of thousands of students relied on public transportation and described the potential trauma students could experience if they witnessed enforcement actions. Ms. Tomlinson expressed concern about students worrying about their families while commuting to school and emphasized that increasing transportation costs and school funding challenges were making public transit more essential. She argued that allowing ICE on transit vehicles undermined safety and stability for students and families and urged the Board to prevent such practices.

**David Gregory**, engineering student at Rutgers University, described his work developing a transit-focused mobile application used by approximately 15,000 students. He explained that the application improved accessibility, provided more accurate arrival predictions, and incorporated artificial intelligence tools to enhance user experience. Mr. Gregory noted that his team had expanded the platform to other universities and achieved higher user retention. He suggested that these innovations could be tailored to NJ TRANSIT to improve service and rider interaction with digital tools. Mr. Gregory clarified that he was not seeking to sell a product but rather to collaborate with NJ TRANSIT's technical team to explore potential improvements.

**Grace Speaker** expressed strong opposition to allowing ICE enforcement on public transit, stating that such actions contributed to fear, harm, and instability within communities. She reflected on her own past use of NJ TRANSIT and stated that she could not imagine using the system under the current conditions. Ms. Speaker argued that ICE enforcement practices were harmful and that allowing access to transit systems undermined community trust. She criticized state leadership for what she described as insufficient action and urged the Board to take responsibility by implementing policies that protect riders and prevent ICE access.

**Edith Serrano** stated that while she does not rely on NJ TRANSIT for daily commuting, many riders had no alternative means of transportation. She argued that subjecting individuals to immigration enforcement without judicial oversight, in a system they must use, was unfair and harmful. Ms. Serrano emphasized that riders depended on the agency for mobility and urged the Board to prioritize their safety and protection.

**Brenda Aydin** asserted that NJ TRANSIT was a fare-based system and should not be considered a public space for the purpose of allowing warrantless enforcement. She raised constitutional concerns, citing protections against unreasonable searches and seizures, and warned that such policies could lead to racial profiling and due process violations. Ms. Aydin described the fear and anxiety experienced by riders, including herself, and stated that daily commutes had become stressful due to uncertainty regarding enforcement activity. She urged the Board to adopt policies similar to private carriers that require warrants for ICE access.

**Anupya Pamidimukkala**, a resident of Weehawken, stated that she regularly used NJ TRANSIT and no longer feels safe while doing so. She described scanning buses for

enforcement agents and feeling constant anxiety during her commute. Ms. Pamidimukkala argued that the Board's position undermined riders' rights and created an unsafe environment. She also noted that allowing enforcement activity could negatively affect ridership and the agency's financial stability, and she urged reconsideration of current policies.

**Norm Sutaria**, a resident of Bloomfield, emphasized the need for requiring judicial warrants and training NJ TRANSIT staff to respond appropriately to ICE. He spoke as a frequent transit user and the son of an immigrant, stressing the importance of protecting riders. Mr. Sutaria also raised a separate concern regarding the planned removal of a bus stop in Bloomfield, stating that it would reduce safety by forcing riders to cross a busy street without proper infrastructure. He requested that NJ TRANSIT review the decision and consider implementing a courtesy stop to maintain safety.

**David Peter Alan** stated that he relied entirely on public transportation and has extensive experience with transit advocacy. He emphasized the importance of accurate service information, reliable schedules, and adequate funding. Mr. Alan described a recent incident in which incorrect schedule information caused delays and disrupted travel plans, highlighting the need for improved communication. He also supported strengthening the authority of NJ TRANSIT's Customer Advocate and called for greater attention to rider needs and service quality.

**Vito Havrilla**, Vice Chairperson and Legislative Director of the Lackawanna Coalition, presented the first part of the Coalition's remarks including recommendations related to the agency's budget and service improvements. He advocated for expanded weekend rail service, restoration of express routes, and completion of infrastructure projects. Mr. Havrilla also raised concerns about discrepancies in budget projections and called for greater accuracy and transparency. Additionally, he questioned planning for major events such as the 2026 FIFA World Cup, particularly, regarding rider access and service availability.

**Sally Jane Gellert**, Chairperson of the Lackawanna Coalition, continued the Coalition's remarks by emphasizing the need for detailed cost analysis, improved reliability, and better communication regarding delays and service changes. She cited specific examples of misinformation affecting riders and called for more accessible and timely updates. Speaking for herself personally, she expressed support for requiring warrants for ICE access to transit and emphasized the importance of protecting riders. The Coalition's full statement was provided to the Board.

**Tracey Luz** said she spoke as an educator, lifelong New Jersey resident, and community member to urge the Board to prevent ICE enforcement activity on public transportation. She asserted that such actions created fear and instability for riders and disproportionately impacted vulnerable communities. Ms. Luz stated that many individuals had compared current enforcement practices to historical examples such as Nazi Germany, and she added that similar parallels could also be drawn to domestic history, specifically to individuals who were tasked with capturing formerly enslaved people seeking freedom. She argued that, in her view, these comparisons reflected the seriousness of the present situation, and the

moral implications involved. Ms. Luz emphasized that residents must consider whether to support existing policies or to act in defense of community members' safety and well-being, and she urged the Board to take action to protect all riders regardless of immigration status.

**Adam Reich** stated that, as always, he was speaking in a personal capacity. He thanked President & CEO Kolluri for comments made at a recent Operations & Customer Service Committee meeting regarding releasing a public plan to improve Mean Distance Between Failure (MDBF). Mr. Reich also thanked President & CEO Kolluri for his commitment at a Senate budget committee hearing last week to hold three public listening sessions per year with a virtual option. He stated, however, these steps might still fall short of statutory requirements. Mr. Reich argued that the Board must fulfill its statutory obligations to review and approve fare changes and conduct required hearings before implementation. He urged greater transparency, adherence to legal standards, and increased opportunities for public input.

**Nick Giglia**, founder and chairman of Restore Our Transit in Essex (ROUTE), advocated for expanded transit service, including increased weekend rail frequency and improved bus service in underserved areas. He cited ridership data demonstrating demand for such improvements and emphasized aligning service with current usage patterns. Mr. Giglia also called for improved communication, transparency, and enhancements to NJ TRANSIT's digital tools.

**Andy Weiss** thanked Governor Sherrill for issuing an Executive Order, which he stated addressed cleaning buses, trains, and stations, as well as improving real-time bus arrival technology. He reported that he had recently observed cleaner buses in service, including buses in Hudson County that appeared significantly improved in exterior condition. He stated that this progress reflected meaningful improvement but noted that additional work remained. Mr. Weiss raised concerns regarding the agency's real-time bus information pilot program, referencing a recent news segment that highlighted inaccuracies in displayed arrival times, including errors of up to twelve hours, as well as issues with audio features that were difficult to understand. He questioned how such issues occurred in a critical rider information system and expressed concern about the quality of the equipment being used, calling for accountability from NJ TRANSIT leadership and staff overseeing the project. Mr. Weiss urged the agency to reevaluate its vendor selection and equipment standards to ensure accurate, reliable, and effective service for its riders.

**Charleston D'Souza**, President of Passengers United, raised concerns about facility conditions, service reliability, and fare increases. He advocated for improved maintenance of stations and restrooms, increased service frequency, and better communication regarding delays and cancellations. Mr. D'Souza expressed support for holding public hearings on fare increases and major pricing decisions.

**Daniel Ponton Aronoff**, a resident of Weehawken, called for clear policies requiring judicial warrants for ICE entry onto transit vehicles and emphasized the need to train drivers on their rights. He framed the issue as one of public safety and consistency in enforcing access rules.

**Maya Ponton Aronoff**, a resident of Weehawken, described incidents involving ICE on buses and highlighted how a driver's refusal to allow entry without a warrant prevented enforcement action. She argued that responsibility should not fall on individual drivers and called for formal policies and training to ensure consistent protection.

**Bianca Delecchio**, a resident of Gloucester County and Chief Manager for Disabled Adults, stated she was the daughter of a Colombian immigrant. She said that allowing ICE on transit would negatively impact vulnerable populations, including individuals who rely on public transportation for medical care. Ms. Delecchio argued that such policies contradicted NJ TRANSIT's commitment to safety and reliability and urged stronger protections and staff training.

**Vincenzo Badia**, a resident of Hudson County, expressed concern that permitting ICE access would erode trust in NJ TRANSIT and reduce ridership. He emphasized the importance of public transit as a reliable, publicly supported service and urged the Board to reconsider its interpretation of policies and prioritize rider safety and community trust.

### **Board Member Comments**

Board Member Beson thanked Stockton University for hosting the NJ TRANSIT Board meeting. He also thanked the NJ TRANSIT staff for ensuring that everyone was comfortable. Board Member Beson mentioned his son would be attending Stockton University in the fall.

Board Member Beson said he wanted to respond to the public on the ICE Agent issues raised that evening. As a parent of immigrant children, he understood their concerns and heard what the public was saying and thanked them for coming out. Board Member Beson thanked the NJ TRANSIT employees for the great work that they were doing and wanted to apologize on behalf of the Board for the recent physical attacks on NJ TRANSIT employees, which were unacceptable. Board Member Beson said the employees were doing the best they possibly could under dire circumstances. Board Member Beson said he had been called a lot of things but, a coward was not one of them, however, everyone was entitled to their opinion. He said NJ TRANSIT employees were upstanding hardworking people. He commended the NJ TRANSIT employees and the New Jersey Transit Police Department for putting their lives on the line every day, and said they should never be subject to attacks, physical or verbal, which was unacceptable.

Board Member Beson said on a positive note he had the opportunity of meeting Joshua, a paratransit driver out of Sayreville, New Jersey who took pride in his job. Joshua was pleased with the new way of ordering a car and said this has made seniors' lives much easier. Lastly, Board Member Beson said welcome back to New Jersey Transit Police Officer Paul DeGeorge. He said he appreciated Officer DeGeorge's candidness about his health issues and was glad he was back and doing well. Board Member Beson said many times people may not want to talk about those things, but it was good to do so, and he too had faced a health crisis that he had recovered from in the past. He thanked Stockton

University again for doing a wonderful job and thanked staff and everyone who were able to join them at the University.

Board Member Narra said to Mr. Sutaria on his comments about the removal of Bus Stop #17175, President & CEO Kolluri previously addressed that issue, and the decision to remove it was at the discretion of the municipality. This was brought to the Board's attention and staff has addressed it.

Board Member Narra said Mr. Havrilla and Mr. Alan raised concerns about the trip planner app. She asked Franck Beaumin to investigate the issues surrounding their concerns to see what could be done. Board Member Narra said it was important if NJ TRANSIT was going to tell riders they have new tech options, these options must be reliable and do what they say it will do.

Lastly, on the callers surrounding ICE enforcement policies, Board Member Narra said she was one of the people who took issue with the Attorney General policy. She mentioned to people that they needed to break it down between the areas that were ticketed on the bus and train, versus any other areas, because anyone could walk into a NJ TRANSIT bus or train station and stay there as long as it was open, and they were not creating a disturbance that would get Chief Trucillo's New Jersey Transit Police Officers involved. Board Member Narra said these were two separate issues and could be discussed when time allowed. She said she knew there were several people who would like to further discuss this issue, and she too found it very disturbing having armed ICE Agents boarding the trains and buses. Board Member Narra said she knew that President & CEO Kolluri would provide information on this issue and she did not want to overstep.

Board Member Narra said she also echoed Board Member Beson comments regarding NJ TRANSIT's incredible employees working under stressful conditions, which would only be exacerbated during the upcoming FIFA World Cup event, especially on those employees out in the field and in the office. Board Member Narra said she appreciated everyone's efforts in preparing for the FIFA World Cup event, and thanked the public for coming out to Stockton University and for those that called in.

Board Member Thomas said there were a lot of concerns raised that evening and asked the public to have compassion for their frontline brothers and sisters out there. She said their frontline workers took on a lot that many of them did not even know about, and some of the asks that evening were unreasonable. Board Member Thomas said their frontline brothers and sisters have families, put their lives on the line, and want to go home to their families as well. She said they also took a lot of abuse out in the field, and sometimes people did not see the bigger picture. Board Member Thomas said she had compassion for their frontline bus operators and train conductors. She said yes, there was training, but speak to the legislators to see what they could do. Board Member Thomas thought coming after their frontline workers was not fair.

**Written Comments in Lieu of Speaking**

**Edith Serrano** wrote that NJ TRANSIT should establish clear policies regarding immigration enforcement on its vehicles, citing Fourth Amendment protections against unreasonable searches and seizures. She stated that requiring judicial warrants would ensure constitutional standards were met and would provide clear guidance to employees, protecting both staff and the agency from legal risk. Ms. Serrano noted that other carriers have adopted similar policies and added that such measures were also necessary to maintain public trust, as enforcement activity created fear among riders.

**Alexandra Salman**, a resident of Cumberland County, wrote that she opposed allowing ICE on buses without a warrant. She expressed concern that riders, particularly women of color, already face safety risks on public transit and could be subject to additional harassment. Ms. Salman stated that the presence of ICE would further increase fear and insecurity among riders, including those who were citizens.

**Amanda Samuel** wrote as a New Jersey resident and taxpayer that she was concerned about allowing ICE on buses without a judicial warrant and that such actions conflicted with constitutional protections. She emphasized that all individuals have rights, including protection from unreasonable searches, and argued that warrants signed by a judge should be required for enforcement access to fare-based transit systems. Ms. Samuel urged state officials to uphold these protections and act responsibly for their roles.

**Rachael Schnurr** wrote as a New Jersey resident and taxpayer. She shared concerns about allowing ICE on NJ TRANSIT without judicial warrants. Ms. Schnurr stated that such actions raised constitutional and governance issues and emphasized the importance of upholding legal standards and individual rights. She urged state officials to act with accountability and ensure that enforcement actions complied with constitutional protections.

**Marshall Green** wrote that he opposed allowing ICE or the Department of Homeland Security agents to access NJ TRANSIT without judicial warrants. He expressed concern about alleged civil violations and argued that state agencies should not support or facilitate enforcement actions that may be unlawful.

**Rebekah Allen** wrote urging NJ TRANSIT to require judicial warrants for any federal enforcement agents seeking to enter buses or trains. She emphasized the importance of safety for both riders and surrounding communities, noting that transit stations were often located near residential and public areas. Ms. Allen stated that public transportation was essential for many families and should remain safe and accessible without fear of enforcement activity.

**Francesca Rodriguez**, a resident of Newark and transit rider, wrote that public transit was a critical service relied upon by working individuals and families. She expressed concern that ICE activity on buses and trains disproportionately affected these communities and criticized the lack of formal policy response. Ms. Rodriguez noted that private carriers have

implemented warrant requirements and urged NJ TRANSIT to adopt similar policies and provide clear guidance and protection for riders.

**Courtney Warner** wrote urging NJ TRANSIT to adopt a policy requiring ICE to present judicial warrants before boarding transit vehicles and emphasized the need for mandatory staff training. She stated that employees should be trained to distinguish between warrant types, follow clear protocols, and involve transit police when necessary. Ms. Warner argued that such measures were essential to protect riders' rights, prevent panic, and ensure proper implementation of any policy.

**Michael Farrell** wrote in support of requiring judicial warrants for ICE access to transit vehicles and emphasized the importance of comprehensive staff training. He stated that frontline employees must be equipped to identify valid warrants, follow established procedures, and respond appropriately to enforcement requests. Mr. Farrell expressed concern that failure to implement such measures could lead to violations of riders' rights and disruptions to service.

**Jefferson William Colling** wrote that NJ TRANSIT should require judicial warrants for any ICE agents seeking to board buses or trains. He expressed concern about rider safety, particularly for elderly and disabled individuals who rely on public transportation and added that enforcement presence without warrants could pose risks.

**Meredith Lodge** wrote briefly that ICE should not be allowed on trains without a warrant.

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

As President & CEO Kolluri began to address the public comments, Mr. Rodriguez stood up and yelled at the Board. President & CEO Kolluri said Mr. Rodriguez had his chance to speak and if he wasn't going to give him a chance to respond, then he should leave.

President & CEO Kolluri said the reason they were holding their Board meeting in Atlantic City was because they thought it was their duty to come down to South Jersey and listen to what the public had to say. President & CEO Kolluri said Mr. Rodriguez did not want to hear their response and he respected it. President & CEO Kolluri it was his right to leave and his right to protest. They appreciated Mr. Rodriguez and his colleagues expressing their opinion and they listened to what they had to say.

President & CEO Kolluri addressed public speaker Mr. Gregory from Rutgers University and his fellow students and said his comments were very impressive and he would love for Mr. Gregory and his colleges to talk to NJ TRANSIT staff regarding what his app does and what they could learn from it.

President & CEO Kolluri said he appreciated Mr. D'Souza talking about the Atlantic City Bus Terminal and issues with the men's bathroom. He ensured Mr. D'Souza that they would look into it and make sure it was fixed.

President & CEO Kolluri said regarding the FIFA special promotional fare, Governor Sherrill has said in no uncertain terms that whatever the fare was going to be, the cost would not be cross subsidized by their regular NJ TRANSIT commuters, and this was an inviolate principle. He thought that every NJ TRANSIT customer would stand behind this. President & CEO Kolluri said it was a wonderful thing that FIFA was coming to New Jersey, but FIFA attendees should pay for FIFA travel, not New Jersey customers and consumers who use the NJ TRANSIT system every single day. He said this was a very simple principle that NJ TRANSIT would stand behind. President & CEO Kolluri said it was going to cost NJ TRANSIT at least \$48 million to run service for the eight games. They will charge the FIFA fans for those tickets, and they will not be subsidized by NJ TRANSIT customers. He said that Governor Sherrill has said this and they would conform to it.

President & CEO Kolluri provided some updates relating to the concerns raised about cleanliness and real-time information, which were legitimate issues. He said as they know, he has been focused on cleanliness at stations and other areas since he started in January of 2025. President & CEO Kolluri said Governor Sherrill's Executive Order No. 16 has codified some of these requirements. He said they are working on the NJ TRANSIT App and that is why he would like to speak to Mr. Gregory and his friends from Rutgers University to see how they can incorporate some of their ideas. President & CEO Kolluri said it was not unreasonable to ask for real time information that was in a usable format, stations that were clean, and bathrooms that were clean. He said they were working on all these issues, and it takes money. For the first time in recent memory, this Governor has given NJ TRANSIT money which is an indication of Governor Sherrill's seriousness about improving things at NJ TRANSIT and they were serious about it as well.

President & CEO Kolluri said they would make mistakes, and he would make a lot more mistakes than his colleagues because they were better than he was, but he assured them, as Board Member Beson said, the employees who work for NJ TRANSIT's interests were exactly where they would want them to be. He said the employees care and he has seen their commitment as he works with them every day. He said this was not some fly by night endeavor that they were engaged in, they care about what they do, and any mistakes that happened were on him, and they should hold him accountable. He said the next time they choose to call out an employee, he respectfully asked them not to do so and instead call him out, not his colleagues.

President & CEO Kolluri said he talked with Governor Sherrill about equipment issues, and challenges with equipment. He was pleased to show what progress looked like, noting NJ TRANSIT has been around for 47 years, and with the Governor's help, this was the first time they were endeavoring to modernize the entire fleet. They were buying 1,400 buses, 347 new multilevel rail cars, so by 2031 they would have an entire fleet of modern equipment, and that has never been done in NJ TRANSIT's history.

President & CEO Kolluri said it was easy for people to criticize them for running unreliable service, but the truth was that 60 percent of their rolling stock was made in the 1970s and 80s. He said it was also true that 30 out of the 47 years NJ TRANSIT has been in

existence, there has not been a reliable fare policy. He said they were finally at a moment in history when they were trying to turn the corner, and it was very important that everyone worked together to make these important improvements.

President & CEO Kolluri discussed MicroLink, which he said was a service that they launched in Bergen & Monmouth counties. This reflected NJ TRANSIT's view that sometimes the existing first and last-mile problems in New Jersey can be fixed with a MicroLink instant service, instead of a full bus service with excess capacity for a demand that did not exist.

President & CEO Kolluri closed with a discussion about how they could raise money without raising taxes. He said the LAND Plan they put together last year really gets at the issue of NJ TRANSIT selling their own property to raise almost \$60 million a year for the next 30 years. This was real money they could raise without having to raise taxes. President & CEO Kolluri said he hopes they can work with the legislators and implement the policies that would bring money into the system to make the exact kind of improvements that all the customers have been asking for.

### **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**

Board Member Creuz 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 February 2026. The Committee also received updates from Human Resources and Equal Employment Opportunity and Affirmative Action.

### **Safety Committee Report**

Board Member Narra presented the Safety Committee report. The Safety Committee received a comprehensive update on Key Safety Performance Indicators (KSPIs) for Rail, Light Rail, Bus, Access Link, Construction Safety, and Accident Investigations, comparing full-year 2025 performance to 2024. Agency Safety Management highlighted continued efforts to strengthen safety culture through targeted initiatives focused on injury reduction, operational oversight, and proactive risk management across all modes. In the fourth quarter of 2025, the Safety Education Program (SEP) delivered 71 presentations,

reaching 6,598 students and community members across schools and community organizations.

The Special SEAT (Safety Education Awareness Training) program delivered 24 sessions serving 360 students with special needs. SEP also participated in four community outreach events, including the Safety Town-Bike Rodeo, Roosevelt School Health and Wellness Safety Fair, Newark Fall Festival, and a Palmyra Town Hall.

Chief Trucillo briefed the committee on Outreach efforts, and Narcan deployments during the month of March. The Chief also updated the committee on FIFA World Cup planning, as well as recent TEEEX training, which was given in support of World Cup. Finally, the Chief briefed the committee on two full-scale exercises held in March and on an upcoming full-scale exercise to take place this month in April.

**Action Items**

**2604-15 EXTENSION OF REVENUE PROCESSING AND ARMORED CAR SERVICES CONTRACT**

President & CEO Kolluri introduced Jacqueline Stamford, Senior Vice President, Chief Financial Officer and Treasurer, to present Action Item #2604-15. Jacqueline Stamford presented for approval Action Item #2604-15: Extension of Revenue Processing and Armored Car Services Contract.

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	Bertoni
Yes	Yes	Yes	Absent	Yes	Yes	Yes	Yes	Yes

**2604-16 ANNUAL BUDGET PROPOSAL TRANSMITTAL**

President & CEO Kolluri introduced Jacqueline Stamford, Senior Vice President, Chief Financial Officer and Treasurer, to present Action Item #2604-16. Jacqueline Stamford presented for approval Action Item #2604-16: Annual Budget Proposal Transmittal.

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	Bertoni
Yes	Yes	Yes	Absent	Yes	Yes	Yes	Yes	Yes

**2604-17 AUTHORITY TO PRESIDENT & CEO IN SUPPORT OF WORLD CUP 2026**

President & CEO Kolluri introduced Justin Davis, Executive Vice President, Government and Regulatory Affairs, to present Action Item #2604-17. Justin Davis presented for approval Action Item #2604-17 Authority to President & CEO in Support of World Cup 2026.

Board Member Munr Kazmir made a motion and Board Member Michael Beson seconded the motion.

Board Member Beson said on Friday, April 17, 2026, NJ TRANSIT, along with partner entities, including the host committees of New York and New Jersey, would announce the transportation mobility plan on the 2026 FIFA World Cup. As part of this plan, NJ TRANSIT would also unveil a special FIFA World Cup ticket to provide rail service for fans going to and from the matches. This resolution was consistent with the bylaws and authority of NJ TRANSIT’s enabling statute, which would authorize the President & CEO to determine and set ticket prices to cover all costs that NJ TRANSIT would incur to facilitate the movement of over 40,000 fans for each of the eight matches. This resolution also would give the President & CEO authority to conform with the Governor’s mandate of not charging regular commuters of the NJ TRANSIT system to cover the costs of the FIFA World Cup related operations.

The item was adopted.

**Roll Call Vote:**

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

Board Secretary Umukoro noted Board Members McCray and Thomas were recused from items 2604-18 and 2604-19 and would not comment on the items.

**CONSENT CALENDAR**

**ITEM #2604-18: PERSONAL INJURY CLAIM OF JAE EUN CHUNG**

**ITEM #2604-19: PERSONAL INJURY CLAIM OF ELVIS NOEL KUKAJ**

Vice Chair Carson asked for a motion to approve the consent calendar. Board Member Munr Kazmir 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	Bertoni
Yes	Yes	Yes	Absent	Yes	Yes	Yes	Yes	Yes

**Executive Session Authorization**

Vice Chair Carson noted they would adjourn to Executive Session, would return only to adjourn the meetings, and no further business would be conducted. Vice Chair Carson 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 Sale of Property near 510 Pacific Avenue, Jersey City to Jersey City Municipal Utilities Authority for a Stormwater Pump Station, and Personal Injury Claim of Kareem Harris.

Board Member Munr Kazmir made the motion, Board Member Michael Beson seconded the motion, and it was adopted. At approximately 7:40 p.m., the Board adjourned to Executive Session.

**Roll Call Vote:**

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

**Return to Open Session**

Vice Chair Carson reconvened Open Session at 8:47 p.m. Board Secretary Umukoro conducted Roll Call. All Board Members returned to Open Session, except Board Member McCray.

**Adjournment**

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

The meetings were adjourned at approximately 8:48 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

APRIL 15, 2026

MINUTES

➤ CALL TO ORDER	-
➤ APPROVAL OF MINUTES OF PREVIOUS MEETINGS	71285
➤ ADVISORY COMMITTEE REPORT	-
➤ PUBLIC COMMENTS	-
➤ PRESIDENT & CEO'S MONTHLY REPORT	71286
➤ BOARD COMMITTEE REPORTS	-

ACTION ITEMS

<b>2604-15</b>	<b>EXTENSION OF REVENUE PROCESSING AND ARMORED CAR SERVICES CONTRACT</b> – Authorization to extend NJ TRANSIT Contract No. 18-034 with Wells Fargo Bank, N.A. for Revenue Processing and Armored Car Services for 18 months and add funding in the amount not to exceed \$4,551,355.28, plus five percent for contingencies, subject to the availability of funds.	<b>71308</b>
<b>2604-16</b>	<b>ANNUAL BUDGET PROPOSAL TRANSMITTAL</b> – Authorization to transmit Exhibits A and B to the Commissioner of Transportation, the President of the Senate, the Speaker of the General Assembly, the Assembly Transportation and Independent Authorities Committee, and the Senate Transportation Committee.	<b>71309</b>
<b>2604-17</b>	<b>AUTHORITY TO PRESIDENT &amp; CEO IN SUPPORT OF WORLD CUP 2026</b> – Authorization for the President & CEO and/or his designee, after consultation with the Chairperson and pursuant to the authority delegated to him by the Bylaws and Board, to take actions to support NJ TRANSIT's transportation services for the World Cup 2026 events. This authority expires at the conclusion of the World Cup 2026 events.	<b>71372</b>

CONSENT CALENDAR

<b>2604-18</b>	<b>PERSONAL INJURY CLAIM OF JAE EUN CHUNG</b> – Authorization to settle the claim of Jae Eun Chung, through her attorney, at an amount discussed in executive session. The Attorney General has approved the proposed settlement, subject to the availability of funds.	<b>71375</b>
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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  
APRIL 15, 2026  
MINUTES  
PAGE 2

- 2604-19 PERSONAL INJURY CLAIM OF ELVIS KUKAJ** – Authorization to settle the claim of Elvis Kukaj, through his attorney, at an amount discussed in executive session. The Attorney General has approved the proposed settlement, subject to the availability of funds. **71376**
- **EXECUTIVE SESSION AUTHORIZATION** **71377**
- **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 March 12, 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 March 19, 2026;

**NOW, THEREFORE, BE IT RESOLVED** that the minutes of actions taken at the March 12, 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: APRIL 15, 2026  
SUBJECT: PRESIDENT & CEO'S REPORT – APRIL 2026

A handwritten signature in black ink, appearing to read 'Kris Kolluri', with a horizontal line underneath it.

I want to begin by noting that we are holding today's Board meeting in Atlantic City, immediately following the second day of the 50<sup>th</sup> annual NJ TransAction Transportation Conference. Our service and our customers extend to every region of New Jersey, and this reflects our commitment to being a truly statewide organization. Earlier today, I was pleased to be one of the keynote speakers in the main afternoon program and participated on a panel alongside regional transportation leaders. NJ TRANSIT is also well represented throughout the conference, with many of our team members helping to facilitate and participate in discussions focused on the future of transportation. These conversations reinforce the importance of continued collaboration as we modernize our system and improve the customer experience.

Our fleet modernization program remains central to this work. Earlier this week, I joined Governor Sherrill to welcome the first of 374 new Multilevel rail cars ordered since 2018 — the largest rail car investment in NJ TRANSIT's history. These next-generation rail cars are expected to be about ten times more reliable than the existing 50-year-old+ Arrow III fleet, and we expect to receive a total of 40 new cars by the end of this year. We also showcased a new Wi-Fi-equipped 40-foot bus as part of the 550 buses authorized in 2023, with 250 expected to be delivered this year. We displayed a new Access Link vehicle and the New Jersey Transit Police Department's newest Mobile Command vehicle as part of this broader modernization effort.

These investments of more than \$3 billion directly support the Governor's recent Executive Order focused on the customer experience. Last month, I joined Governor Sherrill as she signed Executive Order No. 16, directing NJ TRANSIT to develop a Rapid Action Plan within 45 days focused on near-term, visible improvements across cleanliness, accessibility, safety, and the digital experience. This effort builds on work already underway, and we are working with Commissioner Jain to deliver a comprehensive plan in May, with early improvements rolling out by late June.

In early April, we expanded access to our transit network through the launch of our MicroLink microtransit service in select communities within Bergen and Monmouth counties. Made possible by \$7 million in funding from the Federal Transit Administration (FTA), this free, two-year pilot provides first- and last-mile connections to existing bus routes and park-and-ride facilities through on-demand service. The pilot improves access in previously underserved areas and allows us to test more flexible service models.

On April 21, we will host our first LAND Plan Industry Day at Headquarters, bringing together developers, investors, and industry partners to engage directly with NJ TRANSIT on transit-oriented development, leasing, and retail opportunities across New Jersey. The event is designed as an open-house format to provide direct access to our teams and insight into our development and procurement processes, reflecting strong interest from the development community. The LAND Plan represents a significant opportunity to leverage approximately 8,000 acres of NJ TRANSIT-owned property to generate up to \$1.9 billion in revenue for NJ TRANSIT while supporting broader economic activity across the state.

As part of this effort, we are better leveraging our existing assets to generate additional non-farebox revenue that can be reinvested into our top priorities — improving reliability and the customer experience.

Finally, last month, we introduced limited overnight residential parking at West Side Avenue and Liberty State Park along the Hudson-Bergen Light Rail system after engaging with local elected officials who requested a review of parking availability for residents at these locations. These spaces are being offered at below-market rates to area residents, while preserving commuter access.



