

2025 ANNUAL REPORT

SHAPING THE FUTURE

Roadmap to a New Era of Reliability and Customer Experience



New NJ TRANSIT multi-level trains are tested in Pueblo, Colorado.

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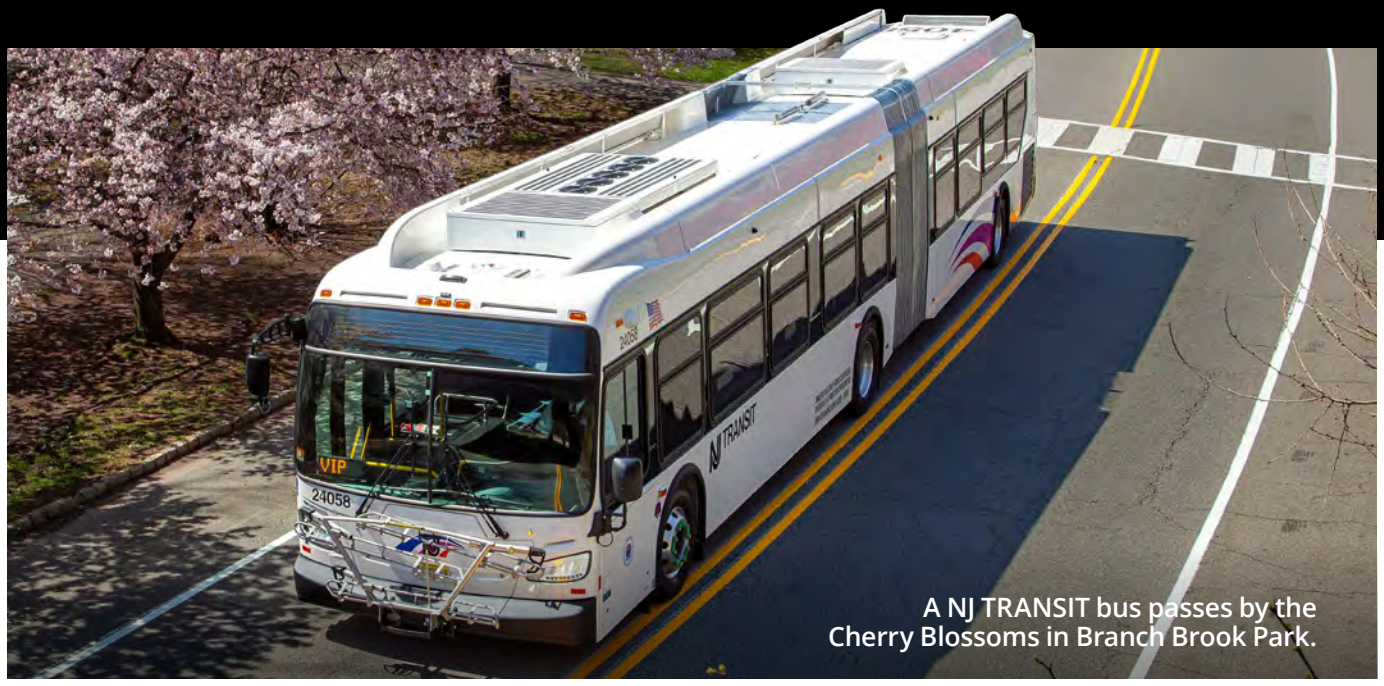
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A NJ TRANSIT bus passes by the Cherry Blossoms in Branch Brook Park.



LETTER FROM
New Jersey Governor **Phil Murphy**

As we approach the end of 2025 — as well as my time in office — this much is clear: NJ TRANSIT is back on track.

Together, over the past eight years, we have made tremendous progress in addressing the needs of our state's riders, workers, and families.

Let's remember: When I first entered office in 2018, NJ TRANSIT was on life support. The agency was suffering from nearly a decade of disinvestment under the prior Administration. Our broader transportation system faced overwhelming challenges: a severe shortage of locomotive engineers, a federally mandated Positive Train Control project that was years behind schedule, and buses, rail cars, and locomotives that were up to 50 years old. And we were handed each of these challenges without a long-term strategic or capital plan.

But, with your help: We turned things around.

We addressed every one of the urgent crises our Administration inherited and set in motion a transformation that will pay dividends for decades to come. The decisive actions, structural reforms, and long-term investments we have made over the past eight years — including a record $6 billion in capital projects, with another $8 billion in expenditures anticipated over the next three years — have paved the way for lasting progress. And New Jersey is now positioned to deliver on the promise of a modern, world-class transit system.

A recent milestone in that effort is the implementation of the Corporate Transit Fee, which will generate nearly $800 million in record-high funding for NJ TRANSIT's Operating Budget in FY 2026. Now, for the first time in history, NJ TRANSIT has a stable, dedicated revenue source that will ensure long-term stability and deliver greater predictability for both customers and taxpayers. NJ TRANSIT is expected to receive about $1.44 billion in total state funding this coming year — nearly double last year's level — marking the highest level of support from the state in history. As a result, NJ TRANSIT can continue modernizing its transit system and maintaining overall service levels for the New Jerseyans who depend on it every day, without the need for devastating service cuts and double-digit fare increases that transit agencies across the country are currently facing.

With these new resources, NJ TRANSIT is embarking on the most ambitious fleet overhaul in its history. By 2031, riders will be able to enjoy state-of-the-art railcars and buses, which will offer more capacity, modern amenities and, most importantly, dramatically improved reliability.

We have also invested more than $1 billion toward upgrading our busiest and most important hubs, including Newark Penn Station and the Walter Rand Transportation Center in Camden. Over 20 additional stations — including Perth Amboy, Elizabeth, New

Brunswick, and Lyndhurst — have been or are being modernized. We are replacing the Portal North Bridge — a critical chokepoint on the Northeast Corridor and among the busiest rail bridges in the nation — with its first new track set to open in 2026. We've also broken ground on the Hudson Tunnel Project, the largest federal investment in rail infrastructure in modern U.S. history. Together, these projects will eliminate a century-old bottleneck, provide greater resiliency to the entire Northeast Corridor (NEC), and lay the groundwork for future capacity expansions, including the planned doubling of rail service between New Jersey and New York. This represents a major opportunity to double the number of one-seat rides to and from Manhattan.

These investments are especially vital because the NEC remains the backbone of our nation's economy. Over the past year, NJ TRANSIT and Amtrak have taken unprecedented steps to improve coordination and accelerate repairs. Amtrak completed the repair and replacement of approximately 10,000 overhead wire components, and NJ TRANSIT has enhanced inspections and embedded one of their senior leaders inside Amtrak's control center at Penn Station New York to ensure that NJ TRANSIT has a voice in operational decisions impacting their customers. These efforts have already produced measurable results: fewer major disruptions compared to last summer, faster incident response times, and an improvement in day-to-day reliability for riders. That is exactly the caliber of care and service the most heavily-trafficked rail corridor in the country needs. And we have delivered.

But of course, progress is not perfection. 2025 reminded us just how vital public transit is to our entire region. When NJ TRANSIT's first rail strike in decades threatened to disrupt travel for tens of thousands of New Jerseyans, we came to the table and reached a resolution within three days. We provided a well-deserved raise to the Brotherhood of Locomotive Engineers and Trainmen, while also ensuring long-term affordability for our customers and taxpayers.

At the same time, we have also begun reimagining the future of public transit in New Jersey. Transit-Oriented Development (TOD) has been a defining pillar of our strategy since day one. From the start, we believed that smart development around transit hubs could do more than just improve commutes. It could strengthen entire communities, generate long-term revenue, and drive sustainable growth. That vision is not only currently bearing fruit across our state, but the release of NJ TRANSIT's LAND (Leveraging Assets for Non-farebox Dollars) plan clearly illustrates just how significant the potential revenues, housing units, jobs, and overall economic impact could be if we effectively leverage the 8,000 acres of NJ TRANSIT-owned properties.

In Woodbridge, a groundbreaking TOD project at Metropark combines new housing, retail, and a health center. In Hoboken, the $900 million Hoboken Connect project is transforming the terminal and surrounding area, with flood protection already in place and new tracks and platforms underway. Across the state — from Matawan to Somerville to Jersey City to towns along the River LINE — we are pursuing TOD projects at a scale we have never seen in New Jersey. These developments not only support cleaner, car-free lifestyles, they allow NJ TRANSIT to share in the upside of real estate growth, creating lasting revenue streams to sustain the system.

We've also proven that NJ TRANSIT can meet the demands of a global audience. With MetLife Stadium set to host the FIFA World Cup Finals in 2026, we've already demonstrated what's possible. NJ TRANSIT provided reliable service to all nine FIFA Club World Cup matches this past summer, including the finals, and to concerts with record-breaking attendance like Beyoncé. With the Secaucus Meadowlands Transitway project now well underway, we're creating

permanent infrastructure that will benefit the region for decades to come.

None of this progress would be possible without the men and women of NJ TRANSIT.

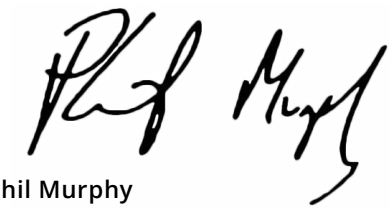
The nearly 12,000 employees who serve our public transit system have guided this agency through turbulent times to reach a new era of promise. We are grateful to each and every one of them for their unwavering dedication.

To Fran O'Connor, who brings clear-eyed leadership to both NJDOT and the NJ TRANSIT Board: thank you.

And to Kris Kolluri: your relentless focus on serving the agency's customers and securing long-term stability for our transit system has helped ensure that NJ TRANSIT will continue gliding forward, for many years to come.

This is my final letter as Governor. While challenges remain, I believe NJ TRANSIT's future is brighter than it's ever been. Together, we have acted boldly and decisively. We have made historic investments. And we have always upheld our shared belief that public transit can and must serve everyone.

Thank you for the honor of serving as your Governor, and for believing in what NJ TRANSIT can become.



Phil Murphy
Governor, State of New Jersey



HBLR near Jersey Ave



LETTER FROM
NJDOT Commissioner And NJ TRANSIT Board Chair
Francis O'Connor

In every corner of New Jersey, our transportation systems serve a common purpose: to keep people moving safely, reliably, and with dignity. This year has been a powerful reminder that when NJDOT and NJ TRANSIT work in lockstep, we can deliver on that mission more effectively than ever.

One of the most visible tests of our coordination came during the I 80 emergency in Wharton. When sinkholes closed key lanes early last year due to subsurface voids from century-old mine shafts, NJDOT crews worked around the clock using drilling and grouting to stabilize the highway. One hundred and thirty-five potential voids were identified, and high-stakes repairs were executed with federal, state, local, and law-enforcement partners fully aligned. For motorists' sake—and to support commuters—NJ TRANSIT introduced a 50 percent discount at five western stations, doubling weekday ridership from about 195 to 400 riders. Thanks to these efforts, all I 80 lanes reopened safely this past June, following permanent repairs that have made the highway stronger and safer than before. Seeing commuters shift to rail under these circumstances demonstrated the enduring value of coordinating transit and highway policy.

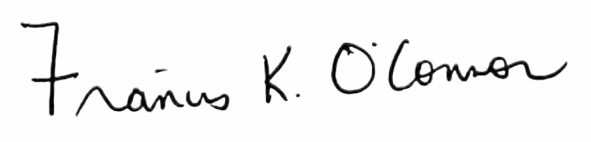
We've also benefited from unprecedented investment in infrastructure statewide. Since 2018, with historic investments from the state as well as federal government, NJ TRANSIT has advanced over $6 billion in capital projects, with more than $8 billion planned in the next three years. This includes full fleet modernization by 2031; more than $1 billion in upgrades to major hubs like Newark Penn Station and the Walter Rand Transportation Center; station projects in Perth Amboy, Lyndhurst, Elizabeth, to name just a few; and completion of the first track of Portal North Bridge in 2026. These projects are the structural foundation of a system that NJ TRANSIT and NJDOT deliver, together, to residents and businesses alike.

I also want to give special recognition to NJ TRANSIT President & CEO Kris Kolluri for his leadership on "Gateway to Hope" and the Station Care initiatives. By adding Customer Care and Station Care Ambassadors at high-volume locations, NJ TRANSIT has made its busiest hubs cleaner, safer, and more welcoming. The Gateway to Hope partnership at Newark Penn Station—delivered in close coordination with public and private partners—has provided housing, medical outreach, and critical support to individuals experiencing homelessness. These efforts have made a visible difference in the daily

experience of riders and reflect a thoughtful, compassionate approach to public service.

Through it all, our fiscal stewardship has remained at the forefront of our decision-making, while continuing to improve the customer experience—investing in cleaner stations, more reliable service, and stronger day-to-day operations. When NJ TRANSIT's FY26 Operating Budget was presented to the Board last year, we were briefed on more than $100 million in new revenues and cost savings. These savings reflect a disciplined approach to financial management.

Looking ahead, we're focused on shaping the future of transportation across New Jersey. That includes rebuilding critical infrastructure, modernizing the transit fleet, and expanding accessibility across the region. I'm proud of what we've achieved this past year, and deeply grateful to Governor Murphy for his historic investments and strategic vision, and to Kris Kolluri for his results driven leadership that has elevated the customer experience across the system. It's a privilege to work alongside them in service of our shared mission.



Francis O'Connor
NJ TRANSIT Transportation Commissioner



Hackettstown train station



LETTER FROM NJ TRANSIT President & CEO **Kris Kolluri**

I stepped into the role of NJ TRANSIT President & CEO in January 2025 after Governor Murphy asked me to lead the agency through the remainder of his second term. Knowing it would be for just 13 months, I never viewed it as a placeholder position. I truly believed we could make real progress for our customers. Since my time serving as NJDOT Commissioner and NJ TRANSIT Board Chair almost twenty years ago, I know this agency plays an essential role in millions of New Jerseyans' lives. While 13 months isn't enough time to accomplish everything, it has been enough to implement meaningful improvements and leave my successor a comprehensive roadmap to continue the good work that has been done for our customers during the last eight years of the Murphy Administration.

From day one, I knew we had to stay focused on what matters most to our customers, and that meant identifying a few core priorities and sticking to them: providing safe, reliable service; investing in the infrastructure that underpins the system; and modernizing our fleet to improve service quality and meet future needs. And we had to do all of this while identifying solutions for long-term financial stability.

I'm proud to say that our work this past year reflects each of these priorities in action. One of our earliest initiatives was the launch of Customer Care Ambassadors stationed every weekday during morning and evening peak periods at Newark Penn Station, Penn Station New York, Trenton Transit Center, and the Walter Rand Transportation Center. These ambassadors—easy to spot in bright orange—assist customers with real-time information and create a more welcoming environment. We also introduced Station Care Ambassadors at our highest-traffic hubs to step up daily cleaning, giving customers a more comfortable, welcoming experience each time they travel.

We've taken that same approach to helping address homelessness at Newark Penn Station, through an initiative we call "Gateway to Hope," launched in April 2025 with the Newark Alliance, Horizon Blue Cross Blue Shield of New Jersey, Prudential Financial, and the City of Newark. With dedicated medical outreach teams, transitional housing, and hundreds of rental assistance vouchers, this effort unites public and private partners to provide long-term solutions. To date, I'm proud to report we've engaged more than 1,200 individuals and connected nearly 100 of those people with permanent housing.

We've also accelerated improvements that may seem small on paper, but have an outsized impact on the customer experience. Case in point: our multilevel rail car window

replacement program. In just three years—rather than the six to eight it normally would have taken—we're replacing over 13,000 windows across nearly 400 multilevel rail cars. The clearer, glare-free windows address an issue we heard from many riders. I'm pleased to share that in October, we replaced all of the windows in 100 multilevel rail cars, and remain on track to replace the windows in all multilevel cars within the three years as promised.

At the same time, we're moving aggressively on long-term capital improvements that will shape the future of transit in New Jersey. Last year, we installed the third and final massive arch span of the Portal North Bridge, a significant milestone in the largest project in NJ TRANSIT's history. It remains on time and on budget, with the first track expected to be operational in 2026. We began construction on the County Yard/Delco Lead Storage and Inspection Facility in New Brunswick, a $500 million project that will protect equipment during severe weather and help us return railcars to service more quickly after disruptions. We broke ground on Phase 2 of the Raritan River Bridge replacement. In Hoboken, we've begun the next phase of the transformative "Hoboken Connect" development, and our Long Slip project continues to advance—eventually allowing Hoboken Terminal to operate more tracks than Penn Station New York, with improved ADA access and flood protection. These projects are part of more than $1 billion in station modernizations across the state, from Newark Penn Station and the Walter Rand Transportation Center to the new, fully accessible stations now open in Lyndhurst and soon at Perth Amboy.

As we continue building for the future, we know that modernizing our fleet is essential to delivering the service our customers expect. That's why since January 2025, we have made all of the necessary authorizations to purchase all of the remaining rail cars and



A bus along a Light Rail at Newark Broad Street.

buses to fully modernize NJ TRANSIT's fleet of vehicles by 2031. This fulfills a commitment I made alongside Governor Murphy, and it will transform the customer experience by exponentially improving service reliability. Since 2018, NJ TRANSIT has invested more than $1.7 billion in 1,400+ new buses, with 1000+ buses already delivered. In that same time period under Governor Murphy, we ordered 374 new multilevel rail cars, with the first new rail cars set to begin entering revenue service next year. This represents an investment of more than $3 billion in bus and rail vehicles.

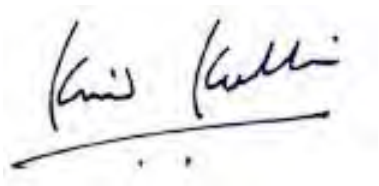
We also continued laying the groundwork for the kind of modern, responsive fare system our customers deserve. This includes more than $75 million in fare technology upgrades now underway—from the rollout of our new NJ TRANSIT "Fare-Pay" card and mobile validation devices for train crews to the upcoming installation of new, technologically advanced eight-foot-high fare gates at Secaucus and Newark Liberty Airport, we're improving the way customers move through the system with greater ease and reliability while protecting revenue.

These upgrades, combined with broader operational improvements, were put to the test on the world stage, as New Jersey prepares to host eight 2026 FIFA World Cup Finals this summer, including the finals. This past summer, NJ TRANSIT delivered more than 150,000 bus and rail trips to support all nine FIFA Club World Cup matches at MetLife Stadium, including the finals. Our team of committed employees from every department across the organization rose to the occasion with professionalism and teamwork. These experiences give us confidence, but we know there's more to do to prepare for 2026. That's why we're building on what we've learned and advancing lasting transit infrastructure, including through the Secaucus Meadowlands Transitway project, which will provide an exclusive, dedicated bus route and a deployable bus terminal at MetLife Stadium to add the necessary capacity for success. We'll be ready to deliver a world-class experience for visitors from around the globe!

Finally, in order to fulfill the commitment I made to Governor Murphy that I would do our part to maximize non-farebox revenue for NJ TRANSIT, we recently introduced our "LAND" plan – Leveraging Assets for Non-farebox Dollars. The plan consists of a first-of-its-kind review of 8,000 acres of NJ TRANSIT-owned property, identifying opportunities to leverage them for recurring revenue, housing, and jobs. Over the next 30 years, we project potential increases in revenue to NJ TRANSIT of up to $1.9 billion; up to $14 billion in economic impact to New Jersey; and up to $1.6 billion increase in municipal revenues. These additional revenues will empower NJ TRANSIT to continue delivering lasting, reliable and high-quality service, while becoming less reliant on customer fares and taxpayer dollars.

In addition to Governor Murphy's unwavering commitment to public transit and his historic investments in NJ TRANSIT, I want to thank NJDOT Commissioner and NJ TRANSIT Board Chair Fran O'Connor, whose partnership, insight, and support have been indispensable throughout this past year. Their leadership has made it possible for us to meet the moment, stay focused on our mission, and deliver real results for the people of this state.

Kris Kolluri
NJ TRANSIT President & CEO



INTRODUCTION

This is the NJ TRANSIT Fiscal Year 2025 (FY2025) Annual Report. Entitled "Shaping the Future: Roadmap to a New Era of Reliability and Customer Experience".

This report highlights the achievements and successes of the organization in the areas of safety and technology enhancements, sustainability, resiliency projects and customer-focused initiatives for the fiscal year (July 1, 2024 to June 30, 2025). It includes information on the NJ TRANSIT leadership team and advisory committees, FY2025 on-time performance numbers, and the FY2025 NJ TRANSIT Financial Report.

This year brought new challenges, new beginnings and considerable change. President & CEO, Kris Kolluri, who assumed his position in January 2025, hit the ground running with a razor-sharp focus on elevating service, reliability and the customer experience through the modernization of the rail and bus fleets, the continued advancement of the agency's robust capital program and the introduction of multiple customer service initiatives.



Multilevel train photo from new Portal Bridge looking at the old Portal Bridge with NYC and NJ skyline in background.

This included the introduction of a new **Customer Care Team**, hired specifically to assist customers at Newark Penn Station, Penn Station New York, Walter Rand Transportation Center in Camden, and the Trenton Transit Center on weekdays during the morning and evening peak periods; the introduction of our **Station Care Team**, hired to conduct enhanced cleaning at these same stations; and the expansion of our ambassador program to provide additional event support, specifically at large scale events like the **2025 FIFA Club World Cup** (and the impending 2026 FIFA World Cup). In fact, this past summer, NJ TRANSIT delivered more than 150,000 bus and rail trips to support all nine FIFA Club World Cup matches at MetLife Stadium.

Significant customer experience improvements were made at Newark Penn Station, including the installation of touch screen kiosks; brighter, more welcoming lighting; and the launch of **"Gateway to Hope"**– a public-private partnership initiative with NJ TRANSIT, the Newark Alliance, Prudential, The City of Newark and Horizon. These organizations collaborated to address homelessness at Newark Penn Station by providing access to essential social and medical services to the most vulnerable in Newark.

NJ TRANSIT also made tremendous strides modernizing its fleet, which will dramatically transform the customer experience by significantly improving service reliability. Since 2018, NJ TRANSIT's investment in more than **1,400 new buses rose to more than $1.7 billion**. This is in addition to the more than 1,000 buses that have been delivered since 2018.

The contract that was executed in September 2025 for 200 new multilevel rail cars with Alstom Transportation, Inc. is in addition to **previous orders of 174 new multilevel cars since 2018**, bringing NJ TRANSIT's total purchase order up to **374 new multilevel rail cars**.

> @NJTRANSIT Thank you so much for having clean windows on my train to Red Bank from Penn Station. It truly makes the trip so much more enjoyable! I appreciate your attention to the details!
>
> **Pamela Dower**
> **@pameladower1234**

In a separate authorization by the Board of Directors in May 2025, NJ TRANSIT exercised an option under a different contract with Alstom to procure **12 additional ALP-45A dual-powered locomotives**, capable of operating seamlessly across both electrified and non-electrified rail lines. These new bus and rail vehicles represent **an investment of more than $3 billion dollars** and continue to advance NJ TRANSIT's pledge, a commitment made by President & CEO Kolluri, to fully modernize its rail and bus fleets by 2031.

In addition, in November 2025 the NJ TRANSIT Board of Directors approved a contract for **more than $900 million for the overhaul and modernization of the existing Multilevel I and II rail cars**. This year the agency also accelerated its efforts to replace windows on its multilevel rail cars. More than 1**3,000 windows across nearly 400 multilevel rail cars will be replaced** over the next three years, making the onboard experience more enjoyable for customers.

Our efforts extended beyond operational improvements though. For the fifth straight year, Forbes named NJ TRANSIT to its renowned Best-In-State Employers list, underscoring the strength of the organization from the inside, out.

SAFETY & SECURITY

NJ TRANSIT continues to work diligently to deliver safe and reliable service to its customers. This includes continuous enhancement of customer facing technology, and upgrades to our infrastructure and technology.

The Cyber team continues to work extensively to keep NJ TRANSIT safe and secure from all perspectives. This includes earning a surveillance certification audit for ISO 27001, showing our continued commitment to making security paramount. NJ TRANSIT attained its ISO 22301 certification, highlighting the company's focus on ensuring resilience is a foundation for our technologies. These certifications align with the company's strategies and IT leadership edicts



NJ TRANSIT police officers patrol a rail station.

mandating that customer-facing systems and information are available and secure.

The agency completed a Lenel Reader & Card Upgrade as part of the headquarters move to 2 Gateway, which allows newer badge standard for mobile apps, visitor badges, and scanning onboard vehicles. Additional upgrades include a mainframe to web-based migration on NJ TRANSIT 's SRS (Rail Safety Reporting System), including the addition of enhanced reporting and recording capabilities.

New Jersey Transit Police Department (NJTPD) and Office of Emergency Management (OEM)

In addition, NJ TRANSIT started discovery and planning activities to expand the NJ TRANSIT CCC Police Call Center dispatch operations through a comprehensive modernization project and telephone technology upgrade. The primary center will relocate to the NJ TRANSIT GOB facility in Maplewood with an expanded capacity of 12 dispatch positions (up from 6), while the backup center will move to the Gateway 2 building with 10 positions. This expansion is accompanied by technological upgrades, including the implementation of the Motorola VESTA 911 Phone system and Motorola AXS Console radio system, ensuring enhanced emergency response capabilities across both locations.

In FY 2025, **NJ TRANSIT's OEM** conducted 20 National Incident Management System/Incident Command Structure (NIMS/ICS) courses at the Emergency Management Training Center (EMTC), training over 200 personnel. This initiative was a key goal for the year, aimed at promoting NIMS training and enhancing emergency preparedness. The Emergency Management Training Center is a valuable resource for NJT OEM, ensuring it effectively addresses all four phases of emergency management: mitigation, preparedness, response, and recovery. By the end of FY 2025, 1289 students participated in classes at the EMTC. These classes covered a range of topics including emergency management, safety, security, cyber, and sports and special events.

In FY25, the **NJTPD Intelligence** Unit was awarded a grant to replace camera trailers that play a crucial role in providing situational awareness through video surveillance in areas where permanent cameras are not available. These trailers will supplement the current video surveillance systems to support the development of intelligence and allow sharing of visual evidence that could be of a criminal or suspicious nature. NJTPD's Intelligence Unit is responsible for creating and disseminating intelligence products to the Police Department, as well as NJ TRANSIT agency personnel. This includes:

- Field Intelligence Reports (individual-specific bulletins regarding criminal or suspicious actors that have substantial histories of behavior in NJ TRANSIT facilities or neighboring jurisdictions)
- BOLOs ("Be on the Lookout" bulletins – incident-based requests for assistance or awareness)
- Strategic Bulletins (high-level awareness reports to address current threats or special events)
- Employee Advisories (bulletins issued for personnel awareness of known individuals who may be violent or threatening to employees)
- The Intelligence Unit has been coordinating with local, county, state and federal partners to plan for the FIFA Club World Cup in 2025 and World Cup in 2026 to ensure the flow of information and intelligence for the time leading up to and during these matches including participation in exercises and all planning meetings.

In September 2024, NJTPD's Intelligence Unit partnered with Vertex, a Transportation Safety Administration (TSA) contractor to deploy groundbreaking technology during an NFL game at MetLife Stadium. The joint venture included a passenger screening device in Secaucus Junction Station in order identify if firearms or explosive devices were on individuals' persons prior to boarding the train to the stadium.

The efforts provided an additional layer of safety and security for NJ TRANSIT's passengers and employees during a mass spectator event and continued to strengthen the agency's relationship with TSA.

The **NJTPD's Operations Bureau** provides statewide police services on all NJ TRANSIT business lines and properties. Police patrols are conducted on foot, bicycles, E-vehicles and traditional police motor vehicles. Additionally, the NJTPD deploys Transportation Patrol Units (TPUs). TPUs are comprised of two officers and conduct patrols in support of the customers who ride and the employees who operate the equipment.

Between July 1, 2024, and June 30, 2025, the NJTPD Transportation Patrol Units (TPUs) patrolled 838 heavy-rail trains across the NJ TRANSIT Heavy-Rail system. TPUs patrolled 583 light-rail vehicles on the three NJ TRANSIT Light-Rail systems.



NJTPD frequently conducts drills and training exercises in a variety of environments to ensure the safety of passengers.

Police officers conducted 13,676 patrols of NJ TRANSIT Rail facilities and infrastructure, conducted 3,463 patrols of NJ TRANSIT BUS facilities and infrastructure and conducted 15,803 patrols of Light-Rail facilities and infrastructure.

During this same time period, the NJTPD generated 119,556 Computer Aided Dispatch (CAD) events which encompass all our patrols, arrests, summonses, medical calls and general calls for service.

Lastly, the **NJTPD Support Services Division** successfully coordinated the planning, development, and completion of a new state-of-the-art training facility designed to enhance the preparedness and operational capabilities of our officers, as well as those from partnering law enforcement agencies. This training area features a full-scale rail car, a simulated passenger waiting area and platform, a replica railway ticket office, and a secure prisoner holding cell. The facility was developed with the goal of providing realistic, scenario-based training in a controlled environment that closely mirrors actual field conditions encountered during transit policing operations. Following its completion, the facility was immediately integrated into the department's Mandatory In-Service Training (MIST) program, ensuring that officers receive consistent, high-quality, and mission-relevant instruction.

Appendix A

Pursuant to the legislature-enacted changes to N.J. Stat. §27:25-20, NJ TRANSIT is submitting an Annual Report to all required governmental and legislative bodies that includes certain accident information for reportable accidents that occurred during the previous year which involved a rail passenger vehicle or motorbus operated by, or under contract to, the corporation. This includes the total number of accidents, and any fines, penalties or judgements levied against the corporation related to any such accident. It also includes information regarding any safety violations for which the corporation received a notice of violation in the previous year, including the total number of safety violations and any fines or penalties levied against the corporation related to any such safety violation.

Accident Data for Reportable Accidents

NJ TRANSIT reports accident data involving light rail vehicles and motorbuses to the Federal Transit Administration (FTA). It reports accidents involving commuter rail vehicles operated by the corporation to the Federal Railroad Administration (FRA). The data reported in the Table below is drawn from publicly available federal resources. It is for Fiscal Year 2025.

MODE	FY25 Reportable Accidents
BUS	
Bus Directly Operated	335
Bus Purchase Transport	0
LIGHT RAIL	
Light Rail Directly Operated (Newark Light Rail)	5
Light Rail Purchase Transport (Hudson Bergen Light Rail)	12
Hybrid Rail Purchase Transport (River Line)	6
COMMUTER RAIL	
Grade Crossing Incidents	8
Other FRA Reportable Train Accidents (includes rail equipment accidents that occur in yards)	23

Safety Performance

NJ TRANSIT is regulated by several federal and state agencies, including the Federal Railroad Administration (FRA). The FRA is frequently on site, performing inspections of NJ TRANSIT Rail Operations. During Fiscal Year 2025, the FRA issued seventy-four (74) Inspection Reports, listing four hundred forty-two (442) items inspected. During Fiscal Year 2025, the FRA issued fourteen (14) Notices of Violation, listing sixteen (16) Violations that allegedly occurred in Fiscal Year 2024 through 2025. NJ TRANSIT is contesting the Fiscal Year 2022 through 2025 violations and has paid no penalties to date.

During Fiscal Year 2025, NJ TRANSIT Rail Operations received zero (0) Notices of Order to Comply from the New Jersey Public Employees Occupational Safety and Health (PEOSH). Notices of Order to Comply do not include fines and gives the employer an opportunity to provide corrective actions. During Fiscal Year 2025, NJ TRANSIT Bus Operations received two (2) Notices of Order to Comply from the PEOSH. The violations alleged in the Notices of Order to Comply were all abated, and no penalties were issued.

> *During Fiscal Year 2025, NJ TRANSIT Light Rail Operations received zero (0) Notices of Violations from the Federal Transit Administration...*

During Fiscal Year 2025, NJ TRANSIT Bus Operations received thirty-two (32) Motor Coach/Bus Out-of-Service Violations (OOS) relating to vehicle maintenance from the New Jersey Department of Transportation. These OOS violations do not carry monetary fines; rather the vehicles are taken out of service until the vehicles are repaired.

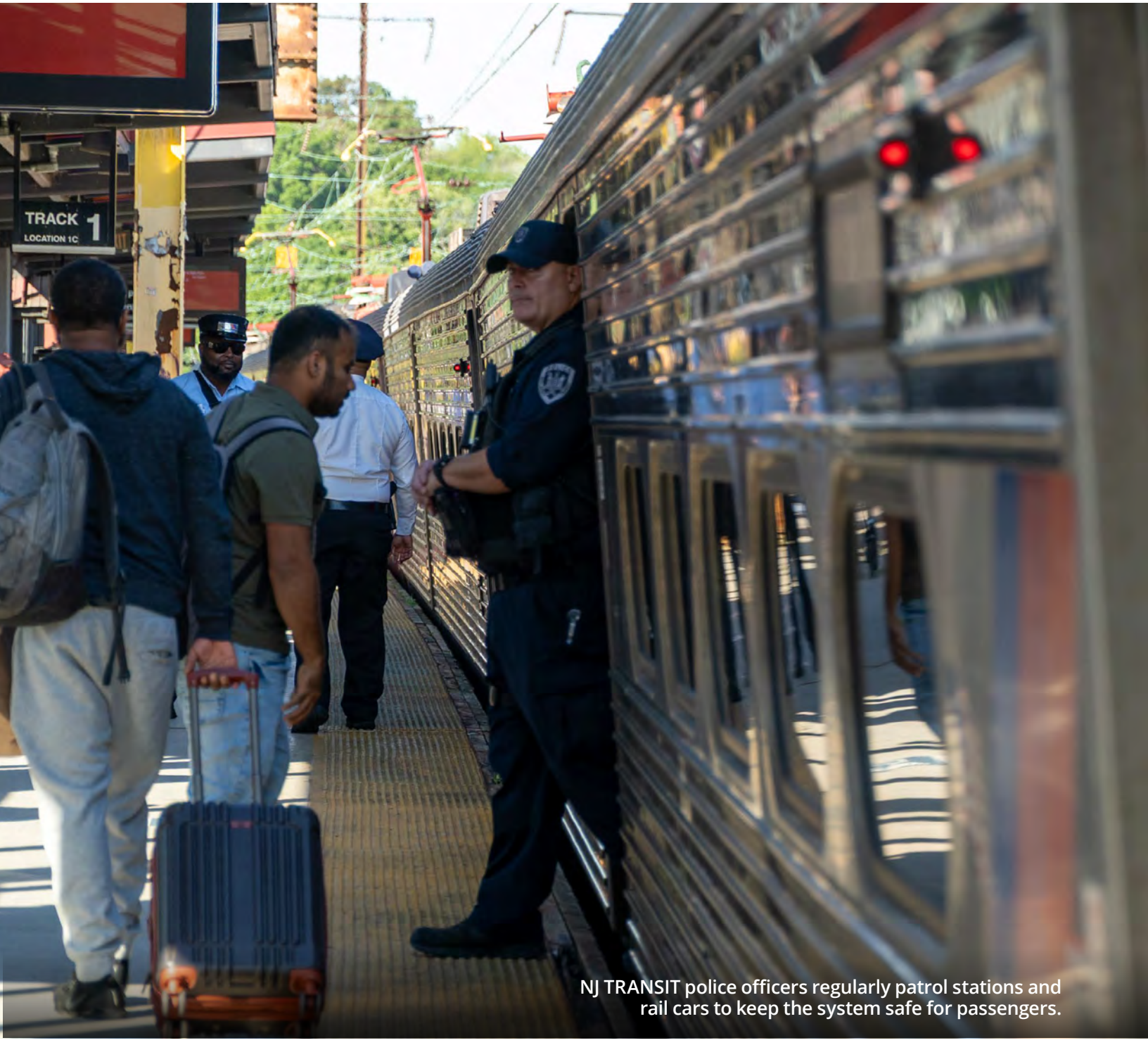
During Fiscal Year 2025, NJ TRANSIT Light Rail Operations received zero (0) Notices of Violations from the Federal Transit Administration, zero (0) monetary fines associated with the Notices of Violation, and zero (0) Notices of Order to Comply from the PEOSH.

During Fiscal Year 2025, NJ TRANSIT received twenty-six (26) Bus Idling Violations from the Department of Environmental Protection and twenty-six (26) Summons for idling. The Violations were issued by the City of New York; NJ TRANSIT paid $700 in penalties to resolve two (2) of these violations, and the remaining twenty-four (24) alleged violations are open with pending court dates in Fiscal Year 2026.

During Fiscal Year 2025, NJ TRANSIT also received fifty-eight (58) Notices of Violation and Orders of the Commissioner, containing six-hundred and sixteen (616) Violations of the Department of Community Affairs for Uniform Fire Code and Uniform Fire Safety Act. NJ TRANSIT was allotted time to remedy the Violations prior to re-inspection. The Department of Community Affairs issued fifty-one (51) Re-Inspection Results pertaining to the fifty-eight (58) Notices of Violation and Orders of the Commissioner, finding that NJ TRANSIT abated about 60% or two-hundred ninety-eight (298) of the total Violations. In addition, the Department of Community Affairs issued sixty-six (66) Re-Inspection Results pertaining to Notices of Violation and Orders of the Commissioner in Fiscal Years 2018 through 2024. Of the three-hundred

and twenty-four (324) Violations from these prior Notices of Violation and Orders of the Commissioner, NJ TRANSIT abated about 40% or one-hundred and thirty-one (131) of the total Violations.

There were twenty (20) monetary penalties paid totaling $102,150 during Fiscal Year 2025. NJ TRANSIT is continuing to abate the deficiencies in the Notices of Violation and Orders of the Commissioner and the Re-inspection Results.



NJ TRANSIT police officers regularly patrol stations and rail cars to keep the system safe for passengers.

RELIABILITY AND HIGH-QUALITY EXPERIENCE

FLEET

NJ TRANSIT is currently on a path to fully modernize its bus and rail fleets by 2031. The agency has committed more than three billion dollars in investments to replace an aging fleet of rail and bus vehicles. This will significantly enhance service reliability for our customers and the overall customer experience.



Members of the Customer Care Team at Newark Penn Station.

Rail Fleet

One of the most ambitious undertakings is the window replacement project, which targets more than 13,000 polycarbonate windows on the agency's multilevel railcar fleet. These windows have deteriorated over time due to ultraviolet light exposure and aging, affecting both visibility and passenger experience. Originally expected to span eight years, the project timeline has been accelerated, with full completion now anticipated within three years, or by April 2028. Window replacements were completed on 100 of the nearly 400 multilevel vehicles as of October 2025.

The NJ TRANSIT Rail Mechanical Department has launched a vehicle disposal project to accommodate the incoming Multilevel III vehicles. A total of 85 locomotives and railcars are slated for scrapping to free up space across the system. Of these, 31 vehicles were scrapped in November 2025, with the remainder to follow in 2026.

Progress also continued on the Multilevel Phase III Passenger Camera Installation project, which is approximately 75 percent complete. A total of 175 installations have been finalized, with two currently in progress, further strengthening onboard safety and monitoring capabilities. Complementing these efforts, the Mechanical Department partnered with Foley Caterpillar to overhaul the engines of 35 ALP-45DP locomotives. To date, 13 locomotives have been successfully overhauled, improving reliability and extending their operational lifespan.

In addition to these upgrades, 181 railcars across all classes have received new bellows, contributing to improved structural integrity and operational safety. These enhancements are part of a broader strategy to maintain a state of good repair across the fleet.

Looking ahead to FY 2026, the Mechanical Department will initiate a comprehensive overhaul of its Multilevel I and II fleet to maintain compliance with federal safety standards and the guidelines of the American Public Transportation Association. This 10-year lifecycle maintenance program is essential to ensuring continued safety, reliability, and comfort for passengers.

Bus Fleet

On the bus operations side, since 2018, we've received more than a thousand new buses. In addition, the NJ TRANSIT Board of Directors has authorized the purchase of more than 1,400 additional new buses, bringing the total investment to more than $1.7 billion. The following is a brief overview of the authorization history since 2018:

Bus Purchase History

In January 2019, NJ TRANSIT's Board of Directors authorized the purchase of 85 60-foot articulated buses.

In March 2020, NJ TRANSIT's Board of Directors authorized the purchase of 25 60-foot articulated buses.

In October 2021, NJ TRANSIT's Board of Directors authorized the purchase of 8 battery electric buses.

In December 2022, NJ TRANSIT's Board of Directors authorized the purchase of 60 60-foot articulated buses.

In November 2023, NJ TRANSIT's Board of Directors authorized the purchase of 550 40-foot buses and 200 60-foot articulated buses.

In April 2025, NJ TRANSIT's Board authorized the purchase of 208 additional 60-foot articulated buses and 20 Battery Electric Buses to replace outdated 40-foot transit style buses.

In September 2025, the NJ TRANSIT Board of Directors approved the purchase of up to 260 40-foot clean diesel transit buses and up to 26 40-foot zero-emission buses.

The FY25 Access Link fleet consisted of over

529 vehicles, including sedans, minivans, and cutaways. NJ TRANSIT is working to modernize the fleet and replace 2014, 2015, and 2016 models. Delivery has started for the 70 non-CDL Ford Transits. In addition, 30 Dodge ProMaster Vans were purchased in FY25 with anticipated delivery in FY26. We have also procured 100 Toyota RAV4's with anticipated delivery in FY26.

SERVICE IMPROVEMENTS

Rail

Following a spike of service disruptions related to infrastructure issues on Amtrak's Northeast Corridor during May and June 2024, largely attributed to Amtrak catenary (overhead wire) issues between Newark and New York that was damaging the pantographs on NJ TRANSIT equipment, Governor Murphy convened multiple meetings with Amtrak and NJ TRANSIT to address these issues and prevent a recurrence in the summer of 2025. This was a joint effort between both organizations focused on catenary, signals, power substations and track. A brief recap of this initiative is included below. Full details can be found in Amtrak's reports released in June 2024 and November 2024.

Catenary

Amtrak repaired/replaced/upgraded more than 10,000 components along the 240 track miles of their catenary (overhead wire)system on the Northeast Corridor between Trenton and NYC. The actions taken by Amtrak resulted in a significant reduction in infrastructure-related service disruptions during the summer of 2025.

NJ TRANSIT completed visual and hands-on inspections of approximately 82 route-miles of overhead catenary system on its territory, including four electrified rail lines, three rail yards, and a key connection point between Amtrak and NJ TRANSIT located in Rahway. **No Major issues were uncovered during these inspections**. As part of the normal inspection process, crews replaced clips, hangers and insulators. They identified future tree trimming needs and evaluated minor curve alignment and leveling adjustments.

Ongoing major capital projects, such as Portal North Bridge and Dock Bridge Rehabilitation, will also include catenary renewal of 13.8 track miles in those project areas.



A NJ TRANSIT train approaches its stop at Secaucus Junction.

Pantograph

While there was no evidence that the equipment's pantograph (the hardware on top of the vehicle that connects the train to the overhead wires for power) contributed to the issues in 2024, NJ TRANSIT incorporated additional layers into their pantograph inspections, updating their existing policies, protocols and procedures. The organization installed camera systems on an ALP-46 locomotive and an Arrow III railcar to gather video footage of the interaction between Amtrak catenary systems and NJ TRANSIT pantographs. NJ TRANSIT forces are undertaking heightened pantograph inspections at New York Penn Station and all outlying terminals. Personnel are also deployed at key stations along the NEC and on NJ TRANSIT-maintained rail lines to perform additional visual inspections of pantographs. In addition, NJ TRANSIT is also installing a fiberglass protector on its pantographs. The company is also evaluating whether to modify its pantographs to reduce the potential for damage from catenary on Amtrak territory.

Additional Actions

- NJ TRANSIT management continues to review all NJ TRANSIT delays of six minutes or more and meets with Amtrak at least twice per week to review joint operations and advance potential solutions.
- Amtrak and NJ TRANSIT are evaluating methods to expand overnight work windows using service adjustments to accelerate infrastructure renewal and repairs.
- Amtrak and NJ TRANSIT are jointly enhancing inspections of NJ TRANSIT infrastructure and interchange locations.
- With NJ TRANSIT's support, Amtrak secured roughly $300 million in federal grants from the Federal railroad Administration's Fed-State Partnership for Intercity Passenger Rail Program for the following projects:
  - o Amtrak signal system upgrades between New Brunswick and Elizabeth
  - o Amtrak catenary upgrades from New Brunswick to Newark
  - o The Amtrak Sawtooth Bridges Replacement Project, which includes updated track, signals catenary and other infrastructure in that territory
  - o The Amtrak Substation 41 Renewal Project, which will update a key point on Amtrak's electric track system.

Bus

From June 2022 to August 2024, NJ TRANSIT absorbed 26 bus routes that were abandoned by multiple private carriers (either under contract or directly operated) with little advance notice. Credit goes to the bus operations team for the significant work they needed to do to ensure service continued seamlessly for the thousands of New Jersey residents who depend on these bus routes, while minimizing impact existing NJ TRANSIT bus customers.

1,099 weekday trips were added to the system, requiring Bus Operations to strategically manage resources to accommodate the additional service needs while minimizing the impact to existing service. Private carrier buses were brought back into the NJ TRANSIT fleet, which required upgrading them to NJ TRANSIT's level of technology.

Bus ridership increased from 460,000 customers to 500,000 customers in September 2024. Most of the additional bus service that was implemented to accommodate all of the abandoned private carrier bus routes had to be increased over the last 18 months due to increased ridership demand.

In November 2024, Bus Operations expanded its off-board fare collection pilot at the Port

Authority Bus Terminal to include routes 119, 125, 128, 165 (L), and 166 (L, X, T). In March 2025, the program was also expanded to route 154. Also, gate reassignments at Port Authority Bus Terminal were again implemented to improve throughput and better align service.

Between July 2024 and June 2025, we added capacity on 18 bus routes. Between July 2024 and June 2025, we adjusted running time on 33 bus routes. In September 2024, 20 additional articulated buses were added to Fairview Garage.

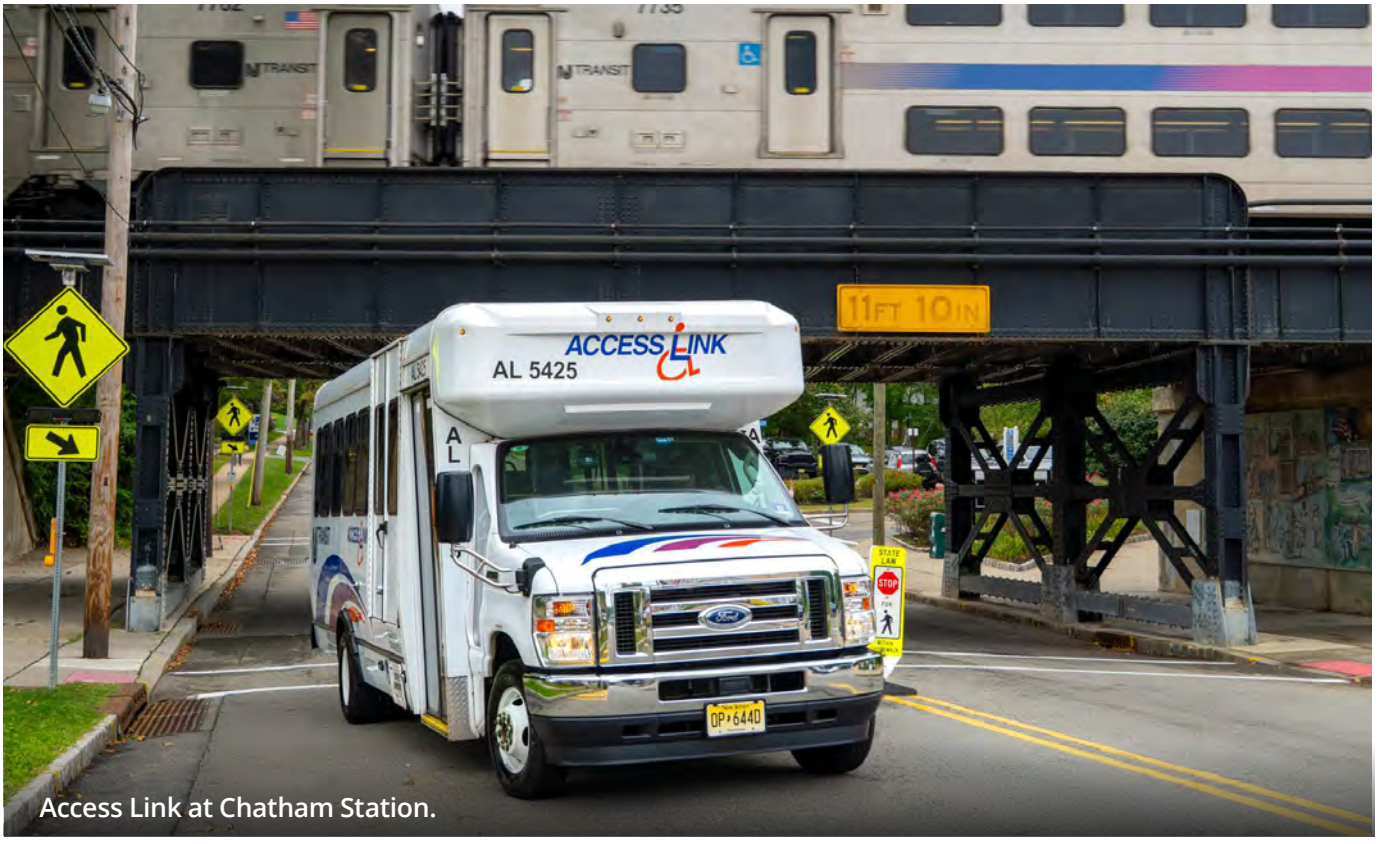
Light Rail

The **Hudson-Bergen Light Rail (HBLR) Northern Branch Extension** will extend HBLR service from North Bergen in Hudson County to Englewood in Bergen County, improving regional mobility, mitigating traffic congestion, and fostering economic investment.

The Northern Branch Extension project is currently undergoing an update of the Environmental Impact Study (EIS) process.

Fortunately, much of the information in the original SDEIS (Supplemental Draft Environmental Impact Statement) is still relevant and can be used as a starting point in a new EIS process. The process, which takes approximately 24 months, will reevaluate existing conditions, including flood plain and resiliency mitigation, project alignment and public engagement. While that timeline estimate is very preliminary at this point in the process, we continue exploring all potential avenues, including constructing the extension in phases, while identifying funding sources such as the Infrastructure Investment and Jobs Act of 2021 to advance this critical project.

The **Hudson-Bergen Light Rail (HBLR) Route 440 Extension** will expand transit access in Jersey City by extending service from West Side Avenue Station to a new terminus west



Access Link at Chatham Station.

of State Route 440, in an area designated by Jersey City for residential and commercial development.

NJ TRANSIT completed the Environmental Assessment, and the Federal Transit Administration issued a Finding of No Significant Impact. Design advanced through the 30% level, and funding alternatives continue to be evaluated to support full project delivery, including the viaduct and terminus station.

In coordination with this effort, NJ TRANSIT successfully implemented the West Side Avenue Station Early Work during a required sewer main repair outage. This work eliminated the need for a future extended station closure and generated cost savings for the project.

NJ TRANSIT applied for a Federal Mega Grant in FY2023 to support construction of the extension; results of the application are pending. With current funding in place, NJ TRANSIT is advancing utility relocation design and property acquisitions. The Invitation for Bids (IFB) for utility relocation is scheduled for Fall 2025, with Procurement award anticipated in Winter 2025–2026, and Notice to Proceed (NTP) in Spring 2026.

The overall project remains at the 30% design milestone, pending identification of funding to advance final design and construction of the viaduct and terminus station.

The **Glassboro-Camden Line** will provide light rail service from Camden in Camden County south to Glassboro in Gloucester County, improving regional mobility, mitigating traffic congestion, and fostering economic investment. The project has completed the environmental review under State of New Jersey Executive Order 215, Level 2 Environmental Assessment. This aspect of the project was managed by the Delaware River Port Authority (DRPA) with funding and technical support from NJ TRANSIT. The future development of this project is part of the South Jersey Transportation Authority's program. In June 2024, NJDOT Commissioner Francis K. O'Connor made NJ TRANSIT the new Agency of Record and has taken over the project from DRPA. DRPA and their design consultant, STV, submitted their 30% design package in October 2024 as scheduled. DRPA will manage the balance of the project going forward, with NJ TRANSIT providing technical guidance.

River LINE

After several years of working closely together to assess the conditions of the River LINE, NJ TRANSIT and Alstom announced that responsibility for the operation and maintenance of the line will begin to transition to NJ TRANSIT on 9/3/25. NJ TRANSIT will assume all responsibility for the operation and maintenance of the River LINE in the first quarter of 2026.

This mutually agreed decision reflects the evolving investment needs of the service, which have grown beyond the current scope of Alstom's contract covering **River LINE** operations and maintenance. This transition will enable NJ TRANSIT to be best positioned to shape and implement the next steps that will strengthen and enhance the future of the service.

ACCESSIBLE TRANSIT

Lastly, NJ TRANSIT works hard to ensure the public transportation network maximizes accessibility for all New Jersey residents, connecting individuals and communities to employment and educational opportunities, cultural and entertainment destinations and health services.

There are 81,525 customers eligible to ride **Access Link**. In FY25, 1,905,080 trips were provided, representing an increase of 22.3% from FY24. This increase is attributable

to improved, on-time performance and growing demand.

Launched in 2023, the **Access Link Riders' Choice** Pilot Program has been successful in reducing wait and trip times, while maintaining Access Link prices and the reservation process to which customers are accustomed. 551,000 rides were provided in FY25 through the program.

TECHNOLOGY

Fare Modernization

NJ TRANSIT's ongoing Fare Modernization Program continued to advance and will transform the customer experience through innovation and technology.

First, new, high-tech fare gates with advanced 3D sensors and imaging technology, will be installed at Secaucus Junction and Newark Liberty Airport. The nearly 8-foot-tall gates use advanced sensors and 3-D technology to enhance security and revenue protection.

In April, the company introduced the new **FARE-PAY card** at four bus park & rides — Willowbrook Mall (Wayne), Mothers (Wayne), Wayne Tourist Center (Wayne) and Allwood Road (Clifton) — as well as Newark Light Rail.

These new fare cards, which are reusable, provide customers the ability to manage their account online, view fare card activity and auto-reload products and value. Customers will hold onto their "FARE-PAY" cards and reload tickets, passes or monetary value onto them. A credit/debit card is not required. As part of future phases of FARE-PAY, customers will be able to purchase and reload their cards at participating retail locations throughout the state. Customers who use the mobile app to purchase tickets and passes can continue to do so and will not require a FARE-PAY card. The goal of the FARE-PAY card is to reduce the use of paper tickets by using a more environmentally sustainable fare payment system, reducing the use of cash on board buses and speeding up the boarding process.

In September 2025, NJ TRANSIT expanded its FARE-PAY card to customers traveling all NJ TRANSIT buses statewide as well as the Newark Light Rail, the Hudson-Bergen Light Rail and the River LINE systems.

New Bus Fare Box/Registers are being installed, creating more efficient and reliable onboard fare collection. The new fare boxes will also accept additional bill denominations giving customers more flexibility with payments.