**PRESIDENT & CEO'S MONTHLY REPORT**

**April 15, 2026**

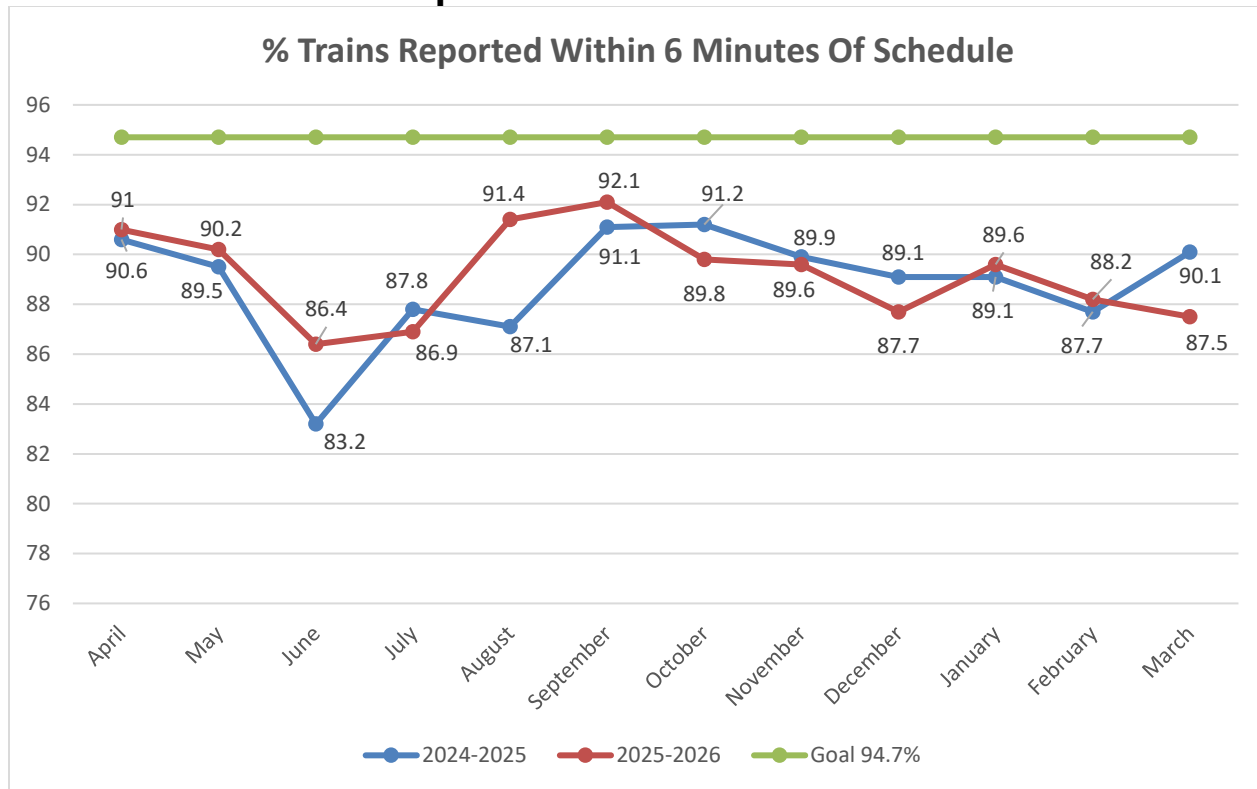
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## **April 15, 2026**

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

# **PERFORMANCE MEASURES**

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



	<u>2025</u>	<u>2026</u>	<u>%Change</u>
<b>March Comparison</b>	90.1%	87.5%	-2.6%
<b>12-Month Average Apr. 2024 – Mar. 2026</b>	88.9%	89.2%	0.3%

**Analysis:**

Rail On-time Performance was 87.5% for the month of March 2026. Of the 18,677 trains scheduled to operate, 16,351 were on time, while 2,326 trains (or 12.5% were delayed).

**Key Causes included:**

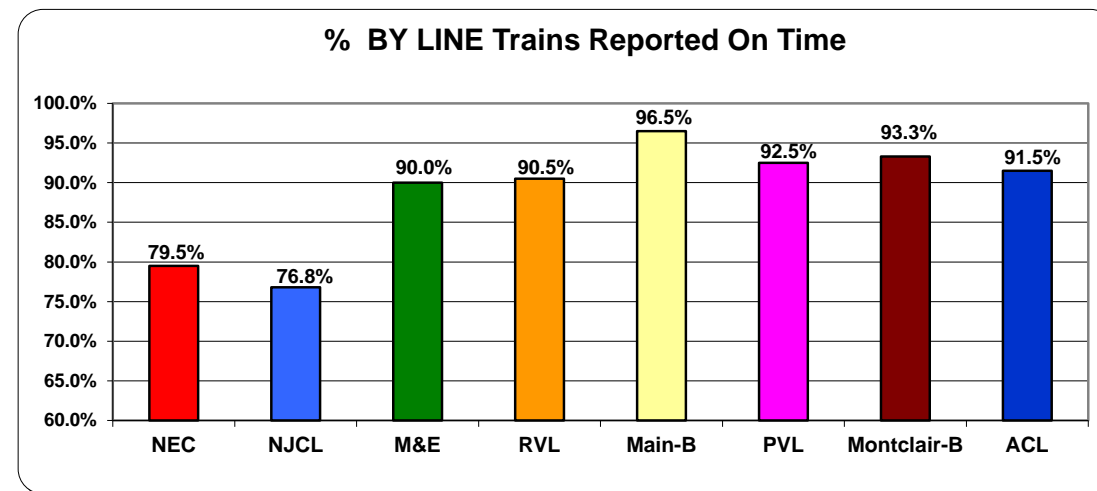
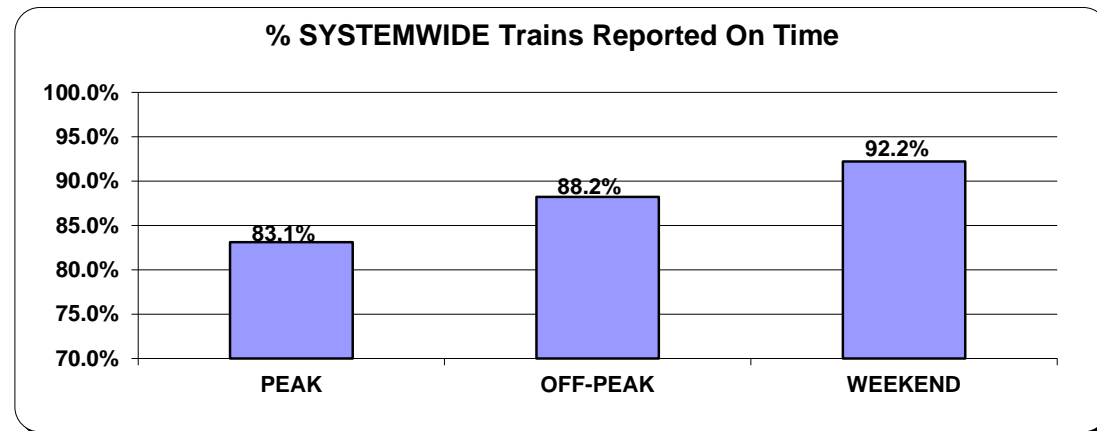
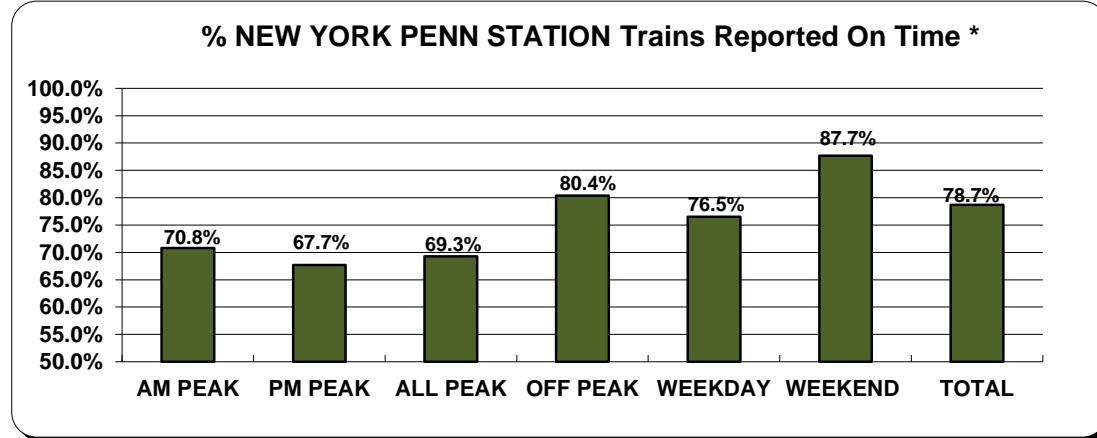
- Amtrak Portal Bridge project, NJT manpower shortage and an Arrow issue contributed to 137 delays on March 10.
- Amtrak catenary issue contributed to 144 delays on March 13.
- Amtrak signal issue, NJT programmed maintenance and PTC mechanical contributed to 112 delays on March 30.

The 12-month Average for Rail On-Time Performance was 89.2%.

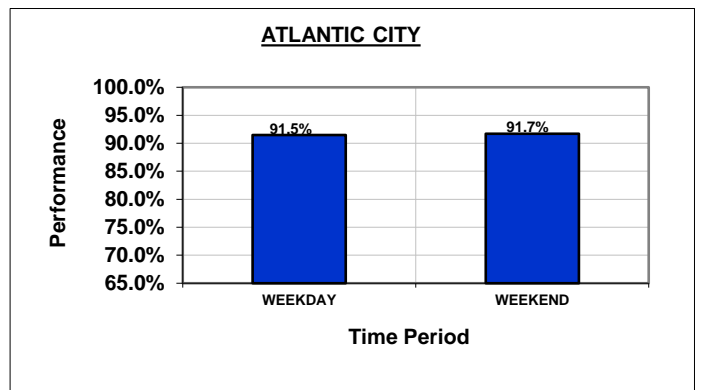
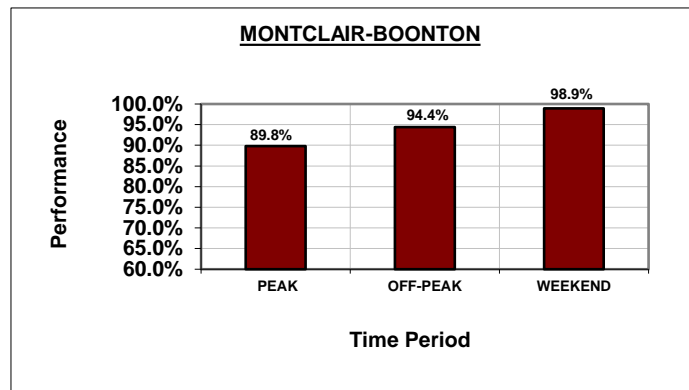
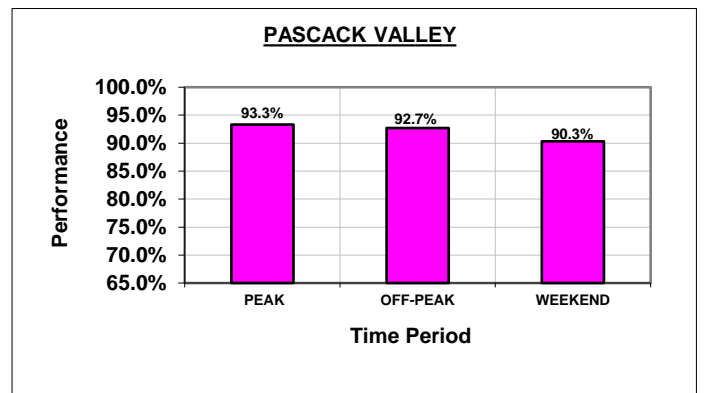
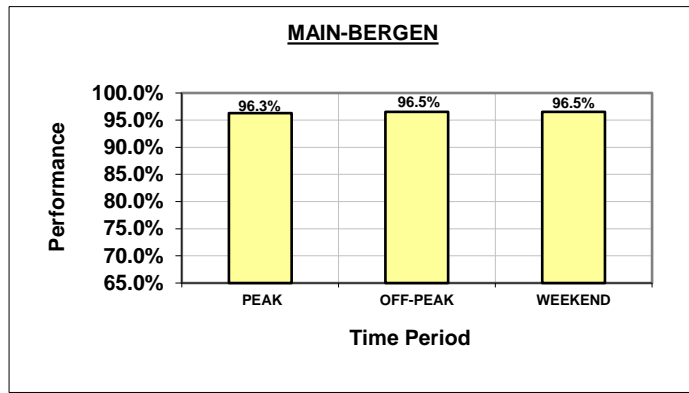
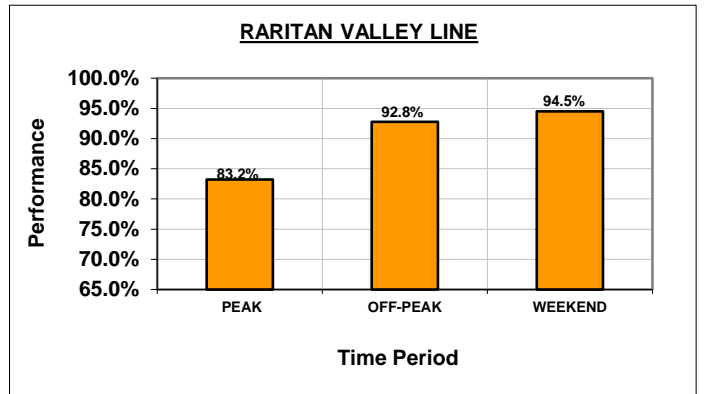
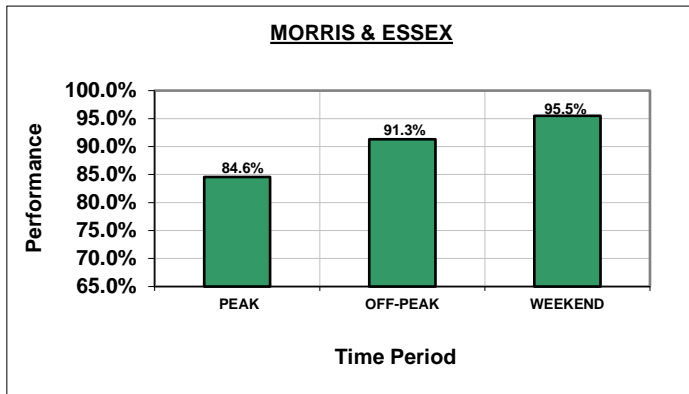
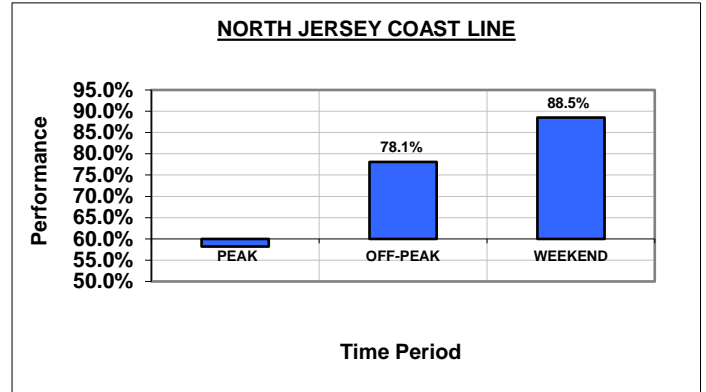
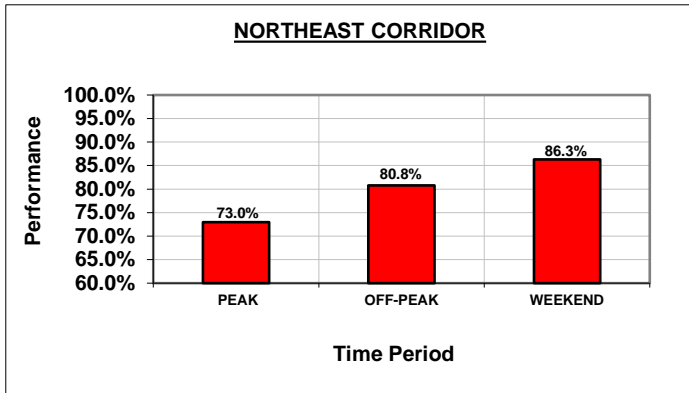
# ON-TIME PERFORMANCE RAIL

## SUMMARY BY TIME PERIOD MARCH 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.



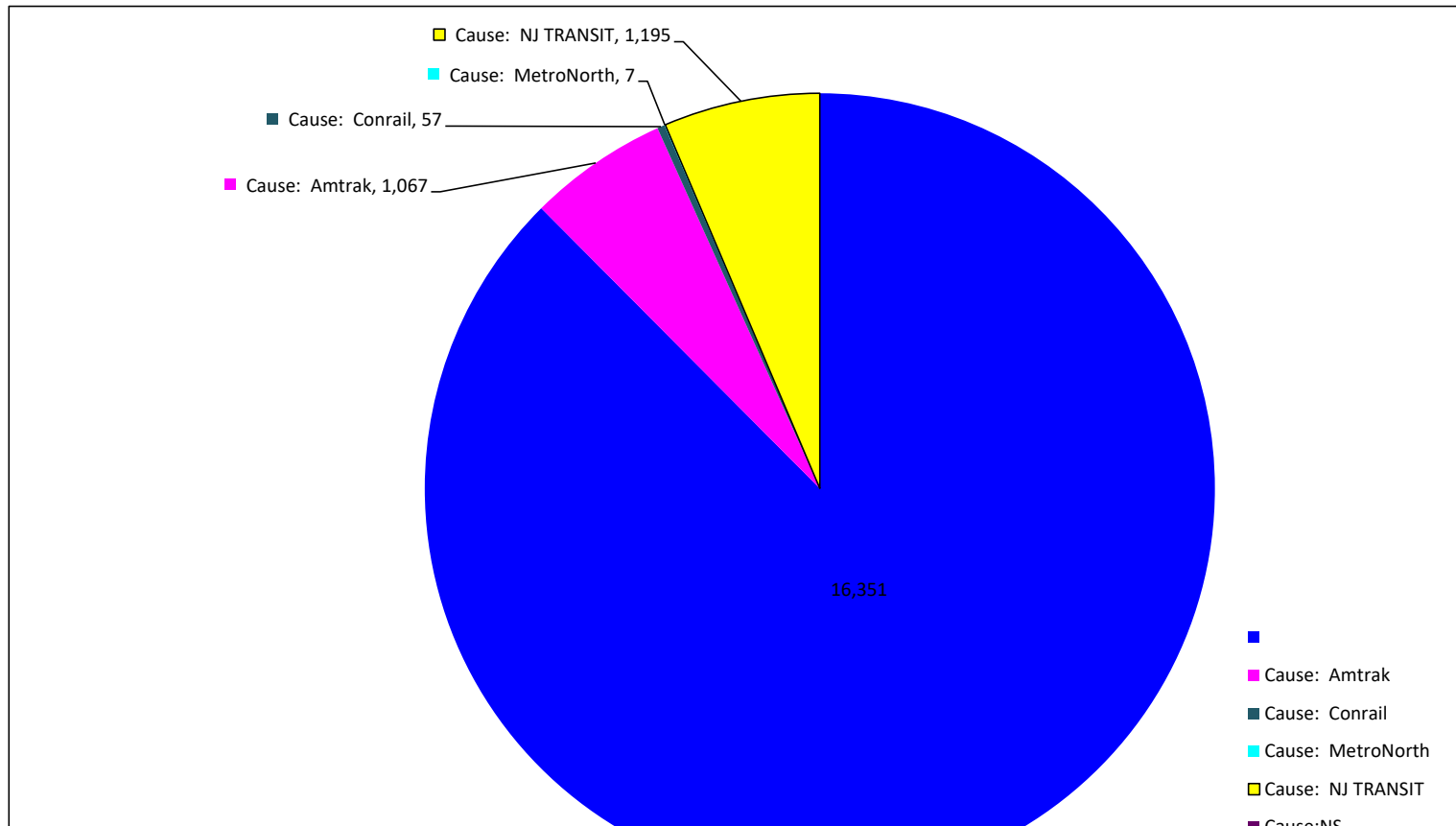
# ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD MARCH 2026



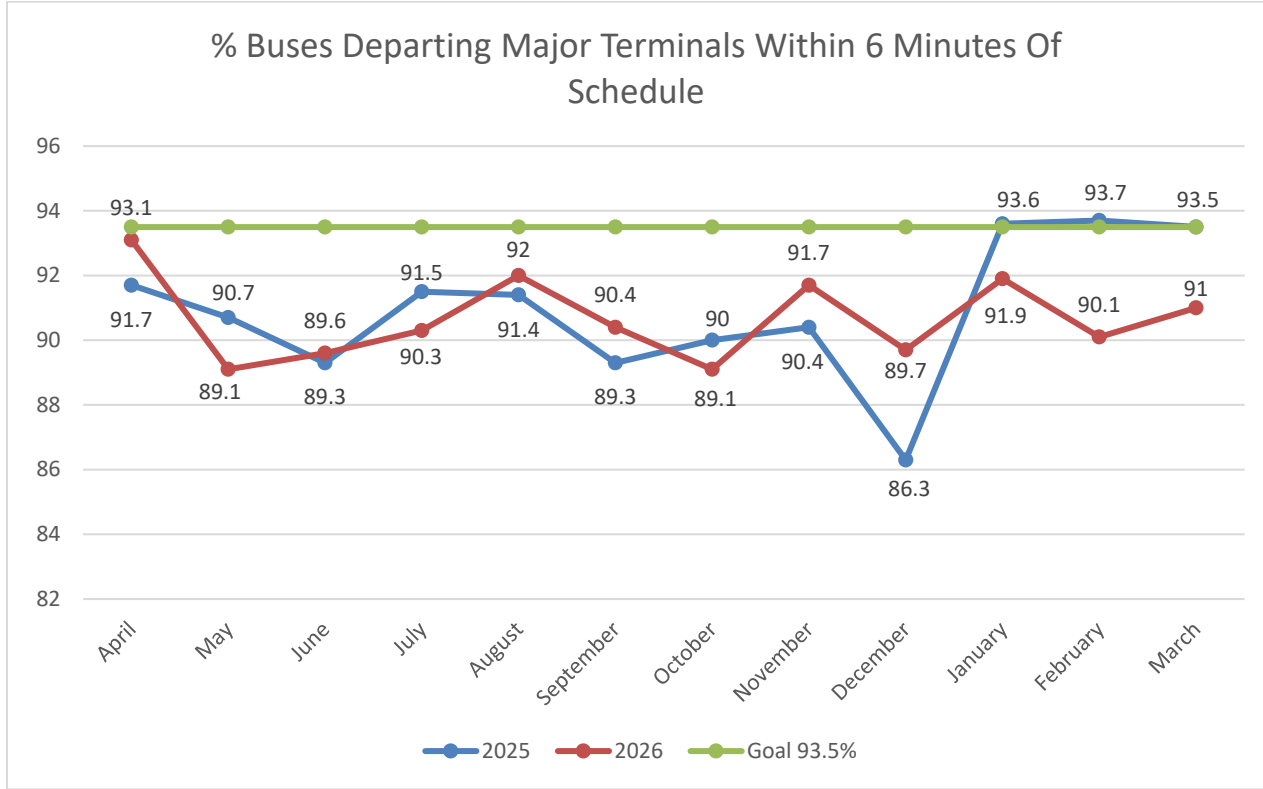
### NJ TRANSIT Performance - March 2026

#### Late NJ TRANSIT Trains

		Cause: Amtrak	Cause: Conrail	Cause: MetroNorth	Cause: NJ TRANSIT	Cause: NS	Cause: Port Auth.
# of Trains On Time	16,351	1,067	57	7	1,195		
# of Late Trains	2,326	5.71%	0.31%	0.04%	6.40%	0.00%	0.00%
Total # of Trains	18,677						
Percentage On Time	87.5%						



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



	<u>2025</u>	<u>2026</u>	<u>%Change</u>
<b>Mar Comparison</b>	93.5%	91.0%	-2.5%
<b>12-Month Average Apr 2025 – Mar 2026</b>	90.9%	90.7%	-0.2%

**Analysis:**

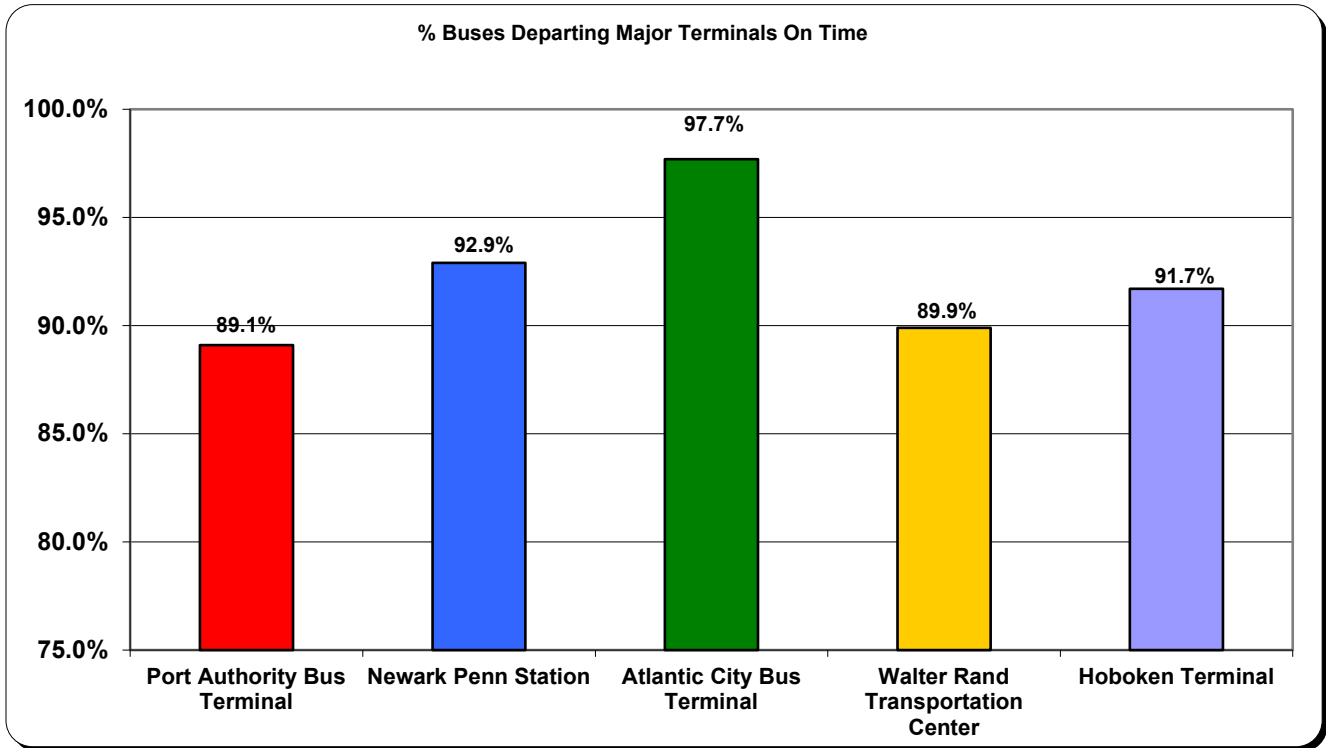
Bus On-Time Performance systemwide was 91.0% for the month of March 2026. Of the 49,535 monitored departures, 4,475 experienced delays.

**Key Causes included:**

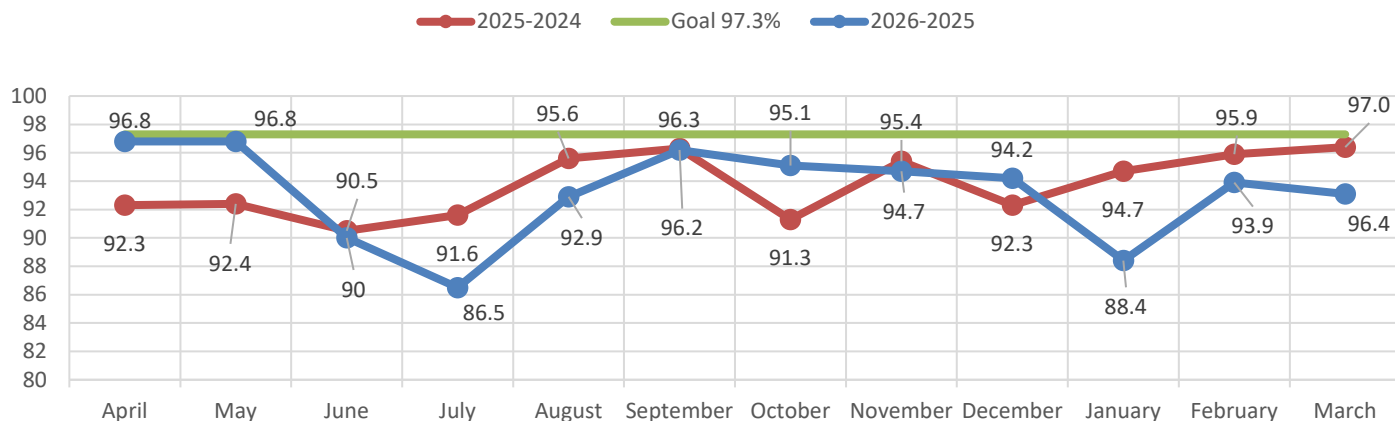
- At PABT, delays were caused by the following: on the 3<sup>rd</sup>, disabled buses; on the 6<sup>th</sup>, inbound traffic; on the 10<sup>th</sup>, disabled buses in outbound tunnel and on ramp, disabled car in outbound center tube; on the 19<sup>th</sup>, car fire in inbound tunnel caused 75 mins of delays; on the 25<sup>th</sup>, car fire in outbound tunnel.
- At Newark Penn, delays were caused by the following: On the 2<sup>nd</sup>, two accidents, mechanical issues, road construction; on the 9<sup>th</sup>, accidents, passenger disputes, multiple road closures due to construction; on the 13<sup>th</sup>, accident, mechanical issues, 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 90.7%.

# ON-TIME PERFORMANCE BUS

## SUMMARY BY TERMINAL



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

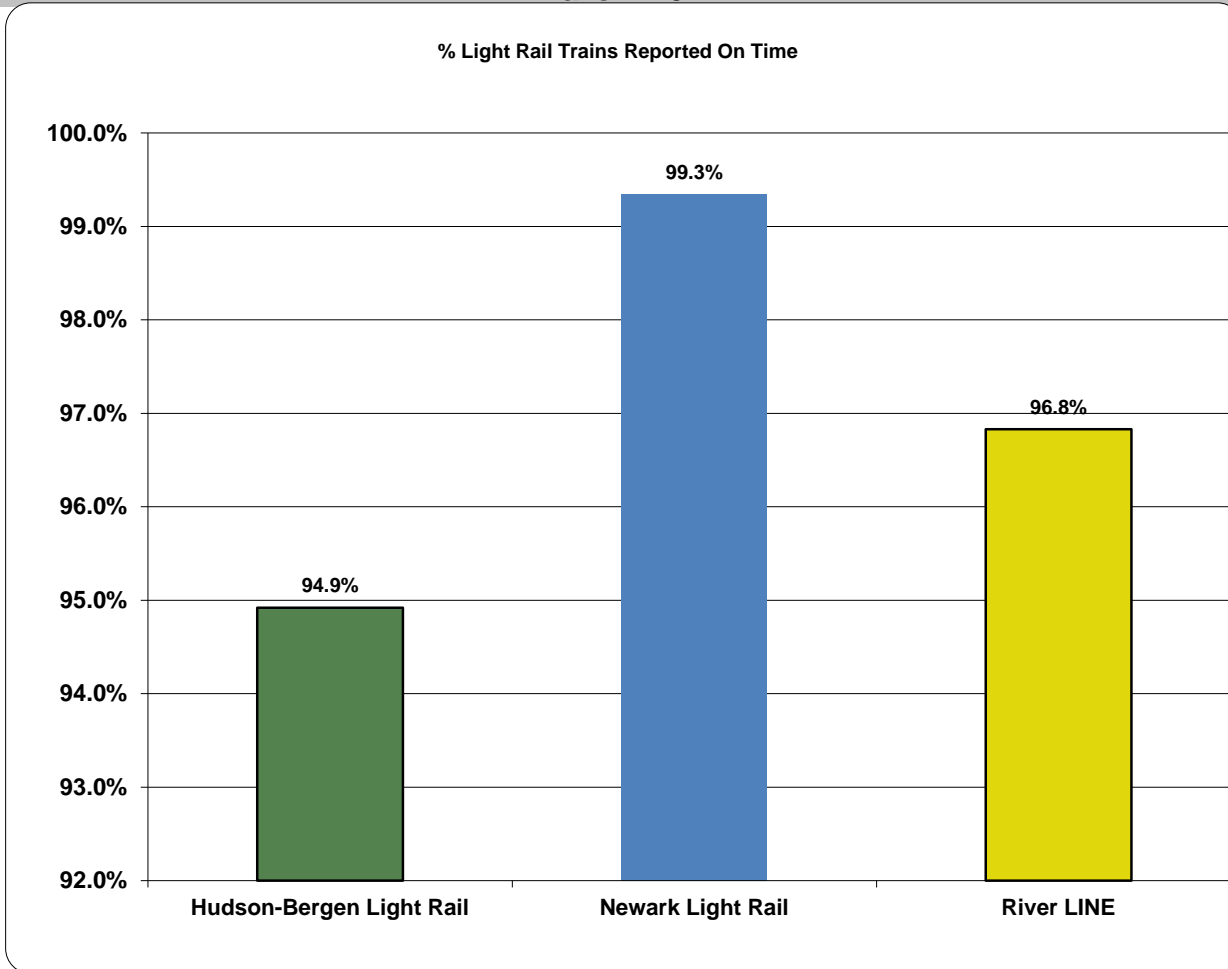


	<u>March 2025</u>	<u>March 2026</u>	<u>% Change</u>
<b>Light Rail March Comparison</b>	96.4 %	97.0 %	+0.6%
<b>Light Rail 12-Month Average</b>	93.5 %	93.1 %	-0.4%

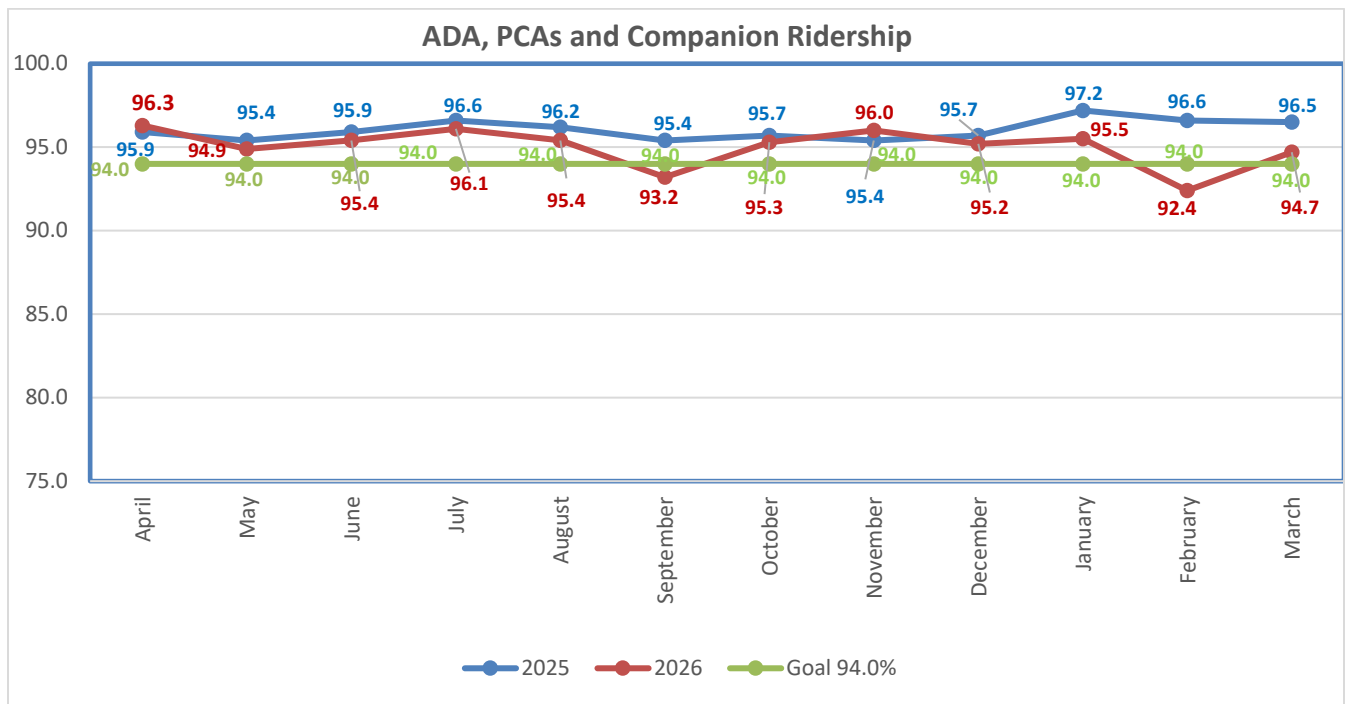
- Newark Light Rail** – OTP for the Newark Light Rail had a slight reduction of .2% between February and March at 99.3%. On 3/30, a trespasser on the tracks disrupted trains, and needed to be removed, which impacted 23 trains.
- River LINE** – OTP for the River LINE improved significantly by 7.9% to an OTP of 96.8% for the month of March. On 3/9 and 3/28, trains were affected due to vehicles being stuck on the tracks. On 3/28 a protest march led to train traffic being suspended between WRTC and WEC. Other issues that affected OTP were vehicle availability, NJTPD activity, brake and traction issues, and door malfunctions.
- HBLR** – On 3/20, a switch failure at an interlocking near Liberty State Park required single tracking while it was being repaired. Other issues that affected the OTP were door issues, propulsion malfunctions, NJTPD activity, brake faults, and passenger emergencies.

# ON-TIME PERFORMANCE LIGHT RAIL

## SUMMARY BY LINE March-26



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



	<u>2025</u>	<u>2026</u>	<u>% Change</u>
<b>March Comparison</b>	96.5%	94.7%	-1.8%
<b>March Ridership</b>	143,849	151,102	7,253
<b>12-Month Average April 2025–March 2026</b>	96.0%	95.0%	-1.0%

**Analysis:**

Access Link On-Time Performance was 94.7% for March 2026. In serving 166,828 total customers, for 151,102 ADA trips, 8,080 or (5.3%) experienced delays.

**Key Delay Causes:**

- Operator availability
- Equipment availability - due to maintenance needs including a manufacturer recall affecting the fleet of Ford Transit vehicles.
- Customer cancellations and no-shows

The 12-month average for Access Link On-Time Performance for April 2025-March 2026 was 95.0% which decreased by -1.0%

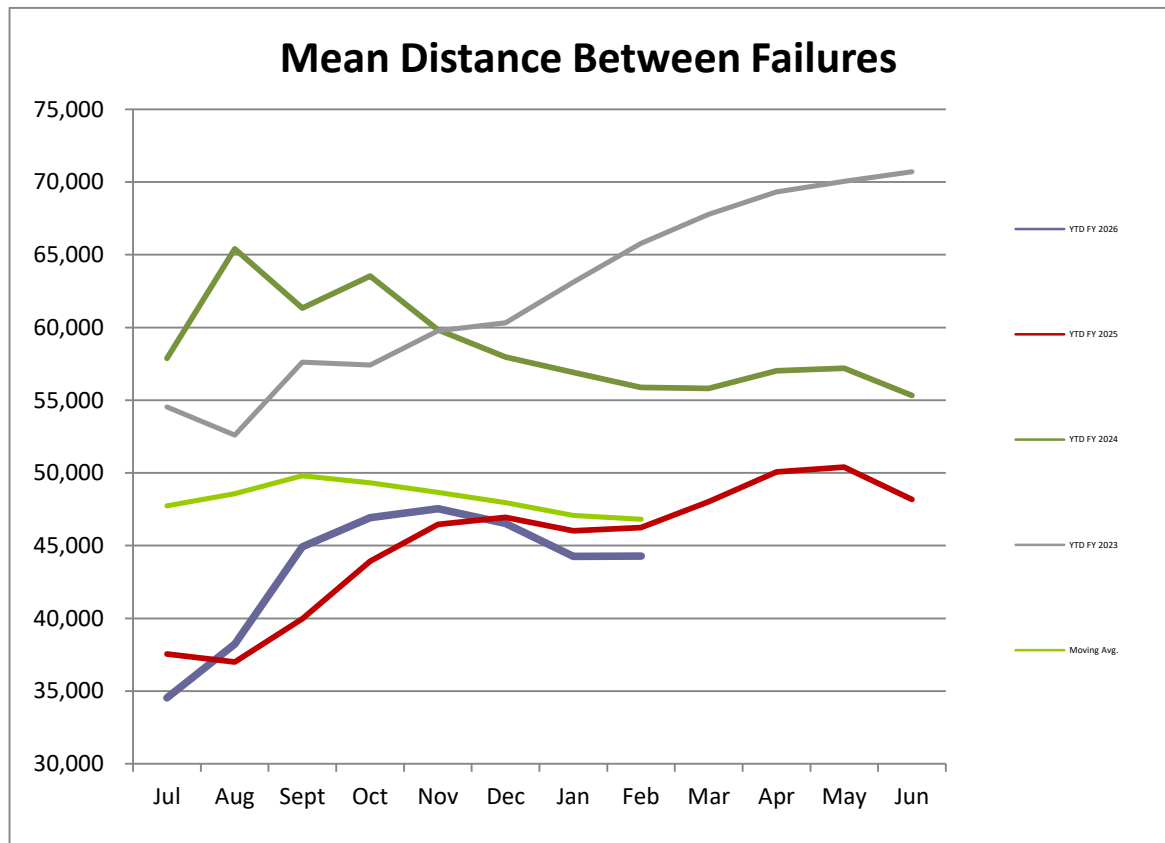
\* Statistics comprise both dedicated and non-dedicated service.

# **MEAN DISTANCE BETWEEN FAILURES**

February 2026

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

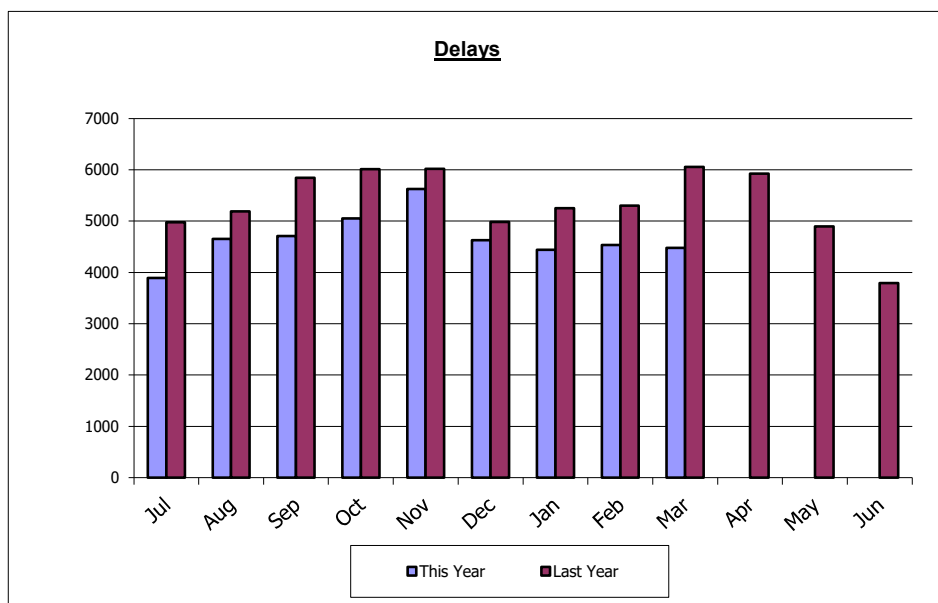
Month	YTD FY 2026	YTD FY 2025	YTD FY 2024	YTD FY 2023	12 Month Moving Avg.
Jul	34,531	37,549	57,875	54,531	47,747
Aug	38,231	36,992	65,403	52,602	48,563
Sept	44,915	39,979	61,324	57,623	49,806
Oct	46,923	43,929	63,539	57,410	49,329
Nov	47,533	46,462	59,844	59,761	48,651
Dec	46,536	46,944	57,968	60,315	47,965
Jan	44,272	46,027	56,904	63,121	47,073
Feb	44,295	46,251	55,888	65,780	46,803
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

### March 2026

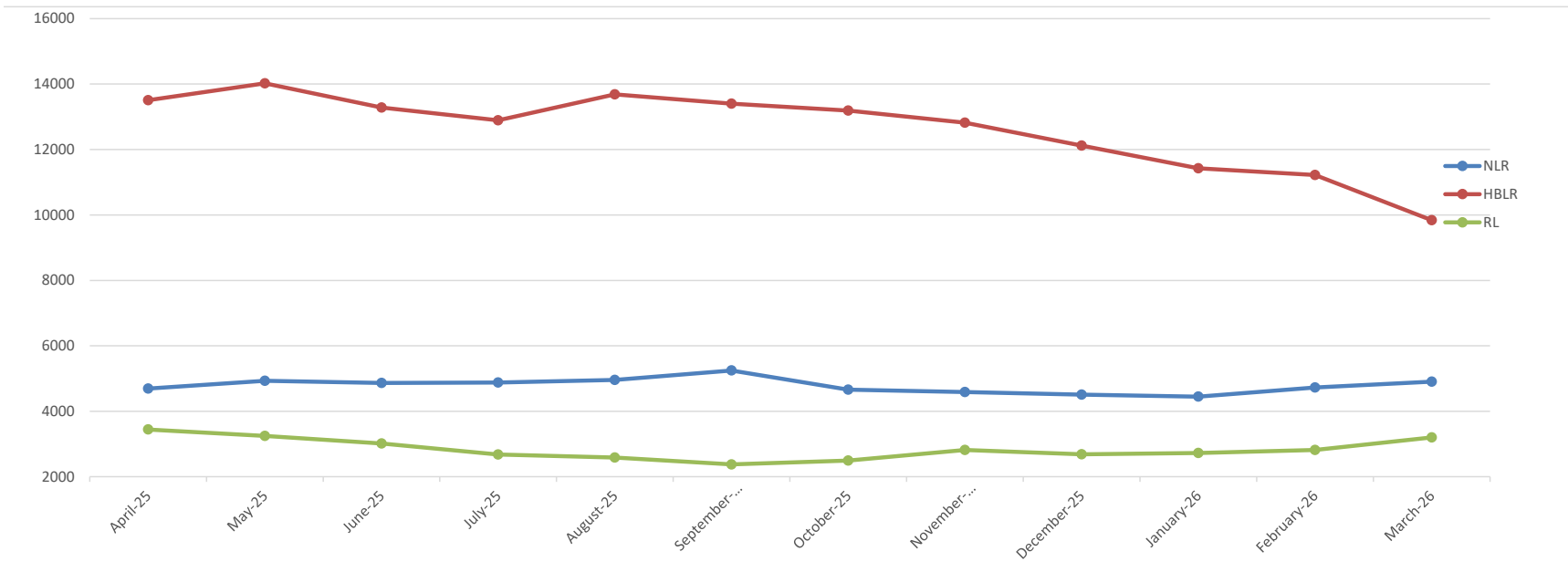
Location	Miles Between In-Service Delays			
	FY2026 Goal	This Month	FY2026 YTD	FY2025 YTD
Fairview	7,000	5,751	5,148	6,313
Greenville	5,000	7,026	3,910	2,889
Market Street	5,000	3,338	3,510	4,145
Meadowlands	6,000	1,919	1,846	2,220
Oradell	9,000	9,897	11,741	12,056
Wayne	9,000	8,640	8,131	10,925
WestWood	9,000	9,792	10,469	16,634
<b>Northern Division</b>	-	<b>4,477</b>	<b>4,287</b>	<b>4,950</b>
	0	0	0	0
Big Tree	5,500	3,037	3,701	4,001
Hilton	6,500	2,764	3,297	4,183
Howell	17,500	24,866	18,266	19,408
Ironbound	6,000	2,768	3,128	3,789
Kearny Point	5,000	2,321	2,553	1,649
Orange	7,800	1,881	2,151	2,435
Morris	10,500	13,179	12,251	18,083
<b>Central Division</b>	-	<b>3,410</b>	<b>3,843</b>	<b>4,512</b>
Egg Harbor	11,500	8,026	8,445	11,178
Hamilton	7,500	5,237	5,166	6,047
Newton Avenue	9,178	6,371	5,632	7,807
Washington Twp.	14,377	12,553	9,994	12,529
<b>Southern Division</b>	-	<b>8,085</b>	<b>7,570</b>	<b>9,734</b>
<b>Bus Operations</b>	-	<b>4,480</b>	<b>4,622</b>	<b>5,479</b>



### 12 Month Average Miles Between In Service Failures

NJT LIGHT RAIL	February 2026	March 2026
Newark Light Rail	4,728	4,904
Hudson Bergen	11,222	9,840
River LINE	2,819	3,201

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



# **DBE/SBE PROGRAM**

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

State Funded Contracts

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

During the month of **March 2026**, NJ TRANSIT awarded **\$94,067,805.44** in state-funded contracts; of that total, Small Business Enterprises (SBE/DVOBs) received **\$1,169,980.00** or **1.244%**.

State Fiscal Year 2026 YTD (July 1, 2025, through June 30, 2026) NJ TRANSIT awarded **\$341,066,553.81** in state-funded contracts. Of that total, SBE/DVOBs received **\$17,854,464.52** or **5.23%**.

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

**Goods & Services**

Category 1 SBE/DVOBs	\$1,760,486.13	0.52%
Category 2 SBE/DVOBs	\$4,056,893.04	1.19%
Category 3 SBE/DVOBs	\$6,452,468.39	1.89%

**Construction**

Category 4 SBE/DVOBs	\$40,793.47	0.01%
Category 5 SBE/DVOBs	\$5,046,727.49	1.48%
Category 6 SBE/DVOBs	\$497,096.00	0.15%

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** NJ

58 TRANSIT employees retired recently:

1. Anthony Marino, Conductor -- Various -- 27 years
2. Bertha Baptist, Car Appearance Maintainer -- Raritan -- 21 years
3. Enrique Carbo, Machinist -- MMC -- 40 years
4. Patrick Medy, Foreman of Station Attendants -- Newark -- 30 years
5. Richard Thogode, Tech -- MMC -- 37 years
6. Roberto Ortiz, Led Tech -- MMC -- 29 years
7. Walter Blake, Repairman -- Newton Ave -- 15 years
8. Michael Brooks, Operator -- Market St. -- 34 years
9. Christopher Christian, Repairman -- Orange -- 29 years
10. John Conway, Operator -- Westwood -- 17 years
11. Jeffrey Evans, Operator -- Oradell -- 31 years
12. Jose Franceschi, Operator -- Wash Twp. -- 20 years
13. Jairo Mercado, Operator -- Market St. -- 12 years
14. Marco Quijije, Operator -- Fairview -- 16 years
15. Alfredo Sebastiani, Operator -- Fairview -- 19 years
16. Kerry Arrington, Operator -- Ironbound -- 30 years
17. Walter Ayala, Operator -- Meadowlands -- 30 years
18. Danny Bentley Jr., Operator -- Hamilton -- 27 years
19. John Bianco, Operator -- Market St. -- 24 years
20. Daphne Calhoun, Info Clerk -- GOB -- 26 years
21. Cathy Callahan, Operator -- Meadowlands -- 27 years
22. Edouard Charles, Operator -- Ironbound -- 22 years
23. Hazel Charles, Light Rail Operator -- Bloomfield -- 22 years
24. Luis Cruz, Operator -- Hamilton -- 22 years
25. Ana De La Hoz, Operator -- Wayne -- 24 years
26. Antoinette Dennis, Depot Master -- Bloomfield -- 25 years
27. Rudolfo Giannobile, Mechanic -- Big Tree -- 32 years
28. Abner Gonzalez, Operator -- Fairview -- 24 years
29. Nader Hajbi, Operator -- Wayne -- 28 years
30. Guy Harper, Operator -- Newton Ave. -- 30 years
31. Bernadette Hester-Arrington, Light Rail Operator -- Bloomfield -- 27 years
32. Judith Jefferson, Depot Master -- Howell -- 25 years
33. Jerrie Lee, Depot Master -- Hamilton -- 30 years
34. Lajuana Liking, Operator -- Oradell -- 19 years
35. Sharon Lingo, Operator -- Egg Harbor -- 26 years
36. James Love, Operator -- Wash Twnp. -- 20 years
37. Thomas Manahan, Mechanic -- Big Tree -- 31 years
38. Walter Marks, Depot Master -- Oradell -- 16 years
39. Gloria McGill, Operator -- Oradell -- 25 years
40. Dexter October, Light Rail Operator -- Bloomfield -- 22 years
41. Maria Perez, Operator -- Newton Ave. -- 19 years
42. Calvin Petteway, Operator -- Wash Twnp. -- 20 years
43. Patrick Pinthiere, Operator -- Ironbound -- 33 years
44. Cezar Prak, Repairman -- Greenville -- 28 years
45. Ilker Sainovski, Depot Master -- Meadowlands -- 29 years
46. Mike Schultz, Operator -- Egg Harbor -- 19 years
47. Jean Venel Semexant, Operator -- Meadowlands -- 21 years
48. Alejandro Sena, Operator -- Wayne -- 25 years
49. Mu'Min Shahbaaz, Operator -- Orange -- 17 years
50. Lisa Simon, Operator -- Greenville -- 10 years
51. Mielle Stone, Operator -- Wayne -- 32 years
52. Michael Thorpe, Mechanic -- Fairview -- 37 years
53. Angel Torres, Maintenance -- Market St. -- 30 years
54. Gamal Zaky, Operator -- Meadowlands -- 30 years
55. Linda DiGiovanni, Chief Capital Grants -- HQ -- 25 years
56. Kenneth Beittl, Director Bus Service Plannin -- HQ -- 31 years
57. Jeremy Colangelo-Bryan, Chief Planner -- HQ -- 27 years
58. Michael Kilcoyne, SVP Bus -- HQ -- 28 years

# **ACTION ITEMS**

**ITEM 2604-15: EXTENSION OF REVENUE PROCESSING AND ARMORED CAR SERVICES CONTRACT**

**WHEREAS**, NJ TRANSIT collects revenues of approximately \$140 million annually in currency and coins through bus exact fare revenue bins, bus and rail terminal and station revenue, Ticket Vending Machine (TVM) revenues, and pay station revenues at Park and Rides; and

**WHEREAS**, NJ TRANSIT requires the secure transportation and handling of its revenue via armored car service; and

**WHEREAS**, revenue collected by the armored car is delivered to a secure facility where it is counted, reconciled, deposited, and transferred to NJ TRANSIT's primary banking accounts; and

**WHEREAS**, in March of 2021, the NJ TRANSIT Board of Directors approved the award of NJ TRANSIT Contract No. 18-034 to Wells Fargo Bank, N.A., and authorized funding for the initial three-year contract amount of \$14,043,448.56, and two one-year options with an additional \$5,147,920.66;

**NOW, THEREFORE, BE IT RESOLVED** that the Chair or President & CEO is authorized to extend NJ TRANSIT Contract No. 18-034 with Wells Fargo Bank, N.A. for Revenue Processing and Armored Car Services for 18 months and add funding in the amount not to exceed \$4,551,355.28, plus five percent for contingencies, subject to the availability of funds.

**ITEM 2604-16: ANNUAL BUDGET PROPOSAL TRANSMITTAL**

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

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

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

**WHEREAS**, results for Fiscal Year 2025's Operating Budget for NJ TRANSIT are final as detailed in Exhibit A and Exhibit B, attached hereto; and

**WHEREAS**, staff has projected results for Fiscal Year 2026's Operating Budget for NJ TRANSIT as detailed in Exhibit B attached hereto; and

**WHEREAS**, the Governor of New Jersey has proposed a Fiscal Year 2027 Operating Budget for NJ TRANSIT as detailed in Exhibit A and Exhibit B, attached hereto; and

**WHEREAS**, the proposed Fiscal Year 2027 Operating Budget includes a State General Fund operating subsidy of \$282.2 million; and

**WHEREAS**, the proposed Fiscal Year 2027 Operating Budget includes New Jersey Corporate Transit Fee funding of \$765.6 million; and

**WHEREAS**, staff has preliminarily projected Fiscal Years 2028, 2029 and 2030 Operating Budgets for NJ TRANSIT as detailed in Exhibit B, attached hereto;

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

EXHIBIT A

# NJ TRANSIT

## Fiscal Year 2027 Proposed Operating Budget

APRIL 2026



## FY27 PROPOSED OPERATING BUDGET – HIGHLIGHTS

### Structural Challenge:

- 8-year budget growth of 4.5% vs. cost growth of 5.4%
- Pandemic years vacancy rate of 8% is now 3%

### FY27 Cost Challenges:

- Labor contracts 3% increase: \$55m
- Materials and Supplies (Bus and Rail) 17% increase: \$35m
- ADA/Access Link contracts (22% increase): \$33m
- Tolls and Fees (PANYNJ \$19.3m, 77% increase)

### Revenue Response:

- 3% fare increase in FY27
- CTF down \$23m per NJ Treasury forecast
- State Operating Subsidy \$238.3m increase
- Federal PM return to pre-COVID levels
- Less reliance upon one-time revenue (sale of property)

## EXHIBIT A

**EXPENSE: FY27 VS FY26**

<b>(\$ in millions)</b>	<b>FY25 Actual</b>	<b>FY26 Budget</b>	<b>FY27 Proposed</b>	<b>Δ</b>	<b>%</b>
Labor	\$1,029.0	\$991.2	\$1,109.9	\$118.7	12.0%
Fringe Benefits	881.7	849.8	938.6	88.8	10.4%
Services	255.1	268.6	310.0	41.4	15.4%
Fuel & Power	156.5	152.7	161.0	8.3	5.4%
Utilities	51.6	54.6	60.3	5.7	10.4%
Purchased Transportation	313.3	334.1	332.3	(1.8)	-0.5%
Materials & Supplies	260.5	224.6	267.4	42.8	19.1%
Tolls, Trackage & Fees	121.4	116.5	141.4	24.9	21.4%
Claims & Insurance	94.7	82.9	92.4	9.5	11.5%
All Other Expenses	70.0	80.4	89.1	8.7	10.8%
<b>TOTAL EXPENSE</b>	<b>\$3,233.8</b>	<b>\$3,155.4</b>	<b>\$3,502.4</b>	<b>\$347.0</b>	<b>11.0%</b>

## EXHIBIT A

## REVENUE: FY27 VS FY26

(\$ in millions)	FY25 Actual	FY26 Budget	FY27 Proposed	Δ	%
Farebox Revenue	\$880.4	\$980.0	\$980.0	\$0.0	0.0%
Commercial Revenue	178.9	195.9	146.6	(49.3)	-25.2%
State Operating Subsidy	165.0	43.9	282.2	238.3	542.8%
Corporate Transit Fee	<u>0.0</u>	<u>788.6</u>	<u>765.6</u>	<u>(23.0)</u>	-2.9%
State Subsidy	165.0	832.5	1,047.8	215.3	25.9%
Turnpike Funding*	455.0	470.0	485.0	15.0	3.2%
Clean Energy Fund	70.1	140.1	140.1	0.0	0.0%
Federal Preventive Maint.	385.0	334.0	500.0	166.0	49.7%
Other Reimbursements	239.8	202.9	202.9	0.0	0.0%
COVID-19 Relief	749.4	0.0	0.0	0.0	
<b>TOTAL REVENUE</b>	<b>\$3,123.6</b>	<b>\$3,155.4</b>	<b>\$3,502.4</b>	<b>\$347.0</b>	<b>11.0%</b>

\*Does not reflect additional \$25.0m for Portal North Bridge capital project

# EXPENSE ITEMS: \$347m, 11.0%



## Contractual Labor: \$178.7m, 5.7%

- Post-COVID normalized hiring = less vacancy savings: \$124.0m, 3.9%
- Wage increases: \$55.2m, 1.8%



## Contractual Non-Labor: \$145.4m, 4.6%

- Access Link transport service contracts: \$36.4m, 1.2%
- Materials/parts: \$34.8m, 1.1% (Rail \$20m, Bus \$14.7m, Misc \$150k)
- Tolls and fees: \$27.9m (Rail \$8.2m, Bus \$19.7m)
- Baseline increases – various: \$13.2m
- Insurance premiums and claims: \$10m
- IT contract service increases: \$8.3m
- Utility rate increases: \$5.0m
- Private bus carriers' contracts: \$4.3m
- HBLR contracts: \$3.1m
- Financial services and fees: \$1.6m
- Lease/rent \$1.4m



## Service Needs: 155 FTE, \$38.1m, 1.2%

- Access Link call center enhancement: \$10m
- Rail service and maintenance: 38 FTE, \$7.1m
- IT projects various: \$6.1m
- River LINE insourcing: 94 FTE, \$3.9m
- Financial and accounting services: \$3.3m
- Transit Oriented Development: 3 FTE, \$3.1m
- Restore Bus service shifted to private carrier routes 10 FTE, \$2.5m
- Police and security: 10 FTE, \$2m



## EXPENSE ITEMS (CONTINUED):



### Service Expansion: 30 FTE, \$3.6m, 0.1%

- Micro-Transit Shuttle PILOT in South Jersey: 10 FTE, \$1.9m
- Broadway Bus route absorption: 20 FTE, \$1.6m
- New Brunswick Station improvement maintenance: \$125K



### 2026 FIFA World Cup: \$743K

- Additional bus service: \$743K
- NOTE: \$7.6m included in FY26 for increased security, ambassadors and rail service carried over to FY27.