New mobile validation devices to be used by train crews for scanning rail tickets are currently being piloted. They will be deployed systemwide in the coming months and will provide enhanced capabilities such as acceptance of the FARE-PAY card.

Ticket Vending Machines (TVMs) have been upgraded throughout the state to accept tap-and-go payments from credit/debit cards as well as sales of the new FARE-PAY cards. The machines also have modern capabilities to accept mobile payment systems such as Apple Pay and Google Wallet. This latest generation of TVMs also feature additional customer information display boards.

Finally, the Web Ticketing Platform (**https://webtickets.njtransit.com/**) allows customers to purchase rail tickets from their web browser and display or print the QR code without having to download the mobile app. This provides electronic ticketing options to infrequent users of the system who may not have the mobile app installed.

Passenger and Operations Communications

Multiple enhancements were made to support efficient and effective customer communications. Train and station alert push notifications were added to

Departure Vision (DV) on the Passenger Communications side, while the Train Watch WebApp was implemented to flag trains in need of immediate attention from Operations Communications to easily and quickly communicate any service impacts to customers.

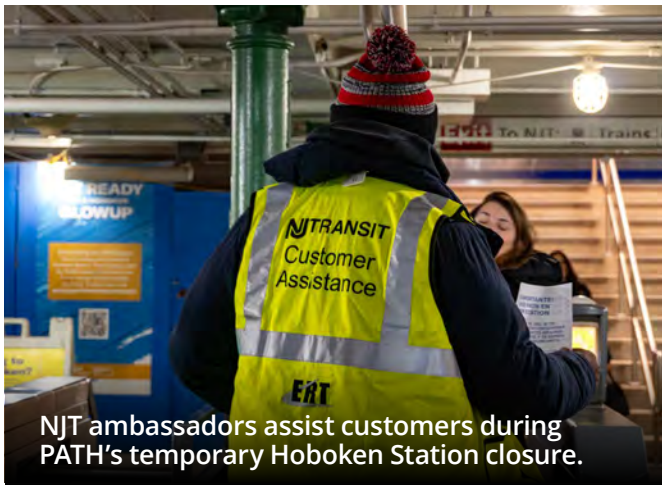
On the River Line, NJ TRANSIT's integration of Real-Time GPS data provides real-time information on DV and signs.

Finally, NJ TRANSIT completed six upgrades to PA systems at Woodbridge, Essex, Rutherford, Union, Aberdeen and Gladstone Stations. The upgrades included integrated with ADA sign installation.

RMS (Revenue Management System): RMS for Rail went live in June. The new RMS system is now the official system of record for Rail Revenue. Moving from reliance of the existing mainframe for Rail Revenue is a required step in eliminating the mainframe. In addition, the new RMS system will greatly improve the workload and efficiency of month end close for the revenue department.

Digital Commerce Lab: In partnership with our vendor Conduent, we have built two labs for both the Display Build and the Build Lab. These fully equipped Digital Commerce labs will provide the team with the appropriate development and testing environment needed to complete NJ TRANSIT's work. In addition, the lab is set up for tours and demonstration of the customer facing applications and systems.

Replicant AI: NJ TRANSIT has partnered with conversational AI leader Replicant to create Virtual Agents to speak with Access Link riders. The overall Call Resolution Rate rose from 46% to 50% and customer usage increased by 8%. This allows valuable functions like Ride Status Checks, Ride Cancellations, Ride Booking and Fast & Efficient Live Agent Handoffs. It has benefits like 24/7 availability over the phone, instant service with no hold times. It is highly secure, and privacy protected.



NJT ambassadors assist customers during PATH's temporary Hoboken Station closure.

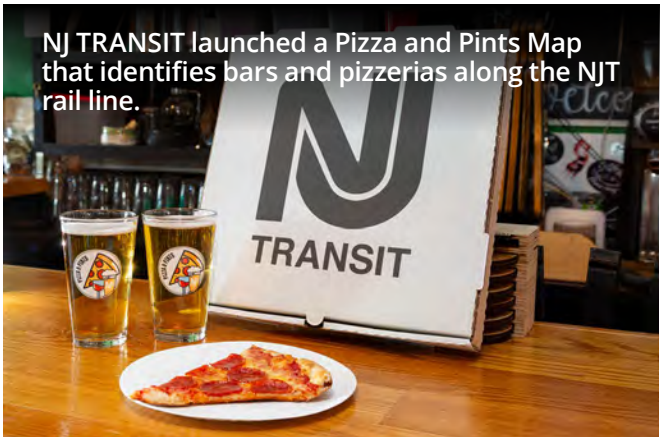
CUSTOMER ENGAGEMENT

In addition to monthly Board of Directors meetings, NJ TRANSIT customers and the general public are invited to participate at monthly Board committee meetings, including the Operations & Customer Service Committee, the Administration Committee and the Energy & Sustainability Committee meetings. At the monthly Board of Directors meeting, the Board acts on agenda items, receives committee reports and receives comments from the public who attend in person and virtually. Board Operations and Customer Service Committee meetings, which are also open to the public, are attended by Board Committee members, as well as senior management from Customer Service, Rail, Bus, Light Rail and Access Link. During the meeting, NJ TRANSIT staff provides highlights of new initiatives that improve the customer experience, as well as share on time performance and customer feedback trends and analysis, project and customer engagement updates, safety initiatives and more. The public is also welcome to provide comments at this meeting.

With the introduction of **a new Customer Advocate** in FY25, customers benefited from **"We are Listening"** forums. The forums aim

to connect the public with senior leaders of the agency to collect direct feedback from riders on their commuting experience and service quality. More information regarding the Customer Advocate's activities featured in the Customer Advocate section of this report.

On the ground, NJ TRANSIT executed 114 Ambassador events in FY2024, covered by more than 4,354 employee work shifts. Ambassadors are NJ TRANSIT employees who assist customers traveling on the system during service disruptions, holiday travel days, sports and entertainment travel, and more. This count does not include the ambassador shifts dedicated to **FIFA Club World Cup** games at MetLife Station, which totaled: 1,268. The agency delivered more than 150,000 bus and rail trips to support all nine FIFA Club World Cup matches. To enrich their event experience, customers enjoyed NJ TRANSIT-run activations



NJ TRANSIT launched a Pizza and Pints Map that identifies bars and pizzerias along the NJT rail line.



Ambassadors handed out water to passengers amid to sweltering summer termperatures.

such as photo booths and on-site giveaways at MetLife events as well as events throughout the state. An additional 1,224 ambassador shifts were completed at rail stations, terminals and bus park-ride locations throughout the system during the three-day May 2025 Brotherhood of Locomotive Engineers and Trainmen (BLET) Rail Strike to assist customers and direct them to alternate services.

To further demonstrate NJ TRANSIT's commitment to customer comfort and safety as a top priority, the agency distributed ice and bottled water to passengers at key rail stations to combat the excessive heat on numerous summer days when the temperatures exceeded 95 degrees.

To further elevate the customer experience and boost economic activity throughout the state, NJ TRANSIT introduced its fun, "**Pizza and Pints"** campaign, providing customers with a dedicated web page featuring an interactive map of approximately 150 food and beverage establishments within walking distance of NJ TRANSIT's bus, rail and light rail stations. Similarly, the agency launched **"Jersey Journeys"** in recognition of the country's upcoming 250th anniversary. "Jersey Journeys" is also a web page that features an interactive map that showcases more than 150 historic sites and landmarks across the Garden State, easily accessible by NJ TRANSIT bus, rail or light rail.

NJ TRANSIT further enhanced the customer experience by making significant improvements to its customer communications infrastructure, systems and services to deliver timely service information.

Mobile App Enhancement: Enhancements of the mobile app were centered around the 2025 FIFA Club World Cup and upcoming 2026 FIFA World Cup. The app can now offer promo codes, multi-language support, My Transit Wallet display balances and ticket expiration

> *On the ground, NJ TRANSIT executed 114 Ambassador events in FY2024, covered by more than 4,354 employee work shifts.*

notifications. The app also now offers a "Share My ETA/Share My Ride" feature, Geo location-based Service & Station Advisories and Station/Stop/Route List Pinning (Frequent/Recent/Nearby).

CMS Upgrade (Communication Management System): A major upgrade was made to our
CMS for alert messaging. Previously the operations team could not publish alerts across multiple/various systems simultaneously, they would have to put alerts in multiple applications to cover all channels of communication. The CMS Advisory feature has been enhanced to allow selection of multiple transportation modes (Rail/Light Rail/Bus), specific stations, and individual routes in a single advisory. This streamlines communication, enabling the delivery of a unified message efficiently without creating multiple advisories.

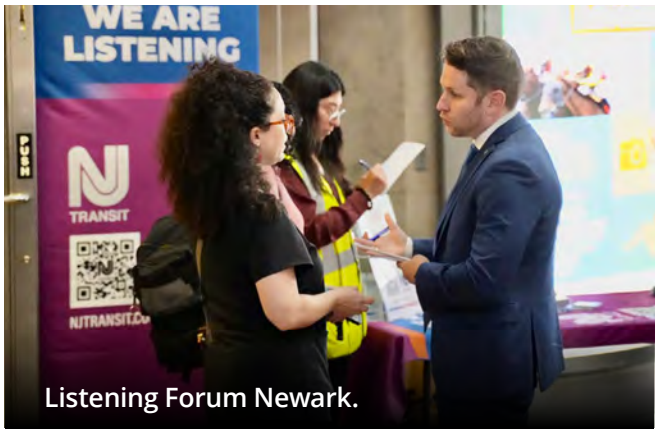
Website Enhancements: Multiple enhancements were made to the customer-facing NJ TRANSIT website. First, the Trip Planner and MyTransitAlerts process went through redesigns. Users can now save favorite stations, routes and trips, for a tailored, real-time transit experience. Real-time travel alerts with a multi-station DV feature were also implemented to ease customers' travel experiences.

CUSTOMER ADVOCATE

Carrying the voice of the customers

With a clear goal of improving the passenger experience, the Customer Advocate began his mission in October 2024. To support the customer-focused approach set by the NJ TRANSIT Board of Directors, his first priorities were to:

- Discover the NJ TRANSIT network from a passenger point of view by riding every mode and experiencing the challenges riders face daily. This remains a core commitment as he continues to travel across the system on bus, light rail and trains.
- Understand the network from an operational perspective by engaging with frontline employees and managers who keep service running. This also means learning about the challenges they face, including the financial constraints driven by post-pandemic ridership declines, annual and non-discretionary cost escalations, and the potential uncertainties in future federal funding opportunities.
- Examine every step of the passenger journey and use insights from satisfaction surveys and the Customer Service database to identify opportunities for improvement.
- Build meaningful connections with the communities of passengers to explore the variety of needs and expectations.



Listening Forum Newark.

With a strong field-based approach, a data-driven strategy, and with the support of the NJ TRANSIT teams, the Customer Advocate remained focused on strengthening trust between customers and the transit organization.

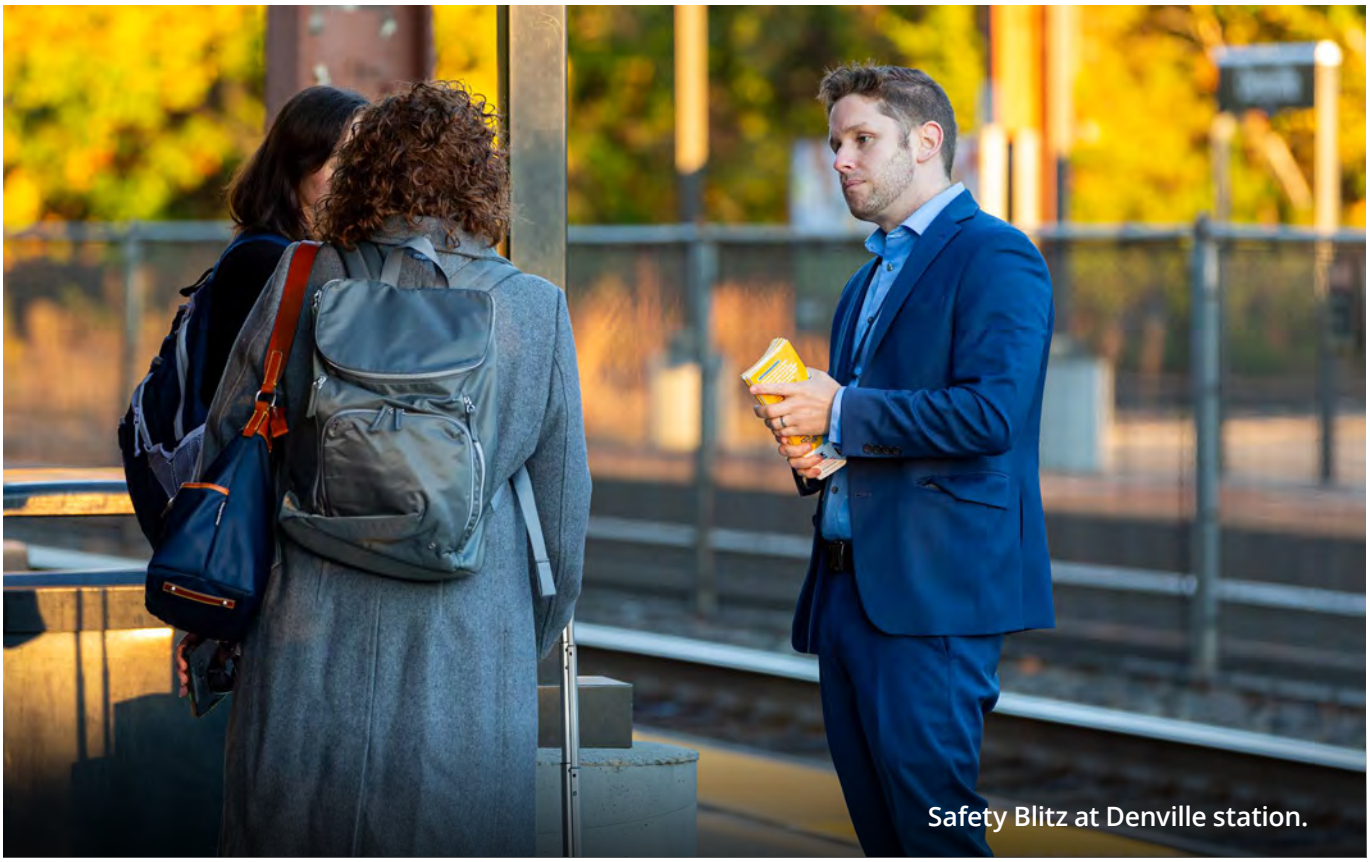
Leveraging customer engagement to understand the passenger experience

Firmly convinced that customers must have a voice in shaping their experience on transit, the Customer Advocate quickly established strong communication channels, including:

- A dedicated online form for concerns and suggestions: **NJTRANSIT.com/advocate**.
- A dedicated email inbox: **customeradvocate@njtransit.com**
- Social media accounts: @customeradvocate.bsky.social on Bluesky and @NJTransit_CA on X (formerly Twitter)

Between December 17, 2024, date of opening of the X account, and June 30, 2025, the Customer advocate reviewed more than 3,000 comments. Meanwhile, 377 customers reached out to share feedback via the online form or the email. Every single message shared via the online form was carefully reviewed, escalated with the appropriate operational team when relevant and every customer received a response.

Perhaps most importantly, the "We Are Listening" forums have been reinstated. These meetings give customers the chance to speak directly with the Customer Advocate and operational team members from every mode to share feedback. They also allow NJ TRANSIT teams to engage with passengers firsthand and see the tangible impact of their work on customers' daily lives — there is no better way to appreciate the weight of their efforts. Since October 2024, more than 250 concerns and



Safety Blitz at Denville station.

questions have been addressed on the spot or directed to the appropriate teams for action thanks to the listening forums.

The Customer Advocate also shares summaries of the feedback with customers on social media and with the Board at the monthly Operations and Customer Service Committee meeting.

Between December 2024 and June 2025, four forums were held at key facilities:

-Hoboken Terminal

-Trenton Transit Center

-New York Penn Station

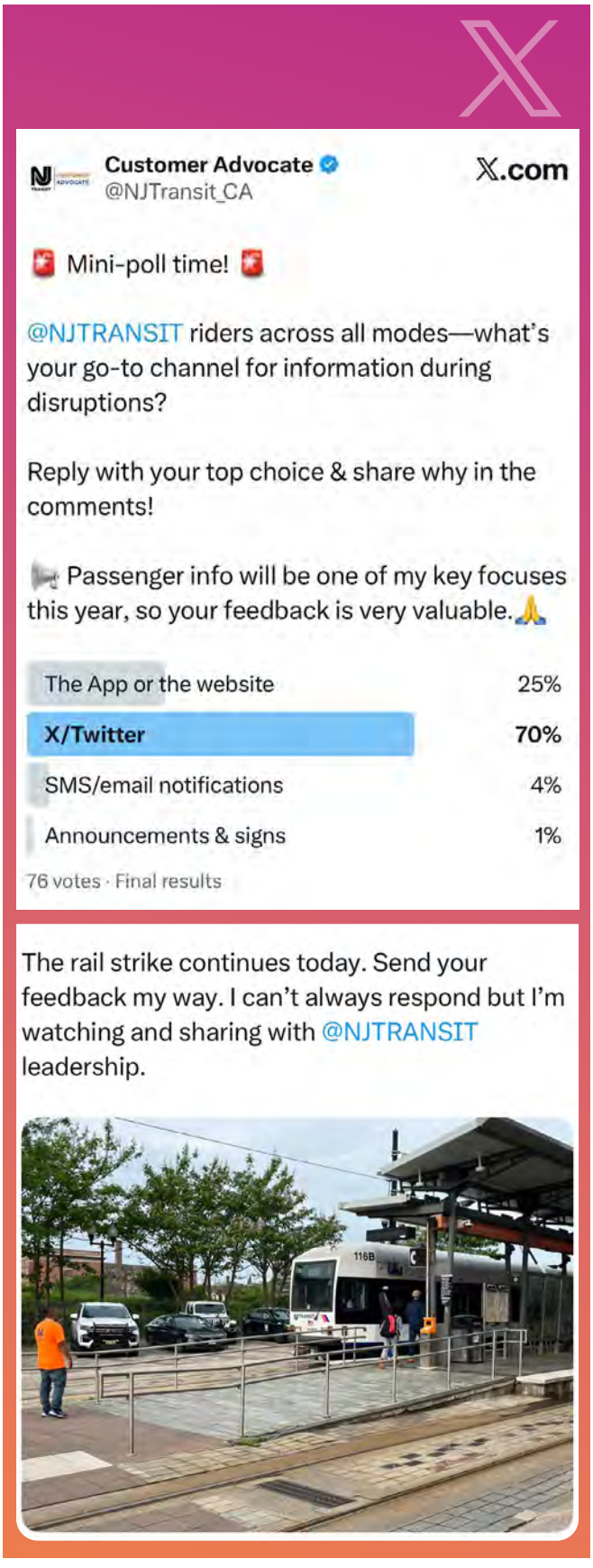
-Walter Rand Transportation Center in Camden

More forums are already planned.

Customers also had opportunities, throughout the year, to meet with the Customer Advocate at a variety of events. These included safety outreach efforts at rail and light rail stations, a bus terminal customer forum held alongside the TransAction Conference in Atlantic City, at the Abilities expo and Access Link forums in South and Central Jersey, among others.

With the goal of increasing customer influence on projects, the Customer Advocate began working closely with the Passenger Advisory Committees to gather feedback on key initiatives. These two committees, representing the interests of North and South Jersey riders, have helped shape several projects through the thoughtful input of their members.

Additionally, the Customer Advocate has used social media to engage directly with customers on a range of ongoing efforts to understand where improvements were needed the most, including during the temporary rail stoppage resulting from the locomotive engineers' decision to strike in May 2025.



As part of his strategy to engage with communities and gather input directly from those affected, the Customer Advocate recognized the importance of collaborating with transit advocacy groups. Through discussions at Lackawanna Coalition monthly meetings, ride-alongs with the Tri-State Transportation Campaign, and dialogue with members of Tri-County Sustainability and the Sierra Club, he has collected many valuable suggestions from community members.

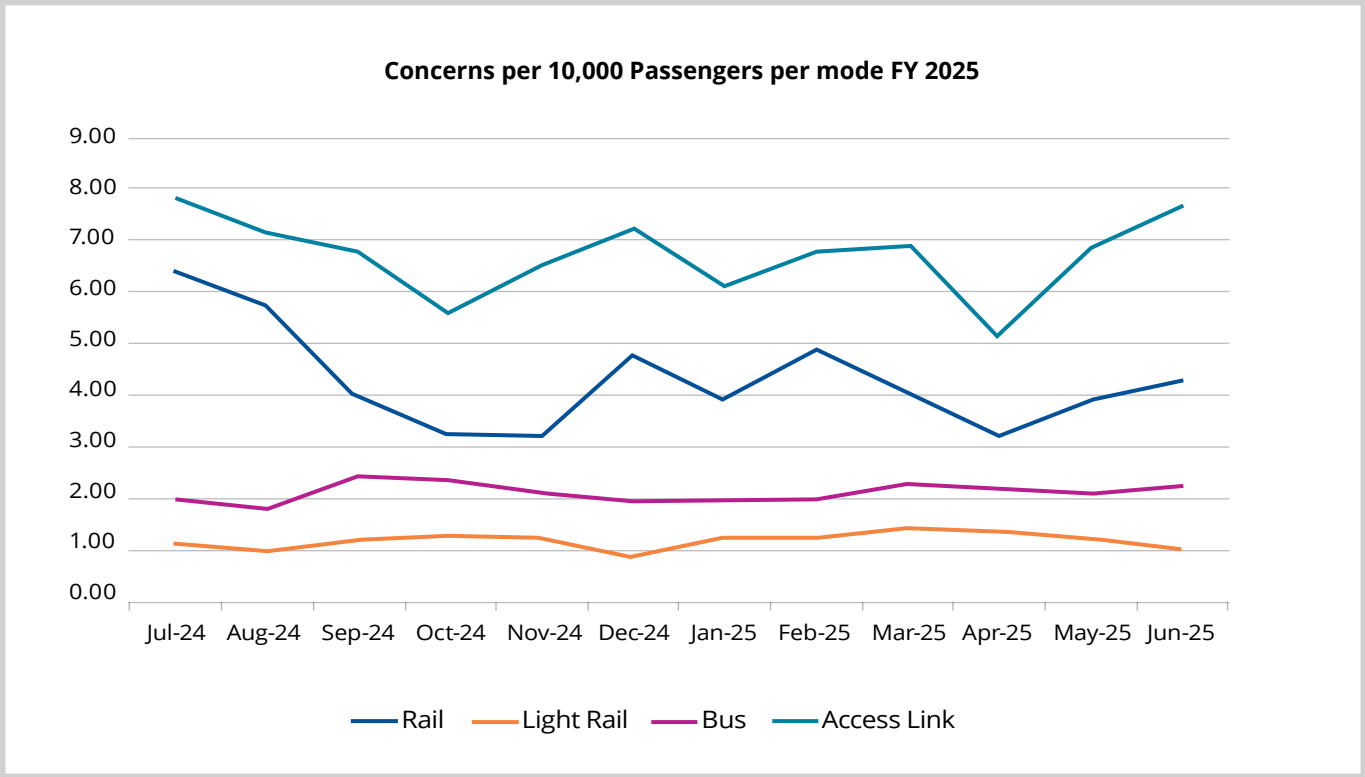
During the fiscal year 2026, the Customer Advocate will dig deeper into the passenger experience by organizing focus groups. This initiative will help assess the expectations of different rider profiles (such as new passengers, regular commuters, and passengers with accessibility needs), identify pain points, and ultimately inform new recommendations to the NJ TRANSIT Board of Directors.

Adopting a data driven approach to identify Opportunities for Improvements

Because there is strength in numbers—and because complaints are essential to any organization's improvement process—the Customer Advocate based many key recommendations on data from the Customer Service Database. This database, which includes more than 79,000 concerns, suggestions and commendations collected between July 1, 2024 and June 30, 2025, reflects passengers' experiences with NJ TRANSIT and holds valuable insights into driving some of the enhancements described in this report.

To better assess passenger expectations and needs, and to promote greater transparency at the agency level, the Customer Advocate developed a monthly dashboard featuring three main Key Performance Indicators:

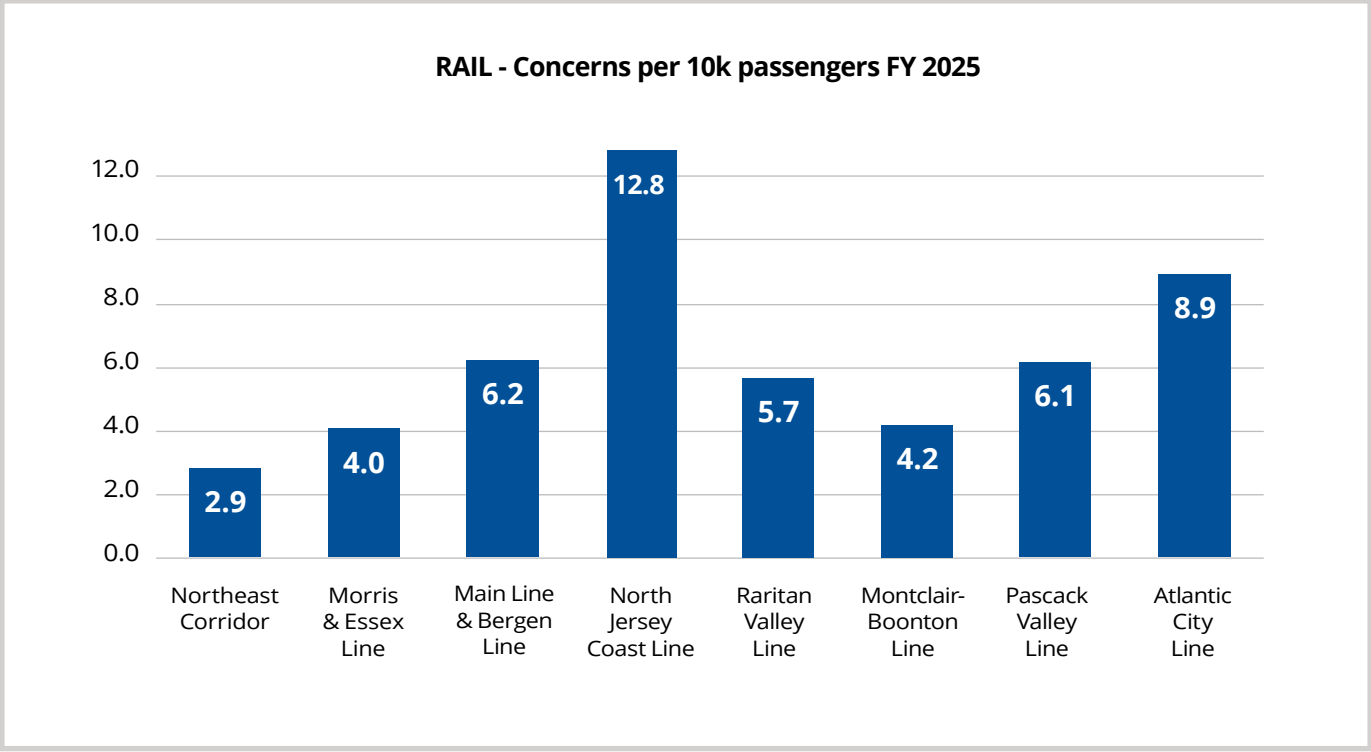
The 12 months evolution of the concerns per 10,000 passengers for every mode



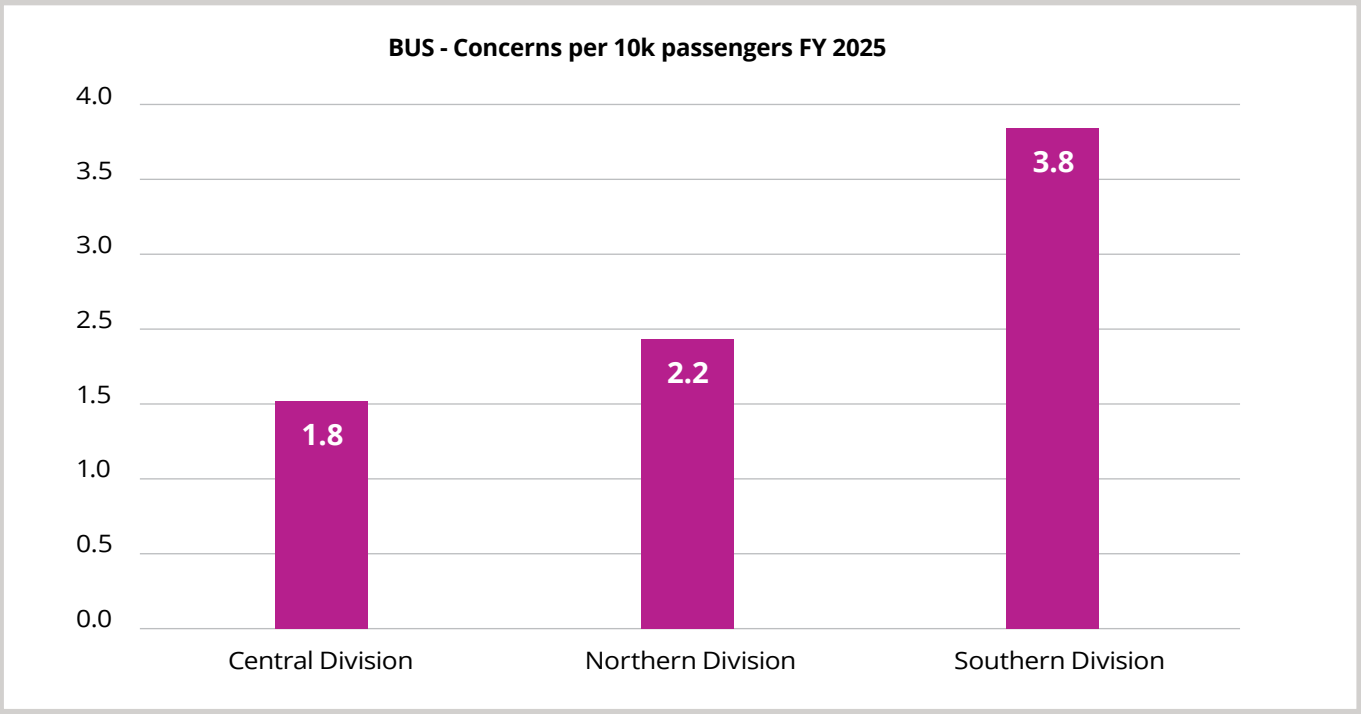
This KPI is a valuable tool for tracking trends in customer concerns and assessing how operational challenges affect customer satisfaction. Between July 2024 and June 2025, the number of concerns per passenger remained stable for Bus and Light Rail, while both Rail and Access Link showed notable improvements following a particularly challenging summer from an operational standpoint. Compared to the same period the previous year (July 2023–June 2024), concerns per 10,000 passengers decreased by nearly 13% on Rail and by 20% on Access Link. These results demonstrate NJ TRANSIT's continued commitment to performance-driven improvements.