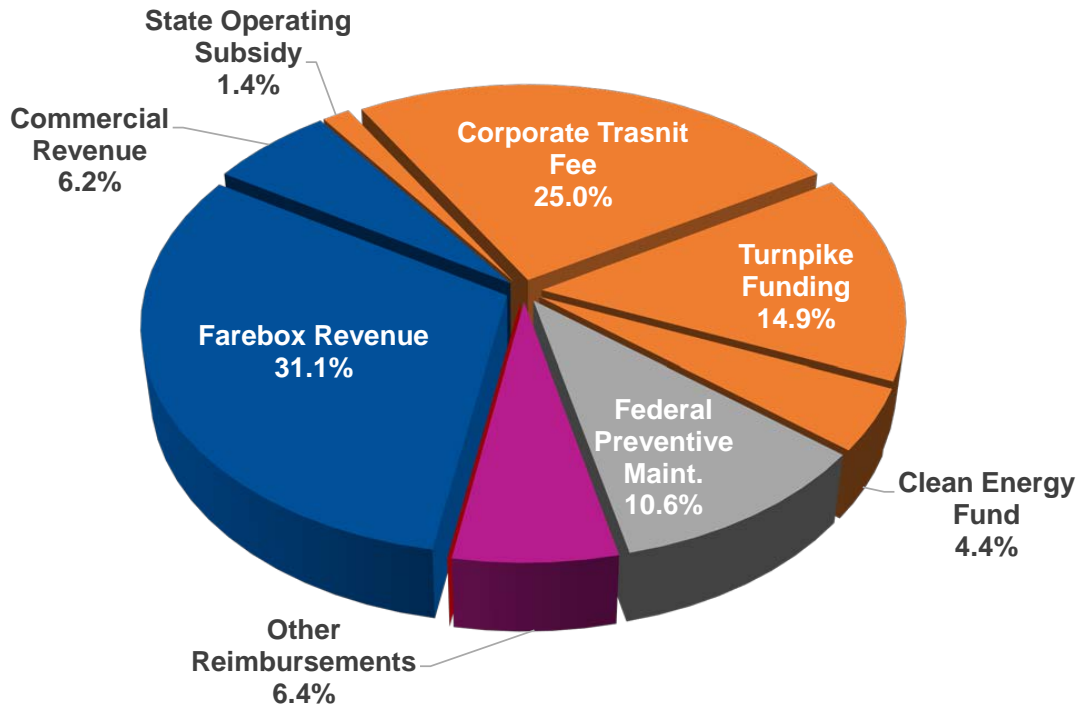


### Cost Reductions: (\$19.8m) (0.6%)

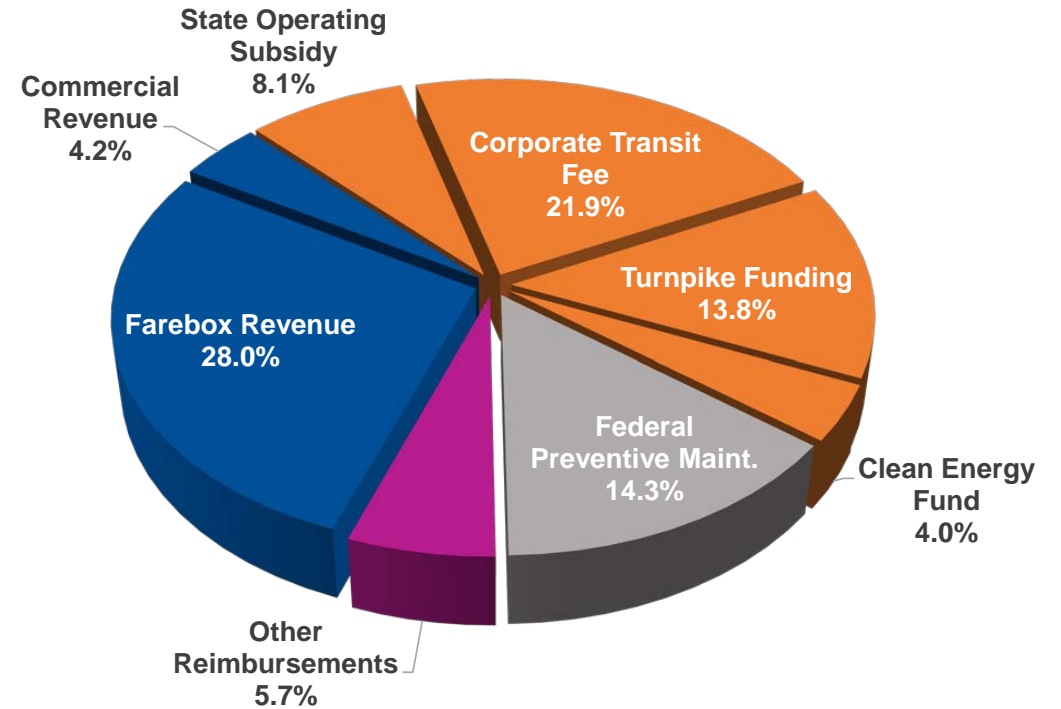
- Access Link savings from use of TNCs: \$13.7m
- Expired IT contracts: \$4.5m
- Bus pass savings from discontinued Broadway Bus: \$400k
- Other various: \$1.2m

# FY26 VS FY27 REVENUE SOURCES: STATE SOURCES 46% VS 48%

## FY26 Budget



## FY27 Proposed Budget



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

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



# New Jersey Transit Budget Proposal Transmittal

April 15, 2026

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## Executive Summary

Dear Commissioner and Members of the State Legislature:

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

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

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

Sincerely,

Kris Kolluri  
President & CEO

## History

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

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

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

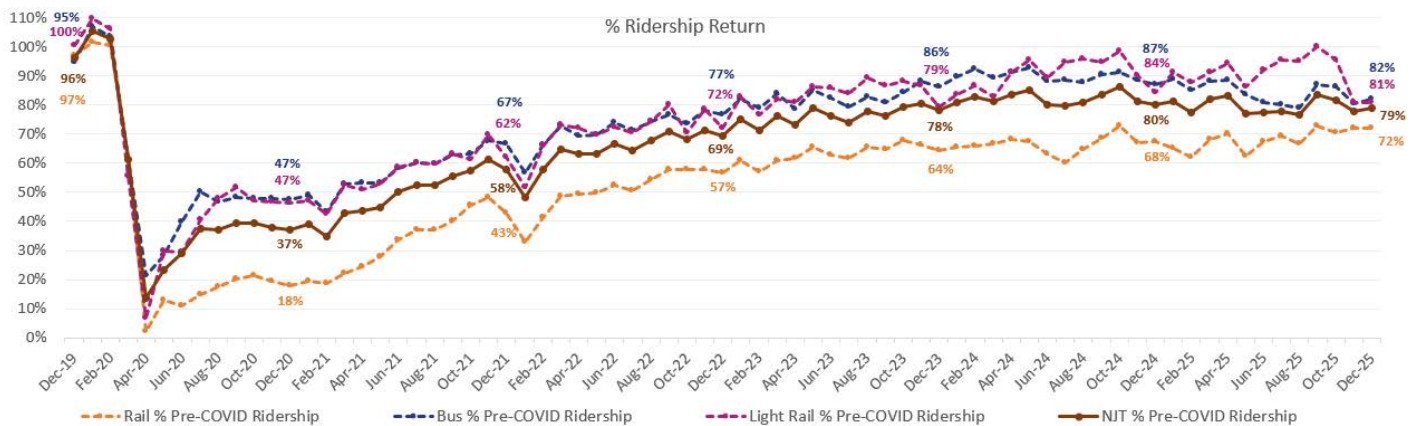
On December 20, 2018, Governor Murphy signed bill S630 in order to provide for additional governance, oversight and accountability reforms at NJ TRANSIT. That legislation is now commonly known today as the NJ TRANSIT reform legislation. Among other things, this budget transmittal is a mandatory byproduct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

### Regional and Agency Trends

Public transportation across the Northeast Corridor (Boston–New York–Philadelphia–Baltimore–Washington) has entered a stabilization phase following the COVID-19 pandemic-driven collapse of ridership in 2020. While most major commuter rail systems have recovered significantly, they have not returned to pre-pandemic commuting patterns. Across the corridor, agencies are generally operating at 70 percent–90 percent of 2019 ridership levels, with a structural shift away from five-day peak commuting toward more distributed, hybrid-driven travel demand.

Public transportation in New Jersey has mirrored the regional trend. NJ TRANSIT carried 267 million annual trips in 2019. As of FY2025, ridership has recovered to approximately 224 million trips, or about 84 percent of pre-pandemic levels. This reflects substantial progress from 2023 levels (79 percent of 2019), but the system remains approximately 40 million annual trips below its prior baseline.

The chart below demonstrates this recovery since 2019. As of December 2025, ridership by mode was 72 percent of pre-pandemic levels for Rail, 82 percent for Bus and 81 percent for Light Rail. The most current quarterly document of FY26, titled “NJ TRANSIT Quarterly Ridership Trends”, is included in Appendix D.



The most important ridership change is not simply total ridership volume, but how and when people are traveling. Rail ridership remains below pre-pandemic levels on weekdays, typically around 65–75 percent of 2019 levels, with the weakest demand on Mondays and Fridays (~60–70 percent) and somewhat higher ridership Tuesday through Thursday (~70–75 percent) when most hybrid commuters travel. In contrast, bus ridership has recovered more strongly, generally reaching 85–95 percent of 2019 levels on weekdays. This is likely because bus service supports more local trips and a larger share of riders whose jobs require in-person work.

The gap between modes reverses on weekends: both rail and bus ridership are typically above pre-pandemic levels (roughly 105 percent of 2019) on Saturdays and Sundays, reflecting strong leisure and discretionary travel. However, rail outperforms bus on the weekends in terms of recovery running roughly 107 percent of 2019 levels while bus typical runs about 103 percent.

These trends have direct fiscal implications. Commuter rail generates higher per-trip fare revenue than bus. Consequently, persistent underperformance in peak commuter rail ridership has a greater impact on fare revenue relative to bus ridership, resulting in continued budgetary pressure.

## List of Key Performance Indicators

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

## Corporate Business Plan

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

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

## Four-Year Budget Outlook

NJ TRANSIT has continued to recover from the sharp decline in ridership and farebox revenue caused by the COVID-19 pandemic. In FY21, at the height of the crisis, farebox revenues totaled \$299.1 million, just 30 percent of pre-pandemic levels. By FY25, the most recently completed fiscal year, farebox revenues rebounded to \$880 million, or approximately 90 percent of pre-pandemic levels. This rebound was aided by a 15 percent fare increase at the start of the fiscal year and 9 years since the last increase of 9 percent. Despite ridership returns and fare increases, farebox revenues have not reached inflation adjusted pre-pandemic levels. This revenue shortfall was offset by \$749.4 million in federal COVID-19 relief funding from the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) in FY25. However, this represented the last of \$4.4 billion in federal COVID-19 relief funding received over a 6-year period.

With Federal COVID-19 relief funding fully utilized, NJ TRANSIT faced a significant revenue challenge, one that was met by the New Jersey Corporate Transit Fee. The New Jersey Corporate Transit Fee is a 2.5 percent fee on New Jersey Corporations with net income of \$10 million or greater. Ninety-four percent of receipts generated by the fee are available to NJ TRANSIT for the cost of operations. In FY26, this totaled \$788.6 million, which, along with \$43.9 million in State General Fund Subsidy, increased the New Jersey State Subsidy by \$668 million in FY25 to \$833 million in FY26. This increase provided the necessary funding to allow NJ TRANSIT to continue providing safe, reliable, convenient and cost-effective transit service is contingent upon reliable and dedicated funding sources.

In FY26, NJ TRANSIT increased its fares by 3 percent and anticipated farebox revenues of \$980m million in that fiscal year. However, due to unusually severe winter weather in early 2026, Farebox Revenues are forecast to be closer to \$930 million.

The Proposed FY27 Operating Budget assumes a 3 percent increase in fares that is expected to result in farebox revenues totaling \$980 million, roughly 3 percent greater than the current FY26 forecast amount when adjusting for the extreme winter of 2026. New Jersey State Subsidy revenue is increased to \$1.048 billion through a combination of \$282.2 million from the State General Fund and \$765.6 million from the Corporate Transit Fee.

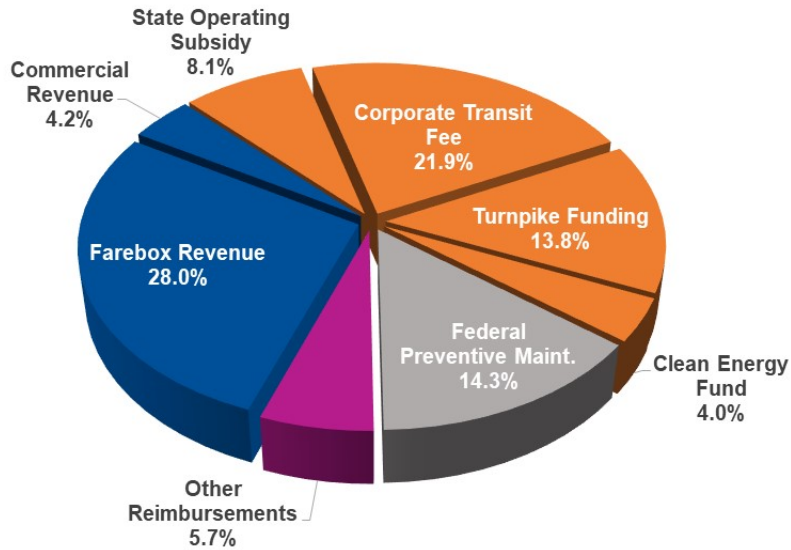
The Forecast FY28 Operating Budget reflects overall growth of 5.5 percent. FY28 farebox revenues are forecast to exceed \$1B due to a 3 percent increase in fares and continued increases in ridership in that fiscal year. FY28 growth in Corporate Transit Fee funding is reflective of 4 percent growth estimates from the New Jersey Office of Legislative Services. Lastly, State Operating Subsidy is forecast at \$385m to ensure a balance of revenue to expense.

## NJ TRANSIT Operating Budgets FY25 Actual – FY28 Proposed

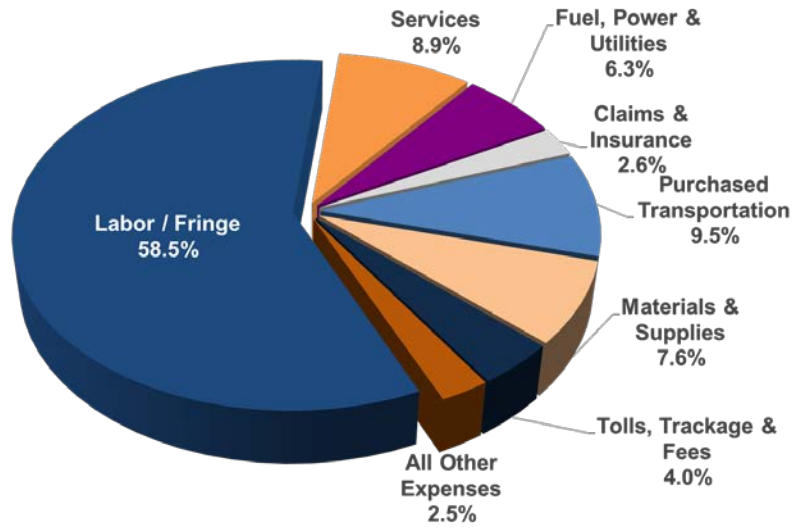
<i>(\$ in millions)</i>	FY25	FY26	FY26	FY27	FY28
REVENUE	Actual	Budget	Projection	Gov Budget	Prelim.
Farebox Revenue	\$880.4	\$980.0	\$931.9	\$980.0	\$1,011.9
Commercial Revenue	178.9	195.9	177.9	146.6	151.0
State Operating Subsidy	165.0	43.9	217.4	282.2	384.9
Corporate Transit Fee	0.0	788.6	615.1	765.6	796.1
Turnpike Funding <sup>1</sup>	455.0	470.0	470.0	485.0	500.0
Clean Energy Fund	70.1	140.1	140.1	140.1	140.1
Federal Preventive Maint.	385.0	334.0	424.0	500.0	500.0
Other Reimbursements	239.8	202.9	239.6	202.9	211.0
COVID-19 Relief	749.4	0.0	0.0	0.0	0.0
<b>TOTAL REVENUE</b>	<b>\$3,123.6</b>	<b>\$3,155.4</b>	<b>\$3,216.0</b>	<b>\$3,502.4</b>	<b>\$3,695.0</b>
<b>EXPENSE</b>					
Labor	\$1,029.0	\$991.2	\$1,094.0	\$1,109.9	\$1,159.8
Fringe Benefits	881.7	849.8	920.3	938.6	980.8
Services	255.1	268.6	271.0	310.0	319.3
Fuel & Power	156.5	152.7	159.6	161.0	177.1
Utilities	51.6	54.6	58.2	60.3	66.3
Purchased Transportation	313.3	334.1	324.0	332.3	358.9
Materials & Supplies	260.5	224.6	281.7	267.4	294.1
Tolls, Trackage & Fees	121.4	116.5	126.9	141.4	148.5
Claims & Insurance	94.7	82.9	76.3	92.4	97.0
All Other Expenses	70.0	80.4	62.3	89.1	93.2
<b>TOTAL EXPENSE</b>	<b>\$3,233.8</b>	<b>\$3,155.4</b>	<b>\$3,374.3</b>	<b>\$3,502.4</b>	<b>\$3,695.0</b>
<b>Net Revenue to Expense</b>	<b>(\$110.2)</b>	<b>\$0.00</b>	<b>(\$158.3)</b>	<b>\$0.0</b>	<b>\$0.0</b>

The pie charts below reflect the percentage of revenue sources and percent of expense sources of NJ TRANSIT's Proposed FY27 Operating Budget.

**Proposed FY27 Operating Budget Revenues**



**Proposed FY27 Operating Budget Expenses**

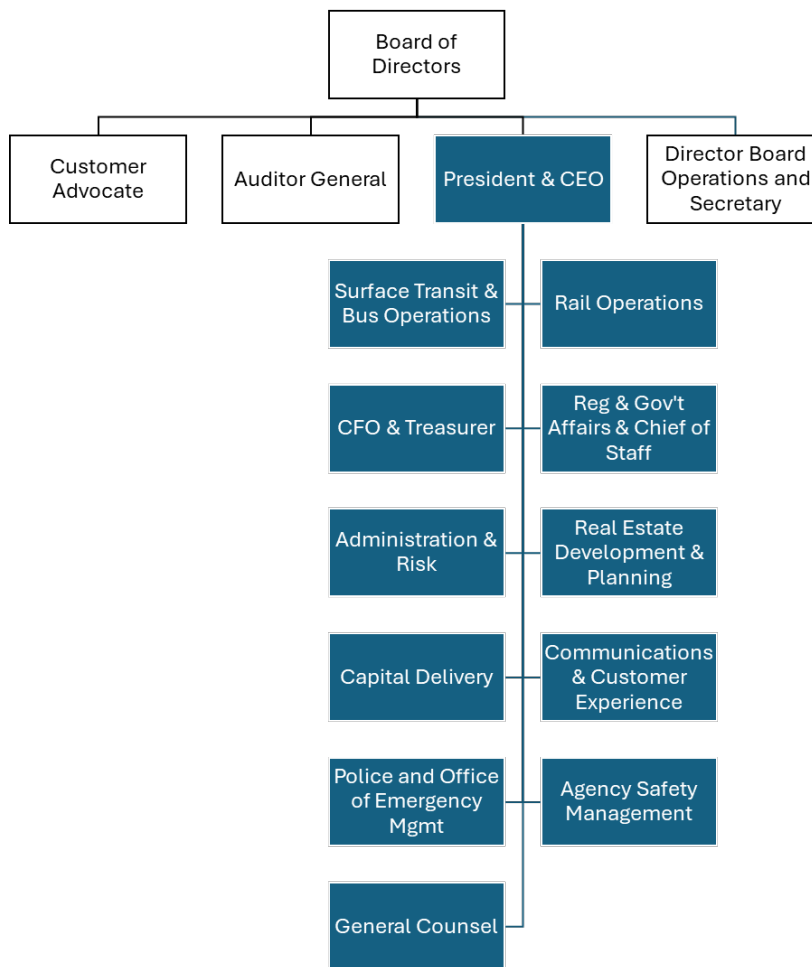


## Agency and State Budget Interaction

NJ TRANSIT's and the State's budgeting process are heavily intertwined, largely due to the level of state assistance provided to the Corporation. As an example, the Governor's FY27 Budget recommends Corporate Transit Fee Funding of \$765.6 million and a General Fund subsidy of \$282.2 million, which along with \$485 million in New Jersey Turnpike funding and \$140.1 million in Clean Energy support, represents \$1,672.8 million, or nearly 48 percent of NJ TRANSIT's total Proposed FY27 Operating Budget of \$3,502.4 million. The budgeting timeline and process of interaction between the Corporation and the State are reflected in Appendix B.

## Organizational Structure

The Corporation is comprised of approximately 12,900 employees, including nearly 85 percent represented by a union. The current organizational hierarchy is shown immediately below.



## Operating Revenue and Expense Trends

NJ TRANSIT's Proposed FY27 Operating Budget includes an 11 percent increase in expenditures, with approximately 5.5 percent annual growth projected for future budget years. This reflects the cost of maintaining current service levels, driven primarily by contractual increases in labor, services, materials, and supplies.

On the revenue side, the Proposed FY27 Operating Budget assumes no increase over FY26 budgeted farebox revenue, as actual FY26 farebox revenue is currently tracking approximately 3 percent below projections. As a result, a 3 percent fare increase scheduled for July 2026 is expected to bring FY27 farebox revenue roughly in line with the FY26 budgeted level. Future annual fare increases of 3 percent are anticipated, which—when combined with population and economic growth—are expected to generate average annual farebox revenue increases slightly above 3 percent.

The State subsidy to NJ TRANSIT, consisting of \$765.6 million from the New Jersey Corporate Transit Fee and \$282.2 million from the New Jersey State General Fund, is expected to grow at a rate of 4 percent following a 25.9 percent increase in FY27. The Corporate Transit Fee is currently scheduled to sunset at the end of calendar year 2028. If allowed to expire, this would reduce FY29 funding from this source by approximately 50 percent, or roughly \$400 million. This would place significant pressure on NJ TRANSIT's budget in FY29, with even greater challenges anticipated in FY30, when a full year of \$0 Corporate Transit Fee funding would be available.

Funding from the New Jersey Turnpike Authority is \$510 million in FY27, with \$485 million available for NJ TRANSIT's operating budget and \$25 million for debt service on the Portal North Bridge capital project. This funding, made available under a 2021 agreement between the New Jersey Turnpike Authority and NJ TRANSIT, is scheduled to increase \$15 million annually, or roughly 3 percent, through FY28. Continuation of this funding, including scheduled inflationary increases, will be critical to NJ TRANSIT after that time.

Funding from the New Jersey Clean Energy Fund increased from \$70.1 million in FY25 to \$140.1 million in FY26. FY27's Proposed Operating budget assumes Clean Energy Fund revenue at the FY26 level.

Federal funding for preventive maintenance is increased from \$334 million in FY26 to \$500 million in FY27. This funding consists of federal formula grants for infrastructure construction and infrastructure maintenance. The amount in FY27 returns funding to pre-pandemic budget levels adjusted for inflation.

## **Current Year Headcount Analysis**

In FY26, NJ TRANSIT has a budgeted headcount of 13,058. At the end of February 2026, there were 12,618 positions filled, reflecting a vacancy rate of 3.4 percent of the total budgeted headcount. This vacancy rate compares to the 3.8 percent vacancy rate published by the US Bureau of Labor Statistics for the Trade, Transportation, and Utilities industry for the month of January 2026.

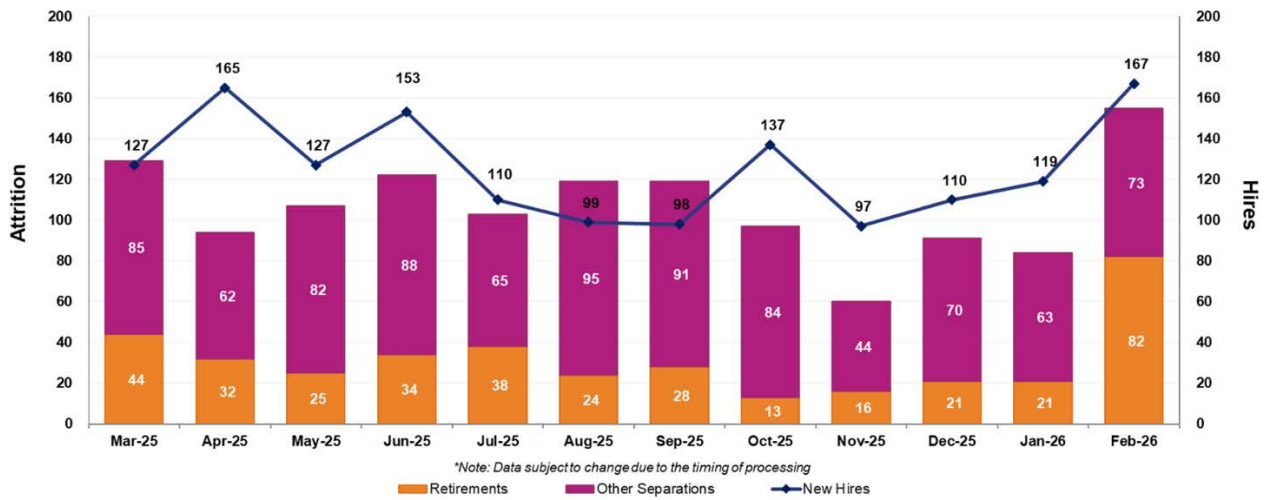
Total labor and fringe costs through February 2026 were \$1.3 billion, equating to an average annual cost (labor + fringe) per employee of roughly \$160k annually.

**FY 2026 February Year-to-Date  
Headcount**

	<u>Actual</u>	<u>Budget</u>	<u>Vacant</u>	<u>% Vacant</u>
Rail	4,710	4,729	19	0.4%
Bus	5,919	6,143	224	3.6%
Light Rail	283	263	(20)	-7.6%
Administration	1,706	1,923	217	11.3%
<b>TOTAL</b>	<b>12,618</b>	<b>13,058</b>	<b>440</b>	<b>3.4%</b>

The chart below shows the employee separations and hires between March 2025 and February 2026. NJ TRANSIT hired 1,509 and lost 1,280 staff, for a net gain of 229. Roughly 30 percent of separations were due to retirements.

**Rolling 12 Month Attrition and Hiring**



**Capital Program and Analysis**

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

## APPENDIX A

## KEY PERFORMANCE INDICATORS



	<u>FY22 Actual</u>	<u>FY23 Actual</u>	<u>FY24 Actual</u>	<u>FY25 Actual</u>
<b>Operational:</b>				
Training				
Locomotive engineer trainees enrolled (LETP)	91	53	35	55
Retention of graduated LETP classes <sup>1</sup>	49.5%	44.6%	44.1%	42.2%
Assistant conductor trainees enrolled (ACTP)	125	99	126	92
Retention of graduated ACTP classes <sup>1</sup>	84.8%	78.6%	75.0%	76.5%
On-Time Performance				
Rail	92.5%	90.5%	89.9%	89.2%
Bus	95.0%	94.0%	91.0%	91.0%
Light Rail	96.3%	95.7%	93.8%	93.5%
Equipment				
# of Revenue Locomotives	171	171	171	186
Total number of buses	3,028	2,954	2,807	2,823
<b>Financial:</b>				
Total state operating assistance received (millions)	\$ 507.1	\$ 903.1	\$ 650.1	\$ 690.1
Federal COVID-19 Relief Funding	\$ 1,030.7	\$ 479.3	\$ 808.8	\$ 749.4
Average daily cash balance (millions)	\$ 113.5	\$ 185.7	\$ 189.5	\$ 115.6
Farebox Recovery				
Systemwide	21.8%	32.9%	27.6%	30.1%
Rail <sup>2</sup>	27.3%	42.4%	37.3%	41.5%
Bus <sup>2</sup>	29.5%	34.5%	34.6%	38.8%
Light Rail <sup>2</sup>	10.7%	10.3%	10.6%	11.9%
Outstanding debt at year-end <sup>3</sup> (millions)	\$ 1,119.0	\$ 1,448.9	\$ 1,370.8	\$ 1,355.4
Revolving line of credit outstanding at year-end (millions)	\$ 185.0	\$ 240.0	\$ 125.0	\$ 55.0
<b>Administrative:</b>				
Year-end headcount	11,798	12,251	12,588	12,824
Percentage of workforce full-retirement eligible	12.5%	12.1%	12.4%	12.0%

**Notes:**

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

<sup>2</sup> Farebox recovery calculations do not include overhead

<sup>3</sup> Does not include revolving debt

**APPENDIX B**

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

## APPENDIX C

**NJ Transit Corporation**  
**Revenue and Expense Trends**

(\$ in millions)

	Rail		Bus		Light Rail		Admin / All Other		Covid-19		Total NJT	
	Rev	Exp	Rev	Exp	Rev	Exp	Rev	Exp	Relief	CTF	Rev	Exp
FY16 - Actual	711.6	857.5	393.2	744.7	39.2	226.0	1,088.8	427.1	-	-	2,232.8	2,255.3
FY17 - Actual	696.4	828.9	395.6	680.7	47.7	244.5	987.8	378.8	-	-	2,127.5	2,132.9
FY18 - Actual	675.0	874.0	393.6	712.1	48.0	265.8	1,137.5	381.1	-	-	2,254.1	2,233.0
FY19 - Actual	682.0	881.8	392.5	756.7	42.9	251.2	1,188.0	415.4	-	-	2,305.4	2,305.1
FY20 - Actual	552.1	926.7	305.2	746.0	32.8	246.2	1,292.1	454.3	360.8	-	2,543.0	2,373.3
FY21 - Actual	233.7	965.7	171.2	790.4	28.7	248.7	981.7	458.3	979.0	-	2,394.4	2,463.0
FY22 - Actual	388.2	1,068.5	256.2	832.9	30.5	260.3	1,122.7	516.4	1,030.7	-	2,828.4	2,678.1
FY23 - Actual	515.4	1,089.4	316.0	874.4	36.8	286.4	1,451.0	552.0	479.3	-	2,798.5	2,802.2
FY24 - Actual	547.0	1,150.4	342.0	963.8	34.1	297.2	1,219.9	580.2	808.8	-	2,951.8	2,991.5
FY25 - Actual	633.8	1,237.2	395.1	994.7	34.2	333.0	1,311.1	668.9	749.4	-	3,123.6	3,233.8
FY26 - Projected <sup>1,2,3&amp;4</sup>	649.4	1,328.5	415.2	1,045.9	32.8	357.3	1,503.5	642.6	-	615.1	3,216.0	3,374.3
FY27 - Gov Bud <sup>1,2,3&amp;4</sup>	670.2	1,319.8	428.5	1,111.3	33.9	407.6	1,604.2	663.7	-	765.6	3,502.4	3,502.4
FY28 - Prelim <sup>1,2,3&amp;4</sup>	691.7	1,392.4	442.2	1,172.4	35.0	430.0	1,729.9	700.2	-	796.2	3,695.0	3,695.0
FY29 - Prelim <sup>1,2,3&amp;4</sup>	713.8	1,469.0	456.4	1,236.9	36.1	453.6	1,863.9	738.7	-	828.0	3,898.2	3,898.2
FY30 - Prelim <sup>1,2,3&amp;4</sup>	736.6	1,549.8	471.0	1,304.9	37.3	478.5	2,006.6	779.4	-	861.1	4,112.6	4,112.6

**Projected Revenues for FY26 – FY30**  
**(\$ in millions)**

	Passenger	Other Revenue	State Subsidy <sup>1</sup>	Corp		Clean Energy <sup>4</sup>	PM / CM <sup>4</sup>	Other Reim	COVID-19 Relief	Total Resources
				Transit Fee <sup>2</sup>	Turnpike <sup>3</sup>					
FY26 - Projected	931.9	177.9	217.4	615.1	470.0	140.1	424.0	239.6	-	<b>3,216.0</b>
FY27 - Gov Bud	980.0	146.6	282.2	765.6	485.0	140.1	500.0	202.9	-	<b>3,502.4</b>
FY28 - Prelim	1,011.8	151.0	384.9	796.2	500.0	140.1	500.0	211.0	-	<b>3,695.0</b>
FY29 - Prelim	1,044.7	155.5	495.4	828.0	515.0	140.1	500.0	219.5	-	<b>3,898.2</b>
FY30 - Prelim	1,078.7	160.2	614.3	861.1	530.0	140.1	500.0	228.2	-	<b>4,112.6</b>

<sup>1</sup> State Subsidy expected to grow in FY27 - FY30

<sup>2</sup> Projection assumes CTF or similar revenue source for FY28-FY30

<sup>3</sup> Total Turnpike Funding for FY26 - FY30 does not include \$25m each year allotted for the Portal North Bridge capital project