The number of concerns per 10,000 passenger per Rail line, Light Rail line, bus division and Access Link region

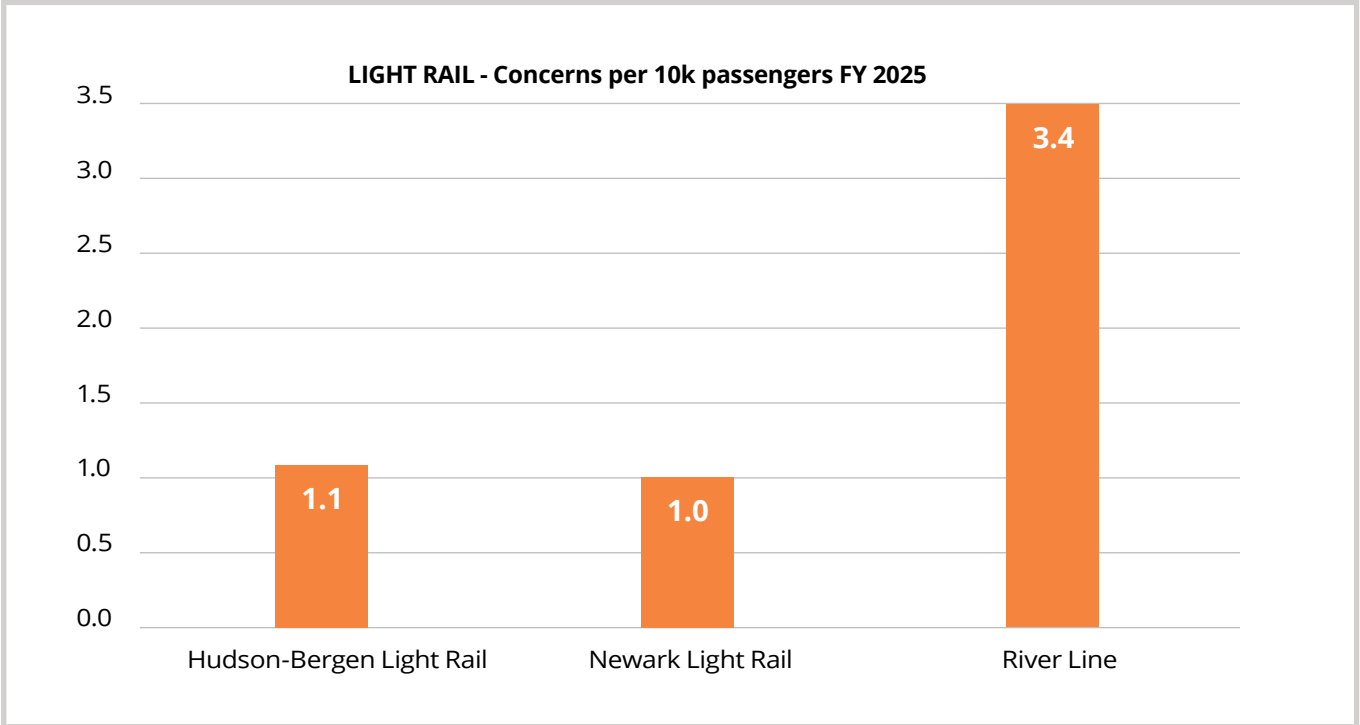
This analysis allows NJ TRANSIT to identify where the issues are concentrated, which lines/areas generate the most dissatisfaction which, in turn, helps prioritize improvements and resource allocation. It is always a good way to set passenger expectations as the experience can be different from one line/route to the other:



The number of concerns per passenger by train line can reflect both operational challenges and customer expectations. For instance, besides reliability concerns, many Raritan Valley line riders expressed hopes for a direct one-seat ride to the center of the urban core while customers on the Atlantic City Line often cited low service frequency as an ongoing concern.

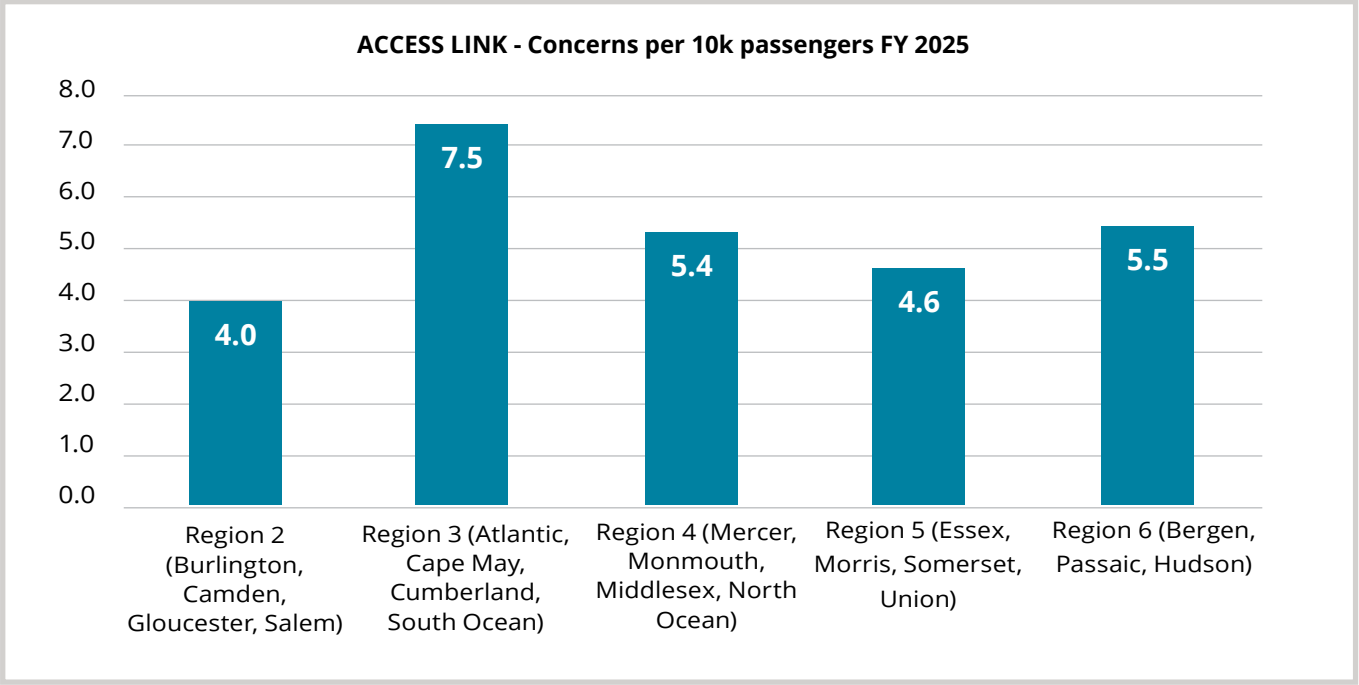


Given the difference in ridership levels and travel patterns, bus customers in South Jersey and customers in North Jersey had different expectations at each stage of the journey.



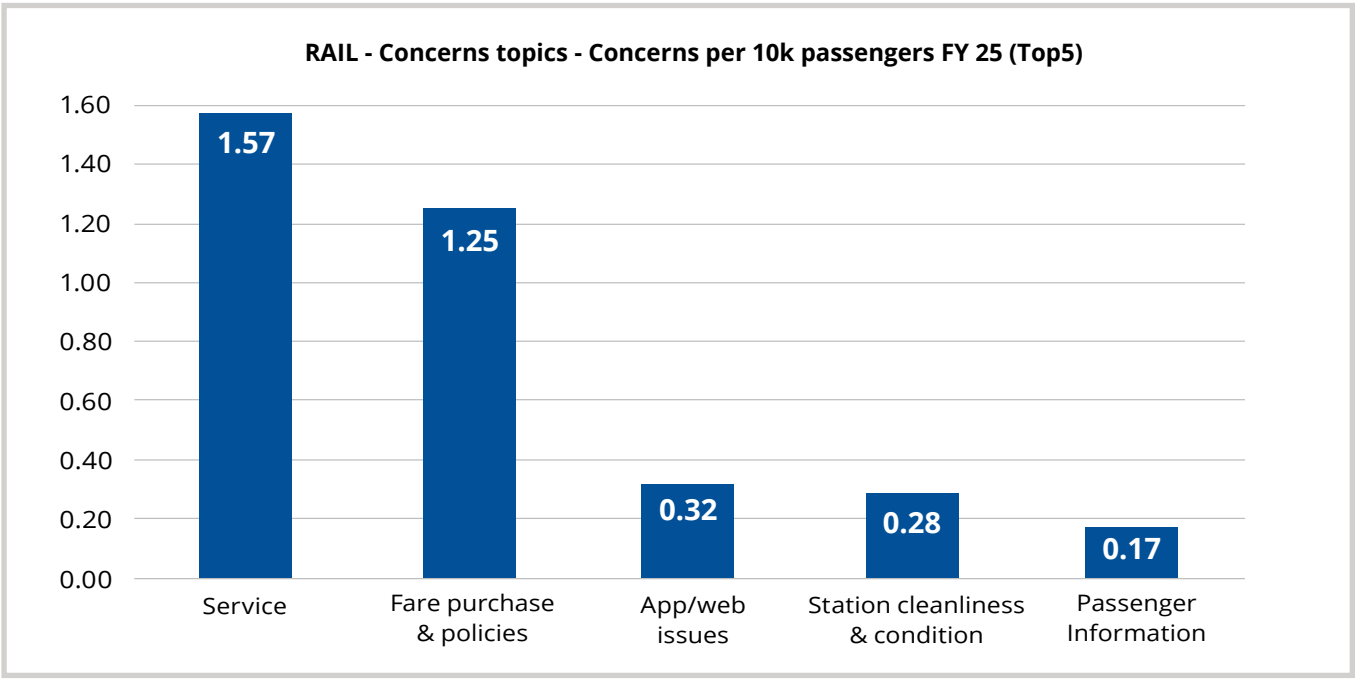
HBLR and Newark Light Rail, which offer a similar transit experience, received a comparable number of concerns per passenger. The River Line, however, records more concerns per rider due to its lower ridership, different travel patterns, but also a higher number of mechanical challenges.

Access Link concerns per rider can vary significantly depending on the region and the service providers involved.



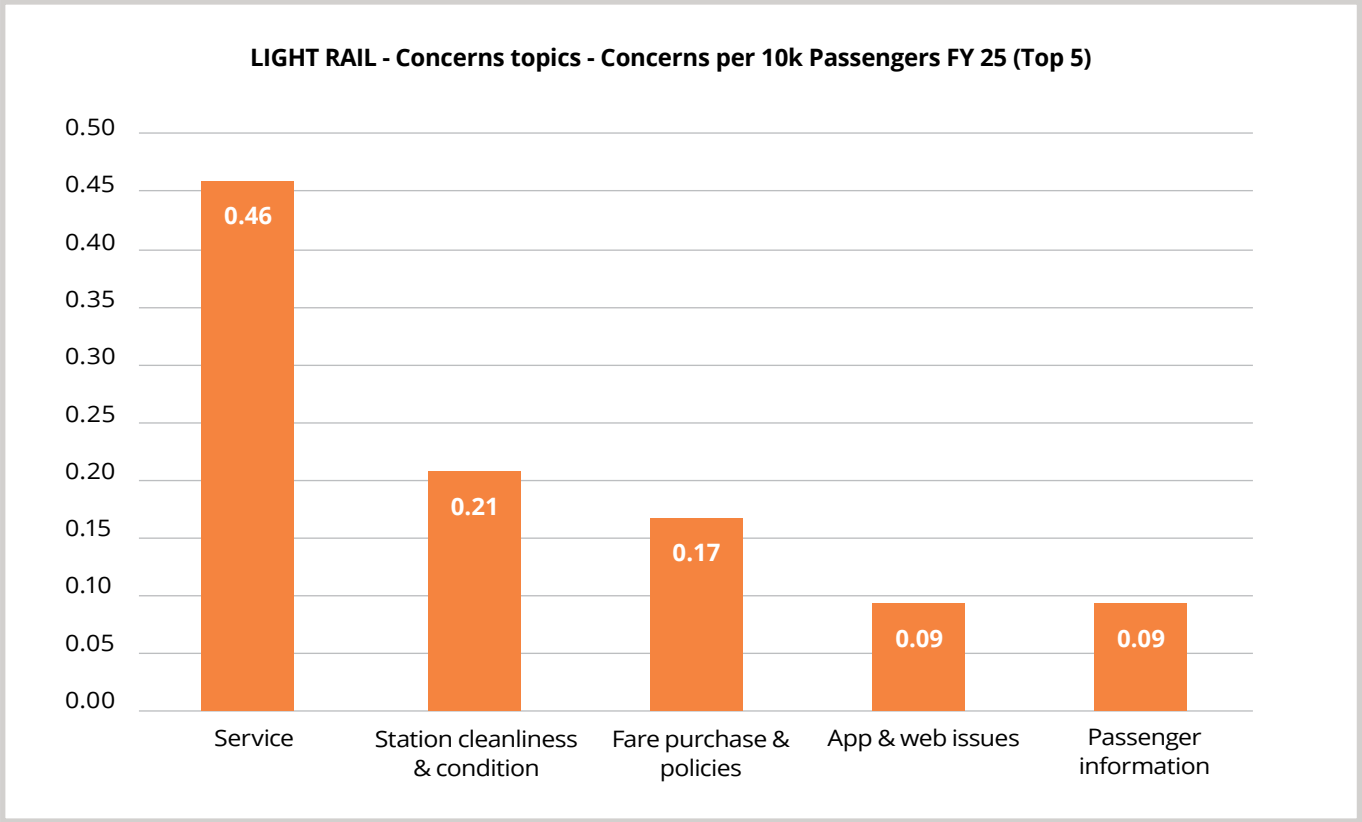
• The number of concerns per passenger per mode per category of concern

Analyzing the reasons behind customer concerns is essential to identify key areas for improvement. In most transit systems, customers' main priority—and therefore their primary source of concern—is the quality of service provided, which includes the schedule offered and the overall reliability. That said, there are many other areas of concern that can affect the experience just as much—and can also be addressed.



Between July 2024 and June 2025, train riders had complaints primarily about service but traditionally, their outreach was often triggered by the lack of passenger information which also made it to the Top 5.

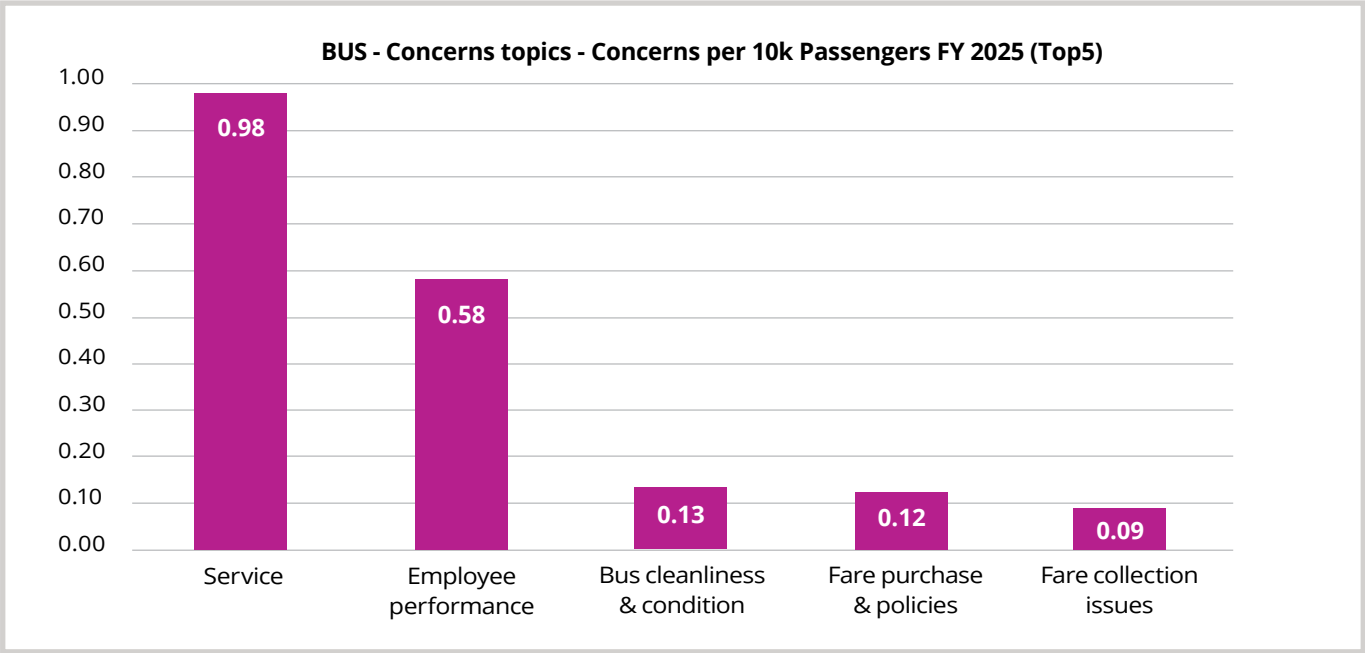
Consequently, while NJ TRANSIT leadership has already taken appropriate actions by focusing on fleet renewal by 2031 and infrastructure repairs and upgrades, the Customer Advocate has made Passenger Information one of his priorities for the 2025–2026 cycle. In addition to support the performance tracking approach in which the rail team has been committed to, the Customer Advocate has been working with both the Rail and Passenger Information teams to improve internal information flow, guided by a shared vision of what good information should be: clear, timely, consistent across all channels, and aligned under one version of the truth to avoid confusion and ensure transparency.



On Light Rail, aside from service issues, stations were a major topic of concern for multiple reasons: passenger signage and information on HBLR and River Line, accessibility and cleanliness on the Newark Light Rail.

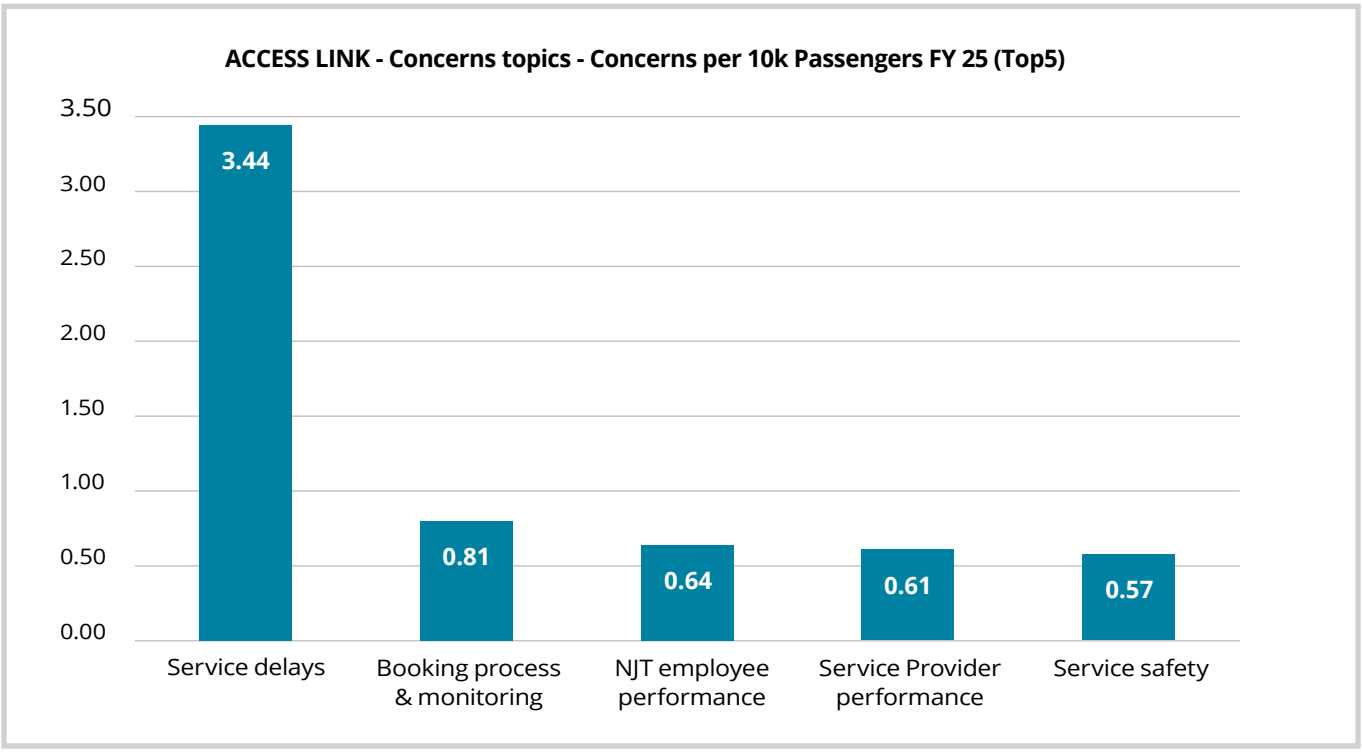
For instance, the poor condition of elevators and escalators at Newark Penn Station has been immediately raised with NJ TRANSIT management. Although replacement involves a lengthy and complex procurement process due to their age, it will be prioritized once the appropriate federal funds become available.

In the meantime, the Light Rail team has made significant improvements in passenger information during planned disruptions on all three lines. Perhaps more importantly, there is now real-time departure information available for River Line customers at every station via the app and LED signs.



On the bus side, many of the operational challenges—and the resulting service and vehicle condition issues—can be attributed to the aging fleet. However, with hundreds of new vehicles ordered in 2024 and 2025, customers are starting to spot the new vehicles and notice the difference of experience on board.

With ridership steadily growing and traffic conditions changing from season to season, bus operators and operational teams face daily challenges keeping service reliable. The Customer Advocate has worked to better set expectations with riders and to identify where other aspects of the experience could be enhanced.



Because of its flexible operating model, Access Link faces unique challenges in managing customer expectations around on-time performance. The integration of new technologies and alternative service providers (such as Uber, Lyft, and Via) has helped improve on-time performance and add capacity, but has also presented operational and customer experience hurdles. For instance, some of these new drivers had a hard time complying with service animal requirements. To support continuous improvement, the Customer Advocate has tested booking systems, participated in rides under various setups, and shared feedback and customer concerns with the Access Link team.

Collaborating with Operational Teams to Deliver Tangible Enhancements

In many cases, the issues highlighted by the Customer Advocate were already recognized by operational teams and his role was often to support ongoing projects, advocate for prioritization, or help give renewed momentum to existing initiatives. Across the board, the collaboration of the Operations, Marketing, IT and Customer Service teams has been instrumental in delivering better experience for customers at every stage of their journey:

• Trip planning

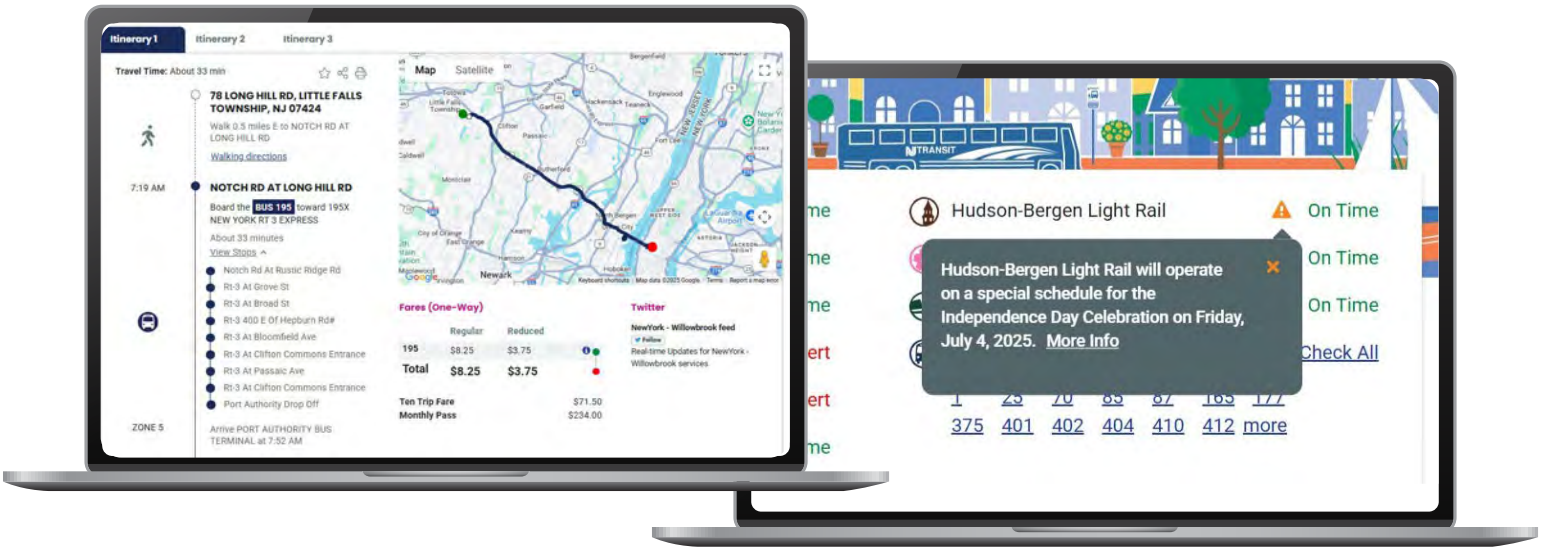
Many customers and advocate groups reached out with suggestions to improve the Trip Planner feature on **NJTRANSIT.com**. As one of the first points of contact for new riders, this tool now provides more detailed information about walking segments to and from stations or stops, includes all intermediate stops along the route, and displays the exact path to the destination.

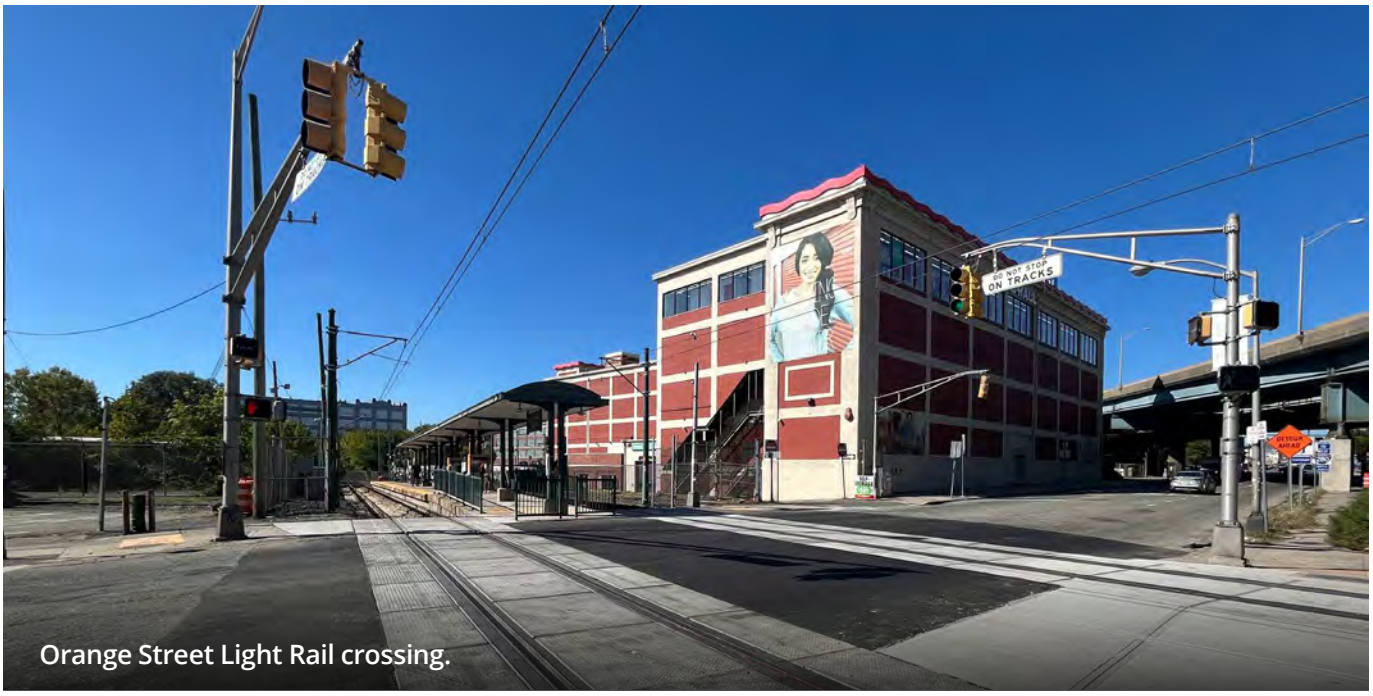
For all riders, and especially occasional ones, a new warning triangle icon was added to the NJ TRANSIT homepage to highlight planned service disruptions that were previously less visible. This feature now helps customers plan their trips more effectively and will soon be available on the app as well.

Given the significant amount of construction and maintenance work on the Hudson-Bergen Light Rail, dedicated diversion schedules are now posted on the website in advance of planned disruptions. This feature will soon be expanded to include Newark Light Rail information as well.

• Accessing the stop/station

NJ TRANSIT's engineering and station teams welcomed customer feedback to make station





Orange Street Light Rail crossing.

access safer and more accessible. Quick improvements followed — from new pavement markings protecting curb access at Union Station to fresh crosswalks at Grove Street improving access to the light rail platform and even reopening Newark Penn Station's main entrance on Raymond Plaza West at night.

Perhaps the best example of how customer feedback led to project adjustments is the Orange Street Light Rail resurfacing project.

When the community raised concerns in June about station access—particularly for children—the Light Rail and Safety teams quickly adjusted their resurfacing plans. Within a few months, they delivered new pavement and sidewalks, fresh safety markings, and improved signage.

• Experience at the station/stop

With a vast network of stops and stations built at different points in NJ TRANSIT's history—and in some cases even before its creation, standardizing the customer experience is a challenge. Nevertheless, many enhancements are directly driven by customer feedback, such



Orange Street ground safety sign.

as new information stands at Lindenwold and Convent stations, larger DepartureVision screens at the Atlantic City Bus Terminal, or updated gutters at Montclair State University Station.

Similarly, following an increase in customer concerns about the lack of real-time bus location information on the app, the Bus, IT, and Marketing teams, working alongside the Customer Advocate, launched several initiatives to improve the accuracy and availability of tracking data. Some improvements have

already been made at the Port Authority Bus Terminal, with further enhancements planned between 2025 and 2026.

Early in 2025, in an effort to enhance and update passenger communication standards, the Customer Advocate, working with the NJ TRANSIT Communications & Customer Experience team, led the development of new guidelines for communicating planned disruptions in stations. Updated posters now present information more clearly, and simple diagrams help passengers quickly understand the impact of diversions.

Again, thanks to passenger feedback submitted through the Advocate form and comments raised during a Board meeting in March 2025, the Light Rail team accelerated improvement work at Military Park Station, including the installation of freshly painted tactile strips and upgraded lighting.


Military Park Station.

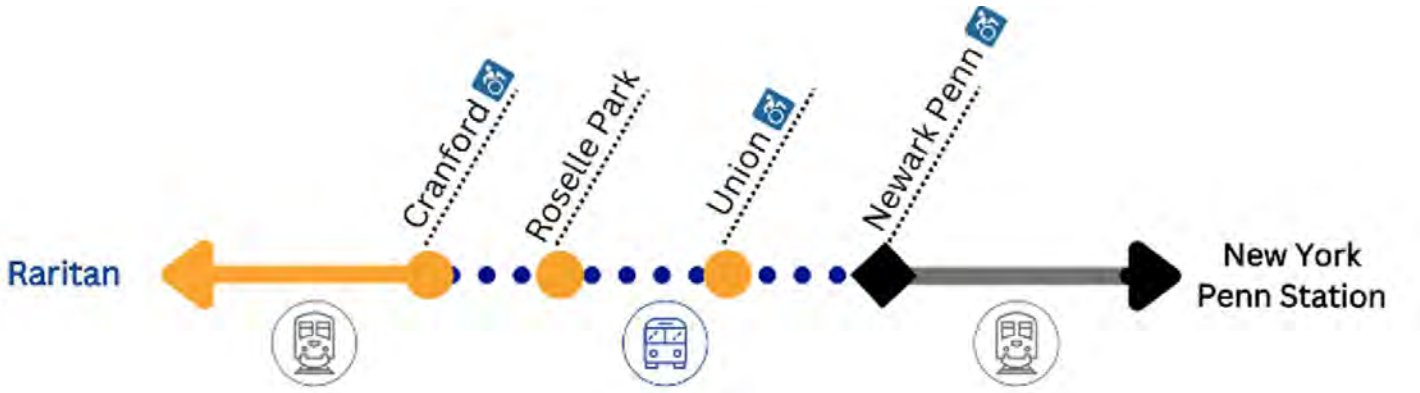
• **Experience on board**

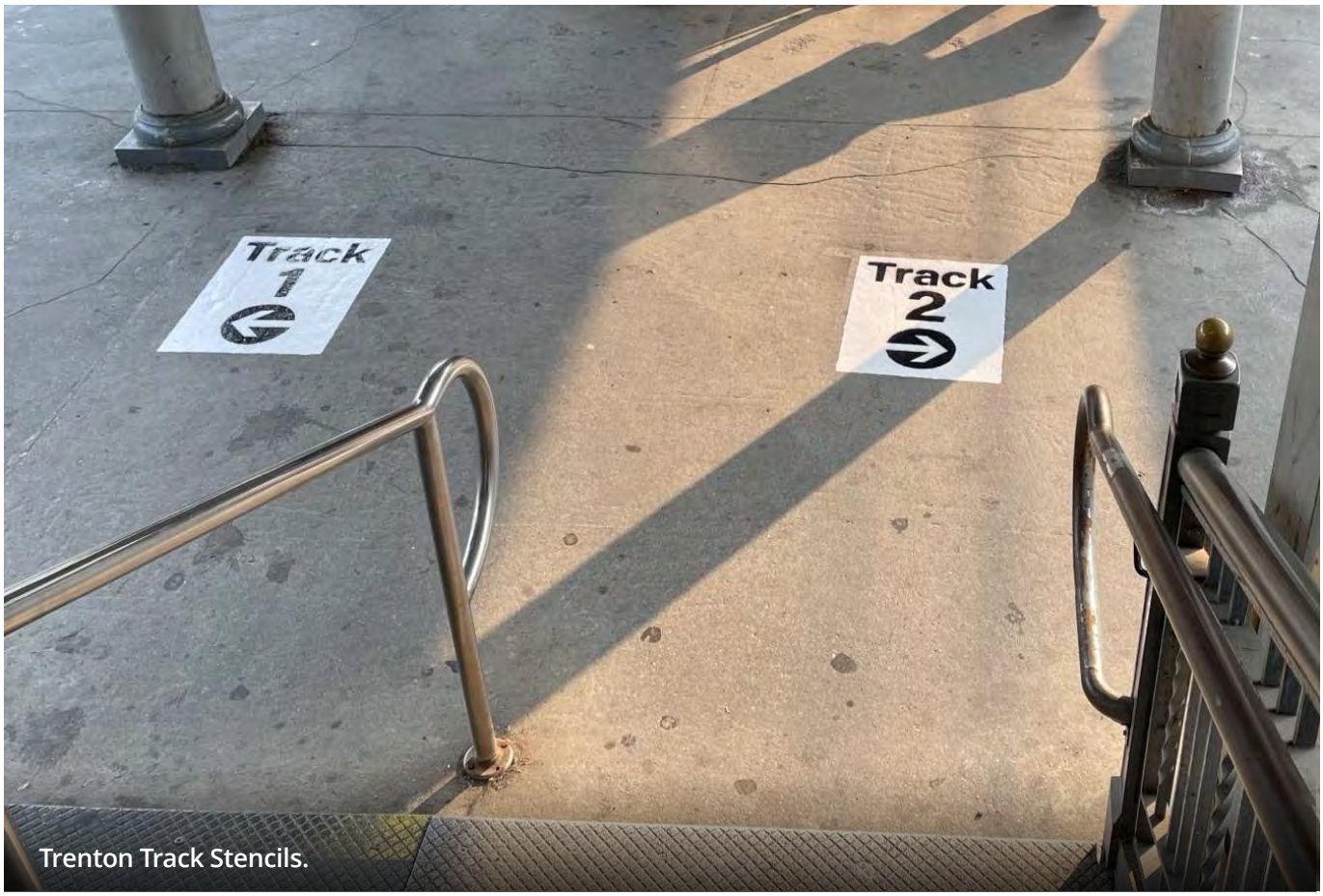
As new NJ TRANSIT buses enter service and next-generation Multilevel rail cars arrive in 2026, the onboard experience is set to improve significantly in the years ahead. In the meantime, operational teams continue to raise standards in customer service, fare collection, and passenger information.

The Customer Advocate, particularly interested in addressing overcrowding issues identified recurrent complaints on rush hour trains, worked with the rail team to ensure a more efficient collection of closed car complaints on social media and a quicker escalation process. Ultimately, these efforts, combined with the rail team's onboard compliance campaigns, helped reduce closed-car complaints by 36%.

• **Connections**

The easier way to improve connectivity is to start by improving wayfinding signage at NJ TRANSIT-owned facilities between NJ TRANSIT modes. After a successful test of stencils at Secaucus, the Customer Advocate recommended deploying these floor decals at other stations such as Trenton Transit Center to help customers





Trenton Track Stencils.

navigate between modes and platforms.

More of these will be available at different locations and stencils are also part of the new wayfinding strategy at New York Penn Station.

NJ TRANSIT consistently works with operators of adjacent transit modes to ensure a seamless intermodal experience. When door issues led to the temporary closure of the corridor between the PATCO station and the Atlantic City Line platform at Lindenwold, many customers contacted the Customer Advocate, confused about the new access route and concerned about missing their trains. In response, NJ TRANSIT and PATCO teams collaborated to enhance wayfinding by installing updated signage, including a map of the new path to the platform and clear directional signs.

• After the trip

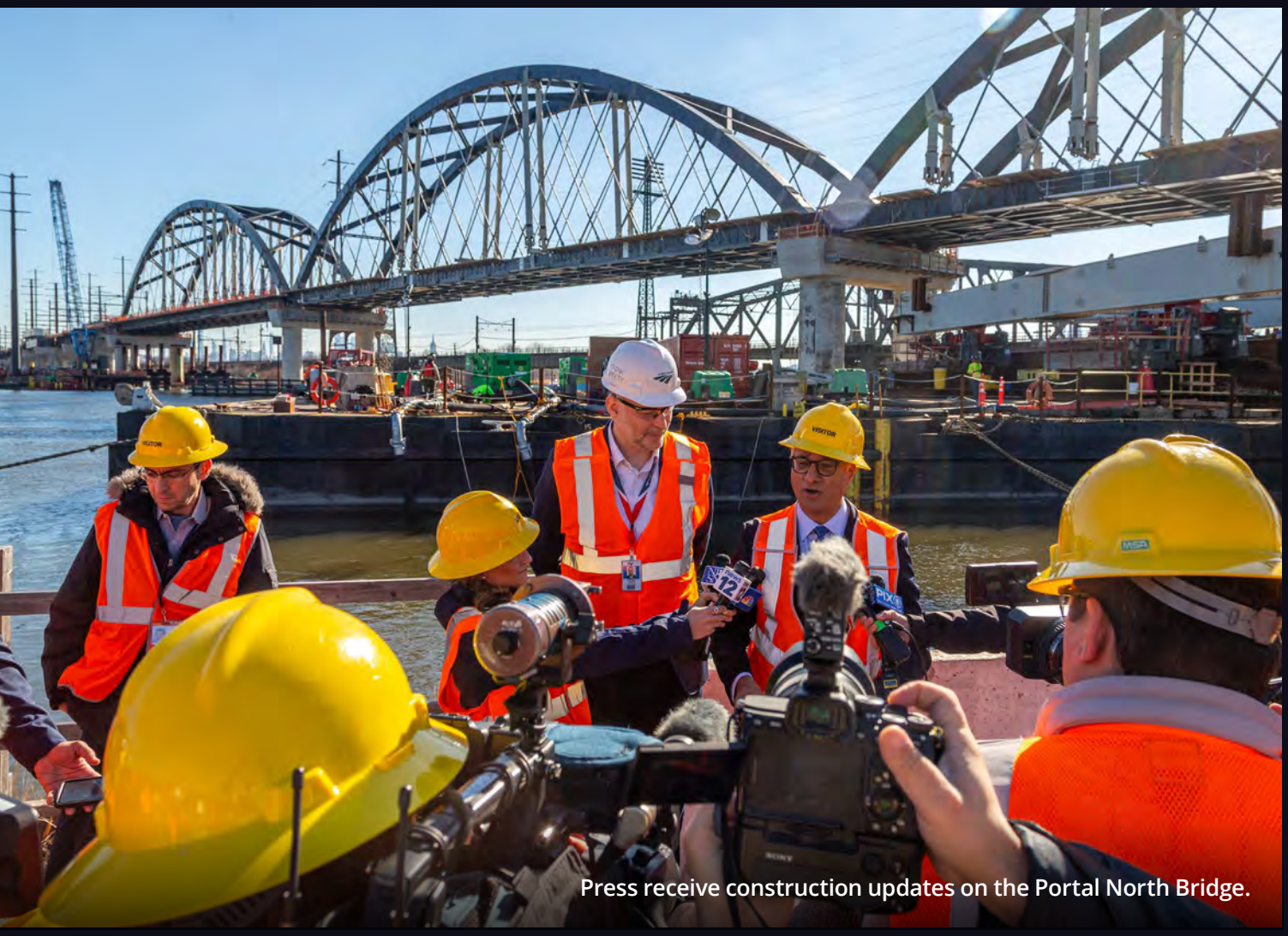
During FY 2025, NJ TRANSIT received 1.25 concerns per 10,000 passengers related to fare purchases and policies. Many of these were tied to the delayed refunds following the fare policy changes implemented in Summer 2024. NJ TRANSIT received an unprecedented volume of refund requests; while most were processed immediately through credit card transactions, an unprecedented amount of requests required manual handling. Although the refund process was later accelerated, the Customer Advocate also requested that every customer still awaiting a refund receive an SMS or email update, depending on their preferred contact method. This initiative helped NJ TRANSIT set clear expectations and provide timely updates to hundreds of customers.

CAPITAL PROGRAMS

MAJOR PROJECTS

PORTAL NORTH BRIDGE

Portal North Bridge plays a critical role in the operation and reliability of the Northeast Corridor. As part of the Gateway Program, the Portal North Bridge Replacement Project will replace Amtrak's existing, century old swing-span bridge with a fixed span bridge over the Hackensack River. When the Portal North Bridge project is finished, bridge openings for marine traffic will no longer be necessary -- greatly improving service reliability and speed on the Northeast Corridor between Newark and New York City. Final design was completed



Press receive construction updates on the Portal North Bridge.

in FY 2021 through a combination of funding provided by the National Railroad Passenger Corporation (Amtrak) and the New Jersey Transportation Trust Fund. In October 2021, Governor Murphy and NJ TRANSIT announced the approval of a $1,559,993,000 construction contract awarded to Skanska/Traylor Bros PNB Joint Venture (STJV) for the construction of the new Portal North Bridge. This contract represents the single largest construction award in NJ TRANSIT's history. The Notice to Proceed (NTP)¬ issued to STJV on April 7, 2022, signified the beginning of the construction contract and is currently more than 80% complete, with the first track expected to open for train service in 2026. The project remains on time and on budget. Construction of retaining walls, Newark Jersey City Turnpike, West Lagoon, Northwest Approach and Northeast Approach are all near completion. The Duck Under Structure is in progress.

Hudson Tunnel

The Hudson Tunnel Project (HTP) calls for the construction of a new Northeast Corridor track alignment and rail tunnel from just east of Secaucus Junction, through the Palisades, under the Hudson River, and then connecting to the current alignment just west of Penn Station New York. It is the central component of Phase One of the Gateway Program, which also includes the Portal North Bridge Replacement project and full rehabilitation of the existing 110-year-old North River Tunnel. The HTP, which is arguably the most critical infrastructure project in the country, will provide long-term resiliency, reliability, and redundancy to the regional and national rail network for the hundreds of thousands of NJ TRANSIT and Amtrak customers who travel daily between New Jersey and New York. When combined with other Gateway Program projects, capacity will ultimately double into and out of Penn Station New York, increasing from 24 trains to 48 trains per hour during the weekday peak periods.

On July 8, 2024, the HTP entered into the largest Full Funding Grant Agreement with the Federal Transit Administration for $6.88 billion in federal funding for the HTP and closed on Railroad Rehabilitation and Improvement Financing loans from the Build America Bureau totaling $4.06 billion to fund the local share of the project. On September 30, 2024, the HTP executed the $3.8 billion Federal-State Partnership Grant agreement with the Federal Railroad Administration, completing the $12 billion federal contribution for the HTP.

NJ TRANSIT and the local project partners are now focused on the advanced engineering, final permitting, and construction activities needed to advance the HTP. Initial construction commenced in October 2023 with the Tonnelle Avenue Road Bridge Project and continued in February 2024 with the Hudson River Ground Improvement Project. A contract with the first tunneling project – the Palisades Tunnel – was executed in August 2024, and the procurements for the other phases of the HTP are moving forward, with an estimated completion date of 2034.

Raritan River Bridge

The **Raritan River Bridge** on the North Jersey Coast Line was damaged during Superstorm Sandy. It is being replaced through a Federal Transit Administration (FTA) Competitive Resilience grant that supports design and construction of a new moveable bridge. The existing swing-span bridge, constructed in 1908, spanning the Raritan River between Perth Amboy and South Amboy, will be replaced by a new lift bridge constructed with more durable materials and built at a higher elevation. In addition to raising the bridge deck, tracks, and control systems above FEMA Base Flood Elevation (BFE), portions of the bridge that remain below BFE were designed to withstand storm surges during extreme weather events. Final design was completed in FY2019.

Summary of three construction phases:

GC.01 (Completed)

Bridge Approaches & Landside Work
George Harms Construction Company.
Final Acceptance - September 2025

GC.02 (Awarded)

Lift Bridge and Flanking Spans, Communication, Signals, Overhead Catenary and Associated Site Work
Awarded to Skanska Koch - March 2025

- NTP - September 22, 2025
- Milestone 1 - Acceptance of Lift Span - July 17, 2029
- Milestone 2 - Project Completion - January 18, 2030

GC.03 (In Development)

Pier Protection, Coastal {PCB} Remediation, Coastal Restoration and Living Shoreline Enhancement Mitigation, Demolition of Existing Bridge {Future contract}.

Secaucus Meadowlands Transitway

The Secaucus Meadowlands Transitway project will ultimately deliver a bus rapid transit system between NJ TRANSIT's Secaucus Junction Station and the Meadowlands Sports and Entertainment Complex. The system will employ a combination of new and existing transportation infrastructure to accelerate the implementation of revenue service. In addition, the project will assess options to enhance local



One of the arches of the Portal Bridge makes its way down an Icy Hudson River.

mobility within the project area, defined as the catchment area of the Boonton Line between roughly Montclair and Secaucus, with additional consideration of later stages that could extend to Newark and Jersey City.

The Transitway leverages existing rights-of-way and partners with adjacent transportation infrastructure owners such as New Jersey Department of Transportation to quickly and cost effectively implement environmentally friendly transit access between NJ TRANSIT's existing system and the Meadowlands Sports and Entertainment Complex. This includes evaluating variations on new service west to Newark and/or Montclair as well as east to Jersey City's Grove Street Path Station.

A 10% design and concept has been completed for the system but is using information and operational suggestions from the New Jersey Turnpike Authority (NJTA). The project has also been split into two distinct phases: FIFA and Full Build. The FIFA phase is expected to be completed in time for the 2026 FIFA World Cup.

Other Projects

NJ TRANSIT advanced work on the **Lackawanna Cutoff** project in FY2025. NJ TRANSIT advertised the request for qualifications for the Roseville Tunnel portion of the project and has received bid packages from pre-qualified contractors in January 2022 with the NJ TRANSIT Board of Directors' approval in April 2022. The Roseville Tunnel rehabilitation



project received Notice to Proceed for construction in September 2022. Construction will continue through the remainder of FY2025. Concurrently, NJ TRANSIT is advancing the development of a bid package for construction of Andover Station. The Lackawanna Cutoff will initially extend NJ TRANSIT rail service into Sussex County, with long-term plans to extend service into northeastern Pennsylvania -- a project that would be funded by the State of Pennsylvania.

On May 20, 2021, NJ TRANSIT issued the Notice to Proceed for the 30% design of the **Northern Rail Maintenance-of-Way Facility**, which will relocate from its existing Wood-Ridge location to a new site in Clifton, NJ. NJ TRANSIT directed the consultant to prepare a 30% Design-Build Bid Package for delivery and review in the first quarter of 2025. Once approved, the package will be advertised under a two-step Design-Build procurement process.

The 30% Design-Build Bid Package was delivered in the first quarter of 2025. As part of the two-step procurement process, an RFQ was advertised in June 2025 to shortlist proposers, who will then receive the RFP to advance the design from 30% through completion and construction.

The Mason Substation project continued to advance in FY2025 per the agreement between NJ TRANSIT and PSE&G to construct a new, resilient 230kV substation to replace the existing substation which was damaged during Superstorm Sandy. This project includes 55kv traction power and 13.2kv yard power, and a new Building 9 Substation. Construction will continue through FY2026.

Construction continued to advance in FY2024 on the **Henderson Street Substation** project, which will provide power to most of the Hoboken Yard facilities for the construction of a resilient electrical substation to replace an existing facility. The new substation will provide reliable and resilient electric power to both the rail and ferry terminals and supporting infrastructure. Primary power cables to the substation, and distribution cables from the substation to its supported load centers, will be located above the Federal Emergency Management Agency (FEMA) Base Flood Elevation (BFE), making the project fully resilient against future extreme weather events. The project was **completed in FY2025**.

Construction was **completed** in FY2025 on the **Bay Head Substation** repair project, which involves the design and construction of a replacement substation, including switch-gear, transformers, and all other associated power cable, devices, and controls.

In FY2025, construction continued on the **Hoboken Terminal House Power (Depot Substation)** to replace the existing power facility, known as the "Depot" substation, which suffered significant damage during Superstorm Sandy. The new substation has been designed to provide reliable and resilient electric power to both the rail and ferry terminals and supporting infrastructure. Because the new substation will be constructed on the second floor of the vacant Pullman & Immigrant Building adjacent to the Rail Terminal, it will be situated well above the predicted future flood elevation for this site. Primary power cables to the substation, and distribution cables from the substation to its supported load centers, will be located above the applicable flood elevation, making the project resilient against future extreme weather events. Project was completed in FY2025.

The **Rail Operations Center (ROC)** Unit Substation project will replace and elevate the ROC Unit Substation facility to harden it against interruptions of the commercial power grid. Construction **completed in FY2025**.



NJ TRANSIT trains receive updated HVAC systems.

NJ TRANSIT's Signals and Communications Resilience project will make critical system components in designated areas more resilient to future storm events by elevating components located along segments of the Morris and Essex, Main, Bergen, Pascack Valley, and Raritan Valley commuter rail lines and the Hudson-Bergen Light Rail (HBLR) system. A design-build project implementation model is being used to execute the work on the commuter rail project lines. Design work for all commuter lines and the HBLR system is complete. Construction on the Raritan Valley Line is also complete. Construction continued to advance in FY2025 and will continue on all remaining commuter lines and on the HBLR system in FY2026.