<sup>4</sup> Resources assume the same level of Clean Energy and PM / CM funding in FY27 - FY30

**APPENDIX D**

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**NJ TRANSIT QUARTERLY RIDERSHIP TRENDS  
Second Quarter, Fiscal Year 2026**

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

APPENDIX D

NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

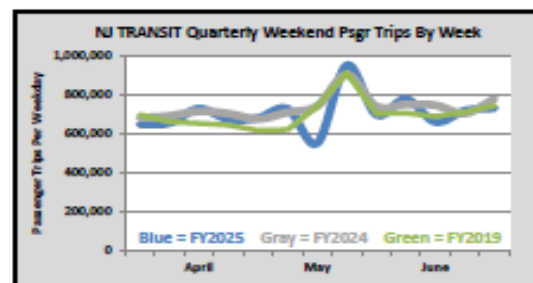
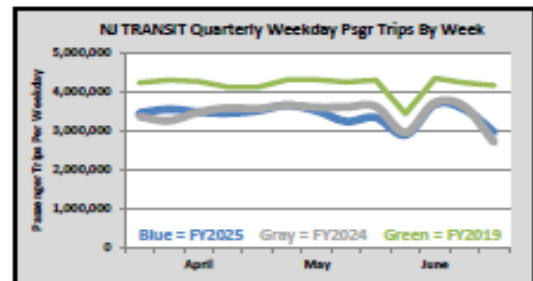
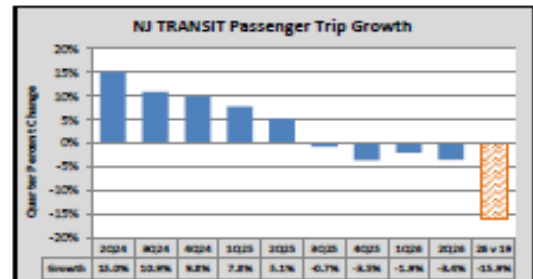
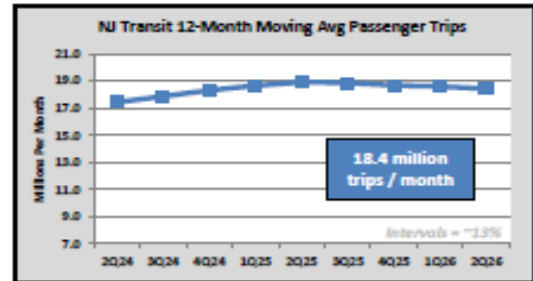
2Q26

Second Quarter, Fiscal Year 2026  
Covering the period October through December 2025

• NJ TRANSIT RIDERSHIP

NJ TRANSIT Passenger Ridership Statistics Fiscal Year 2026		
	2 <sup>nd</sup> Quarter	Q2 FY2019
Total Passenger Trips	56.3 million	66.9 million
Growth*	(- 3.4%)	(- 15.9%)
Average Weekday Trips	745,300	923,100
Change*	(- 22,550)	(- 177,800)
Growth*	(- 2.9%)	(- 19.3%)
Average Saturday Trips	433,400	416,450
Change*	(- 11,300)	+16,950
Growth*	(- 2.5%)	+4.1%
Average Sunday Trips	325,800	307,200
Change*	(- 16,500)	+18,600
Growth*	(- 4.8%)	+6.1%
Weekends (Saturday + Sunday)		
Growth*	(- 3.5%)	+4.9%
-----		
Rail Trips	16.5 million	22.5 million
Growth*	+1.3%	(- 26.8%)
Bus Trips	34.3 million	38.3 million
Growth*	(- 5.6%)	(- 10.3%)
Light Rail Trips	5.5 million	6.1 million
Growth*	(- 3.1%)	(- 10.2%)
-----		
New York City Trips all modes		
Growth*	(- 2.4%)	(- 16.8%)
Northern New Jersey Trips all modes		
Growth*	(- 5.9%)	(- 9.3%)
Southern New Jersey Trips all modes		
Growth*	(- 6.2%)	(- 36.4%)

\* Compared to same period last year  
\*\*Compared to FY18



APPENDIX D

NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

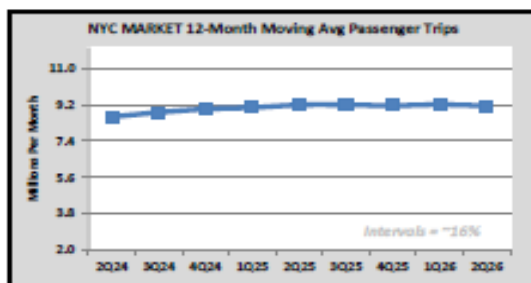
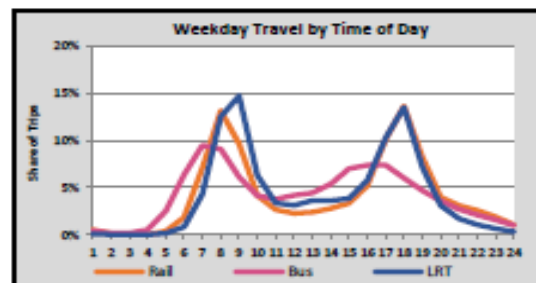
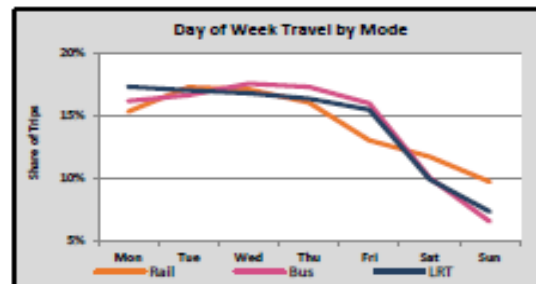
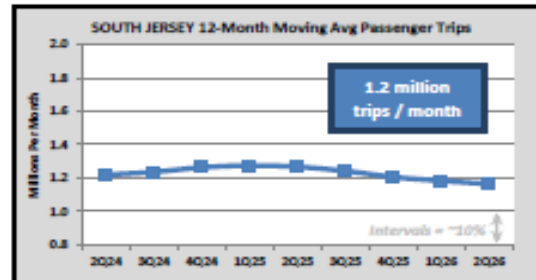
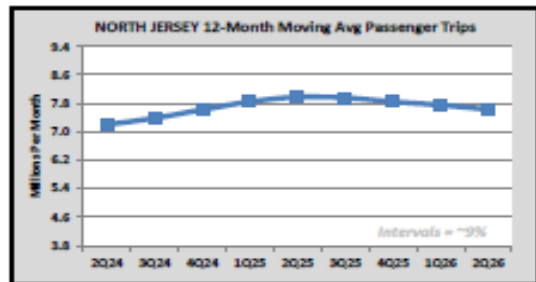
2Q26

Second Quarter, Fiscal Year 2026  
Covering the period October through December 2025

• MARKET RIDERSHIP

NJ TRANSIT Passenger Ridership Statistics Fiscal Year 2026		
	2 <sup>nd</sup> Quarter	Q2 FY2019
Rail New York City Market Psgr Trips	13.5 million	18.6 million
Growth*	+1.6%	(- 27.2%)
Bus New York City Market Psgr Trips	14.9 million	15.6 million
Growth*	(- 5.9%)	(- 4.3%)
<b>Total New York City Market Trips</b>	<b>27.9 million</b>	<b>34.2 million</b>
Growth*	(- 2.4%)	(- 16.8%)
Rail Northern NJ Market Psgr Trips	1.4 million	1.7 million
Growth*	(- 5.3%)	(- 15.4%)
Bus Northern NJ Market Psgr Trips	16.4 million	18.2 million
Growth*	(- 6.7%)	(- 9.6%)
Light Rail Northern NJ Market Trips	5.1 million	5.5 million
Growth*	(- 3.5%)	(- 6.4%)
<b>Total Northern NJ Market Psgr Trips</b>	<b>23.0 million</b>	<b>25.3 million</b>
Growth*	(- 5.9%)	(- 9.3%)
Rail Southern NJ Market Psgr Trips	0.10 million	0.15 million
Growth*	(- 5.5%)	(- 31.9%)**
Bus Southern NJ Market Psgr Trips	2.9 million	4.5 million
Growth*	(- 7.4%)	(- 35.9%)
Light Rail Southern NJ Market Trips	0.4 million	0.7 million
Growth*	+2.9%	(- 40.3%)
<b>Total Southern NJ Market Psgr Trips</b>	<b>3.4 million</b>	<b>5.3 million</b>
Growth*	(- 6.2%)	(- 36.4%)

\* Compared to same period last year  
\*\* Compared to FY18



APPENDIX D

NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

2Q26

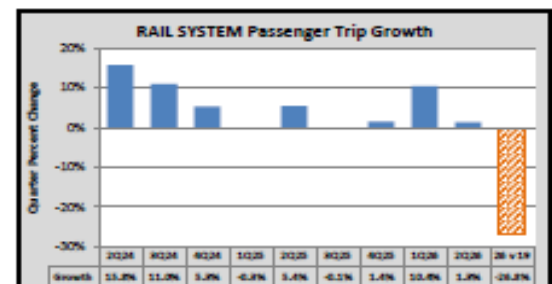
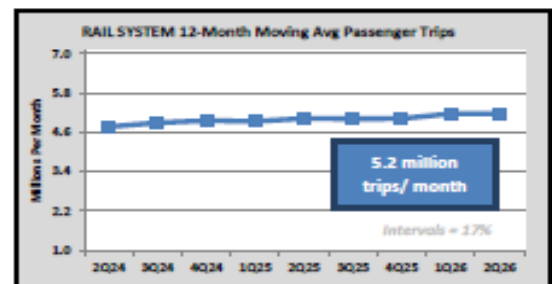
Second Quarter, Fiscal Year 2026  
Covering the period October through December 2025

RAIL RIDERSHIP

NJ TRANSIT Rail Passenger Ridership Statistics Fiscal Year 2026		
	2 <sup>nd</sup> Quarter	Q2 FY2019
Total Passenger Trips	16.5 million	22.5 million
Growth*	+1.3%	(- 26.8%)
Average Weekday Trips	217,950	322,250
Change*	+3,050	(- 104,300)
Growth*	+1.4%	(- 32.4%)
Average Saturday Trips	130,500	121,700
Change*	+2,600	+8,800
Growth*	+2.0%	+7.2%
Average Sunday Trips	108,500	101,900
Change*	(- 750)	+6,600
Growth*	(- 0.7%)	+6.5%
Weekends (Saturday + Sunday)		
Growth*	+0.8%	+6.9%
Monthly Passholders#	66,511	218,252
Change*	+2,973	(- 151,741)
Growth*	+4.7%	(- 69.5%)
<b>Market – Weekday Trips</b>	<b>2<sup>nd</sup> Quarter</b>	<b>Q2 FY2019</b>
New York Trips	140,950	193,550
Change*	+2,700	(- 52,600)
Growth*	+2.0%	(- 27.2%)
Newark Trips	20,850	38,650
Change*	+300	(- 17,800)
Growth*	+1.5%	(- 46.1%)
Hoboken Trips	17,050	33,550
Change*	+200	(- 16,500)
Growth*	+1.2%	(- 49.2%)
Atlantic City Trips	700	1,000**
Growth*	(- 17.6%)	(- 30.0%)**
Philadelphia Trips	400	550**
Growth*	(- 11.1%)	(- 27.3%)**
Local Trips	16,750	21,400
Growth*	(- 5.4%)	(- 21.7%)
Transfers	19,000	31,750
Growth*	+5.6%	(- 40.2%)

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

RAIL SYSTEM Ridership Trends	2 <sup>nd</sup> Quarter	Q2 FY2019	Last 12 Months
<b>By Ticket Type</b>			
Oneway			
Round Trip	(- 0.5%)	+7.5%	+0.1%
Ten Trip			
Weekly			
Senior Citizen	+3.8%	+4.0%	+10.2%
Monthly Pass	+4.7%	(- 69.5%)	+9.2%
<b>TOTAL</b>	<b>+0.9%</b>	<b>(- 25.9%)</b>	<b>+2.8%</b>

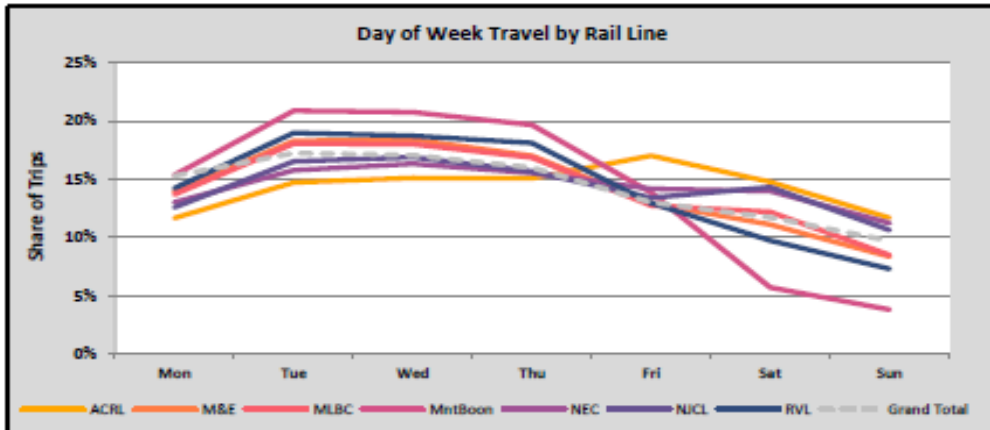


# APPENDIX D

## NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

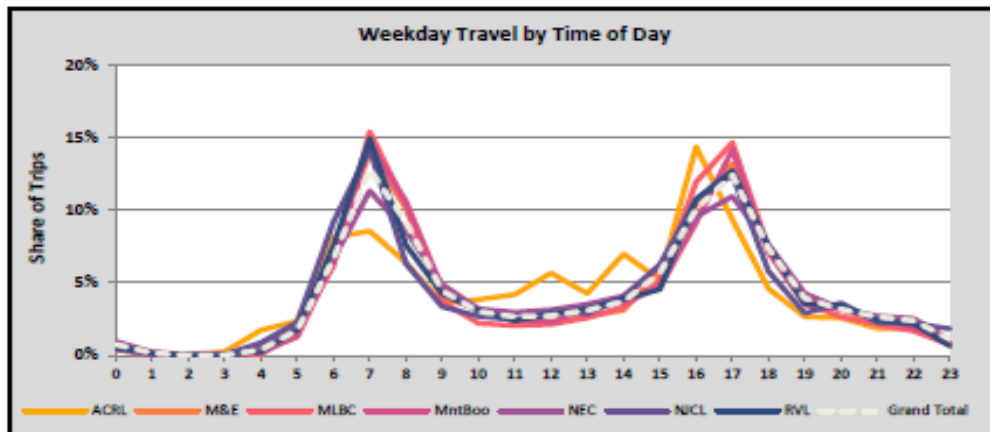
# 2Q26

Second Quarter, Fiscal Year 2026  
Covering the period October through December 2025



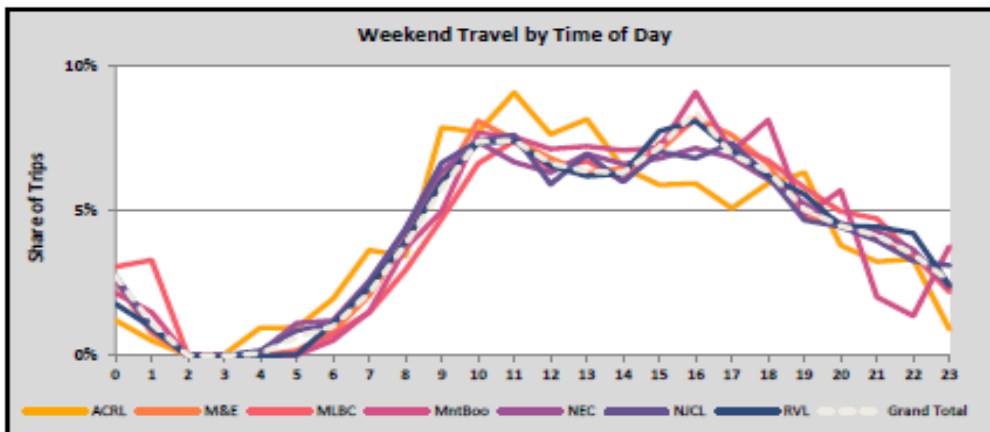
### Differences by Day of Week

Most commuters (~51%) opted to travel during midweek days, Tuesday – Thursday. During Q2, only 13.0% of weekly trips took place on Friday. ACRL deviates from patterns identified on other rail lines and peaks on Friday (~17.0% of ACRL trips).



### Differences by Time of Day: Weekdays

The graphed weekday rail data conforms to traditional commuting patterns—peaked in the AM and PM. 7AM saw the highest share of weekday trips (12.8%) with 5PM being the second busiest hour of travel (12.3%). ACRL deviates from patterns (lower in the AM, more peaked in PM).



### Differences by Time of Day: Weekends

Weekend ridership is much more sporadic with patterns differing by rail line. Overall, ridership picks up around 9-10AM and remains stable until about 5PM, with 4PM being the busiest travel time.

Source: MySQL Ticket Activations

APPENDIX D

NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

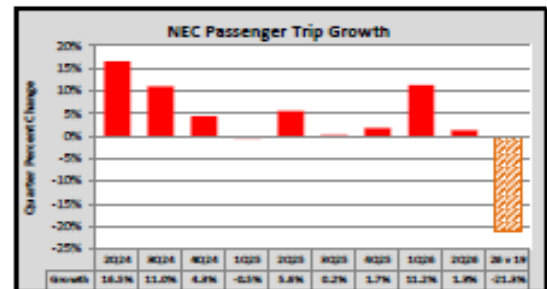
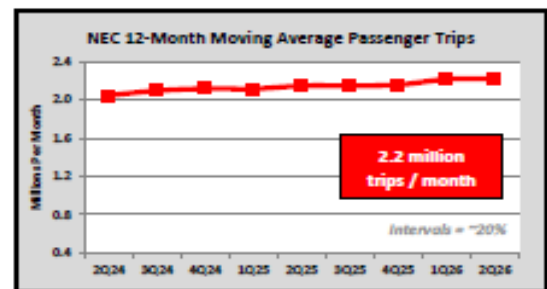
2Q26

Second Quarter, Fiscal Year 2026  
 Covering the period October through December 2025

NORTHEAST CORRIDOR Passenger Ridership Statistics Fiscal Year 2026		
	<b>2<sup>nd</sup> Quarter</b>	<b>Q2 FY2019</b>
Total Passenger Trips	7.3 million	9.3 million
Growth*	+1.3%	(- 21.3%)
Average Weekday Trips	90,800	125,400
Change*	+1,250	(- 34,600)
Growth*	+1.4%	(- 27.6%)
Average Saturday Trips	69,400	65,000
Change*	+1,200	+4,400
Growth*	+1.8%	+6.8%
Average Sunday Trips	59,500	56,650
Change*	+150	+2,850
Growth*	+0.3%	+5.0%
Weekends (Saturday + Sunday)		
Growth*	+1.1%	+6.0%
Monthly Passholders#	26,618	81,158
Change*	+1,571	(- 54,540)
Growth*	+6.3%	(- 67.2%)
<b>Market – Weekday Trips</b>	<b>2<sup>nd</sup> Quarter</b>	<b>Q2 FY2019</b>
New York Trips	72,700	94,500
Change*	+1,300	(- 21,800)
Growth*	+1.8%	(- 23.1%)
Newark Trips	11,650	22,700
Change*	+200	(- 11,050)
Growth*	+1.7%	(- 48.7%)
Hoboken Trips	300	850
Change*	+0	(- 550)
Growth*	+0.0%	(- 64.7%)
Local Trips	6,150	7,350
Change*	(- 200)	(- 1,200)
Growth*	(- 3.1%)	(- 16.3%)

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

NORTHEAST CORRIDOR Ridership Trends	2 <sup>nd</sup> Quarter	Q2 FY2019	Last 12 Months
<b>By Ticket Type</b>			
Oneway			
Round Trip	(- 0.1%)	+3.2%	+1.2%
Ten Trip Weekly			
Senior Citizen	+3.9%	+5.7%	+9.9%
Monthly Pass	+6.3%	(- 67.2%)	+10.2%
<b>TOTAL</b>	<b>+1.3%</b>	<b>(- 21.3%)</b>	<b>+3.6%</b>



APPENDIX D

NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

2Q26

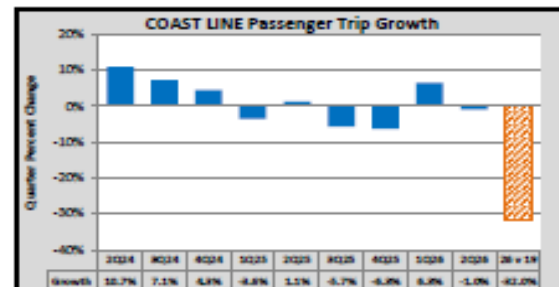
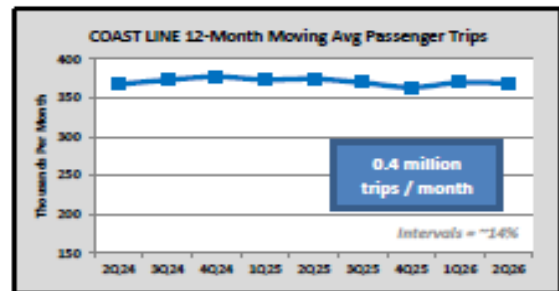
Second Quarter, Fiscal Year 2026  
Covering the period October through December 2025

COAST LINE Passenger Ridership Statistics Fiscal Year 2026		
	2 <sup>nd</sup> Quarter	Q2 FY2019
Total Passenger Trips	1.1 million	1.6 million
Growth*	(- 1.0%)	(- 32.0%)
Average Weekday Trips	14,250	22,500
Change*	(- 100)	(- 8,250)
Growth*	(- 0.7%)	(- 36.7%)
Average Saturday Trips	9,700	10,500
Change*	+100	(- 800)
Growth*	+1.0%	(- 7.6%)
Average Sunday Trips	7,350	8,000
Change*	(- 500)	(- 650)
Growth*	(- 6.4%)	(- 8.1%)
Weekends (Saturday + Sunday)		
Growth*	(- 2.3%)	(- 7.8%)
Monthly Passholders#	4,175	15,430
Change*	+163	(- 11,255)
Growth*	+4.0%	(- 72.9%)
<b>Market – Weekday Trips</b>	<b>2<sup>nd</sup> Quarter</b>	<b>Q2 FY2019</b>
New York Trips	9,400	13,400
Change*	+100	(- 4,000)
Growth*	+1.1%	(- 29.9%)
Newark Trips	2,450	5,000
Change*	+0	(- 2,550)
Growth*	+0.0%	(- 51.0%)
Hoboken Trips	200	1,000
Change*	+50	(- 800)
Growth*	+33.3%	(- 80.0%)
Local Trips	2,200	3,100
Change*	(- 250)	(- 900)
Growth*	(- 10.2%)	(- 29.0%)

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



COAST LINE Ridership Trends By Ticket Type	2 <sup>nd</sup> Quarter	Q2 FY2019	Last 12 Months
Oneway			
Round Trip	(- 3.3%)	(- 5.6%)	(- 4.8%)
Ten Trip			
Weekly			
Senior Citizen	+4.0%	(- 9.9%)	+8.4%
Monthly Pass	+4.0%	(- 72.9%)	+4.2%
<b>TOTAL</b>	<b>(- 1.0%)</b>	<b>(- 32.0%)</b>	<b>(- 1.5%)</b>



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NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

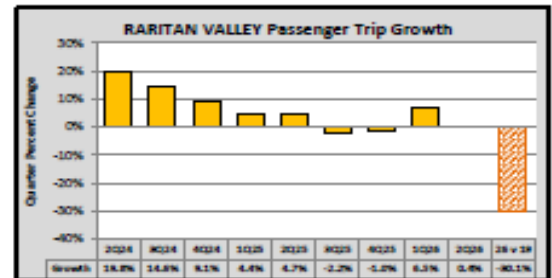
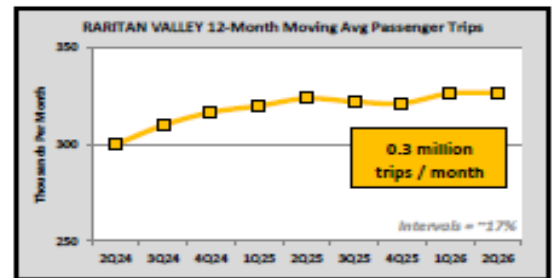
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Second Quarter, Fiscal Year 2026  
Covering the period October through December 2025

RARITAN VALLEY LINE Passenger Ridership Statistics Fiscal Year 2026		
	2 <sup>nd</sup> Quarter	Q2 FY2019
Total Passenger Trips	1.0 million	1.5 million
Growth*	+0.4%	(- 30.1%)
Average Weekday Trips	14,800	22,500
Change*	+100	(- 7,700)
Growth*	+0.7%	(- 34.2%)
Average Saturday Trips	5,900	5,500
Change*	+50	+400
Growth*	+0.9%	+7.3%
Average Sunday Trips	4,650	4,100
Change*	(- 150)	+550
Growth*	(- 3.1%)	+13.4%
Weekends (Saturday + Sunday)		
Growth*	(- 0.9%)	+9.9%
Monthly Passholders#	5,873	20,208
Change*	+163	(- 14,335)
Growth*	+2.9%	(- 70.9%)
<b>Market – Weekday Trips</b>	<b>2<sup>nd</sup> Quarter</b>	<b>Q2 FY2019</b>
New York Trips	7,200	10,100
Change*	+150	(- 2,900)
Growth*	+2.1%	(- 28.7%)
Newark Trips	6,250	10,300
Change*	+100	(- 4,050)
Growth*	+1.6%	(- 39.3%)
Hoboken Trips	50	250
Change*	+0	(- 200)
Growth*	+0.0%	(- 80.0%)
Local Trips	1,300	1,850
Change*	(- 150)	(- 550)
Growth*	(- 10.3%)	(- 29.7%)

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

RARITAN VALLEY Ridership Trends	2 <sup>nd</sup> Quarter	Q2 FY2019	Last 12 Months
<b>By Ticket Type</b>			
Oneway			
Round Trip	(- 1.2%)	+22.6%	(- 2.1%)
Ten Trip			
Weekly			
Senior Citizen	+5.9%	(- 1.7%)	+11.2%
Monthly Pass	+2.9%	(- 70.9%)	+6.2%
<b>TOTAL</b>	<b>+0.4%</b>	<b>(- 30.1%)</b>	<b>+0.9%</b>





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NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

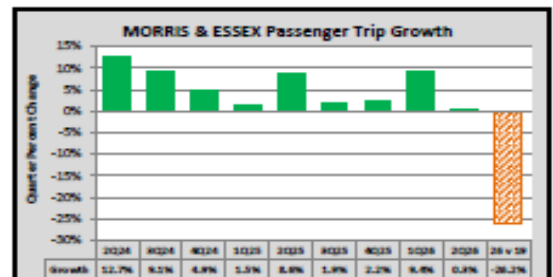
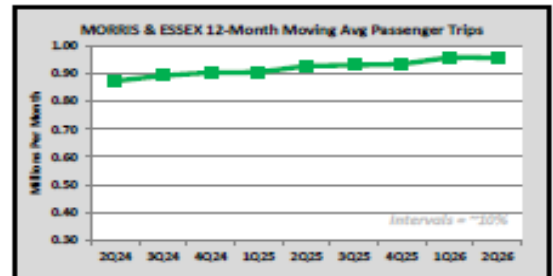
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Second Quarter, Fiscal Year 2026  
Covering the period October through December 2025

MORRIS & ESSEX LINES		
Morristown Line & Gladstone Branch		
Passenger Ridership Statistics		
Fiscal Year 2026		
		
	<b>2<sup>nd</sup> Quarter</b>	<b>Q2 FY2019</b>
Total Passenger Trips	3.0 million	4.1 million
Growth*	+0.3%	(- 26.2%)
Average Weekday Trips	41,450	59,950
Change*	+300	(- 18,500)
Growth*	+0.7%	(- 30.9%)
Average Saturday Trips	20,000	17,950
Change*	+250	+2,050
Growth*	+1.3%	+11.4%
Average Sunday Trips	15,350	14,100
Change*	(- 750)	+1,250
Growth*	(- 4.7%)	+8.9%
Weekends (Saturday + Sunday)		
Growth*	(- 1.4%)	+10.3%
Monthly Passholders#	14,546	46,978
Change*	+486	(- 32,432)
Growth*	+3.5%	(- 69.0%)
<b>Market – Weekday Trips</b>	<b>2<sup>nd</sup> Quarter</b>	<b>Q2 FY2019</b>
New York Trips	32,500	45,550
Change*	+550	(- 13,050)
Growth*	+1.7%	(- 28.6%)
Broad Street (BRD) Trips	1,450	2,000
Change*	+0	(- 550)
Growth*	+0.0%	(- 27.5%)
Hoboken Trips	4,500	7,950
Change*	+150	(- 3,450)
Growth*	+3.4%	(- 43.4%)
Local Trips	2,950	4,400
Change*	(- 350)	(- 1,450)
Growth*	(- 10.6%)	(- 33.0%)

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

MORRIS & ESSEX Ridership Trends	2 <sup>nd</sup> Quarter	Q2 FY2019	Last 12 Months
<b>By Ticket Type</b>			
Oneway	(- 1.0%)	+12.2%	+0.6%
Round Trip			
Ten Trip			
Weekly	+3.2%	+2.5%	+11.5%
Senior Citizen	+3.5%	(- 69.0%)	+9.8%
Monthly Pass			
<b>TOTAL</b>	<b>+0.3%</b>	<b>(- 26.2%)</b>	<b>+3.3%</b>



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NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

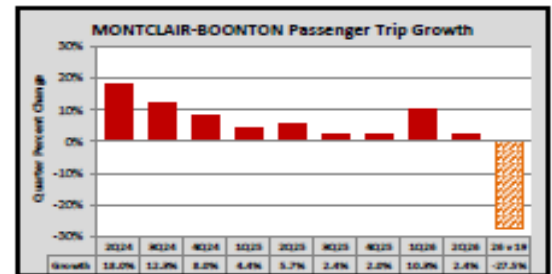
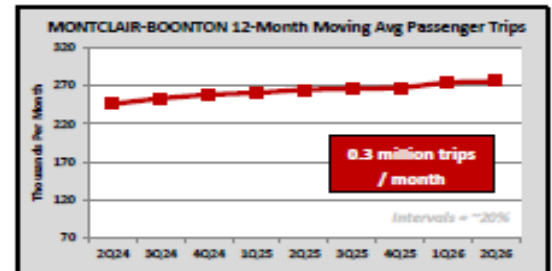
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Second Quarter, Fiscal Year 2026  
Covering the period October through December 2025