The Rail Infrastructure Engineering Department completed the deconstruction and elimination of the **West End Wye bridge**, a significant infrastructure project that supported the New Jersey Department of Transportation's broader effort to reduce congestion in a key freight corridor. The removal of the bridge eliminated a longstanding bottleneck and enabled more efficient coordination between rail and highway operations in the Meadowlands region. The project required close collaboration with state transportation partners and careful planning to minimize service disruptions. Although often overlooked, the project gained unexpected public attention when video footage of the bridge removal went viral on social media, highlighting its importance to both freight mobility and regional connectivity.

Lastly, **rail infrastructure inspections** were conducted on 576 in-service undergrade bridges and 103 in-service overhead bridges throughout NJ TRANSIT's system. In addition, the inspection of numerous station platforms, retaining walls and catenary structures are completed each calendar year. In-depth structural inspection and load rating of over 14 movable and fixed undergrade railroad bridges throughout NJ TRANSIT'S system. The agency replaced 30,000 wood and concrete ties across the Morris & Essex and Bergen County Lines plus 2,600 ties at Glen Ridge, Waldwick and Mahwah stations.

STATIONS AND TERMINALS

The Walter Rand Transportation Center (WRTC) Improvement Project

The WRTC is located in Camden and is the region's main intermodal transportation facility. The WRTC is currently served by the NJ TRANSIT River LINE light rail, the PATCO High Speedline subway, and NJ TRANSIT Bus. This project would redesign and expand the existing intermodal facility into a multi-purpose transit center that improves transit connectivity for residents in Camden and the surrounding South Jersey region. The new WRTC would provide accommodation of the 25 bus lines and one shuttle that serve the facility, as well as future growth, consolidate curbside bus service inside the facility, improve intermodal connectivity with the PATCO High Speedline and the NJ TRANSIT River LINE light rail, and be fully accessible and compliant with the Americans with Disability Act (ADA). The Improvement Project will also accommodate space for administrative offices, training, bus operations, and NJ TRANSIT Police.

Redevelopment of the WRTC kicked off in February 2022 and the project is currently in the design phase.

The 10% concept is done, and operational specifications have been completed and design to 30% and permitting efforts are in progress. NJ TRANSIT has engaged the City of Camden and Camden County to coordinate efforts for area redevelopment.

The **Market Street Bus Garage** is located in the City of Paterson in Passaic County and is part of the Northern Division of NJ TRANSIT Bus Operations. Built in 1903 to operate as a trolley barn, the historic garage stores 150 buses, and makes an average of 1,795 weekly revenue trips, serving an annual ridership of 9.9 million people. This facility plays a major role in the bus maintenance, repair, and servicing operations for NJ TRANSIT buses in Northern New Jersey.

The Notice to Proceed for the Market Street Bus Garage Rehabilitation Project was issued in March 2021, and construction is currently underway. This project will provide for an updated facility that includes a new floor slab in the main barn, subsurface monitoring system upgrades, upgrades to mechanical, electrical, and plumbing systems, and life safety system upgrades. The project also includes the installation of an elevator; the installation of a backup generator for the entire facility, interior renovations, repointing and repair of brick exterior, installation of public art, and an approximately 3,232 square-foot building addition.

On the rail side, improvements were completed at more than a dozen rail stations across the state through the **NJ TRANSIT Stations STAR Program**. The improvements include, but are not limited to, a wall replacement on Track 2 at Secaucus Junction, a full remodel and reconstructions of the men's restroom at Hoboken Terminal, ramp and steel stabilization at North Elizabeth Station, platform repairs, mold remediation and public restroom renovations at Metuchen Station, and multiple elevator and escalator upgrades at Newark Penn Station and Secaucus Junction.

Projects proposed for FY26 include, but are not limited to: HVAC upgrades at Edison and Metuchen Stations, platform stabilization at Edison and North Elizabeth Stations, parking lot paving at Peapack, Lebanon and Lyndhurst Stations, and the installation of automatic doors at multiple Newark Penn entranceways. Work will continue in FY26 on the escalator replacement project at Hamilton Station.

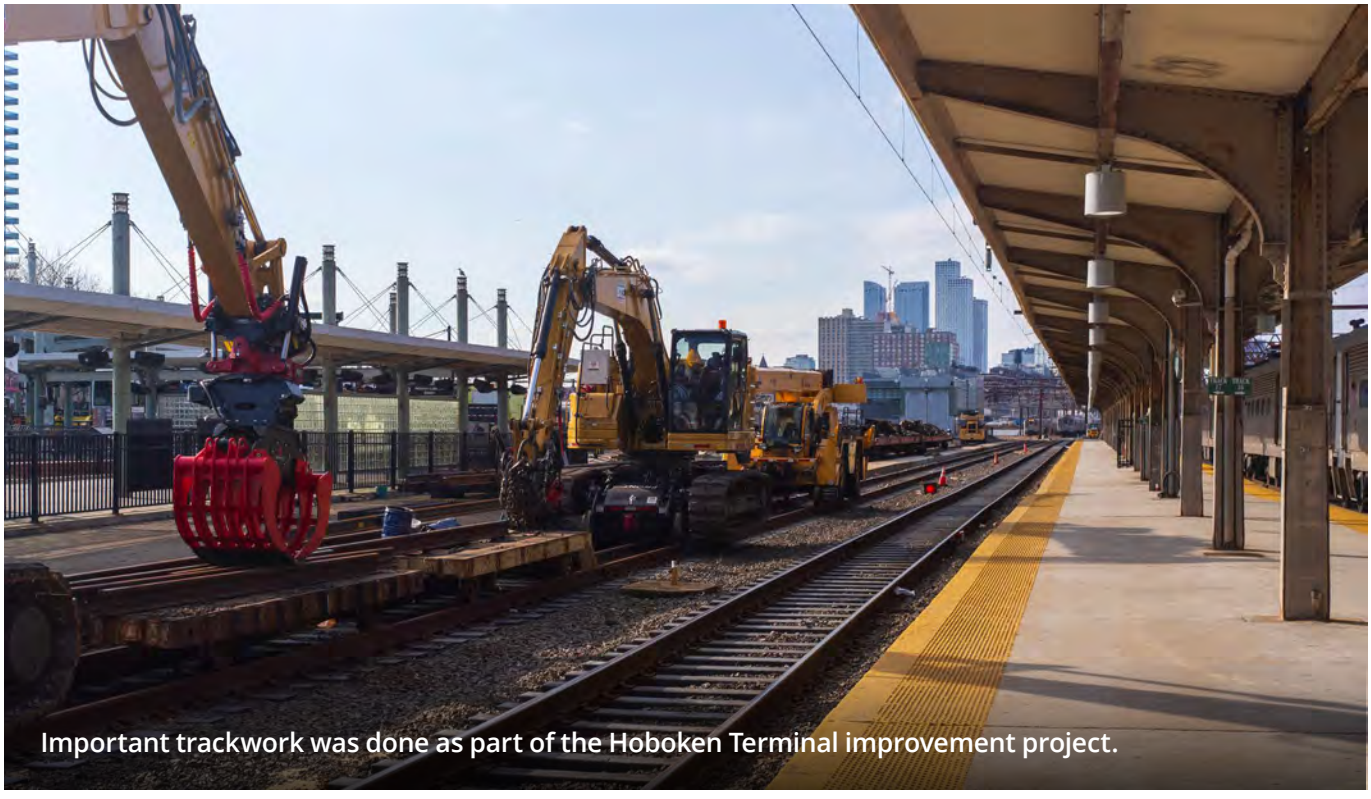
This Fiscal Year, NJ TRANSIT continued work under the **State-of-Good-Repair Program (NJTSGRP)** to provide central standardized project management oversight of all identified commuter rail, light rail, and bus customer-facing facility state of good repair improvement

requirements. The goal of the NJTSGRP Team is to align its efforts with the NJ TRANSIT 10-Year Strategic Plan by focusing on safety, improving customer service experiences, reducing SOGR backlog, and enhancing strategic business practices. The NJTSGRP team is implementing a Project Management Organization that will utilize Project Management Institute (PMI) PMBOK best practice processes, procedures, and tools to successfully execute State of Good Repair projects.

Significant progress was made in FY25 on many state-of-good-repair projects, beginning with **Brick Church Station**.

As part of the Regional Rail Station Modernization & Access Program, Brick Church station will undergo capital improvements to bring the station to a state of good repair (SOGR), restore its historic features, and improve passenger safety and accessibility. Major station enhancements include upgrades to signage and communication system, adaptive reuse of the baggage room, art installation on boarded up platform windows, and new high-level platforms. The work will be done in four (4) phases and includes work planned to be performed by both third-party contractor(s) and NJ TRANSIT personnel.

The first phase of the work includes early design and engineering activities, water leak mitigation, and early action exterior improvements. The second phase will focus on completing all modernization planning and design activities, including collecting necessary permits and approvals. Phase two will also include early action construction items to the building interior. The third phase of this project will focus on SOGR work such as extensive improvements to the boiler, electrical room, and the ticket office. In addition, NJ TRANSIT police on-site facilities will be improved and expanded. In the fourth and final phase, work will focus on new station amenities, accessibility enhancements to the platform, and other complimentary circulation elements



Important trackwork was done as part of the Hoboken Terminal improvement project.

such as the installation of two new elevators. This phase also includes track bed drainage improvements and structural repairs as needed along the viaduct.

Remediation under phase 1 has been completed. Minor state of good repair construction is underway for phase 1 and 2. This project is approximately 23% complete.

The **Roselle Park Station** is an elevated platform station located in Roselle Park that serves NJ TRANSIT's Raritan Valley Line. The station, built circa 1967, is obsolete and in need of both structural and aesthetic work. Necessary work includes full platform replacement, repairs to access stairs, as well as cleaning and painting work. Although the station features an elevated platform, the station is a major opportunity to improve the system's accessibility as stairs must be used to access the platform from the station building and parking lot.

This project would address the noted structural and cosmetic elements to rehabilitate the station and bring it to a state of good repair, extending its overall service life. In addition, an elevator will be installed to improve overall accessibility to the platform. Enhanced signage and communications will be incorporated to provide customers with station information and rail service status. Construction is anticipated to begin in the 4th quarter 2026.

Bloomfield Station is located within half a mile of Bloomfield College and is surrounded by high-density, mixed-use development. As part of the Township's efforts to revitalize the Downtown Bloomfield Business District, the station will undergo a full modernization to improve circulation, accessibility, and bring it to a State of Good Repair (SOGR).

The station building and integrated concrete canopies are listed on the National Register of Historic Places. The station has two buildings:



NJT trains receive window replacements.

the inbound station (eastbound towards Hoboken) and the outbound station building (westbound towards Denville). The existing canopy structures, along with the station buildings and the pedestrian tunnel under the rail line, are in poor condition and will be rehabilitated and restored as part of the project. In partnership with the Township and the State Historic Preservation Office, the project will include the reconstruction and reconfiguration of the historic canopies and both the inbound and outbound station buildings. Additional work on the station buildings will include landscaping, roofing, building drainage, and the installation of new elevators. The pedestrian tunnel connecting the two stations will also be rehabilitated. This work will include restoring the terrazzo flooring, waterproofing the tunnel, upgrading lighting, and making other structural improvements.

Accessibility upgrades will involve replacing the existing low-level platforms with extended high-level platforms (HLP), as well as adding canopies, elevators, and ramps to connect the ground to the platform level. These platform and vertical circulation enhancements will facilitate quicker and more equitable boarding for all station users. To improve signage and communication systems, the broadcast system and digital signage will be upgraded on the platforms, in the tunnel, and in the shelter house.

The project is currently finalizing 60% design and engineering phase and approximately 17% complete.

The Trenton Transit Center was identified as a top station requiring SOGR work. NJTSGRP work includes rehabilitating the station's two island platforms (sections of which are wooden); upgrading platform canopies; replacing aging vertical circulation elements throughout the station; and constructing an ADA accessible high-level platform with an elevator from concourse level to facilitate future service expansion for Amtrak, NJ TRANSIT, and SEPTA.

> @NJTRANSIT @NJTRANSIT_CA thank you for the free water you provided your commuters today... much appreciated
>
> **Sportzdad21**
> **@sportzdad6421**

Combined, these improvements will aid in ensuring a high level of service from all three rail operators utilizing the station. Ultimately, the upgrades are expected to result in increased passenger convenience and safety, as well as reduced facility maintenance costs. Funding for this project is being provided through federal grants, the Transportation Trust Fund, and Amtrak.

The FRA has approved the NJ TRANSIT Grant Application for the Trenton Transit Center Project. This project is currently in design and permitting to meet Part A of the grant obligation approval phase.

Work activities required to achieve FRA Grant Obligation include: a) 30% design submission (reviewed and commented); b) federal NEPA/106 approvals (in the "design" phase); c) execution of Amtrak agreements (executed for design phase); and d) preparation of a full grant obligation package for approval by the FRA (in the DRAFT preparation phase). This project is approximately 25% complete.

The historic **Perth Amboy Station** on the North Jersey Coast Line is currently a station with low-level platforms, presenting challenges for customers with disabilities. The new station project will construct two high-level side platforms to provide full accessibility, making the station building, platforms, and parking area compliant with the Americans

with Disabilities Act (ADA). Additionally, the project will undertake improvements to the historic station buildings, including the pedestrian overpass, elevators, parking, landscaping, lighting, visual communications, and security systems. The State Historic Preservation Office has approved design and environmental work for the station. This project is expected to be **completed in late 2025/early 2026**.

Design work to modernize and upgrade **Lyndhurst Station** on the Main Line was completed in Spring 2020. The project includes a new station building with two new high-level platforms located closer to the existing parking area. Once completed, the station will comply with the ADA. In September 2020, the Board gave approval for both the construction contract and the construction management contract of Lyndhurst Station. In FY24 construction continued, and the project was **completed in Spring of 2025**.

The **Delco Lead and County Yard Expansion** is a multifaceted project that would address the operations, storage, and resiliency needs along the NEC. The first phase, GC-01, performed site preparation and cleanup of the County Yard Site and is complete. The remainder of the project, GC-02, began in January 2025. The GC-02 phase includes the construction of a new storage and inspection (S&I) facility, which would contain crew quarters and equipment storage space; and the expansion of County Yard, which would contain five tracks with the capacity to store approximately 120 rail cars in an area resilient against flooding. A new Delco Lead track will extend 3.5 miles south from County Yard and have the capacity to store roughly 288 additional rail cars. This new track would eventually meet the proposed Midline Loop Project in North Brunswick. Ultimately, the creation of a robust, more centrally located storage and inspection facility as part of the Delco Lead and County Yard Expansion would significantly improve NJ TRANSIT's operational efficiency while reducing costs. It would also substantially enhance the agency's ability to provide timely and reliable service to its customers, especially following extreme weather events.

The project includes 4 major components and will be advanced in two phases (GC-01 and GC-02).

The SOW for the **Mahwah Station** located in Mahwah, NJ, includes upgrades to the exterior of building, roof replacement, external retaining wall, exterior facade.

This project is split into the following three (3) phases: a) Phase I includes many critical repairs to this station such as roof repairs, station building exterior restoration, railings, exterior stairs, the retaining wall, masonry, paints and coatings, and signage; b) Phase II revolves around the restoration of the building's exterior such as brownstone veneer replacement, brick restoration, and cast stone crack repairs; c) Phase III is for the complete restoration of the station building's interior including the refurbishment of men's and women's restrooms, ticket office, and baggage room restoration.

> ***NewBus initiatives are a comprehensive approach to rethinking local bus service based on market conditions and demand, service, and network performance.***



A new 40 foot bus ready for service.

Construction completion is anticipated in FY 2028.

This project is approximately 59% complete.

A newly constructed Access Link facility opened in **Sayreville, NJ** in January 2025.

On the Light Rail side, several key upgrades were completed on the HBLR to elevate safety and comfort for riders. New, modern platforms were installed at 34th Street and Garfield Avenue stations, improving accessibility and the overall passenger experience. Rail surfaces were refinished, and advanced friction modifiers were installed in strategic areas to reduce noise and ensure a smoother ride. Also, track lighting was upgraded from incandescent bulbs to high-efficiency LED lighting, increasing safety for maintenance crews.

Modernization efforts progressed at several NLR stations, with a focus on accessibility, safety, and comfort. Walkways and railings were repaired or upgraded at Branch Brook Park, Norfolk, Washington Street, Grove Street, Military Park, and Park Avenue stations—creating more welcoming and secure environments for all riders.

STUDIES AND PLANNING

NewBus is NJ TRANSIT's Bus Network Redesign program. NewBus initiatives are a comprehensive approach to rethinking local bus service based on market conditions and demand, service, and network performance. In addition to technical analysis, NJ TRANSIT works with elected officials, community members, stakeholders, and the riding public to evaluate network-level objectives, strategies, and priorities, ultimately leading to implementable recommendations for an improved bus system and an improved customer experience. The first two phases have already begun with studies addressing 38 bus routes serving Newark and 27 bus routes serving Burlington, Camden, and Gloucester Counties. Advancing the NewBus program will help adapt NJ TRANSIT's bus system to meet our communities' changing mobility needs. Future redesign efforts will occur in geographic phases based on logical groupings of NJ TRANSIT's existing intrastate local bus routes and regional customer markets. NewBus Hudson is anticipated to be the next market evaluated.

STRONGER ECONOMY

LAND PLAN

In October 2025, NJ TRANSIT launched **The LAND Plan: Leveraging Assets for Non-farebox Dollars**. The LAND Plan serves as a roadmap for real estate opportunities that could generate up to $1.9 billion in non-farebox revenue for NJ TRANSIT over the next 30 years. The first-of-its-kind, comprehensive plan identified opportunities to leverage the agency's 8,000 acre real estate assets around the state to deliver housing, jobs, and recurring revenue. In addition to the revenue potential for NJ TRANSIT, the plan could add up to $14 billion in economic impact to New Jersey, up to an additional $1.6 billion in municipal revenues, and create up to 50,000 jobs and up to 20,000 new housing units. From Transit-Oriented Development (TOD) to retail



NJ TRANSIT President & CEO Kris Kolluri delivers remarks at the October 2025 press conference announcing the launch of The LAND Plan at Metropark Station.

concessions to industrial hubs and advertising, the plan offers a unique opportunity to generate essential revenue by leveraging its underutilized assets for development, as well as enhancing its customer experience with retail offerings and advertising. The plan presents a series of potential opportunities and suggested actions for consideration to maximize the associated potential revenue.

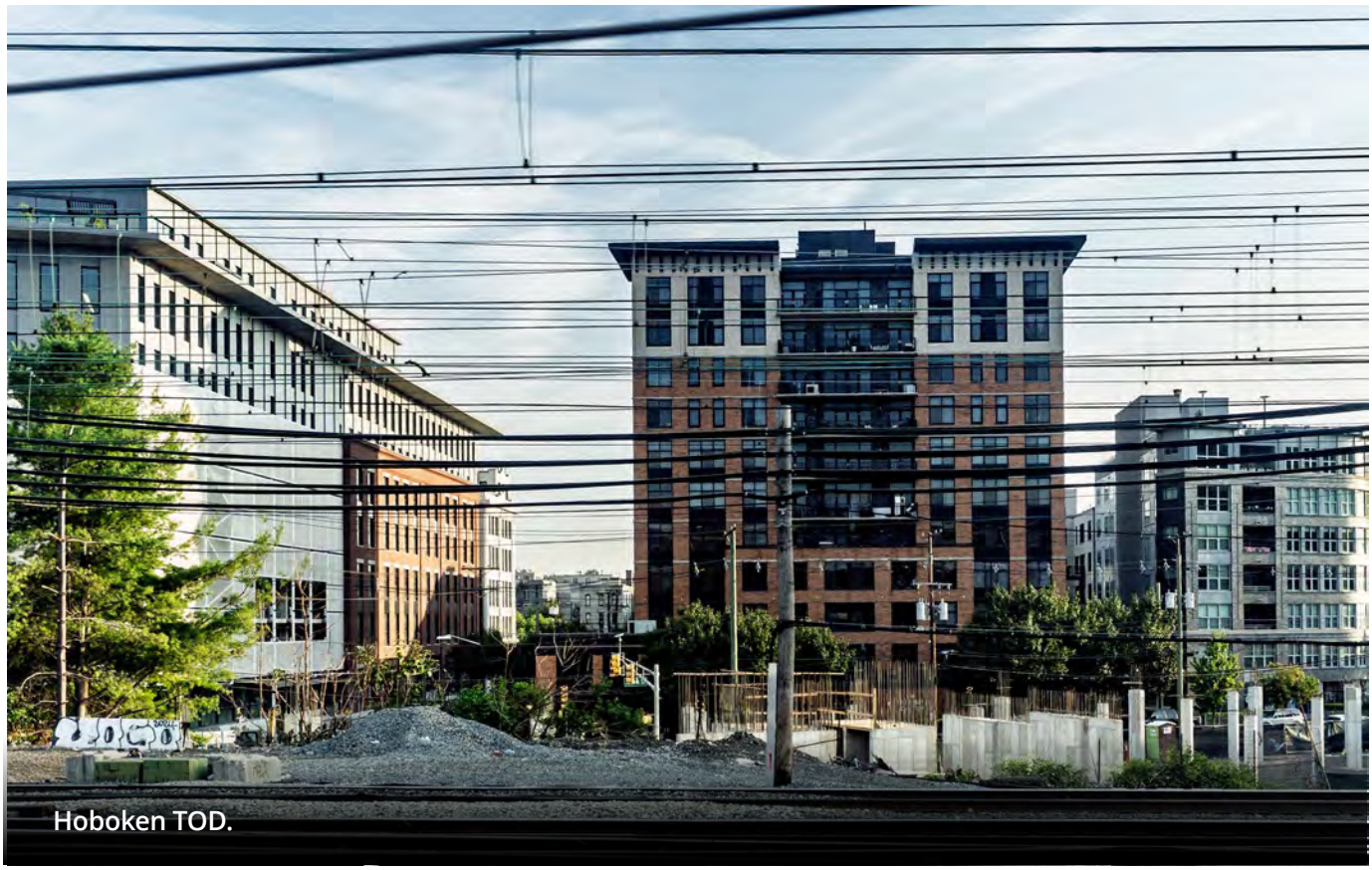
Among the plans for non-farebox revenue opportunities over the next 30 years:

- **Transit-Oriented Development**—Walkable, mixed-use communities centered around transit hubs boost ridership and generate revenue through land leases or sales.
  - o Additional revenue potential: $780 million-$1.1 billion
- **Industrial Hubs**—Certain properties are ideal for warehousing and industrial uses, requiring large, flat parcels with good road access and utilities.
  - o Additional revenue potential: $150 million-$300 million
- **Temporary Uses**—Short-term activities such as events, filming and pop-ups use land, structures and vehicles.
  - o Additional revenue potential: $15 million-$30 million
- **Retail Concessions**—Rental income is generated from retail tenants occupying concession spaces in NJ TRANSIT facilities, providing desirable customer amenities.
  - o Additional revenue potential: $80 million-$100 million
- **Advertising**—Revenue streams include advertising on digital displays, within station facilities, on vehicles and through naming rights arrangements.
  - o Additional revenue potential: $40 million-$130 million
- **Parking Optimization**—Parking fees collected at station lots, sometimes shared with municipalities or private operators, provide additional revenue.
  - o Additional revenue potential: $170 million-$230 million
- **Wetland Banking**—Restoring or preserving wetlands on suitable vacant land earns ecological credits, with the highest value in contiguous conservation areas and watershed management areas otherwise impacted by service development.
  - o Restored/Preserved land: 150-170 acres
- **Solar Power**—NJ TRANSIT can provide opportunities for development of solar power generation projects across multiple redevelopment sites, including surface parking canopies and rooftop installations.
  - o Power generation potential: 5 megawatts

The revenue generated from these developments—whether residential, commercial, or industrial—will empower NJ TRANSIT to continue delivering lasting, reliable, and high-quality service, and further enrich the communities it serves across New Jersey. These estimates are derived from internal NJ TRANSIT analysis.

TRANSIT-ORIENTED DEVELOPMENT (TOD)

Transit-Oriented Development (TOD) is a key component of the vision NJ TRANSIT set forth in its 10-Year Strategic Plan, NJT2030, as well as the recently introduced LAND Plan. Consistent with the goals established in the strategic plan, NJ TRANSIT continues to advance and support TOD projects, in partnership with communities and developers, to increase ridership and encourage sustainable growth and equitable, vibrant communities served by NJ TRANSIT. NJ TRANSIT's President & CEO Kris Kolluri's vision is to transition from "park-and-rides" to "live-and-rides."



Hoboken TOD.

NJ TRANSIT continued to advance and support Transit-Oriented Development (TOD) projects in partnership with communities and developers in 2025, making significant progress on construction of TOD projects in Hoboken and Metropark, advanced Phase II of projects in Orange and Somerville, and marked a key planning milestone for a project planned in Red Bank. These projects help create lively, walkable communities with convenient access to NJ TRANSIT services. For information on completed, active, and upcoming projects, visit **njtransit.com/tod**.

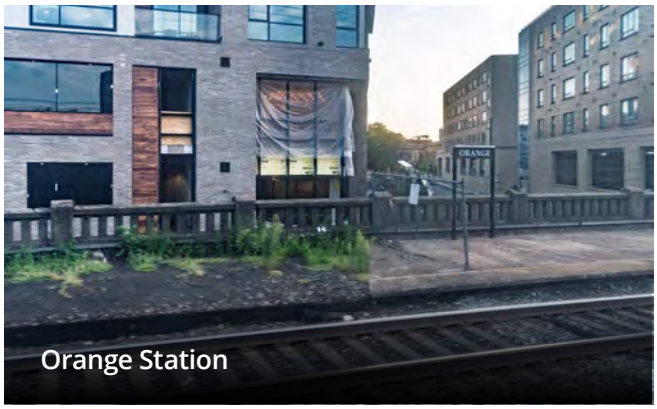
In Hoboken, LCOR, Inc., advanced construction of Hoboken Connect, a mixed-use TOD project at the historic **Hoboken Terminal**. Phase I will include 386 apartment homes, with 20% reserved as affordable housing, along with public improvements including a new bus terminal, significant rehabilitation of the Ferry Terminal Building for commercial and exhibition space, redevelopment of Warrington Plaza, and bicycle and pedestrian access improvements on Hudson Place.

In 2025, LCOR completed the interim bus terminal, began work on the permanent bus terminal, which is expected to open in early 2026, and installed the residential building's geothermal infrastructure and foundation. In addition, environmental abatement and façade restoration are well underway at the Ferry Terminal Building, as are resiliency upgrades to Warrington Plaza.

At **Metropark Station**, DOR Woodbridge, LLC, continues construction of the new corporate headquarters of Hackensack Meridian Health, a 242,000 square foot building that will include corporate and medical office space. This year, the project reached a major milestone with the building's structural top out. Construction is expected to be complete and the building ready



NJ PAC NLR/NJPAC Station Newark Light Rail



Orange Station



Aberdeen Matawan train station.

for occupancy in summer 2026.

DOR also advanced work on the residential building, with foundation and footing construction underway. The building will feature 245 apartment homes, with 20% designated as affordable housing, along with ground floor retail and community amenities. Completion is anticipated in late 2026.

The Metropark Station TOD project also includes public infrastructure improvements currently under construction. Upgrades include modifications to parking garages and lighting systems, new landscaping, new bus shelters, station building improvements, and bicycle and pedestrian infrastructure enhancements.

In **Somerville**, the Somerville Planning Board granted site plan approval for Phase II of Somerville Station, a 171-unit residential building with supporting parking. Phase I of Somerville Station, completed in 2024, includes 374 apartment homes and 156 townhomes, community and open spaces, and a shared parking structure.

At **Orange Station**, D&R Orange Urban Renewal, LLC, neared completion of Essex & Crane Phase II. This phase includes 201 apartment homes and supporting parking facilities. Phase I of Essex & Crane, completed in 2024, includes 209 rental apartment homes and a new shared parking structure.

At **Red Bank Station**, Denholtz Properties continues to advance a multi-phase, mixed-use project that will include approximately 345 apartment homes, including 20% reserved as affordable housing, commercial space, and structured parking facilities. In 2025, the Red Bank Planning Board approved the Red Bank Train Station Redevelopment Plan, marking a significant milestone for the project.

SUSTAINABILITY & RESILIENCY

NJ TRANSIT unveiled its first corporate Sustainability Plan in FY2024. The Plan's development process began in 2022. The Sustainability Plan built upon NJ TRANSIT's existing programs that support sustainability to develop a comprehensive sustainability framework that articulates NJ TRANSIT's progress to date, and anticipated activities related to our environmental performance. The Plan ties together projects and programs that incorporate sustainable practices and create a platform for public feedback on NJ TRANSIT's sustainable practices, environmental stewardship, and resiliency at the agency.



A new 40 foot bus hits the road.

Stakeholder engagement is a key piece of the Plan's development process. Opportunities for participating have included public webinars, surveys, and small focus group interviews. In June 2023, the draft Sustainability Plan was released for public comment, and a public webinar was held to receive feedback.

The final Sustainability Plan was published late 2025 and is available at **https://www.njtransit.com/sustainabilityplan**. The Plan is a living document that will continue to be guided by public input and direction of the NJ TRANSIT Board Energy and Sustainability Policy Committee. The Plan will be updated periodically to evaluate success in achieving NJ TRANSIT's sustainability goals.

ZERO EMISSION BUSES

NJ TRANSIT has established a strong foundation to advance a successful and comprehensive zero-emission bus program. The construction of charging infrastructure to support battery electric buses at the Newton Avenue Garage in Camden was completed in 2022, supporting eight (8) 40-foot New Flyer battery electric buses.

As a part of the Garage Modernization Program, a survey of current conditions at all 16 NJ TRANSIT bus garages across the state is ongoing. The design of infrastructure for battery electric buses at Hilton Garage in Maplewood, NJ is underway. NJ TRANSIT won an application to deploy 12 additional BEBs in 2026 at Hilton Bus Garage. The funding only covered the costs of twelve BEB buses without any funding for the necessary facility upgrades with the intention they would be deployed on the No. 25 route between Newark and Irvington. Charging equipment, electrical infrastructure and other fire safety upgrades would be needed at the garage to facilitate the No. 25 bus pilot. We are still working to identify the necessary funding for the required garage infrastructure upgrades. This project relies on the new Kearny Point Garage going in service in order to advance. Operations would need to shift to Kearny Point Garage to allow construction at the Hilton garage. Kearny Point Garage has been prioritized and Hilton Garage modernizations would advance following Kearny Point. Because of this priority distinction, with permission from the FTA, the $44.6 million grant and its $19.15 million matching grant has been shifted from Union City Bus Garage to Kearny Point Garage.

To support the first deployment of battery-electric buses in Camden, NJ, NJ TRANSIT has procured services from the Department of Energy's (DOE) National Renewable Energy Lab (NREL).

Newton Deployment- NREL

To support the first deployment of battery-electric buses in Camden, NJ, NJ TRANSIT has procured services from the Department of Energy's (DOE) National Renewable Energy Lab (NREL). These services include data collection and analysis of performance metrics relating to the operation of diesel vs battery electric buses. As a DOE lab, NREL has created innovative and industry-standard mythologies for energy analysis that will support NJ TRANSIT 's understanding of battery electric bus performance. This work will inform future deployments of battery-electric buses as NJ TRANSIT advances the Zero-Emissions Bus Program.

NON-REVENUE ELECTRIC VEHICLES

NJ TRANSIT has a total corporate fleet of 89 non-revenue hybrid electric and electric vehicles and have installed 22 charging stations at two locations. NJ TRANSIT will continue to expand its fleet and is actively installing chargers at more locations across the state.

SOLAR

NJ TRANSIT is investigating solar photovoltaic (PV) Power Purchase Agreements (PPA) to produce onsite electricity on NJ TRANSIT properties, to offset facility electricity use and advance a distributed energy network.

NJ TRANSIT has solicited bids from qualified vendors for the installation of a solar photovoltaic canopy at Egg Harbor Bus Garage. This installation will be a first step in expanding renewable assets at NJ TRANSIT owned properties.

NJ TRANSIT has a total corporate fleet of 89 non-revenue hybrid electric and electric vehicles and have installed 22 charging stations at two locations. NJ TRANSIT will continue to expand its fleet and is actively installing chargers at more locations across the state.

Additionally, NJ TRANSIT has developed standard design specifications and drawings of solar canopy systems for rooftop and ground-mounted configurations. Work-to-date includes conceptual designs and reports detailing current conditions at facilities and their suitability for solar installations.

ENERGY EFFICIENCY

NJ TRANSIT participates in the Local Government Energy Audit offered by New Jersey's Clean Energy Program. This program identifies energy-efficient cost savings for facility owners, which can reduce operating expenses and improve the health and productivity of the buildings' occupants.

This year, audits were conducted at Hoboken Yard and Terminal, Raritan Yard, Egg Harbor Bus Garage, and Ferry Street Maintenance Facility. NJ TRANSIT is also investigating programs offered by utility providers to create a holistic approach to improve energy efficiency at NJ TRANSIT facilities.

ENERGY & SUSTAINABILITY POLICY COMMITTEE

NJ TRANSIT and the Energy and Sustainability Team continue to update the Board, members of the public and stakeholders on green initiatives at the quarterly Energy & Sustainability Policy Committee Meetings.

ENGAGEMENT AND KNOWLEDGE SHARING

Community and stakeholder engagement are a core part of the mission of NJ TRANSIT and the Energy and Sustainability Team. As such, the Energy and Sustainability Team has worked over the past year with academic partners on sustainability projects, participated in speaking engagements regarding sustainability at NJ TRANSIT, and held a public webinar and public comment period in support of the Sustainability Plan.



A NJT train makes its way out of NYC.

ACCOUNTABLE, INNOVATIVE AND COLLABORATIVE

NJ TRANSIT launched its **Anti Human-Trafficking Awareness Campaign** in January 2025 through a USDOT-led partnership with transportation agencies across the country. Through this campaign, the agency underscored its commitment to ensuring the safety and security of its customers and the broader community by signing the US Department of Transportation's Leaders Against Human Trafficking pledge. The coordinating awareness campaign, "Human trafficking isn't always easy to spot," encouraged NJ TRANSIT customers to report suspected incidents of trafficking, linked potentially trafficked individuals with



Kris Kolluri, President & CEO of NJ TRANSIT speaks at the April Gateway to Hope event at Newark Penn Station .

support, and educated the public about how best to intervene. This campaign was a collaboration between NJ TRANSIT, New Jersey Office of the Attorney General and the New Jersey Transit Police Department. It was a part of NJ TRANSIT's existing RIDE KIND campaign. As part of the campaign, informative "STALLS FOR SAFETY" stickers from the New Jersey Office of the Attorney General were placed inside bathroom stall doors throughout NJ TRANSIT's system. Messaging was displayed on station digital monitors and on printed posters placed in vehicles, stations and on NJ TRANSIT social media pages, and two specially wrapped buses operating statewide throughout the month of January, which is National Human Trafficking Prevention Month. The campaign was in English and Spanish, and all website copy was translatable into numerous other languages via desktop and mobile browsers using Google Translate.

The U.S. Department of Transportation awarded NJ TRANSIT with the 2025 Combating Human Trafficking in Transportation Impact Award for the campaign. The award, which includes a $50,000 prize for first place, is a component of the USDOT's Transportation Leaders Against Human Trafficking initiative, which seeks to raise awareness among transportation stakeholders about human trafficking and increase training and prevention to combat the crime.

In April, NJ TRANSIT President & CEO Kris Kolluri joined the Newark Alliance, Newark Mayor Ras J. Baraka and his Office of Homeless Services, Prudential Financial, Horizon Blue Cross Blue Shield of New Jersey, RWJ Barnabas Health, County of Essex and the State of New Jersey to announce **"Gateway to Hope"** to support unhoused individuals at Newark Penn Station. Building on the success of the City of Newark's "PATH HOME", launched with the late Lieutenant Governor Sheila Y. Oliver, "Gateway to Hope" is a set of focused initiatives aimed to reach, stabilize and house individuals in need near Newark Penn Station. "Gateway to Hope" will serve as a model for future improvements at other NJ TRANSIT stations. In addition, Newark Penn Station is currently known as the "Home of" Prudential Financial as part of a sponsorship agreement.



A bus wrapped in recognition of Black History Month.

Appendix B:

This chart contains information about NJ TRANSIT's workforce, including demographics and financial information per N.J.S.A. 27:25-20. The Agreement Average Salary figures do not include overtime earnings.

Parent Department	Non-Agr Total Count	Non-Agr Avg Ann Salary	Agr Total Count	Agr Avg Ann Salary	Female	Male	US-Amer Indian/ Alaska Nat	US-Asian	US-Black or Afr Amer	US-Hisp or Latin	US-Nat Hawaiian/ Pac Isl	Not Spec	US-Two+	US-White	Other
Agency Safety Management	68	$117,484	1	$79,518	25	44	0	2	26	11	0	0	1	29	0
Board of Directors' Office	7	$106,381	0	$0	6	1	0	1	6	0	0	0	0	0	0
Bus	575	$94,367	5,406	$64,263	1,513	4,468	14	193	3,382	1,276	7	1	126	982	0
Capital Delivery	210	$126,358	0	$0	75	135	0	30	41	23	0	1	8	107	0
Civil Rights	15	$112,334	0	$0	9	6	0	1	8	5	0	0	0	1	0
Communications & Cus. Experience	141	$81,176	29	$61,061	91	79	0	1	90	12	1	0	13	53	0
Compliance	11	$122,153	0	$0	9	2	0	1	0	3	0	0	1	6	0
Customer Advocate	1	$180,250	0	$0	0	1	0	0	0	0	0	0	0	1	0
EEO/AA	10	$117,361	0	$0	8	2	0	1	4	2	0	0	1	2	0
Finance	130	$110,262	66	$64,063	123	73	0	24	101	23	0	0	1	47	0
General Counsel	33	$124,274	0	$0	21	12	0	3	10	7	0	0	0	13	0
Gov't and Ext. Affairs	8	$119,738	0	$0	4	4	0	0	1	1	0	0	0	6	0
Human Resources	125	$104,669	11	$58,412	99	37	0	18	59	26	0	0	5	28	0
Information & Digital Technology	150	$118,666	6	$73,326	33	123	1	45	18	22	0	0	4	66	0
Internal Audit	13	$134,607	0	$0	7	6	0	3	1	1	0	0	0	8	0
Lt Rail /Contract	122	$93,936	94	$68,221	98	118	1	5	146	29	0	0	2	33	0
Org. Services	16	$98,242	19	$55,119	12	23	0	2	18	5	0	0	1	9	0
Police	50	$110,957	349	$109,347	59	340	1	22	49	77	0	0	9	241	0
President & CEO	9	$179,803	0	$0	5	4	0	2	0	0	0	0	0	7	0
Procurement & Logistics	74	$101,446	44	$71,111	49	69	0	5	44	24	0	0	3	42	0
Rail	468	$120,807	4,545	$80,737	821	4,192	11	122	1,687	648	3	1	118	2,423	0
Real Estate Development & Planning	84	$108,248	0	$0	39	45	1	7	16	8	0	0	3	49	0
Risk Management	21	$107,524	18	$74,369	24	15	0	1	21	4	0	0	0	13	0
AVG/GRAND TOTAL	2,341	$117,002	10,588	$71,629	3,130	9,799	29	489	5,728	2,207	11	3	296	4,166	0



The Women's History Month Bus Wrap outside of Penn Station Newark.

SCDRTAP

SENIOR CITIZEN & DISABLED RESIDENT TRANSPORTATION ASSISTANCE PROGRAM

NJ TRANSIT supports local community transportation services operated by counties, municipalities, and non-profit organizations throughout New Jersey. In FY2025, NJ TRANSIT allocated approximately $98 million in federal and state grants to provide community-based transportation services for senior citizens, individuals with disabilities, rural residents, and low-income communities. These services enable residents to access nutrition programs, shopping, employment (competitive and non-competitive), non-emergency medical appointments, veterans' services, and job training across all 21 counties in New Jersey.



SCDRTAP empowers counties and local partners to provide vital community-based transportation for seniors and people with disabilities.

These community transit services include both demand-response and deviated fixed-route shuttles, with several also offering connections to NJ TRANSIT's bus and rail systems. In addition, NJ TRANSIT collaborates with the state's eight Transportation Management Associations (TMAs) to coordinate commuter vanpools and oversee bike lockers at NJ TRANSIT rail stations.

SCDRTAP OVERVIEW

Established under the "Senior Citizen and Disabled Resident Transportation Assistance Act" of 1984, SCDRTAP provides critical support for transportation services tailored to seniors and people with disabilities. This report summarizes the annual progress of the SCDRTAP program as mandated by N.J.S.A. 27:25-29.

Administered by NJ TRANSIT's Local Community Mobility department, SCDRTAP funding enables counties and designated recipients to develop and operate local transportation systems that often serve as feeder services to NJ TRANSIT's bus and rail network. These programs enhance statewide accessibility and represent a major component of NJ TRANSIT's $98 million community transit investment in FY2025.

To ensure accountability and continuous improvement, NJ TRANSIT receives input from the Senior Citizen and Disabled Resident Transportation Advisory Committee (SCDRTAC), which meets at least eight times per year to provide feedback and advocate for program needs. As of January 2025, the committee is lead by Gloria Mills (Chair), Phil Harrison (1st Vice Chair), and Anthony Lanzilotti (2nd Vice Chair).

FUNDING

SCDRTAP is funded through an annual State allocation to NJ TRANSIT. In the Appropriations Act for Fiscal Year 2025, the Legislature appropriated $42,521,000 for Transportation Assistance for Senior Citizens and Disabled Residents. SCDTRAP funds are distributed according to a formula established by law: 85% of the funds are allocated to all 21 counties to provide transportation services for senior citizens and individuals with disabilities. In FY2025, $36 million was allocated to the counties for their transportation systems, representing a 9% increase from the $33 million allocated in 2024. The remaining 15% is allocated to NJ TRANSIT, with 10% ($4.2 million)

> *Legislature appropriated $42,521,000 for Transportation Assistance for Senior Citizens and Disabled Residents.*

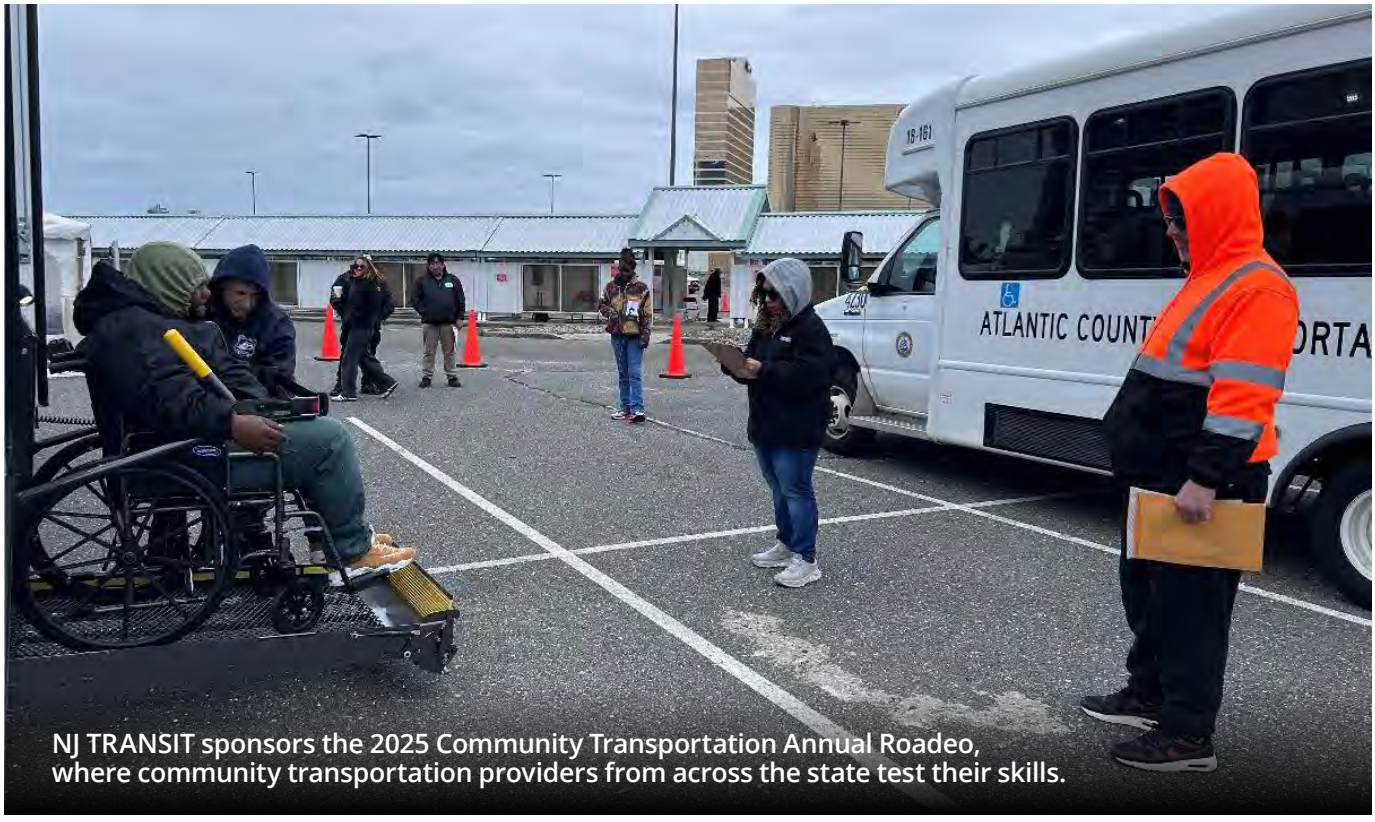


Somerset EV Transit Van demonstrating new clean, green technology.

used to administer the SCDRTAP program and 5% ($2.1 million) used to enhance NJ TRANSIT's accessible services. In FY25, this funding supported:

- Travel Training: The New Jersey Travel Independence Program (NJTIP) provided hands-on training to help people with disabilities use NJ TRANSIT services safely and independently.
- Technology for Accessibility: The MagnusCards smartphone app offered step-by-step visual, audio, and text-based guidance on planning trips, purchasing tickets, boarding buses, and using mobility devices.
- Provider Training: Professional development for community transportation providers, including driver training, passenger securement, ADA compliance, and vehicle maintenance. NJ TRANSIT also hosted an SCDRTAP application Q&A session for county transportation directors and held an SCDRTAC workshop on advisory committee roles and responsibilities.
- Accessibility Planning: Funding supported studies to evaluate accessibility needs at rail stations across New Jersey.
- Website Accessibility: NJ TRANSIT advanced its website updates to meet Department of Justice Web Content Accessibility Guidelines (WCAG), ensuring screen reader compatibility, text resizing, and improved color contrast.
- Human Service Coordination: Work continued with all 21 counties to update their Coordinated Human Service Transportation Plans (CHSTPs), identifying community mobility needs and addressing service gaps.

This combination of funding, partnerships, and technical support ensures that New Jersey's most vulnerable residents have access to safe, reliable, and equitable transportation options.



NJ TRANSIT sponsors the 2025 Community Transportation Annual Roadeo, where community transportation providers from across the state test their skills.

RIDERSHIP

The following chart provides estimated FY2025 SCDRTAP one-way passenger trip data for New Jersey's 21 county systems.

NORTH	
BERGEN	83,714
ESSEX	25,036
HUDSON	28,350
MORRIS	21,077
PASSAIC	22,236
SUSSEX	26,481
WARREN	15,989
TOTAL	**222,883**

CENTRAL	
HUNTERDON	17,907
MERCER	17,899
MIDDLESEX	29,193
MONMOUTH	20,528
OCEAN	31,930
SOMERSET	15,195
UNION	22,000
TOTAL	**154,652**

SOUTH	
ATLANTIC	14,045
BURLINGTON	20,888
CAMDEN	27,757
CAPE MAY	56,420
CUMBERLAND	7,709**
GLOUCESTER	22,361
SALEM	14,772
TOTAL	**163,770**

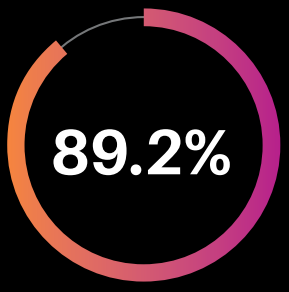
North: approx. 19% increase from SFY24 (July 1, 2023 through June 30, 2024)

Central: approx. 3% decrease from SFY24 (July 1, 2023 through June 30, 2024)

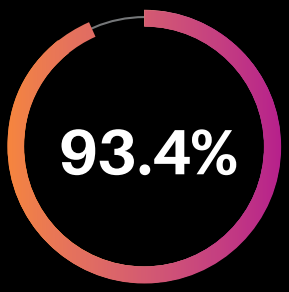
South: approx. 19% increase from SFY24 (July 1, 2023 through June 30, 2024)

***Note:** **Cumberland County – ridership numbers are low due to the County utilizes SDCRTAP funds as a match for S5307. Ridership reported under that funding source during this period.

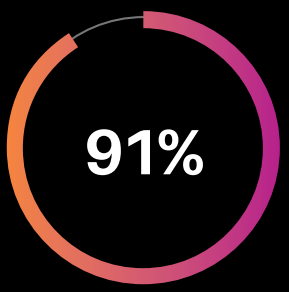
ON-TIME PERFORMANCE



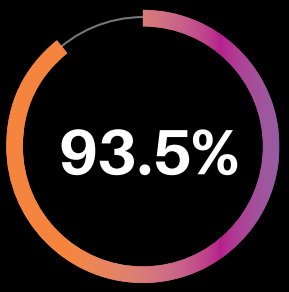
RAIL



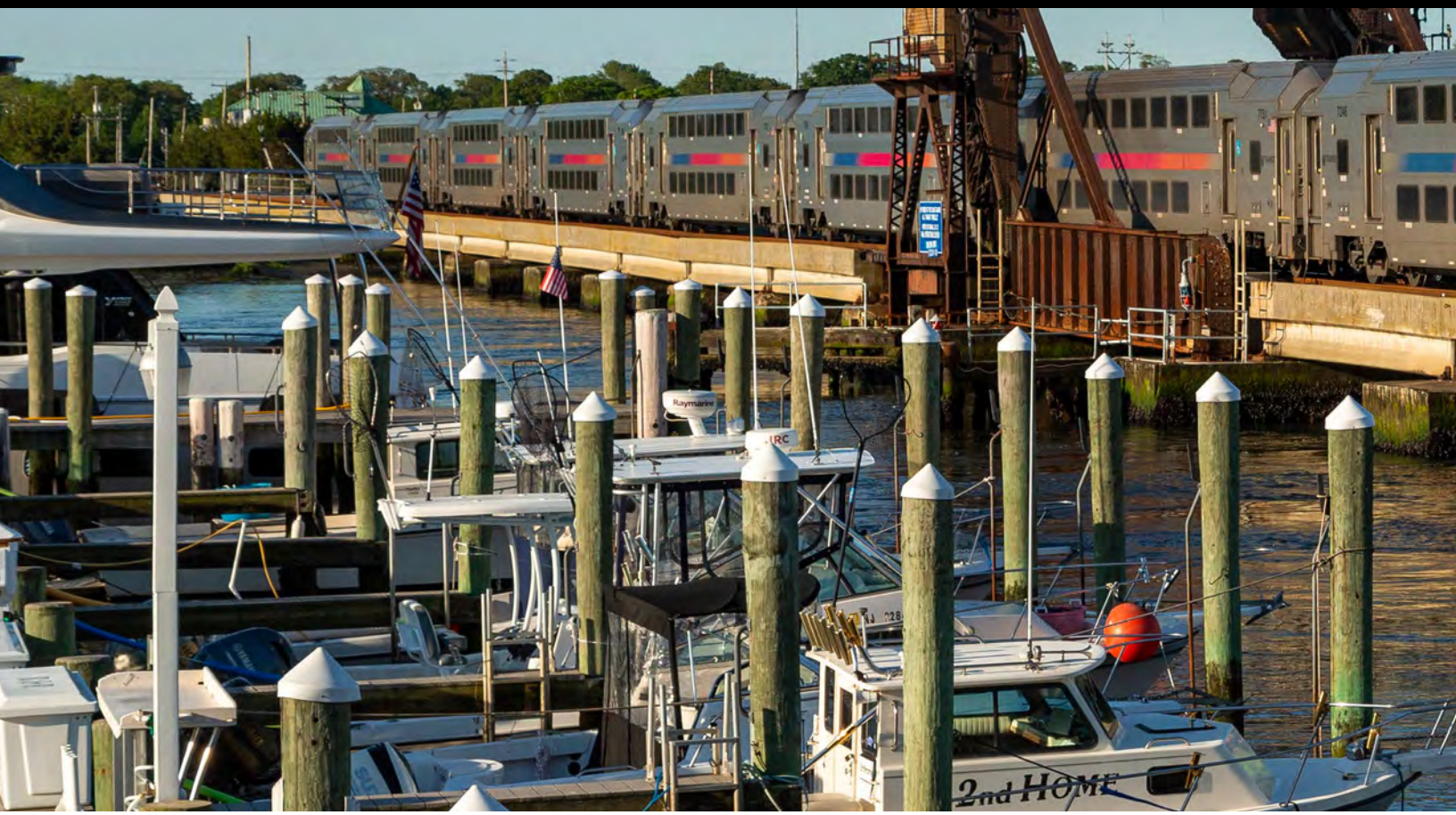
RAIL
Excluding trains delayed due to Amtrak-related causes



BUS



LIGHT RAIL





A NJ TRANSIT train crosses the Manasquan River in Brielle.

BUS METHODOLOGY

Any bus that departs the terminal within five minutes and 59 seconds of its scheduled departure is considered on time. Station Starters at these locations are responsible for logging passenger counts, delays, and their causes. In addition to terminal-based on-time performance monitoring, NJ TRANSIT uses Automatic Passenger Counting software to assess Timepoint Schedule Adherence for every scheduled timepoint on all bus routes throughout the system, on a quarterly basis. Using this data, staff can make incremental adjustments to scheduled running times by time of day to reflect current operating conditions. These adjustments improve the reliability of schedules at timepoints along bus routes, improving the customer experience at little or no cost.



It's summer vibes for this seasonal bus route operating between Wildwood and Cape May.



Hoboken Interim bus terminal.