MONTCLAIR-BOONTON LINE Passenger Ridership Statistics Fiscal Year 2026		
	<b>2<sup>nd</sup> Quarter</b>	<b>Q2 FY2019</b>
Total Passenger Trips	0.9 million	1.2 million
Growth*	+2.4%	(- 27.5%)
Average Weekday Trips	13,250	18,950
Change*	+300	(- 5,700)
Growth*	+2.3%	(- 30.1%)
Average Saturday Trips	2,700	1,950
Change*	+200	+750
Growth*	+8.0%	+38.5%
Average Sunday Trips	2,150	1,800
Change*	+0	+350
Growth*	+0.0%	+19.4%
Weekends (Saturday + Sunday)		
Growth*	+4.3%	+29.3%
Monthly Passholders#	5,429	16,485
Change*	+284	(- 11,056)
Growth*	+5.5%	(- 67.1%)
<b>Market – Weekday Trips</b>	<b>2<sup>nd</sup> Quarter</b>	<b>Q2 FY2019</b>
New York Trips	9,400	12,900
Change*	+300	(- 3,500)
Growth*	+3.3%	(- 27.1%)
Broad Street (BRD) Trips	700	850
Change*	+50	(- 150)
Growth*	+7.7%	(- 17.6%)
Hoboken Trips	2,300	4,350
Change*	+0	(- 2,050)
Growth*	+0.0%	(- 47.1%)
Local Trips	800	850
Change*	(- 50)	(- 50)
Growth*	(- 5.9%)	(- 5.9%)



MONTCLAIR-BOONTON LINE Ridership	2 <sup>nd</sup> Quarter	Q2 FY2019	Last 12 Months
<b>Trends By Ticket Type</b>			
Oneway			
Round Trip	+0.8%	+21.4%	+0.5%
Ten Trip			
Weekly			
Senior Citizen	+6.0%	+21.6%	+15.4%
Monthly Pass	+5.5%	(- 67.1%)	+11.4%
<b>TOTAL</b>	<b>+2.4%</b>	<b>(- 27.5%)</b>	<b>+4.2%</b>



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2Q26

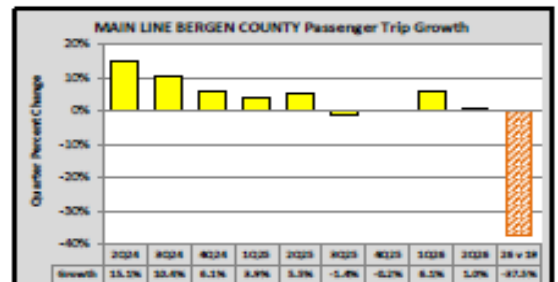
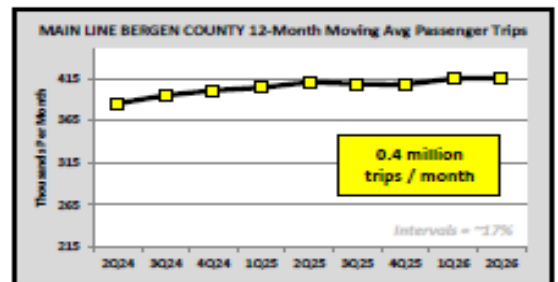
Second Quarter, Fiscal Year 2026

Covering the period October through December 2025

MAIN LINE BERGEN COUNTY Passenger Ridership Statistics Fiscal Year 2026		
	<u>2<sup>nd</sup> Quarter</u>	<u>Q2 FY2019</u>
Total Passenger Trips	1.3 million	2.1 million
Growth*	+1.0%	(- 37.5%)
Average Weekday Trips	18,200	31,850
Change*	+150	(- 13,650)
Growth*	+0.8%	(- 42.9%)
Average Saturday Trips	8,550	6,800
Change*	+300	+1,750
Growth*	+3.6%	+25.7%
Average Sunday Trips	6,350	5,350
Change*	+0	+1,000
Growth*	+0.0%	+18.7%
Weekends (Saturday + Sunday)		
Growth*	+2.1%	+22.6%
Monthly Passholders#	7,614	29,357
Change*	+129	(- 21,743)
Growth*	+1.7%	(- 74.1%)
<u>Market – Weekday Trips</u>	<u>2<sup>nd</sup> Quarter</u>	<u>Q2 FY2019</u>
New York Trips	7,900	14,000
Change*	+250	(- 6,100)
Growth*	+3.3%	(- 43.6%)
Newark Trips	300	400
Change*	+0	(- 100)
Growth*	+0.0%	(- 25.0%)
Hoboken Trips	7,500	14,550
Change*	(- 50)	(- 7,050)
Growth*	(- 0.7%)	(- 48.5%)
Local Trips	2,450	2,900
Change*	(- 50)	(- 450)
Growth*	(- 2.0%)	(- 15.5%)

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

MAIN LINE BERGEN COUNTY Ridership Trends By Ticket Type	2 <sup>nd</sup> Quarter	Q2 FY2019	Last 12 Months
Oneway			
Round Trip			
Ten Trip	+0.6%	+10.7%	(- 1.9%)
Weekly			
Senior Citizen	+2.4%	(- 0.3%)	+10.6%
Monthly Pass	+1.7%	(- 74.1%)	+6.7%
<b>TOTAL</b>	<b>+1.0%</b>	<b>(- 37.5%)</b>	<b>+1.4%</b>



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NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

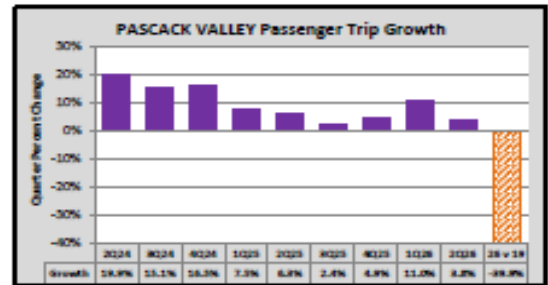
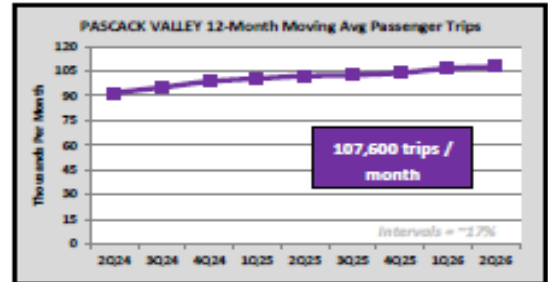
2Q26

Second Quarter, Fiscal Year 2026  
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PASCACK VALLEY LINE Passenger Ridership Statistics Fiscal Year 2026		
	<u>2<sup>nd</sup> Quarter</u>	<u>Q2 FY2019</u>
Total Passenger Trips	0.3 million	0.5 million
Growth*	+3.8%	(- 39.9%)
Average Weekday Trips	4,800	8,550
Change*	+200	(- 3,750)
Growth*	+4.3%	(- 43.9%)
Average Saturday Trips	1,650	1,350
Change*	+50	+300
Growth*	+3.1%	+22.2%
Average Sunday Trips	1,300	1,100
Change*	(- 50)	+200
Growth*	(- 3.7%)	+18.2%
Weekends (Saturday + Sunday)		
Growth*	+0.0%	+20.4%
Monthly Passholders#	1,944	8,245
Change*	+129	(- 6,301)
Growth*	+7.1%	(- 76.4%)
<u>Market – Weekday Trips</u>	<u>2<sup>nd</sup> Quarter</u>	<u>Q2 FY2019</u>
New York Trips	1,850	3,100
Change*	+50	(- 1,250)
Growth*	+2.8%	(- 40.3%)
Newark Trips	100	200
Change*	+0	(- 100)
Growth*	+0.0%	(- 50.0%)
Hoboken Trips	2,200	4,500
Change*	+100	(- 2,300)
Growth*	+4.8%	(- 51.1%)
Local Trips	600	700
Change*	+0	(- 100)
Growth*	+0.0%	(- 14.3%)

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

PASCACK VALLEY Ridership Trends			
	<u>2<sup>nd</sup> Quarter</u>	<u>Q2 FY2019</u>	<u>Last 12 Months</u>
<b>By Ticket Type</b>			
Oneway			
Round Trip	+2.0%	+16.9%	+1.5%
Ten Trip			
Weekly			
Senior Citizen	+8.9%	(- 1.5%)	+15.9%
Monthly Pass	+7.1%	(- 76.4%)	+12.1%
<b>TOTAL</b>	<b>+3.8%</b>	<b>(- 39.9%)</b>	<b>+5.5%</b>



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NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

2Q26

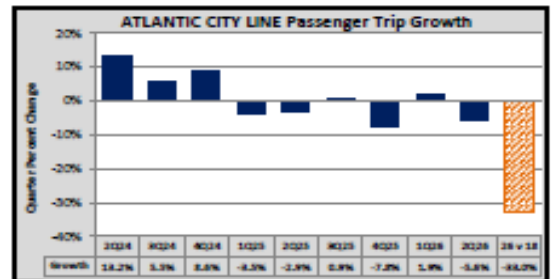
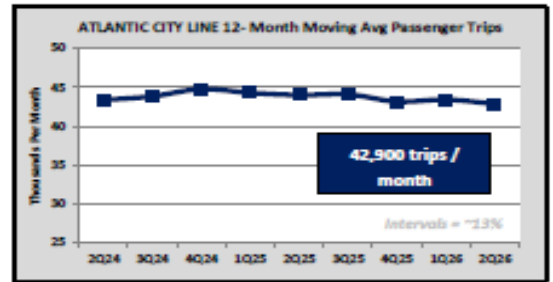
Second Quarter, Fiscal Year 2026  
Covering the period October through December 2025

ATLANTIC CITY LINE Passenger Ridership Statistics Fiscal Year 2026		
	<b>2<sup>nd</sup> Quarter</b>	<b>Q2 FY2018</b>
Total Passenger Trips	0.1 million	0.2 million
Growth*	(- 5.6%)	(- 33.0%)
Average Weekday Trips	1,300	2,000
Change*	(- 100)	(- 700)
Growth*	(- 7.1%)	(- 35.0%)
Average Saturday Trips	1,150	1,700
Change*	(- 50)	(- 550)
Growth*	(- 4.2%)	(- 32.4%)
Average Sunday Trips	1,000	1,450
Change*	(- 100)	(- 450)
Growth*	(- 9.1%)	(- 31.0%)
Weekends (Saturday + Sunday)		
Growth*	(- 6.5%)	(- 31.7%)
Monthly Passholders#	312	793
Change*	+49	(- 481)
Growth*	+18.9%	(- 60.6%)
<b>Market – Weekday Trips</b>	<b>2<sup>nd</sup> Quarter</b>	<b>Q2 FY2018</b>
Atlantic City Trips	700	1,000
Change*	(- 150)	(- 300)
Growth*	(- 17.6%)	(- 30.0%)
Philadelphia Trips	400	550
Change*	(- 50)	(- 150)
Growth*	(- 11.1%)	(- 27.3%)
Local Trips	200	450
Change*	+100	(- 250)
Growth*	+100.0%	(- 55.6%)

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



ATLANTIC CITY Ridership Trends By Ticket Type	2 <sup>nd</sup> Quarter	Q2 FY2018	Last 12 Months
Oneway			
Round Trip	(- 10.4%)	(- 32.7%)	(- 7.1%)
Ten Trip			
Weekly			
Senior Citizen	(- 3.7%)	(- 13.3%)	+1.2%
Monthly Pass	+18.9%	(- 60.6%)	+18.8%
<b>TOTAL</b>	<b>(- 5.5%)</b>	<b>(- 33.0%)</b>	<b>(- 2.6%)</b>



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

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NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

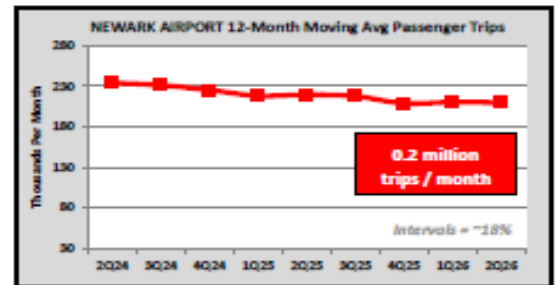
2Q26

Second Quarter, Fiscal Year 2026  
Covering the period October through December 2025

NEWARK AIRPORT RAIL STATION Passenger Ridership Statistics Fiscal Year 2026		
	2 <sup>nd</sup> Quarter	Q2 FY2019
Total Passenger Trips	767,188	861,224
Growth*	(- 0.9%)	(- 10.9%)
Northeast Corridor Trips	743,280	833,780
Growth*	(- 0.6%)	(- 10.9%)
Coast Line Trips	15,762	18,061
Growth*	(- 11.1%)	(- 12.7%)
Raritan Valley Line Trips	2,250	2,992
Growth*	(- 13.7%)	(- 24.8%)
Morris & Essex Lines Trips	1,034	1,042
Growth*	+1.7%	(- 0.8%)
Main Line Bergen County Trips	3,541	3,804
Growth*	(- 8.6%)	(- 6.9%)
Montclair-Boonton Line Trips	232	357
Growth*	(- 0.4%)	(- 35.0%)
Pascack Valley Line Trips	1,089	1,188
Growth*	+3.2%	(- 8.3%)
<b>Main Markets</b>	<b>2<sup>nd</sup> Quarter</b>	<b>Q2 FY2019</b>
New York Trips	573,115	645,198
Growth*	+1.1%	(- 11.2%)
Newark Trips	41,902	43,350
Growth*	(- 7.4%)	(- 3.3%)
Hoboken Trips	1,447	1,351
Growth*	(- 2.6%)	+7.1%
Local Trips	126,278	132,223
Growth*	(- 6.8%)	(- 4.5%)

\* Compared to same period last year.

NEWARK AIRPORT RAIL STATION Ridership trends By Ticket Type	2 <sup>nd</sup> Quarter	Q2 FY2019	Last 12 Months
Oneway			
Round Trip	} (- 0.5%)	(- 14.2%)	(- 5.0%)
Ten Trip			
Child	+5.6%	+110.0%	+6.2%
Senior Citizen	(- 3.0%)	(- 3.1%)	(- 0.9%)
Monthly Pass	(- 16.0%)	(- 6.8%)	(- 10.0%)
<b>TOTAL</b>	<b>(- 0.9%)</b>	<b>(- 10.9%)</b>	<b>(- 4.4%)</b>



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Second Quarter, Fiscal Year 2026

Covering the period October through December 2025

MEADOWLANDS SPORTS COMPLEX STATION		
Passenger Ridership Statistics		
Fiscal Year 2026		
	2 <sup>nd</sup> Quarter	Q2 FY2019
Total Counted Passenger Trips	157,865	176,419
Growth*	(- 18.3%)	(- 10.5%)
Average Counted Trips Per Event	14,351	13,571
Change*	+553	+781
Growth*	+4.0%	+5.8%
Events & Average Counted Trips		
NFL Football	14,351 - 11 events	13,571 - 13 events
Concerts	0 - 0 events	0 - 0 events
Soccer	0 - 0 events	0 - 0 events
Passenger Origin (based on ticket sales)		
NY Penn Station	(- 11.9%)	(- 31.2%)
Hoboken Terminal	(- 9.6%)	(- 29.7%)
Secaucus Junction	+19.6%	+83.0%
Subtotal	(- 7.0%)	(- 21.6%)
Northeast Corridor stations		
Coast Line stations	(- 11.4%)	(- 30.1%)
Raritan Valley Line stations	(- 36.6%)	(- 36.8%)
Subtotal	(- 7.5%)	(- 12.9%)
Morris & Essex stations		
Montclair-Boonton Line stations	(- 23.2%)	(- 26.1%)
Main/Bergen stations	(- 36.9%)	+13.3%
Pascack Valley Line stations	(- 35.6%)	(- 13.1%)
Subtotal	(- 9.1%)	(- 29.9%)
Subtotal	(- 29.3%)	(- 19.7%)

\* Compared to same period last year.

MEADOWLANDS STATION	2Q FY2026	Last 12 Months
Ridership Trends		
NFL Football	+2.0%	(- 1.3%)
Concerts	----	+221.5%
Soccer	----	+107.2%
College Football	----	----
Other	----	(- 48.0%)
TOTAL	(- 18.3%)	+61.3%

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

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

APPENDIX D

NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

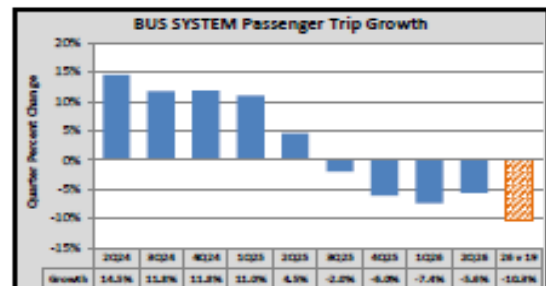
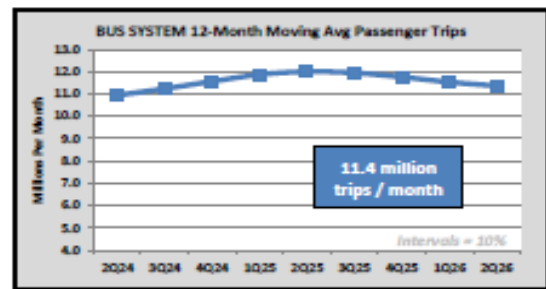
2Q26

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Covering the period October through December 2025

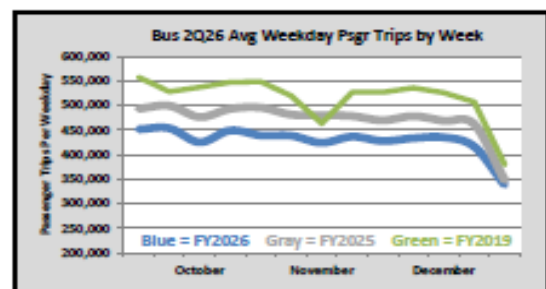
• BUS RIDERSHIP

NJ TRANSIT Bus Passenger Ridership Statistics Fiscal Year 2026			
	2 <sup>nd</sup> Quarter	Q2 FY2019	
Total Passenger Trips	34.3 million	38.3 million	
Growth*	(- 5.6%)	(- 10.3%)	
Average Weekday Trips	452,500	517,550	
Change*	(- 26,350)	(- 65,050)	
Growth*	(- 5.5%)	(- 12.6%)	
Average Saturday Trips	261,250	257,550	
Change*	(- 14,050)	+3,700	
Growth*	(- 5.1%)	+1.4%	
Average Sunday Trips	186,750	178,800	
Change*	(- 14,950)	+7,950	
Growth*	(- 7.4%)	+4.4%	
Weekends (Saturday + Sunday)			
Growth*	(- 6.1%)	+2.7%	

\* Compared to same period last year.



BUS SYSTEM Ridership Trends By Route Group	2 <sup>nd</sup> Quarter	Q2 FY2019	Last 12 Months
New York Interstate	(- 5.9%)	(- 4.3%)	(- 4.5%)
North Jersey Intrastate	(- 7.3%)	(- 0.9%)	(- 4.2%)
Philadelphia Interstate	(- 4.8%)	(- 29.3%)	(- 4.5%)
South Jersey Intrastate	(- 8.4%)	(- 38.3%)	(- 7.4%)
Special Event / Seasonal	---	---	(- 17.4%)
NJ TRANSIT Operated	(- 6.7%)	(- 6.8%)	(- 4.5%)
Contracted Services	+6.0%	(- 64.1%)	(- 38.6%)
<b>TOTAL BUS</b>	<b>(- 5.6%)</b>	<b>(- 10.3%)</b>	<b>(- 5.3%)</b>

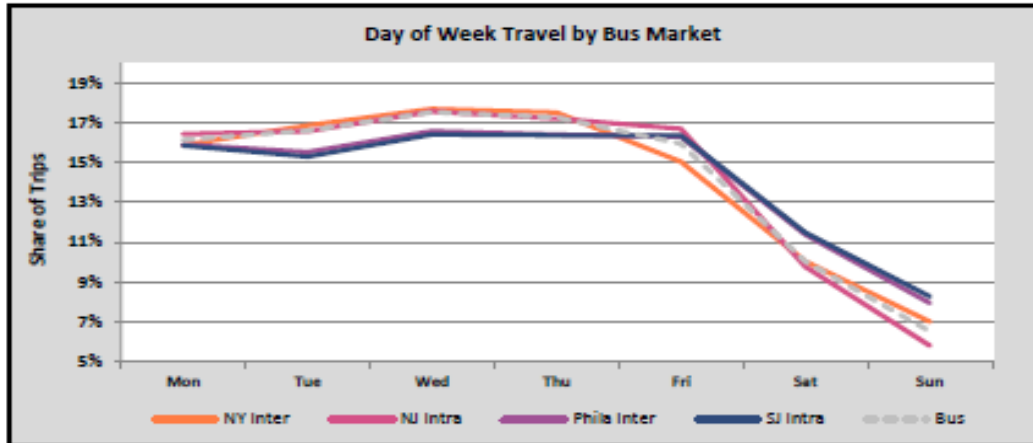


# APPENDIX D

## NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

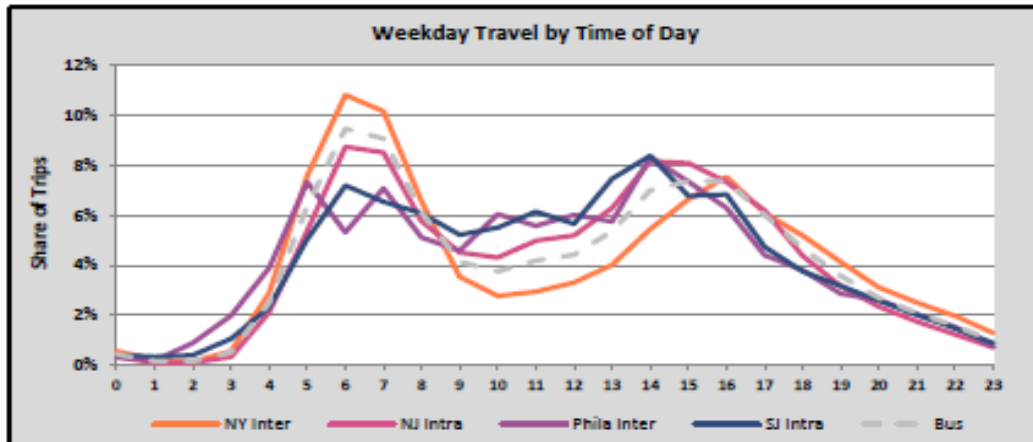
# 2Q26

Second Quarter, Fiscal Year 2026  
Covering the period October through December 2025



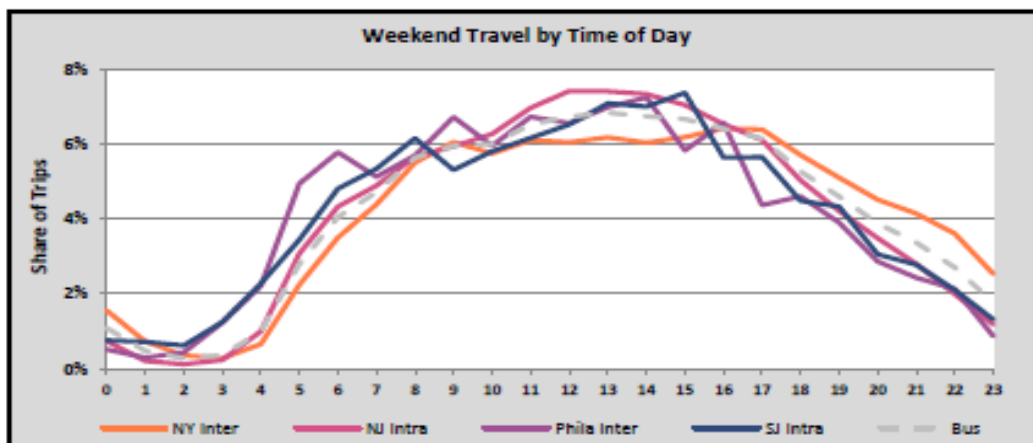
### Differences by Day of Week

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



### Differences by Time of Day: Weekdays

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



### Differences by Time of Day: Weekends

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

Source: BARS

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NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

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NEW YORK INTERSTATE BUS ROUTES Passenger Ridership Statistics Fiscal Year 2026			
	2 <sup>nd</sup> Quarter	Q2 FY2019	
Total Passenger Trips	14.9 million	15.6 million	
Growth*	(- 5.9%)	(- 4.3%)	
Average Weekday Trips	196,500	210,750	
Change*	(- 12,050)	(- 14,250)	
Growth*	(- 5.8%)	(- 6.8%)	

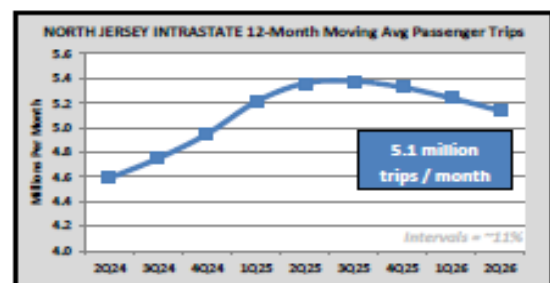
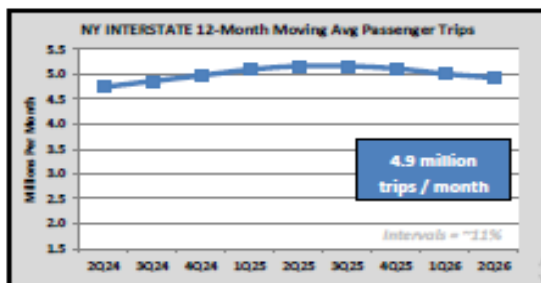
\* Compared to same period last year.

NORTH JERSEY INTRASTATE BUS ROUTES Passenger Ridership Statistics Fiscal Year 2026			
	2 <sup>nd</sup> Quarter	Q2 FY2019	
Total Passenger Trips	15.6 million	15.7 million	
Growth*	(- 7.3%)	(- 0.9%)	
Average Weekday Trips	206,100	212,050	
Change*	(- 12,000)	(- 5,950)	
Growth*	(- 5.5%)	(- 2.8%)	

\* Compared to same period last year.

NEW YORK INTERSTATE Ridership Trends By Route Group	2 <sup>nd</sup> Quarter	Q2 FY2019	Last 12 Months
Bergen- Passaic- Hudson	(- 7.0%)	(- 1.9%)	(- 4.9%)
Essex- Union- North Middlesex	(- 0.8%)	(- 3.0%)	(- 2.0%)
Geo Washington Bridge	(- 1.6%)	(- 6.3%)	(- 3.5%)
Lower Manhattan	+10.0%	+11.6%	+17.2%
South Middlesex- Monmouth- Ocean	(- 4.1%)	(- 27.9%)	(- 5.3%)
<b>NEW YORK INTERSTATE</b>	<b>(- 5.9%)</b>	<b>(- 4.3%)</b>	<b>(- 4.5%)</b>

NORTH JERSEY INTRASTATE BUS Ridership Trends By Route Group	2 <sup>nd</sup> Quarter	Q2 FY2019	Last 12 Months
Bergen-Passaic	(- 7.4%)	(- 12.8%)	(- 9.3%)
Essex- Union- West Hudson	(- 6.8%)	(- 7.4%)	(- 5.6%)
Hudson County	(- 8.7%)	+37.5%	+3.2%
South Middlesex- Monmouth- Ocean	(- 14.4%)	+1.0%	(- 9.2%)
Morris County	(- 6.5%)	(- 25.3%)	(- 7.9%)
<b>NORTH JERSEY INTRASTATE</b>	<b>(- 7.3%)</b>	<b>(- 0.9%)</b>	<b>(- 4.2%)</b>



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PHILADELPHIA INTERSTATE BUS ROUTES Passenger Ridership Statistics Fiscal Year 2026			
	2 <sup>nd</sup> Quarter	Q2 FY2019	
Total Passenger Trips	0.9 million	1.2 million	
Growth*	(- 4.8%)	(- 29.3%)	
Average Weekday Trips	11,200	16,250	
Change*	(- 550)	(- 5,050)	
Growth*	(- 4.7%)	(- 31.1%)	

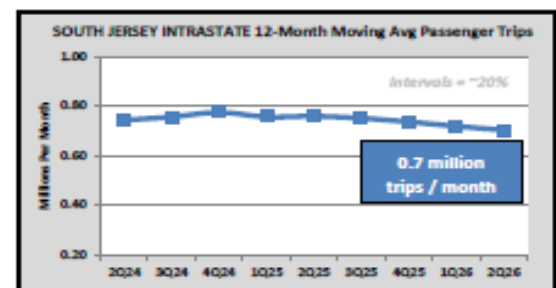
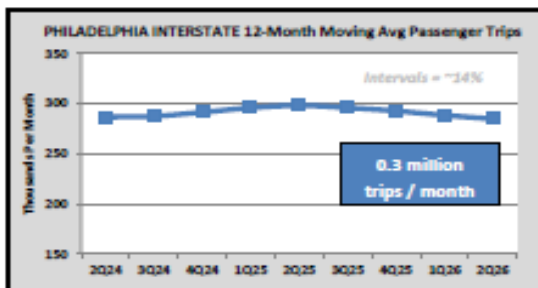
\* Compared to same period last year.

SOUTH JERSEY INTRASTATE BUS ROUTES Passenger Ridership Statistics Fiscal Year 2026			
	2 <sup>nd</sup> Quarter	Q2 FY2019	
Total Passenger Trips	2.0 million	3.3 million	
Growth*	(- 8.4%)	(- 38.3%)	
Average Weekday Trips	26,900	44,750	
Change*	(- 2,450)	(- 17,850)	
Growth*	(- 8.3%)	(- 39.9%)	

\* Compared to same period last year.

PHILADELPHIA INTERSTATE BUS Ridership Trends By Route Group	2 <sup>nd</sup> Quarter	Q2 FY2019	Last 12 Months
Camden- Burlington- Mercer	(- 3.4%)	(- 34.4%)	(- 3.3%)
Camden-Gloucester	(- 6.7%)	(- 25.6%)	(- 5.3%)
Gloucester- Salem- Cumberland	(- 2.8%)	(- 30.3%)	(- 4.2%)
PHILADELPHIA INTERSTATE	(- 4.8%)	(- 29.3%)	(- 4.5%)

SOUTH JERSEY INTRASTATE BUS Ridership Trends By Route Group	2 <sup>nd</sup> Quarter	Q2 FY2019	Last 12 Months
Atlantic County	(- 7.6%)	(- 33.0%)	(- 7.3%)
Atlantic Regional	(- 9.6%)	(- 32.3%)	(- 9.3%)
Camden- Burlington- Mercer	(- 5.6%)	(- 43.7%)	(- 8.5%)
Camden- Gloucester- Burlington	(- 6.6%)	(- 58.7%)	(- 5.7%)
Mercer County	(- 9.7%)	(- 35.1%)	(- 6.2%)
SOUTH JERSEY INTRASTATE	(- 8.4%)	(- 38.3%)	(- 7.4%)



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**SPECIAL EVENT & SEASONAL BUS ROUTES**  
 Passenger Ridership Statistics  
 Fiscal Year 2026

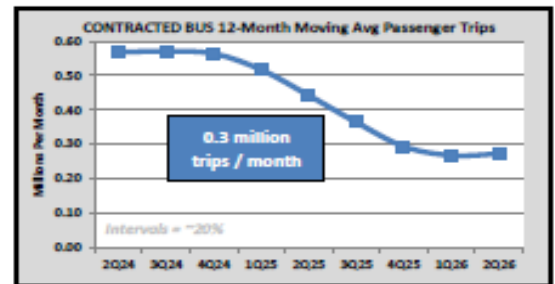
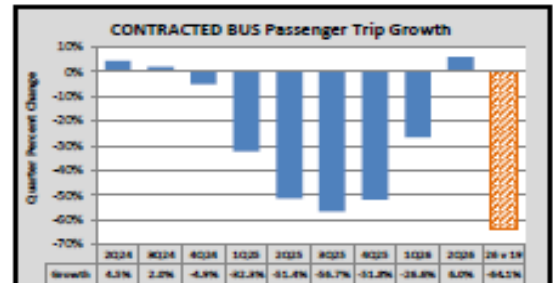
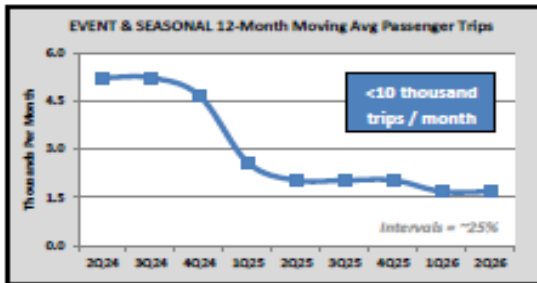
	2 <sup>nd</sup> Quarter	Q2 FY2019
Total Passenger Trips	0	8,300
Growth*	---	(- 100.0%)
Average Weekday Trips	0	100
Change*	+0	(- 100)
Growth*	+0.0%	(- 100.0%)

\* Compared to same period last year.

**CONTRACTED BUS ROUTES**  
 Passenger Ridership Statistics  
 Fiscal Year 2026

	2 <sup>nd</sup> Quarter	Q2 FY2019
Total Passenger Trips	0.9 million	2.5 million
Growth*	+6.0%	(- 64.1%)
Average Weekday Trips	11,800	33,650
Change*	+700	(- 21,850)
Growth*	+6.3%	(- 64.9%)

\* Compared to same period last year.



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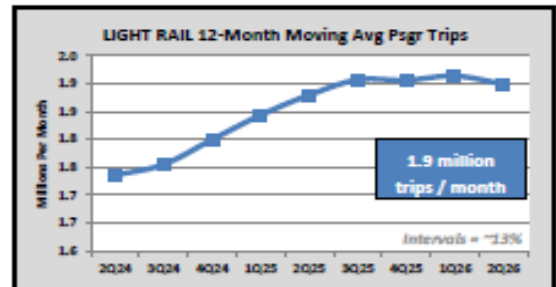
Second Quarter, Fiscal Year 2026  
Covering the period October through December 2025

• LIGHT RAIL RIDERSHIP

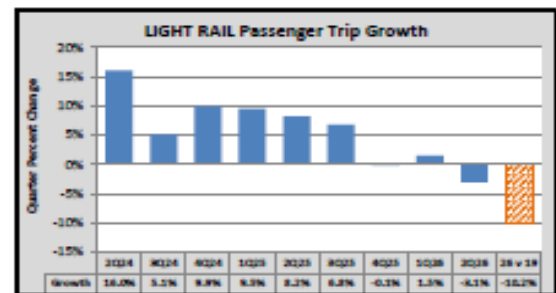
NJ TRANSIT Light Rail Passenger Ridership Statistics Fiscal Year 2026			
	<u>2<sup>nd</sup> Quarter</u>	<u>Q2 FY2019</u>	
Total Passenger Trips	5.5 million	6.1 million	
Growth*	(- 3.1%)	(- 10.2%)	
Average Weekday Trips	74,850	83,300	
Change*	+750	(- 8,450)	
Growth*	+1.0%	(- 10.1%)	
Average Saturday Trips	41,650	37,200	
Change*	+150	+4,450	
Growth*	+0.4%	+12.0%	
Average Sunday Trips	30,550	26,500	
Change*	(- 800)	+4,050	
Growth*	(- 2.6%)	+15.3%	
Weekends (Saturday + Sunday)			
Growth*	(- 0.9%)	+13.3%	

\* Compared to same period last year.

LIGHT RAIL SYSTEM	<u>2<sup>nd</sup> Quarter</u>	<u>Q2 FY2019</u>	<u>Last 12 Months</u>
Ridership Trends			
By Ticket Type			
Oneway	(- 2.2%)	(- 44.9%)	+2.8%
Senior Citizen	(- 4.7%)	(- 42.5%)	(- 0.7%)
Ten Trip	(- 16.3%)	(- 70.3%)	(- 13.8%)
Monthly Pass & Other	(- 2.9%)	+5.7%	+3.0%
<b>TOTAL</b>	<b>(- 3.1%)</b>	<b>(- 10.2%)</b>	<b>+2.6%</b>



LIGHT RAIL Ridership Trends	<u>2<sup>nd</sup> Quarter</u>	<u>Q2 FY2019</u>	<u>Last 12 Months</u>
By Service			
Newark Light Rail	(- 3.3%)	(- 9.3%)	(- 2.4%)
Hudson Bergen Light Rail	(- 3.6%)	(- 5.4%)	+3.4%
River LINE	+2.9%	(- 40.3%)	(- 9.6%)
<b>TOTAL LIGHT RAIL</b>	<b>(- 3.1%)</b>	<b>(- 10.2%)</b>	<b>+1.1%</b>



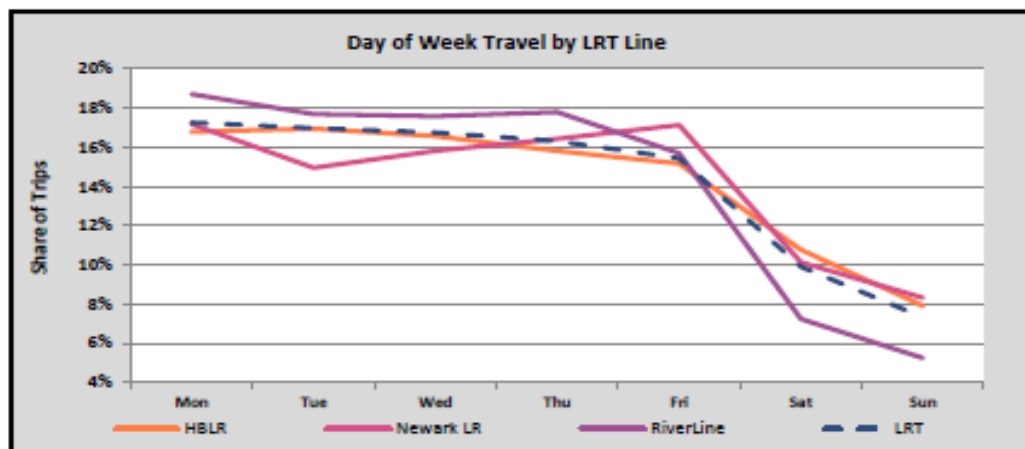
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NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

2Q26

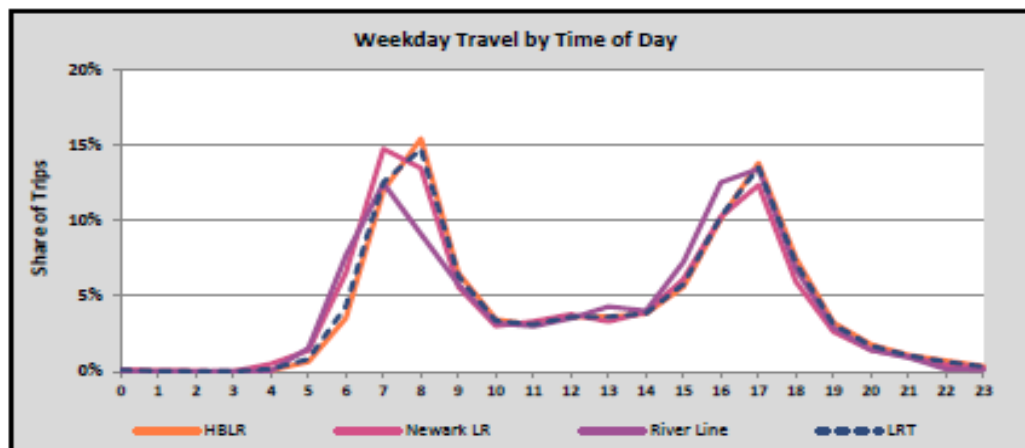
Second Quarter, Fiscal Year 2026

Covering the period October through December 2025



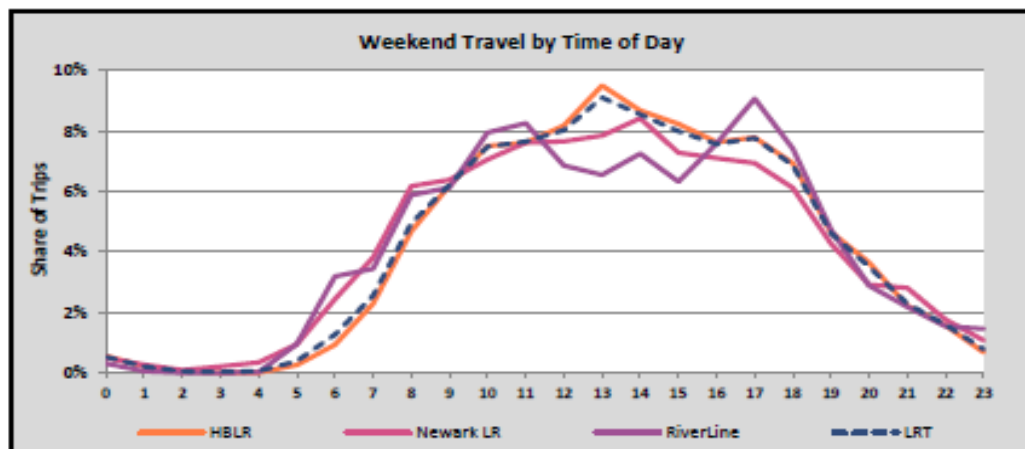
**Differences by Day of Week**

Most commuters (~50%) travel during midweek days, Tuesday – Thursday. Weekend travel accounted for a ~17% share of weekly trips; ~83% of trips were on weekdays. The River LINE had a higher share of trips occur on the weekend.



**Differences by Time of Day: Weekdays**

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



**Differences by Time of Day: Weekends**

Share of weekend ridership is highest from 11-5PM; travel is not as peaked as observed during weekdays. HBLR ridership is noticeably lower in the morning but higher midday when compared to other lines.

Source: LRT Ticket Activations

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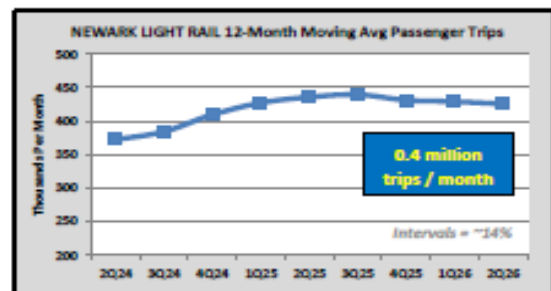
Second Quarter, Fiscal Year 2026  
Covering the period October through December 2025

NEWARK LIGHT RAIL

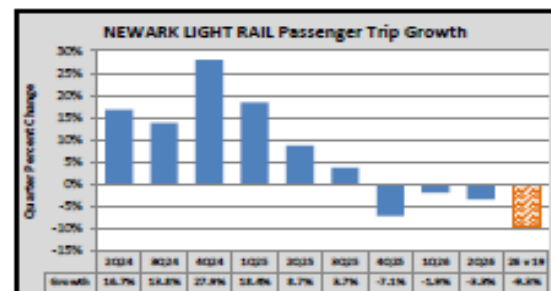
NEWARK LIGHT RAIL Passenger Ridership Statistics Fiscal Year 2026		
	2 <sup>nd</sup> Quarter	Q2 FY2019
Total Passenger Trips	1.3 million	1.4 million
Growth*	(- 3.3%)	(- 9.3%)
Average Weekday Trips	17,550	19,850
Change*	(- 350)	(- 2,300)
Growth*	(- 2.0%)	(- 11.6%)
Average Saturday Trips	6,300	5,900
Change*	(- 1,000)	+400
Growth*	(- 13.7%)	+6.8%
Average Sunday Trips	5,200	3,400
Change*	+100	+1,800
Growth*	+2.0%	+52.9%
Weekends (Saturday + Sunday)		
Growth*	(- 7.3%)	+23.7%

\* Compared to same period last year.

NEWARK LIGHT RAIL Ridership Trends By Ticket Type	2 <sup>nd</sup> Quarter	Q2 FY2019	Last 12 Months
Oneway	+0.9%	(- 51.3%)	+0.7%
Senior Citizen	(- 6.3%)	(- 43.4%)	(- 1.5%)
Ten Trip	(- 61.1%)	(- 97.3%)	(- 54.2%)
Monthly Pass & Other	(- 3.7%)	+11.7%	(- 0.9%)
<b>TOTAL</b>	<b>(- 3.3%)</b>	<b>(- 9.3%)</b>	<b>(- 0.8%)</b>



NEWARK LIGHT RAIL Average Weekday Boardings	2 <sup>nd</sup> Quarter	Q2 FY2025	Q2 FY2019
Non-CBD Stations	7,870	(- 9.0%)	(- 9.8%)
Newark CBD Stations	8,960	+4.4%	(- 13.3%)
Broad Street Extension	720	+6.8%	(- 9.6%)
<b>TOTAL NEWARK LIGHT RAIL</b>	<b>17,550</b>	<b>(- 2.0%)</b>	<b>(- 11.6%)</b>



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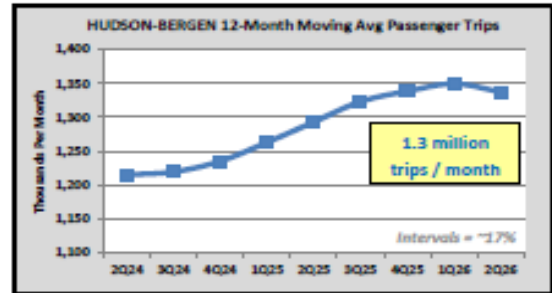
Second Quarter, Fiscal Year 2026  
Covering the period October through December 2025

• HUDSON-BERGEN LIGHT RAIL

HUDSON-BERGEN LIGHT RAIL Passenger Ridership Statistics Fiscal Year 2026		
	2 <sup>nd</sup> Quarter	Q2 FY2019
Total Passenger Trips	3.9 million	4.1 million
Growth*	(- 3.6%)	(- 5.4%)
Average Weekday Trips	49,350	54,800
Change*	(- 2,000)	(- 5,450)
Growth*	(- 3.9%)	(- 9.9%)
Average Saturday Trips	32,350	26,000
Change*	+1,350	+6,350
Growth*	+4.4%	+24.4%
Average Sunday Trips	22,750	18,850
Change*	(- 600)	+3,900
Growth*	(- 2.6%)	+20.7%
Weekends (Saturday + Sunday)		
Growth*	+1.4%	+22.9%

\* Compared to same period last year.

HUDSON-BERGEN Ridership Trends By Ticket Type	2 <sup>nd</sup> Quarter	Q2 FY2019	Last 12 Months
Oneway	(- 1.9%)	(- 34.5%)	+7.6%
Senior Citizen	(- 6.0%)	(- 35.1%)	+2.7%
Ten Trip	(- 14.7%)	(- 65.6%)	(- 12.5%)
Monthly Pass & Other	(- 3.5%)	+6.7%	+5.4%
<b>TOTAL</b>	<b>(- 3.6%)</b>	<b>(- 5.4%)</b>	<b>+5.2%</b>



HUDSON-BERGEN Average Weekday Boardings	2 <sup>nd</sup> Quarter	Q2 FY2025	Q2 FY2019
Stations Bayonne 8 <sup>th</sup> -Richard	7,820	(- 20.3%)	(- 10.9%)
Stations West Side-Garfield	4,900	(- 16.2%)	+0.5%
Stations LSP-Hoboken	26,060	+3.2%	(- 10.8%)
Stations Hoboken 2nd-Tonnelle	10,570	+1.3%	(- 11.4%)
<b>TOTAL HUDSON-BERGEN</b>	<b>49,350</b>	<b>(- 3.9%)</b>	<b>(- 9.9%)</b>



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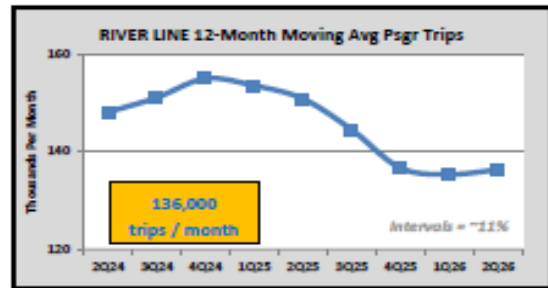
Second Quarter, Fiscal Year 2026  
Covering the period October through December 2025

RIVER LINE

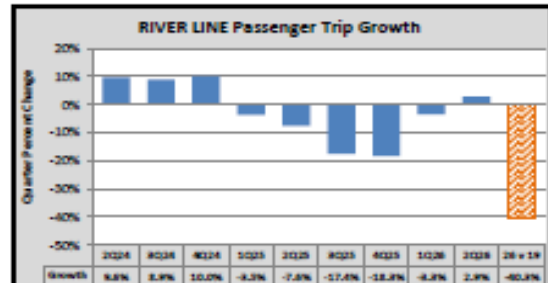
RIVER LINE Passenger Ridership Statistics Fiscal Year 2026		
	2 <sup>nd</sup> Quarter	Q2 FY2019
Total Passenger Trips	0.4 million	0.7 million
Growth*	+2.9%	(- 40.3%)
Average Weekday Trips	5,200	8,650
Change*	+350	(- 3,450)
Growth*	+7.2%	(- 39.9%)
Average Saturday Trips	3,000	5,300
Change*	(- 200)	(- 2,300)
Growth*	(- 6.3%)	(- 43.4%)
Average Sunday Trips	2,600	4,250
Change*	(- 300)	(- 1,650)
Growth*	(- 10.3%)	(- 38.8%)
Weekends (Saturday + Sunday)		
Growth*	(- 8.2%)	(- 41.4%)

\* Compared to same period last year.

RIVER LINE Ridership Trends By Ticket Type	2 <sup>nd</sup> Quarter	Q2 FY2019	Last 12 Months
Oneway	(- 10.4%)	(- 68.8%)	(- 18.0%)
Senior Citizen	+2.7%	(- 57.4%)	(- 9.9%)
Ten Trip	(- 25.5%)	(- 79.6%)	(- 14.3%)
Monthly Pass & Other	+7.0%	(- 18.2%)	(- 7.2%)
<b>TOTAL</b>	<b>+2.9%</b>	<b>(- 40.3%)</b>	<b>(- 9.6%)</b>



RIVER LINE Average Weekday Boardings	2 <sup>nd</sup> Quarter	Q2 FY2025	Q2 FY2019
Trenton Stations	1,300	+3.9%	(- 33.6%)
Bordentown-Beverly	1,480	+10.9%	(- 42.4%)
Delanco-Pennsauken	1,060	+3.1%	(- 31.5%)
Camden Stations	1,360	+10.1%	(- 47.2%)
<b>TOTAL RIVER LINE</b>	<b>5,200</b>	<b>+7.2%</b>	<b>(- 39.9%)</b>



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Second Quarter, Fiscal Year 2026

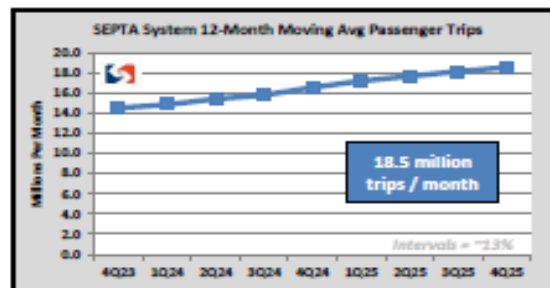
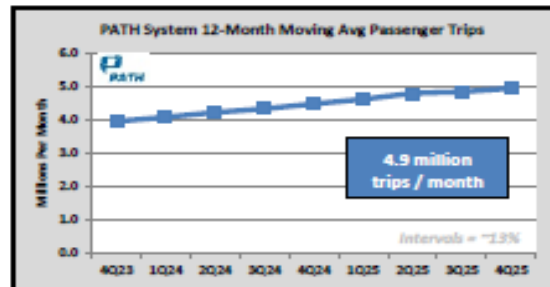
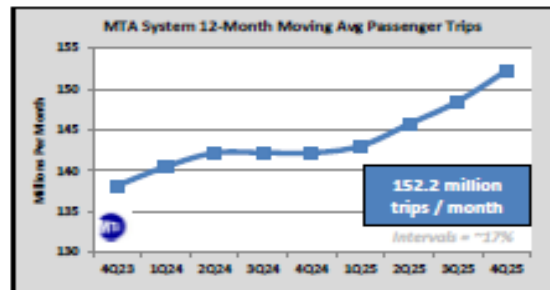
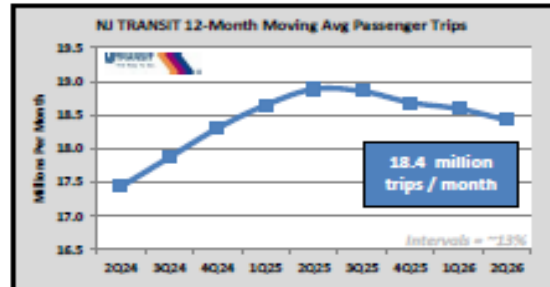
Covering the period October through December 2025

2Q26

REGIONAL TRANSPORTATION TRENDS

REGIONAL TRANSPORTATION TRENDS		
Percent Change		
Fiscal Year 2026		
	2 <sup>nd</sup> Quarter	Q2 FY2019
<b>Ridership</b>		
NJ TRANSIT System	(-3.4%)	(-15.9%)
Rail	+1.3%	(-26.8%)
Bus	(-5.6%)	(-10.3%)
Light Rail	(-3.1%)	(-10.2%)
MTA System	+10.2%	(-26.2%)
NYC Transit	+10.4%	(-27.2%)
Staten Island Railroad	+5.7%	(-44.9%)
Long Island Railroad	+8.6%	(-11.7%)
Metro North Railroad	+6.3%	(-18.3%)
PATH System	+8.2%	(-24.8%)
Newark station	+11.2%	(-37.2%)
Hoboken station	(-0.4%)	(-33.6%)
33rd Street station	+4.9%	(-28.0%)
World Trade Center station	+6.7%	(-25.5%)
SEPTA System	+9.6%	(-21.9%)
City Transit	+10.1%	(-20.6%)
Suburban Transit	+5.7%	(-24.2%)
Regional Rail	+8.9%	(-28.9%)
PATCO	+4.5%	(-47.0%)
Amtrak Northeast	+9.0%	+16.4%
Acela (Boston-NYC-Washington)	(-0.5%)	(-15.2%)
Regional (Boston-NYC-Washington)	+14.0%	+36.1%
Keystone (NYC-Philo-Harrisburg)	+1.9%	(-17.0%)
Empire (NYC-Albany)	(-2.1%)	+11.3%
NJ Ferry Services	+3.9%	(-42.9%)
Trans-Hudson Downtown	+8.2%	(-54.8%)
Trans-Hudson Midtown	(-3.8%)	(-38.8%)
Monmouth County	+12.4%	(-18.0%)
Port Authority NY & NJ Airports – Air Travelers	(-4.7%)	(-1.6%)
Newark EWR	(-12.6%)	(-7.2%)
Kennedy JFK	(-0.5%)	(-0.2%)
LaGuardia LGA	(-1.2%)	+3.9%
<b>Vehicles</b>		
MTA Bridges & Tunnels	+0.9%	+2.3%
Port Authority Bridges & Tunnels	(-0.4%)	(-0.7%)
George Washington Bridge	+0.9%	(-2.7%)
Lincoln Tunnel	(-3.8%)	(-1.8%)
Holland Tunnel	(-3.0%)	(-2.7%)
Bayonne Bridge	(-2.3%)	+29.5%
Goethals Bridge	+0.9%	+2.4%
Outerbridge Crossing	+1.0%	(-0.3%)
Vehicle Miles Traveled on NJ Roads & Highways	(-1.2%)	+0.1%
Unleaded Gasoline Price v Last Year	(-14.2%)	
Unleaded Gasoline Price v 2 Yrs Ago	(-11.2%)	
Unleaded Gasoline Price v 3 Yrs Ago	(-31.6%)	
Unleaded Gasoline Price v 4 Yrs Ago	+3.5%	
Unleaded Gasoline Price v 5 Yrs Ago	+39.6%	

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

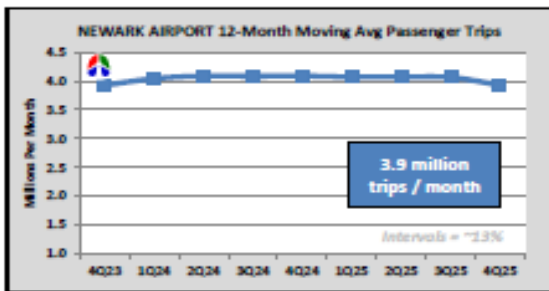
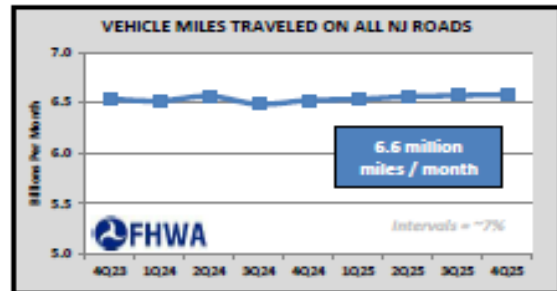
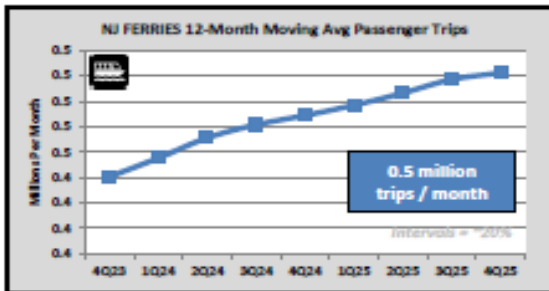
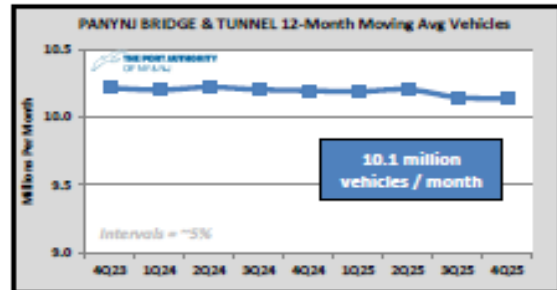
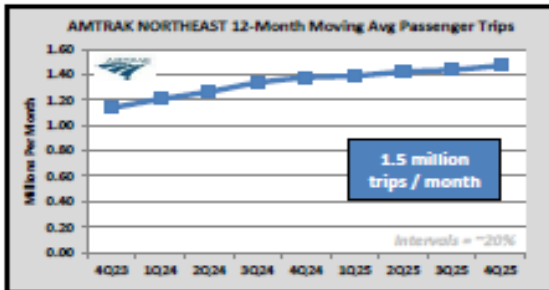
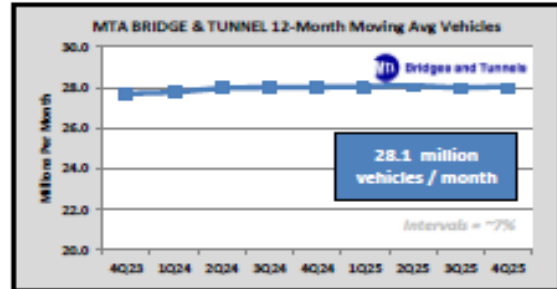
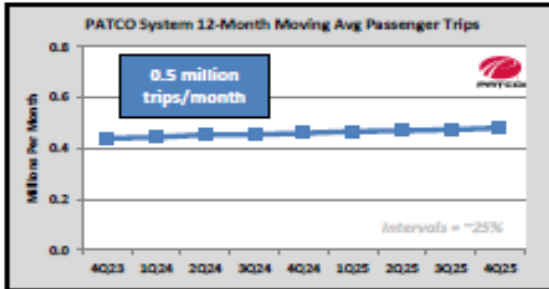


# APPENDIX D

## NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

Second Quarter, Fiscal Year 2026  
Covering the period October through December 2025

# 2Q26



APPENDIX D

NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

2Q26

Second Quarter, Fiscal Year 2026  
Covering the period October through December 2025

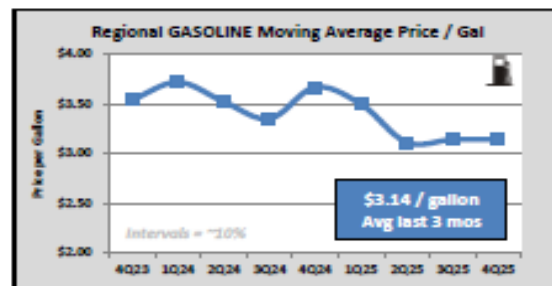
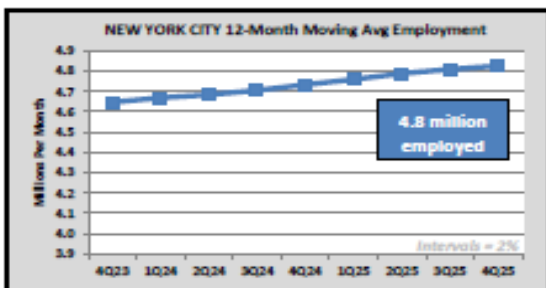
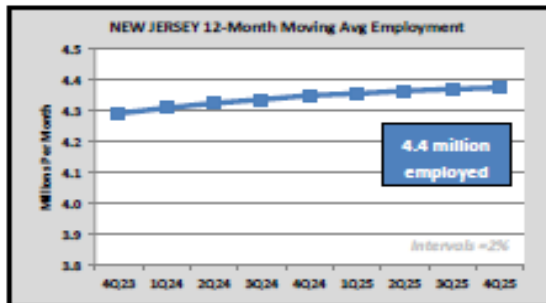
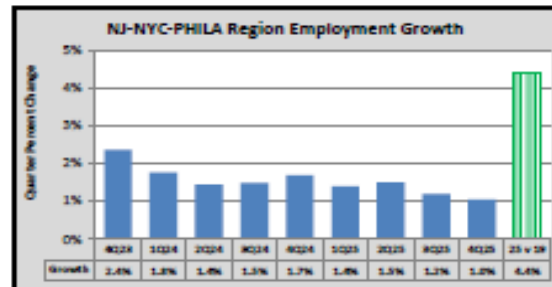
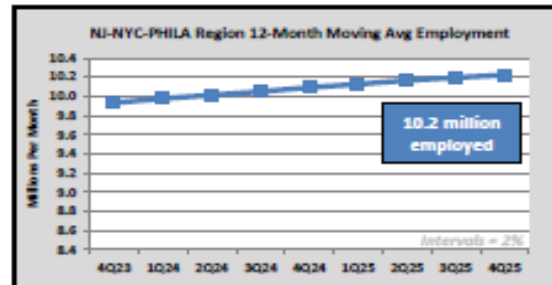
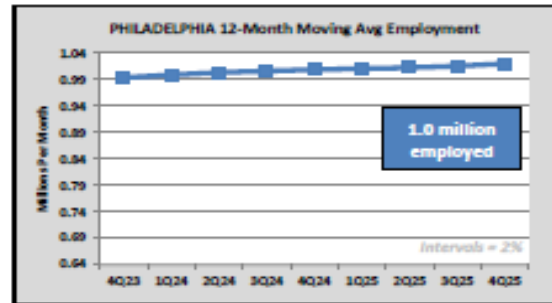
• THE REGIONAL ECONOMY

**REGIONAL ECONOMIC TRENDS**  
Percent Change  
Fiscal Year 2025

Employment	4 <sup>th</sup> Quarter	Q4 FY2019
<b>New Jersey</b>	<b>+0.4%</b>	<b>+4.6%</b>
Newark Metro	+0.3%	+3.3%
Lakewood-New Brunswick Metro	+0.5%	+5.2%
Camden Metro	+1.8%	+8.5%
Trenton-Princeton	+0.6%	+5.5%
Atlantic City-Hammonton	+1.2%	+0.4%
Vineland	+2.7%	+4.5%
<b>New York City</b>	<b>+1.5%</b>	<b>+4.1%</b>
<b>Philadelphia</b>	<b>+1.7%</b>	<b>+5.0%</b>
<b>NJ-NYC-Phila Region</b>	<b>+1.0%</b>	<b>+4.4%</b>
<b>U.S. Total</b>	<b>+1.1%</b>	<b>+5.8%</b>

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

Source: U.S. Bureau of Labor Statistics



APPENDIX D

NJ TRANSIT QUARTERLY RIDERSHIP TRENDS

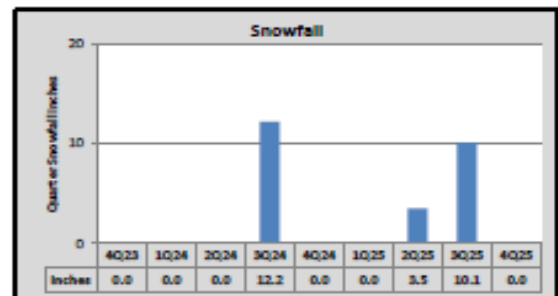
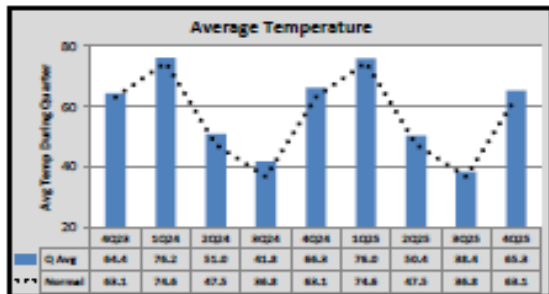
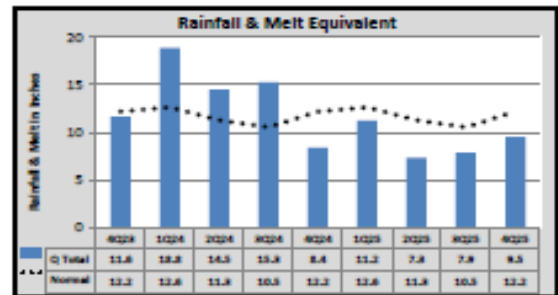
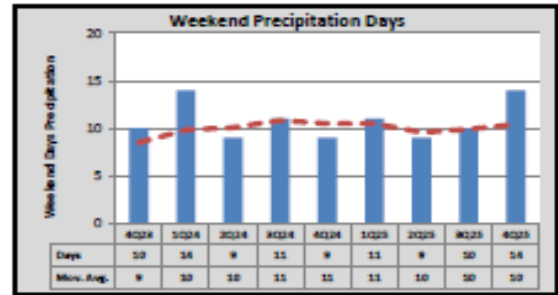
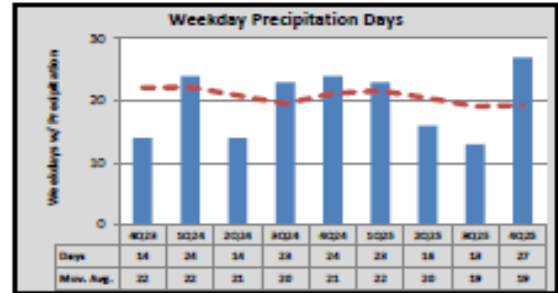
2Q26

Second Quarter, Fiscal Year 2026  
Covering the period October through December 2025

WEATHER CONDITIONS

CLIMATE ANALYSIS Fiscal Year 2025			
	4 <sup>th</sup> Quarter	Q4 FY2019	
Average Temperature	65.3 F	63.9 F	
Vs. normal	+2.2 F	+1.2 F	
Vs. last year	-1.1 F	+1.1 F	
Precipitation – Weekdays			
This year	27 days	36 days	
Last year	24 days		
Precipitation – Weekends			
This year	14 days	12 days	
Last year	9 days		
Precipitation – Total			
This year	41 days	48 days	
Last year	33 days		
Rainfall & Equivalent			
This year	9.5 inches	17.1 inches	
Last year	8.4 inches		
Normal	12.2 inches		
Snowfall			
This year	0.0 inches	0.0 inches	
Last year	0.0 inches		

Source: National Weather Service, Newark Airport reporting station



\$ In Millions		Appropriation To Date	Proposed Appropriation (FY27)	Proposed Appropriation (FY28)	Proposed Appropriation (FY29 - FY36)	Amount Expended And/Or Committed To Date	Active Projects With Future Appropriations (FY27-FY36)
Appropriation Line	Narrative Summary						
ADA - Platforms/Stations - T143	Funding is provided for the design and construction of necessary repairs to make NJ TRANSIT's rail stations, and subway stations more accessible for the Americans with Disabilities Act (ADA) including related track and infrastructure work. Funding is requested for repairs, upgrades, equipment purchase, platform extensions, and transit enhancements throughout the system and other accessibility repairs/improvements at stations.	\$1.14	\$0.50	\$0.50	\$4.00	\$0.27	Yes
Bridge and Tunnel Rehabilitation - T05	This program funds the design, repair, rehabilitation, replacement, painting, and inspection of tunnels and bridges. The program funds other work related to the movable bridge program, drawbridge power program, and right-of-way improvements necessary to maintain a State of Good Repair (SOGR) for culverts, bridges, and tunnels.	\$1,393.06	\$122.53	\$35.07	\$198.74	\$1,030.46	Yes
Bus Acquisition Program - T111	The Buses and Bus Facilities Section 5339 program provides funds for replacement of transit, commuter, access link, and suburban buses for NJ TRANSIT as they reach the end of their useful life as well as the purchase of additional buses to meet service demands. Pay-as-you-go funding is provided for over 2,300 buses replacements including but not limited to cruiser buses, 40 foot buses and 60 foot articulated buses.	\$679.25	\$244.38	\$300.20	\$1,330.82	\$1,055.97	Yes
Bus Maintenance Facilities - T93	This program provides funds for bus maintenance facilities systemwide.	\$5.60	\$5.65	\$13.45	\$2.50	N/A	Yes
Bus Passenger Facilities/Park and Ride - T06	This program provides funds for the bus park and ride program, improvements to bus passenger facilities and the purchase and installation of bus stop signs and shelters systemwide.	\$10.83	\$0.80	\$0.80	\$6.40	\$9.04	Yes
Bus Support Facilities and Equipment - T08	The Buses and Bus Facilities Section 5339 program provides funds through a statutory formula to maintain NJ TRANSIT's bus fleet, including to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. This includes technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and two discretionary components.	\$202.78	\$9.13	\$8.80	\$987.81	\$92.44	Yes
Capital Ferry Improvement Program - T700	The Ferry Capital Improvement Program provides funding to participating ferry boat operators' capital budget. Eligible activities include the acquisition, replacement and rehabilitation of ferries and other capital equipment and improvements to ferry facilities. Funding also supports NJ TRANSIT's administrative cost.	\$56.82	\$6.49	\$6.49	\$51.65	\$40.43	Yes

\$ In Millions		Appropriation To Date	Proposed Appropriation (FY27)	Proposed Appropriation (FY28)	Proposed Appropriation (FY29 - FY36)	Amount Expended And/Or Committed To Date	Active Projects With Future Appropriations (FY27-FY36)
Appropriation Line	Narrative Summary						
Capital Program Implementation - T68	Funding is provided for capital project management activities associated with the implementation of the capital program and project delivery.	\$597.06	\$40.00	\$40.00	\$320.00	\$574.71	Yes
Casino Revenue Fund - T515	Transportation Assistance for Senior Citizens and Disabled program. State law provides 8.5% of the Casino Tax Fund revenues to be appropriated for transportation services for senior and disabled persons and for capital improvements that benefit the senior and disabled populations. The law provides 85% of these funds to be made available to the counties through NJ TRANSIT for capital, operating, and administrative expenses for the provision of locally coordinated para-transit services. The amount each county receives is determined by utilizing an allocation formula based on the number of residents 60 years of age and over as reflected in the most recent U.S. Census Report. Funds may be appropriated from the Property Tax Relief Fund (PTRF), pursuant to budget language.	\$761.66	\$56.91	\$58.62	\$536.92	\$708.19	Yes
Claims Support - T13	Funding is provided for claims related to capital projects, expert witnesses, court settlement, and other costs to defend NJ TRANSIT's interests as a result of litigation.	\$0.65	\$0.10	\$0.10	\$0.80	\$0.18	Yes
Cumberland County Bus Program - T170	This program provides funds for capital and operating assistance for Cumberland County UZA, including purchase of buses, minivans, support equipment, facility improvements and capital maintenance costs.	\$6.12	\$1.02	\$1.02	\$8.16	\$2.51	Yes
Environmental Compliance - T16	Funding is provided for compliance with environmental regulations at both bus, light rail and rail facilities and operating support includes but is not limited to replacement of leaking fuel tanks, clean up of contaminated soil and ground water, oil/water separators, asbestos removal, and fueling station improvements at various facilities etc.	\$102.52	\$3.00	\$3.00	\$24.00	\$102.69	Yes
High Speed Track Program - T43	Funding is provided for an annual program of high speed track rehabilitation including high speed surfacing, systemwide replacement of life-expired ties and other rail improvements, right-of-way fencing, equipment necessary to maintain a state of good and safe repair, purchase of long lead-time materials for next construction season, maintenance-of-way work equipment, interlocking improvements, passing sidings, other improvements, materials and services as necessary to support the program.	\$23.33	\$2.60	\$2.60	\$20.80	\$21.09	Yes

\$ In Millions		Appropriation To Date	Proposed Appropriation (FY27)	Proposed Appropriation (FY28)	Proposed Appropriation (FY29 - FY36)	Amount Expended And/Or Committed To Date	Active Projects With Future Appropriations (FY27-FY36)
Appropriation Line	Narrative Summary						
Hoboken Terminal /Yard Rehabilitation - T82	Funding is provided for design and construction of repair/replacement to Hoboken Terminal including, but not limited to, the core passenger facility, bus terminal, yards, terminal ferry slip rehabilitation, substructure, Long Slip walkway and Observer Highway Sewer.	\$10.69	\$2.55	\$0.00	\$0.00	\$0.70	Yes
Hudson-Bergen and Newark LRT System - T87	Funding is provided for annual Hudson-Bergen Capital Asset Replacement improvements, and other improvements along the Hudson-Bergen Light Rail Line, including rolling stock enhancements. Funding is provided for the Route 440 Extension Project is planned to provide convenient transit access for existing and future residents of the western waterfront area. The HBLR Route 440 Extension project would extend the HBLR West Side Avenue Branch from its current terminus at West Side Avenue in Jersey city to a new terminus station on the west side of State Route 440.	\$32.00	\$15.00	\$15.00	\$120.00	\$1.25	Yes
Immediate Action Program - T20	Funding is provided for emergency project needs under the rail, bus, and headquarters programs; contract change orders; consultant agreement modifications; and other unanticipated work identified during the course of the year, thus allowing the agency to be responsive to emergency and unforeseen circumstances which arise unexpectedly. This program also provides funding for Capital Planning activities, project development, and project reviews. The funding supports the development of the agency's capital plan and capital plan updates and funds project research and development activities for capital programs.	\$94.08	\$78.08	\$87.19	\$1,596.25	\$53.50	Yes
Light Rail Infrastructure Improvements - T95	Funding is provided for Light Rail improvements including, but not limited to, communication systems upgrade, accessibility improvements, vehicle and facility improvements, and other infrastructure rehabilitation improvements, including rolling stock enhancements. Funding is also provided for Newark Light Rail (NLR), Hudson Bergen Light Rail (HBLR) Infrastructure and River Line capital asset replacement including but not limited to acquisition of properties and any items or services needed to support the acquisition.	\$239.18	\$18.28	\$23.28	\$171.20	\$215.14	Yes

\$ In Millions		Appropriation To Date	Proposed Appropriation (FY27)	Proposed Appropriation (FY28)	Proposed Appropriation (FY29 - FY36)	Amount Expended And/Or Committed To Date	Active Projects With Future Appropriations (FY27-FY36)
Appropriation Line	Narrative Summary						
Light Rail Infrastructure Systems and Maintenance - T2401	Funding is provided for State of Good Repair (SOGR) work to NJ TRANSIT's light rail systems to maintain a condition sufficient for capital assets to operate at a full level of performance. This work includes upgrades to light rail's Supervisory Control and Data Acquisition (SCADA) and Electronic Logic Control Devices systems, including hardware, software, and infrastructure. Right-of-Way improvements to the Newark Light Rail (NLR), Hudson Bergen Light Rail (HBLR), and River LINE. Work would include track, ties, drainage, fencing, retaining walls, cable, signal systems and stormwater and erosion control measures. Rail track switch replacements and upgrades.	\$48.95	\$10.00	\$14.00	\$82.00	\$5.50	Yes
Light Rail Vehicle Rolling Stock - T550	Funding is provided for annual lease payments for Hudson Bergen Light Rail, Newark City Subway and Newark City Subway Extension vehicles. Funding will be provided to support the Mid-Life Overhaul of the LRV fleet (20 vehicles) operating on NJ TRANSIT RiverLine Light Rail System.	\$5.62	\$4.92	\$4.92	\$9.54	N/A	Yes
Locomotive Overhaul - T53E	Funding is provided for service reliability to the locomotive fleet based on manufacturer replacement and service standards to maintain equipment through its useful life. In-house staff ensure that each locomotive engine continues to properly function in terms of reliability and fuel consumption, without being remanufactured, specified to work output or miles; and that the locomotive complies with all applicable emission standards.	\$66.37	\$6.50	\$76.12	\$165.81	\$22.50	Yes
Miscellaneous - T122	Funding is provided for the continuation of the mandated vital records program and other miscellaneous administrative expenses such as, but not limited to, match funds for special services grants and physical plant improvements incurred throughout the year. Funds support forensic accounting services in furtherance of the property insurance claim resulting from the damage caused by extreme weather events such as Superstorm Sandy. Funds also support project oversight/management for all day-to-day aspects of NJ TRANSIT projects.	\$10.80	\$0.50	\$0.50	\$4.00	\$10.48	Yes

\$ In Millions		Appropriation To Date	Proposed Appropriation (FY27)	Proposed Appropriation (FY28)	Proposed Appropriation (FY29 - FY36)	Amount Expended And/Or Committed To Date	Active Projects With Future Appropriations (FY27-FY36)
Appropriation Line	Narrative Summary						
NEC Improvements - T44	The Northeast Corridor (NEC) Improvements program funds projects that maintain a state-of-good repair along the New Jersey segment of the NEC. State-of-good repair is for right-of-way basic infrastructure, like structures and facilities, track, electric traction and communication and signals. Funds are also for AMTRAK joint benefit projects and NJ TRANSIT specific projects. Work may include associated track and station improvements and platform extensions. STATE (TTF) funds are for expansion of County Yard project to provide additional storage for rail cars. The NEC main line runs 457 miles from Washington, DC to Boston, MA.	\$1,230.04	\$127.88	\$85.00	\$680.00	\$1,082.54	Yes
New Brunswick Station Platform Ext. and Elevator Imprvmts(Liberty Corridor) - T532	This project will involve a series of capital improvements at the New Brunswick Station on the Northeast Corridor Line that will enhance current station functionality and will help support long-term development of the station as a multi-model hub. Project elements include, but not limited to, improved pedestrian safety, new static and dynamic signage, a new eastbound elevator, and upgrades to existing vertical transportation facilities.	\$49.00	\$19.00	\$0.00	\$0.00	\$2.55	Yes
Other Rail Station/Terminal Improvements - T55	Funding is provided for the design, land acquisition and construction of various stations, platform extensions, parking and related facilities, and upgrades throughout the system including related track and rail infrastructure work. Also included are station and facility inspection and repair, customer service station bike locker installation - systemwide, and STARS Program including but not limited to acquisition of properties and any items or services needed to support the acquisition.	\$75.25	\$7.70	\$7.70	\$61.60	\$48.79	Yes
Physical Plant - T121	Funding is provided for demolition of out-of-service facilities, energy conservation program, work environment improvements, replacement of antiquated administrative support equipment, purchase of material warehouse equipment, replacement of non-revenue vehicles, and other minor improvements to various bus/rail/light rail/operating facilities etc including but not limited to acquisition of properties and any items or services needed to support the acquisition.	\$91.32	\$9.28	\$9.28	\$72.93	\$77.50	Yes

\$ In Millions		Appropriation To Date	Proposed Appropriation (FY27)	Proposed Appropriation (FY28)	Proposed Appropriation (FY29 - FY36)	Amount Expended And/Or Committed To Date	Active Projects With Future Appropriations (FY27-FY36)
Appropriation Line	Narrative Summary						
Portal North Bridge - T538	Funding is for the design, engineering, construction and other necessary initiatives or items for the replacement of the existing Portal North Bridge with a new high-level, two track, fixed structure bridge on a new rail alignment. The new bridge will be approximately 1,200 feet long and will have a clearance that accommodates current and forecast maritime traffic, thereby eliminating the need for a movable span that interrupts rail operations and results in delays due to mechanical failures. This will improve reliability, allowing NJ TRANSIT to operate longer and higher capacity trains. Additionally, trains will be able to cross the bridge at 90 miles per hour, up from 60 miles per hour today. \$393M in Amtrak funds were applied to the Portal North Bridge (PNB) project and the funds are administered by NJ TRANSIT. \$57M in CMAQ funds are committed to purchase up to 25 commuter rail vehicles to support the PNB project. In addition, NJ TRANSIT is committing up to \$14M in local match for the CMAQ funds (through NJTTF) to support the PNB project. NJ TRANSIT was awarded \$766.5M under FTA's Section 5309 Capital Investment Grants Program. Another \$78M in FTA ARPA funds received for the project. \$591M in New Jersey Economic Development Authority (NJEDA) proceeds are committed to the PNB Project. FTA has allotted an additional \$25.034M of FY2023 Consolidated Discretionary funds for the PNB project. The project includes Debt service for the repayment of EDA Bond financed partially by \$25M annual appropriation from Turnpike Authority and other state TTF funds.	\$2,310.02	\$31.75	\$37.85	\$302.41	\$1,945.31	Yes
Preventive Maintenance-Bus - T135	Urbanized Area Formula Grants - 5307. This program provides funding for the overhaul of buses including preventive maintenance costs in accordance with federal guidelines as defined in the National Transit Database Reporting Manual and federal law.	\$210.63	\$136.00	\$136.00	\$1,088.00	N/A	Yes
Preventive Maintenance-Rail - T39	State of Good Repair Grants - 5337 and Urbanized Area Formula Grants - 5307. This program provides funding for the overhaul of rail cars and locomotives and other preventive maintenance costs in accordance with federal funding guidelines as defined in the National Transit Database Reporting Manual and federal law.	\$514.66	\$288.00	\$288.00	\$2,304.00	N/A	Yes
Private Carrier Equipment Program - T106	This program provides State (TTF) funds for the Private Carrier Capital Improvement Program. Expenditures must be for capital improvements and/or capital maintenance, as defined in State law.	\$96.26	\$3.00	\$3.00	\$24.00	\$91.68	Yes

\$ In Millions		Appropriation To Date	Proposed Appropriation (FY27)	Proposed Appropriation (FY28)	Proposed Appropriation (FY29 - FY36)	Amount Expended And/Or Committed To Date	Active Projects With Future Appropriations (FY27-FY36)
Appropriation Line	Narrative Summary						
Rail Fleet Overhaul - T53G	This program provides funds for the mid-life overhaul and reliability/safety improvements of rail cars based on manufacturer recommendations and other rolling stock modifications to meet recently issued FRA and APTA mandated standards.	\$126.67	\$89.93	\$99.38	\$891.31	\$205.51	Yes
Rail Infrastructure Resiliency - T903	Funding is provided for rail infrastructure resiliency throughout the NJ TRANSIT commuter rail system. During Superstorm Sandy, NJ TRANSIT's rail network experienced substation flooding, track washouts, overhead catenary wires downed, and signal systems damaged. Potential projects include raising substations that are now subject to flooding, replacing wooden catenary poles with steel on the Gladstone Line, constructing seawalls along the North Jersey Coast Line, installing sheeting at bridge approaches and raising signal bungalows.	\$11.30	\$1.50	\$1.50	\$3.00	\$9.47	Yes
Rail Rolling Stock Procurement - T112	This program provide funds for the replacement of rail rolling stock, including engineering assistance and project management, to replace over-aged equipment including rail cars, revenue service locomotives, and expansion of NJ TRANSIT rolling stock fleet (cars and locomotives) to accommodate projected ridership growth and other system enhancements over the next ten years. Funding is provided to support vehicles\equipment (for rail operations). Annual funds are provided for Comet V single-level car lease payments, Electric Locomotive lease payments, Diesel Locomotive lease payments, Dual Power Locomotives and Multi-Level rail car lease payments and other upcoming rolling stock lease payments.	\$1,536.16	\$275.32	\$171.30	\$1,675.34	\$1,470.89	Yes
Rail Station Resiliency - T902	Funding is provided to make NJ TRANSIT's rail stations and adjacent yards and tracks more resilient to future storms. Hoboken Terminal/Yard and Secaucus Junction were impacted by Superstorm Sandy, as were other stations throughout NJ TRANSIT's system. Funding is provided for flood mitigation at those locations, including the potential filling of Long Slip in Hoboken Yard, constructing flood walls, flood proofing, and improving stormwater detention systems.	\$3.75	\$1.50	\$1.50	\$3.00	\$2.00	Yes

\$ In Millions		Appropriation To Date	Proposed Appropriation (FY27)	Proposed Appropriation (FY28)	Proposed Appropriation (FY29 - FY36)	Amount Expended And/Or Committed To Date	Active Projects With Future Appropriations (FY27-FY36)
Appropriation Line	Narrative Summary						
Rail Support Facilities and Equipment - T37	This program provides funds for rehabilitation and construction activities for yard improvements systemwide, improvements at support facilities necessary to perform maintenance work at rail yards, rail capacity improvements including passing sidings, interlockings and electric traction improvements, signal and communication improvements at support facilities, right-of-way fencing, maintenance-of-way equipment and the installation of pedestal tracks necessary to perform maintenance work at rail yards. Also included is funding for NJ TRANSIT's capital cost-sharing obligations related to use of Amtrak/Conrail facilities including but not limited to acquisition of properties and any items or services needed to support the acquisition.	\$616.66	\$36.98	\$35.72	\$107.62	\$484.21	Yes
Safety Improvement - T509	This program provides funding for safety improvement initiatives systemwide addressing bus, rail, light rail, Access Link and other identified safety needs. Funding includes investment in equipment, passenger and maintenance facilities, right of way improvements, and other initiatives that improve the safe provision of transportation services. Funding will support planning, engineering, design, construction, acquisitions and other associated costs.	\$6.22	\$3.96	\$4.02	\$34.53	\$1.67	Yes
Section 5310 Program - T150	The Enhanced Mobility of Seniors and Individuals with Disabilities - Section 5310 program provides funds to help meet the transportation needs of older adults and people with disabilities. Agencies that provide such services are eligible for funding to purchase small buses or van-type vehicles, wheelchair lifts, ramps, and securement devices, among other eligible activities. MATCH funds are provided from the State.	\$63.09	\$13.85	\$14.09	\$121.74	N/A	Yes
Section 5311 Program - T151	Formula Grants for Rural Areas - 5311 program provides capital, planning, and operating assistance to support public transportation in rural areas with populations of less than 50,000. MATCH funds are provided from NJ TRANSIT and local funds.	\$31.57	\$8.26	\$8.38	\$71.72	N/A	Yes
Security Improvements - T508	This program provides funds for continued modernization/improvements of NJ TRANSIT Police and other security improvements. Today, the NJ TRANSIT Police Department is the only transit policing agency in the country with statewide authority and jurisdiction. The Department was created on January 1, 1983, and it evolved as a result of the passage of the Public Transportation Act of 1979 and subsequent legislation on the state and federal levels.	\$7.09	\$6.77	\$6.86	\$58.09	\$7.04	Yes

\$ In Millions		Appropriation To Date	Proposed Appropriation (FY27)	Proposed Appropriation (FY28)	Proposed Appropriation (FY29 - FY36)	Amount Expended And/Or Committed To Date	Active Projects With Future Appropriations (FY27-FY36)
Appropriation Line	Narrative Summary						
Signals and Communications/Electric Traction Systems - T50	This project provides funding for continued modernization/improvements to the signal and communications systems, including signal/communication upgrade of interlockings, and other communication improvements. This project also provides funding for systemwide electric traction general upgrades including: substation replacement, wayside hot box detection system, rail microwave system upgrades, replacement of substation batteries and electric switch heaters, emergency power backup systemwide, rehabilitation of systemwide overhead catenary structures and foundations including but not limited to acquisition of properties and any items or services needed to support the acquisition. In addition, funding will be provided for Positive Train Control training facilities including but not limited to equipment purchasing, engineering, design, planning, construction, acquisitions and other associated costs.	\$746.16	\$21.00	\$26.00	\$197.00	\$718.49	Yes
Small/Special Services Program - T120	This program funds the Vanpool Sponsorship Program, local Travel Demand Management (TDM), and East Windsor Community Shuttle operating support. Funding contracts work done by the eight Transportation Management Associations (TMAs) to promote transit use and other Travel Demand Management strategies.	\$29.71	\$1.47	\$1.47	\$11.78	\$25.67	Yes
Study and Development - T88	This element provides funds for system and infrastructure planning studies to ready projects for design, as well as demand forecasting and other related planning work.	\$76.01	\$16.17	\$11.11	\$118.48	\$67.98	Yes
Technology Improvements - T500	This element funds improvements to passenger communication and fare collection systems and other information technology improvements to meet internal and external customer needs. Funding is included for Public Address Upgrades/Onboard Communication Systems, Bus Radio System Upgrade Program, GIS Systems, TVM Replacement/Expansion, Smart Card Technology and improvements at stations systemwide, computer systems and services, photocopy lease payments, ADA Access Link computer upgrades and upgrades to increase efficiency and productivity of NJ TRANSIT's technology infrastructure to support services to customers.	\$226.44	\$14.64	\$37.36	\$117.09	\$191.43	Yes

\$ In Millions		Appropriation To Date	Proposed Appropriation (FY27)	Proposed Appropriation (FY28)	Proposed Appropriation (FY29 - FY36)	Amount Expended And/Or Committed To Date	Active Projects With Future Appropriations (FY27-FY36)
Appropriation Line	Narrative Summary						
Track Program - T42	The Track Program is for ongoing system-wide rehabilitation of the railroad track infrastructure. Funding is provided for track rehabilitation including systemwide replacement of life-expired ties and other rail improvements, right-of-way fencing, equipment necessary to maintain a state of good and safe repair, purchase of long lead-time materials for next construction season, maintenance-of-way equipment, interlocking improvements, passing sidings and other improvements.	\$296.64	\$28.50	\$28.50	\$228.00	\$193.52	Yes
Transit Enhancements - T210	Funding is provided for projects or project elements that are designed to enhance mass transportation service or use and are physically or functionally related to transit facilities as outlined in FTA Circular 9030.1E., including funding for a Statewide Bus Signs and Shelter Maintenance Upgrade Program and historic restoration of NJ TRANSIT facilities.	\$9.18	\$8.00	\$53.79	\$828.74	N/A	Yes
Transit Rail Initiatives - T300	This program provides funding for debt service payments.	\$104.30	\$26.20	\$88.68	\$331.69	\$91.11	Yes
<b>Total No. of Appropriation Line Item: 45</b>		<b>\$12,816.63</b>	<b>\$1,805.58</b>	<b>\$1,848.14</b>	<b>\$14,973.47</b>	<b>\$10,664.40</b>	

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

**ITEM 2604-17: AUTHORITY TO PRESIDENT & CEO IN SUPPORT OF WORLD CUP 2026**

**WHEREAS**, NJ TRANSIT is tasked with providing an efficient, coordinated, safe and responsive public transportation system statewide and will provide transportation to the World Cup 2026 tournament matches being held at MetLife Stadium; and

**WHEREAS**, Fédération Internationale de Football Association (FIFA) will be conducting the international World Cup 2026 tournament that will feature 104 matches within 16 cities across Canada, Mexico, and the United States; and

**WHEREAS**, MetLife Stadium, located in East Rutherford, New Jersey, will be host to eight tournament matches in June and July 2026, including the tournament's final championship match scheduled for July 19, 2026 (the Events); and

**WHEREAS**, this is a once in a generation event for New Jersey to showcase a global event, with the expected attendance at each match to exceed 80,000 spectators, NJ TRANSIT will provide public transportation to and from MetLife Stadium, utilizing NJ TRANSIT's rail service on the Meadowlands Rail Line, as well as contingency bus services; and

**WHEREAS**, NJ TRANSIT has spent over two years preparing for the World Cup 2026 tournament matches, including procuring goods and services, making capital improvements between Secaucus Junction Rail Station and MetLife Stadium (e.g., constructing transitways and deployable structures), contracting with transportation service providers, and executing agreements with government entities and private parties; and

**WHEREAS**, the World Cup 2026 matches are approximately two months away and there are many unknown factors, and potential unmet transportation needs that will need to be addressed immediately, there are limited opportunities and a compressed time frame for the President & CEO to seek Board approval; and

**WHEREAS**, the President & CEO has previously been delegated certain administrative authority by the Board of Directors in the NJ TRANSIT Bylaws, including the ability to expend funds up to a certain dollar threshold, approve or execute contracts up to certain thresholds, and enter into agreements, leases, licenses up to certain thresholds; and

**WHEREAS**, in the best interest of NJ TRANSIT and the State of New Jersey, the President & CEO's delegated authority should remain robust enough to meet the immediate needs of the World Cup 2026 matches;

**NOW, THEREFORE, BE IT RESOLVED** that the President & CEO and/or his designee, after consultation with the Chairperson and pursuant to the authority delegated

to him by the Bylaws and Board, is authorized to enter into contracts; execute agreements; negotiate agreements with labor units; set promotional fares; request, transfer and expend funds; set or adjust service levels; utilize assets; settle claims and disputes; obtain insurance; and take any actions deemed necessary and appropriate to provide, including but not limited to, goods, services, capital improvements, equipment, and personnel, to support NJ TRANSIT's transportation services for the World Cup 2026 events. This authority expires at the conclusion of the World Cup 2026 events.

## CONSENT CALENDAR

**ITEM 2406-18: PERSONAL INJURY CLAIM OF JAE EUN CHUNG**

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

**WHEREAS**, Jae Eun Chung 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 Jae Eun Chung, through her attorney, at an amount discussed in executive session. The Attorney General has approved the proposed settlement, subject to the availability of funds.

**ITEM 2406-19: PERSONAL INJURY CLAIM OF ELVIS KUKAJ**

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

**WHEREAS**, Elvis Kukaj 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 Elvis Kukaj, 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 Sale of Property Near 510 Pacific Avenue, Jersey City to Jersey City Municipal Utilities Authority for a Stormwater Pump Station, and the Personal Injury Claim of Kareem Harris; 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.