NJ TRANSIT ON-TIME PERFORMANCE BY BUS TERMINAL FY2025

- **91%** Port Authority Bus Terminal
- **92%** Newark Penn Station
- **96%** Atlantic City Bus Terminal
- **88%** Walter Rand Transportation Center
- **90%** Hoboken Terminal
- **91%** Overall Bus Performance

RAIL METHODOLOGY

NJ TRANSIT trains are counted as on time if they arrive at their final destination within five minutes and 59 seconds of its scheduled time. Trains that fail to depart from their originating station or are canceled enroute are considered late for recording purposes. This standard is used by all commuter railroads in the Northeast. To accurately record on-time performance and maintain a database from which reports can be generated, NJ TRANSIT developed a computer-based application that calculates on-time performance and provides reports and analyses. It also provides input to other NJ TRANSIT systems. NJ TRANSIT also uses a computer-based train dispatching system called Train Management and Control (TMAC) at its

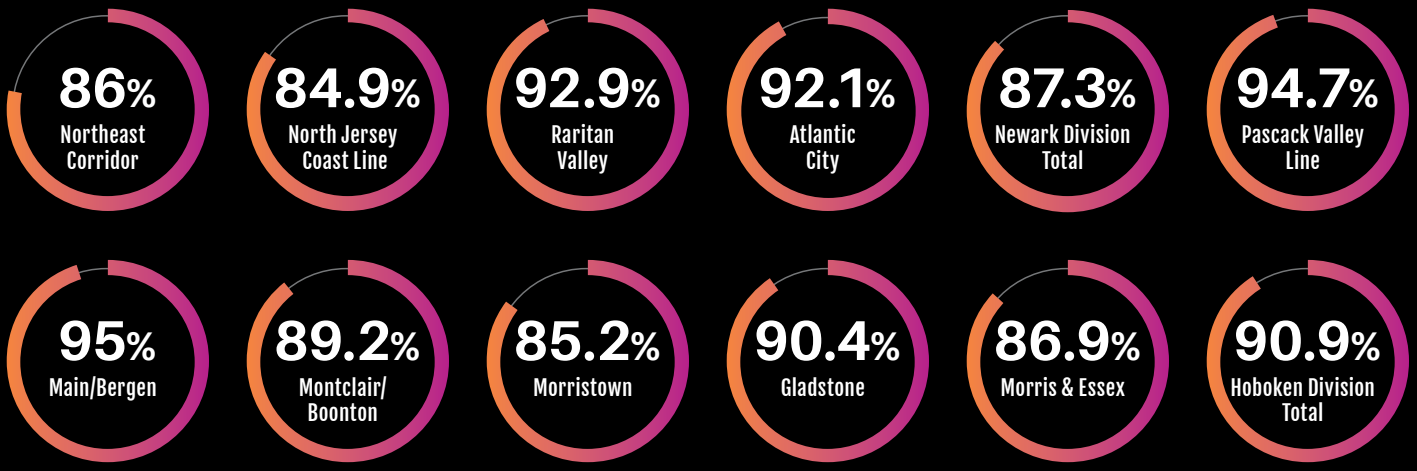


All aboard at Newark Broad Street.

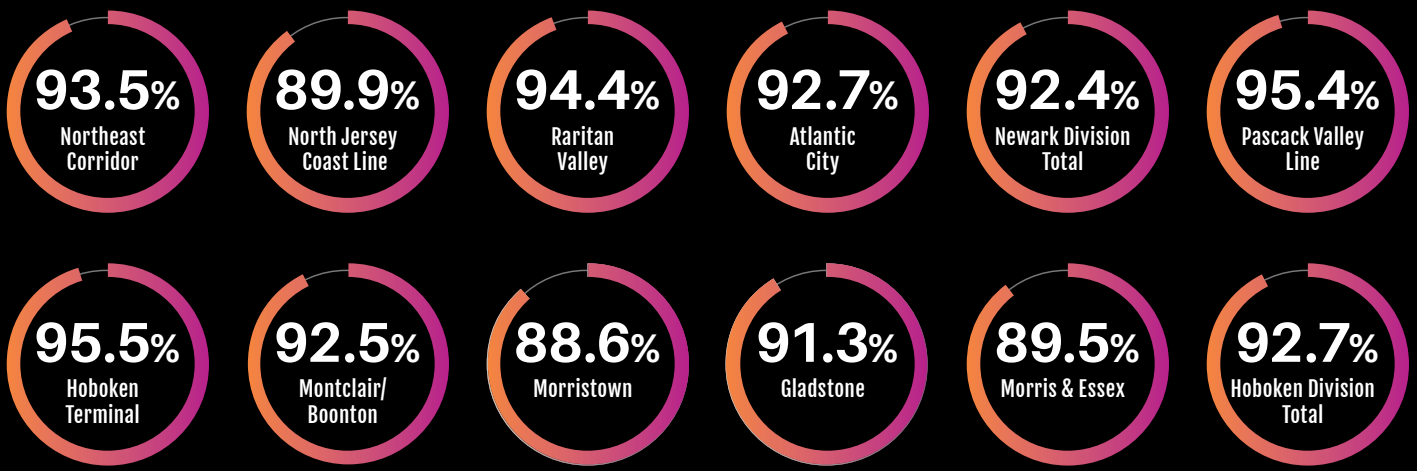
Rail Operations Center, which is synchronized with the atomic clock located at the Naval Observatory in Colorado. TMAC provides NJ TRANSIT with the ability to accurately record a train's arrival at its final destination. Arrival times of trains operating on Amtrak's Northeast Corridor are recorded by the Amtrak delay clerk and forwarded to the supervisor at the Rail Operations Center at prescribed times during the day. A NJ TRANSIT supervisor, located at the Amtrak dispatching center in New York, reviews delays ensuring they are accurate before they are transmitted. Amtrak also uses a computerized software system to dispatch trains and record timing locations.

FISCAL YEAR 2025 RAIL ON-TIME PERFORMANCE

(ALL DELAY CAUSES)



(EXCLUDING AMTRAK-RELATED DELAYS)



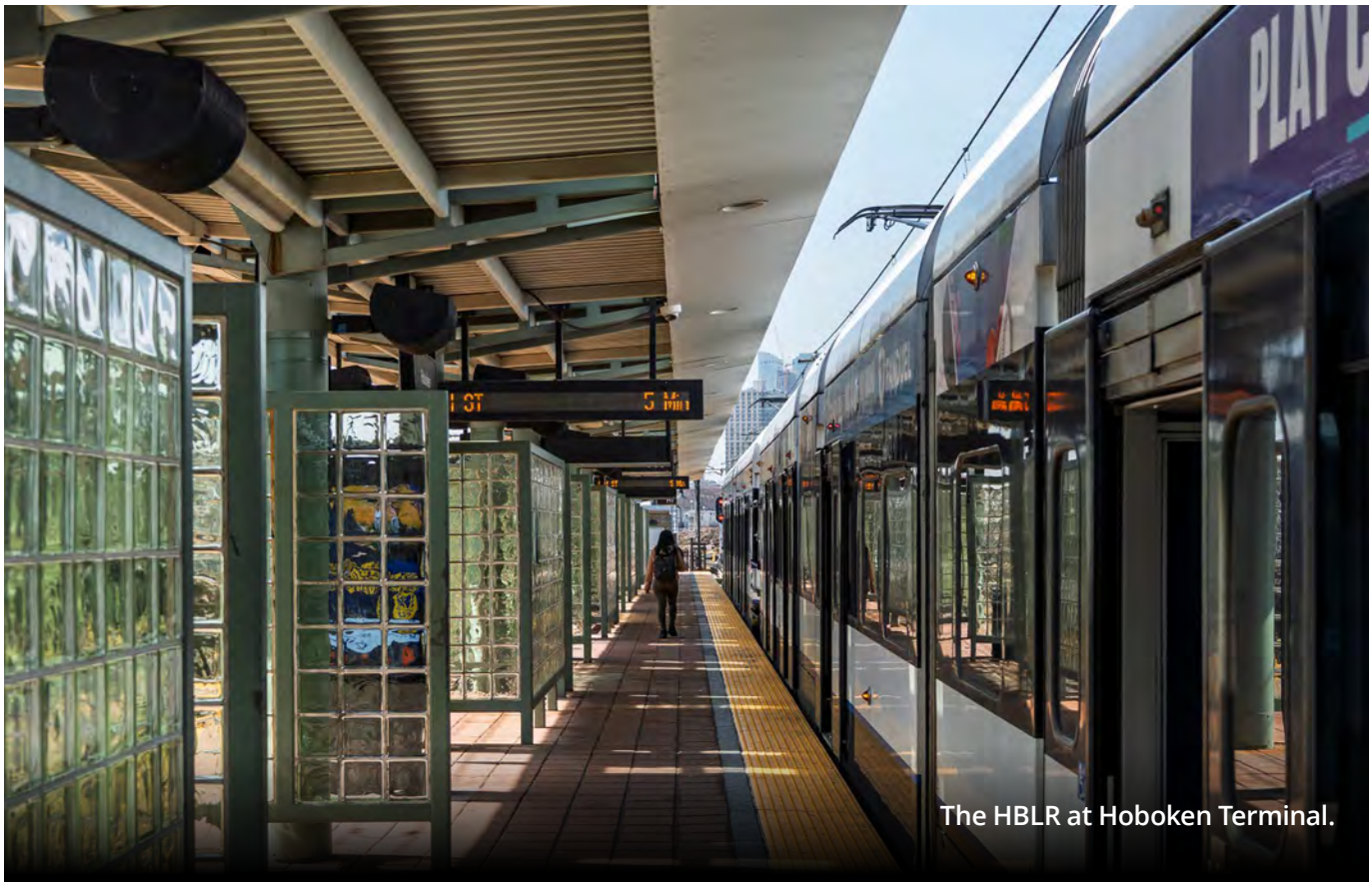
LIGHT RAIL METHODOLOGY

NJ TRANSIT monitors on-time performance using information management systems in its control centers. Train departure and arrival times are automatically tracked by computer systems that compare terminal departure and arrival times to the times posted in the public timetable. A Hudson-Bergen Light Rail train is counted as late if it leaves its origin terminal ahead of schedule or arrives at its final destination terminal more than four minutes and 59 seconds late. A River LINE train is late if it arrives at its final destination terminal more than five minutes and 59 seconds late.



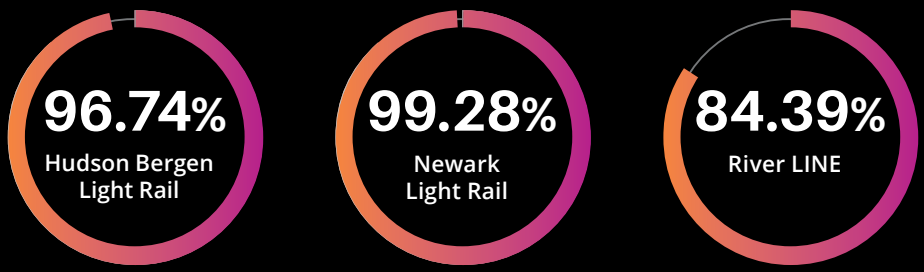
A Newark Light Rail Train awaits passengers at Branch Brook Park.

On Newark Light Rail, a train operated as a separate segment between Newark Penn Station and Broad Street Station is considered late if it leaves its origin terminal ahead of schedule or arrives at its final destination after three minutes. On the segment between Grove Street Station and Newark Penn Station and on through service from Grove Street Station to Broad Street Station, a train is considered late if it leaves its origin terminal ahead of schedule or arrives at its final destination after five minutes. NJ TRANSIT conducts audits of the information management and reporting systems to ensure the accuracy of the data.



The HBLR at Hoboken Terminal.

FISCAL YEAR 2025 LIGHT RAIL ON-TIME PERFORMANCE 12-MONTH AVERAGE



OUR TEAM

BOARD OF DIRECTORS



Francis K. O'Connor

NJDOT COMMISSIONER & NJ TRANSIT BOARD CHAIR

Francis (Fran) K. O'Connor was confirmed as the 20th Commissioner of the New Jersey Department of Transportation by the New Jersey State Senate on June 28, 2024. He was nominated for the Cabinet position by Governor Phil Murphy in January 2024 and began serving as Acting Commissioner on February 12, 2024.

A proud native of Jersey City, New Jersey, O'Connor is honored to serve his home state and brings with him more than 40 years of senior-level experience in both the public and private sectors. His industry expertise spans executive leadership, operations, planning, customer service, and oversight of complex, multi-million-dollar projects for public sector clients across the country.

Commissioner O'Connor started his transportation career working as a toll collector for five years at the New Jersey Turnpike Authority (NJTA). He credits this hands-on customer service experience with helping shape his people-first approach to leadership. O'Connor advanced to become Deputy Director of the NJTA's Electronic Toll Collection Program, launching the Authority's first electronic toll collection system, better known as E-ZPass.

Following his 16 years at the NJTA, O'Connor pivoted to the private sector, advising transportation agencies across the country on the development and execution of critical projects with a strategic focus on toll roads. He served as Vice President and Director of National Tolls at AtkinsRéalis (formerly Atkins), a publicly traded engineering and design company. In this role, he spearheaded projects with the Florida Turnpike Enterprise (FTE), the Texas Department of Transportation (TxDOT), and the North Carolina Turnpike

Authority (NCTA) with a focus on all-electronic tolling operations and interoperability. O'Connor also served as Vice President of Operations at Electronic Transaction Consultants Corporation, and Vice President of Electronic Payment Systems at ACS State & Local Solutions. His broad range of senior roles in the public sector prepared him for engaging with regulatory entities at all levels of government, and building cooperative relationships with local governments, regional stakeholders, and partner agencies.

As NJDOT Commissioner, O'Connor is committed to improving safety for every type of roadway user in New Jersey and helping reverse the trend of rising roadway fatalities. He is spearheading a public-facing awareness program to engage motorists, pedestrians, cyclists, and other roadway users, aimed at shifting mindsets around safety and making responsible roadway behavior a way of life. O'Connor is a member of the Board of Directors of the American Association of State Highway and Transportation Officials (AASHTO), the Northeast Association of State Transportation Officials (NASTO) and The Eastern Transportation Coalition (TETC) and an Honorary Member of the International Bridge, Tunnel and Turnpike Association (IBTTA).

As NJDOT Commissioner, he serves as Chair of NJ TRANSIT, the New Jersey Turnpike Authority, the South Jersey Transportation Authority, and the New Jersey Transportation Trust Fund Authority; and Vice Chair of the New Jersey Motor Vehicle Commission. Commissioner O'Connor holds a Bachelor of Science Degree in Accounting, graduating summa cum laude from St. Peter's University.



Kiabi D. Carson

BOARD VICE-CHAIR
ADMINISTRATION COMMITTEE MEMBER
AUDIT COMMITTEE MEMBER

Kiabi D. Carson is a lifelong New Jersey resident and has been a regular NJ TRANSIT commuter for the last 19 years.

She holds the position of Head of Human Resources for the Americas region at Turner & Townsend. Turner & Townsend is a global professional services company specializing in large scale construction projects and programs across infrastructure, real estate and natural resources. In her role, Kiabi is responsible for setting HR strategy and is accountable for all functions within HR across the United States and Canada.

Before joining Turner & Townsend in 2012, Kiabi held HR leadership roles at Bristol Myers-Squibb and at Prudential Financial. Kiabi has over 25 years of experience in human resource management delivering strategic outcomes for private and publicly traded companies, both mid-sized and large scale, in several industries. Kiabi received her Bachelor of Arts degree from the University of Maryland, College Park and her Master of Human Resource Management degree from Rutgers' School of Management and Labor Relations.



Anthony Abrantes

BOARD MEMBER
CAPITAL PLANNING, POLICY AND PRIVATIZATION COMMITTEE MEMBER
ENERGY & SUSTAINABILITY POLICY COMMITTEE MEMBER

Anthony Abrantes is an accomplished professional currently serving as the Assistant Executive Secretary-Treasurer for the Eastern Atlantic State Regional Council of Carpenters. In this role, he provides invaluable leadership and oversight for the council, which proudly represents approximately 43,000 Union Carpenters across New Jersey, Maryland, Delaware, Pennsylvania, Washington D.C., Virginia, and West Virginia.

With a keen eye for detail and a deep understanding of organizational dynamics, Anthony plays a pivotal role in managing the day-to-day operations of the regional council. He effectively oversees numerous critical components, including the council's departments, 18 training centers, 200 staff members, 25 local unions, and 15 regional offices.

Anthony's dedication to the construction industry extends beyond his role as Assistant Executive Secretary-Treasurer. He is an Executive Board Member for the Eastern Atlantic States Regional Council of Carpenters, where his expertise is instrumental in shaping the council's strategic direction. Additionally, he serves as the Vice Chairman of the Eastern Atlantic States Carpenter Technical College and the Eastern Atlantic States Carpenter Benefit Funds overseeing $11 billion dollars in assets, further contributing to the growth and development of the industry.

Moreover, Anthony's extensive involvement in various organizations and committees demonstrates his commitment to community engagement and public service. He serves on the Board of Directors for Choose New Jersey, Board of Trustees for Montclair State University, Board of Trustees for Bloomfield College, the Carpenters Contractor Trust, the Mid-Atlantic Regional Council of Carpenters Benefit Fund, Executive Board of NJ AFL-CIO and Board Member of Building One America. Additionally, he holds leadership positions as Vice Chairman of Progress 360 and President Emeritus for the Northwest Jersey Central Labor Council. He is also a proud member of Tau Kappa Epsilon and the Pennsylvania Society.

Throughout his career, Anthony has held several notable positions within the Eastern Atlantic States Regional Council of Carpenters, including Organizer, Council Representative, Team Lead, Senior Council Representative,

Political Director, and Director of Organizing. These roles have allowed him to develop a comprehensive understanding of the council's operations and cultivate valuable relationships within the industry.

Beyond his professional endeavors, Anthony is highly regarded for his contributions to the community. He has served as Commissioner for the Morris County Park Commission and Trustee for the Union County College Foundation. Furthermore, he has been an active Board Member of various organizations, including the Cornerstone Family Programs, Morris County Alliance for Action, Morris County Planning Board, Parsippany Police Athletic Association, Morris/Sussex/Warren Workforce Development Board, and Morris County Economic Development Committee.

Notably, he was the Founder and President of the Northwest Jersey Central Labor Council. Anthony's commitment to education is evident through his academic achievements. He is currently pursuing a Mini-MBA at Rutgers University. He holds a bachelor's degree

from Montclair State University and has earned Executive Certificates from prestigious institutions such as Harvard Law, The Wharton School, Cornell, and Rutgers. Prior to pursuing his education at Montclair State University, he showcased his talent as a division 1 baseball player on a scholarship at Central Connecticut State University.

As an industry expert, Anthony has penned numerous articles and op-eds for various business and political publications. He has been interviewed by several news networks, showcasing his extensive knowledge and insights. Anthony also co-hosts the podcast - Labor Lounge.

Before embarking on his career with the United Brotherhood of Carpenters and Joiners of America, Anthony gained valuable experience as an intern in the New Jersey Office of Attorney General's Division of Criminal Justice – Organized Crime and Racketeering Bureau, where he worked as an investigative analyst.

Anthony's remarkable contributions have garnered recognition within the industry. He has received accolades such as the Boy Scouts of America Distinguished Citizen Award – Labor, Construction & Real Estate, and has been named on the Insider New Jersey Labor 100 Power List. Additionally, he has been honored as the Essex County Democrats Labor Leader of the Year, Hudson County Building and Construction Trades Labor Leader of the year, and the Essex/ Hudson County CLC Labor Day Parade Grand Marshall further solidifying his reputation as a respected professional.

Originally from Newark, NJ, in Essex County, Anthony now resides in East Hanover, NJ, in Morris County, with his wife, Nicole, and their two children, Nicolette and Anthony Jr.



Aaron J. Creuz

GOVERNOR'S REPRESENTATIVE
AUDIT COMMITTEE MEMBER
CAPITAL PLANNING, POLICY & PRIVATIZATION COMMITTEE MEMBER
OPERATIONS & CUSTOMERS SERVICE COMMITTEE CHAIR

Aaron J. Creuz serves as Deputy Chief Counsel to the Governor and Director of the Governor's Authorities Unit.

Aaron joined the Governor's Office in 2021 and served as Senior Counsel to the Governor handling labor and workforce matters, consumer affairs, civil service, and the information technology and innovation portfolios. In this role, Aaron managed legislative, regulatory, and policy initiatives relating to these subject matter areas. Prior to joining the Governor's Office, Aaron worked at a global law firm specializing in labor and employment law. He previously served as a Deputy Attorney General in the Department of Law and Public Safety counseling and representing state entities regarding labor enforcement, best employment practices, and employee relations issues. Aaron served as a Judicial Law Clerk to the Honorable Deborah Silverman Katz, A.J.S.C. He earned his B.A. from The College of New Jersey, magna cum laude, and J.D. from Rutgers Law School, cum laude.



Elizabeth Maher Muoio

STATE TREASURER
ADMINISTRATION COMMITTEE MEMBER
AUDIT COMMITTEE CHAIR

Elizabeth Maher Muoio was officially sworn in as State Treasurer on April 17, 2018 after being confirmed by the State Senate. She had been serving as Acting State Treasurer since Gov. Murphy assumed office on January 16, 2018.

Prior to joining the administration of Gov. Murphy, she had served as a member of the New Jersey General Assembly, representing the 15th Legislative District in Mercer and Hunterdon counties since February of 2015.

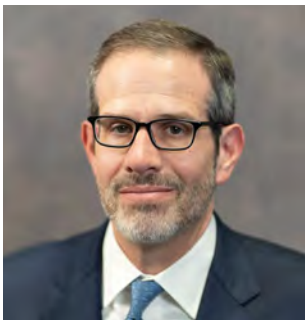
During her time in the General Assembly, Ms. Muoio served on the Assembly Budget, Judiciary, and Commerce and Economic Development committees where her signature legislative initiatives focused on improving access for women's healthcare, closing the gender pay equity gap, protecting the environment, reducing exposure to hazardous lead, improving prison re-entry services, increasing literacy rates, fighting against concentrated poverty and expanding economic opportunities for all New Jerseyans.

As a result of her legislative efforts, she was honored for her work in the Assembly by the Sierra Club of NJ, the Trenton Chapter of the NAACP, the New Jersey Association of the Deaf, Inc., the Constitutional Officers Association of New Jersey (COANJ), the National Congress of Black Women – Trenton/Mercer Chapter, and the Trenton Public School system for her efforts to help improve literacy.

Ms. Muoio also served as Director of the Mercer County Office of Economic Development and Sustainability from 2008 to January 2018.

Prior to assuming that position, she served as a member of the Mercer County Board of Chosen Freeholders from 2000-2008, serving as Chair in 2004 and Vice Chair in 2003 and 2008. While Chair, she worked with the County Executive to enact one of the first countywide anti-pay-to-play ordinances in the nation and led the effort to ensure that the building of the new $81 million dollar Mercer County Courthouse was constructed to Leadership in Energy and Environmental Design (LEED) standards.

She began her career as an elected official serving as a member of the Pennington Borough Council from 1997 to 2002. An attorney, Ms. Muoio received her JD from Georgetown University in Washington, DC, and her BA from Wesleyan University in Middletown, CT.



Richard A. Maroko

ADMINISTRATION COMMITTEE CHAIR
CAPITAL PLANNING, POLICY & PRIVATIZATION COMMITTEE MEMBER

Rich Maroko is the President of the Hotel and Gaming Trades Council, AFL-CIO, the union representing 40,000 workers in the hotel and gaming industries in New York and New Jersey. He also serves as Business Manager for UNITE HERE Local 6, and as the Recording Secretary of UNITE HERE International Union, which represents 300,000 workers across the United States and Canada.

During his 20 years with the Hotel and Gaming Trades Council, Rich has distinguished himself as a fierce negotiator and advocate for workers. He has negotiated hundreds of collective bargaining agreements with major hotel and casino chains, including as lead counsel in bargaining the Union's master NYC contract, valued at over 2.5 billion dollars per year. Over the past several years, he has overseen the union's explosive growth in NJ and upstate NY, where the Hotel and Gaming Trades Council doubled the number of union hotels and won the first ever statewide master contract in the hotel industry. Rich was intimately involved in the Union's expansion into the gaming industry, including the organizing of virtually all the operators in New York State and the negotiation of collective bargaining contracts with each of them. He has also played a key role in overseeing the union's political and legislative program, which has been successful in numerous policy initiatives benefiting hospitality workers on the state and municipal levels.

President Maroko took the helm at HTC at an exceptionally challenging time for the Union's members, as the hospitality industry reeled from the effects of the COVID-19 pandemic. As a result of his recent efforts, furloughed workers at HTC-represented facilities received over half a billion dollars in supplemental pay and continued healthcare during the pandemic caused shutdown. He also crafted strict safety protocols designed to keep workers and guests safe at facilities that remain open and successfully secured agreements across New York's and New Jersey's hospitality industry to codify those protocols.

Before coming to the Hotel and Gaming Trades Council in 2002, Rich practiced labor and employment law in New Jersey and New York. He fought cases in front of state and federal courts and before the National Labor Relations

Board, the Equal Employment Opportunities Commission, and the Division of Human Rights. Rich has served on the NJ TRANSIT Board of Directors since February 2020, after being appointed to that position by Governor Phil

Murphy. As a central player representing New York's hospitality industry, he was also appointed by New York City Mayor Eric Adams to the mayor's COVID Recovery Roundtable, and to the "New" New York Blue Ribbon Panel, which was co-convened by the mayor and New York Governor Kathy Hochul. He was a long-time adjunct professor of Labor and Employment Law at Queens College and is currently on the Board of Cornell University's Center for Innovative Hospitality and Employment Relations. He graduated Phi Beta Kappa from Rutgers College, earned a law degree from the University of Pennsylvania and later received a Master's Degree in Labor and Employment Law, with distinction, from Georgetown University Law School.



Roshonda A. McCray

ADMINISTRATION COMMITTEE MEMBER
OPERATIONS & CUSTOMER SERVICE COMMITTEE MEMBER

Rashonda McCray has worked as a Conductor for NJ TRANSIT where she has ensured the safe transportation of New Jersey's commuters for over 15 years. She previously served as Chief of Staff for the United Transportation Union. Ms. McCray is also a Co-Founder and President of Brickmobb Steelers Charities.



Shanti Narra

OPERATIONS & CUSTOMER SERVICE COMMITTEE MEMBER
SAFETY COMMITTEE CHAIR

Shanti Narra was born in Hyderabad, India and immigrated to the U.S. with her family when she was two years old. She was raised in North Brunswick, New Jersey where she attended public school and graduated from high school in 1985. She received a Bachelor's Degree in Foreign Service from Georgetown University in 1989 majoring in International Law. Ms. Narra continued her education in Washington, D.C. and received her J.D. from Georgetown University Law Center.

After a brief stint in the private sector, Ms. Narra began a long career as a public defender with the Legal Aid Society in New York City. As a senior staff attorney, she tried many complicated criminal cases.

During her years as a staff attorney, she was also very active in her union, the Association of Legal Aid Attorneys (ALAA). Ms. Narra served in multiple Executive Board positions first as Junior Attorney Representative, Attorneys of Color Representative and finally several terms as Union Vice-President for Manhattan. After 10 years on staff, she joined management as a supervising attorney.

In 2004 Ms. Narra moved back to her hometown of North Brunswick (commuting back and forth to New York for her work by bus). One of the first things she did upon settling in New Jersey once again was to get involved civically, which initially entailed joining the North Brunswick Democratic Social Club. She went on to become a Democratic Committeewoman (a position she still holds today). Later, she was appointed to the Township Planning Board. In 2009 she won a seat on the North Brunswick Town Council. She subsequently won re-election to the Council in 2012 and then again in 2015. In 2015, she was appointed by the Middlesex County Democratic Chairman to serve as Parliamentarian of the County Democratic

Organization where she presided over and chaired the County Committee Meetings. In October 2016, Ms. Narra was appointed by the County Committee to fill a vacancy on the Board of Chosen Freeholders. With that appointment, Ms. Narra became New Jersey's first South Asian Freeholder. In November 2017, she successfully won a one-year term. Then in November 2018, she won a full three-year term. Since June 2021 she has served as the Deputy Director of the County Board of Commissioners.

Ms. Narra also serves as a Board Member of Jewish Family Services, the Puerto Rican Action Board, The North Brunswick Friends of the Library Board and is one of the founders and current Advisory Board Members of Inspiring Asian American Women (ISAAW) - a group dedicated to increasing the participation of this demographic in civic engagement. Ms. Narra is a member of the North Brunswick Township Community Emergency Response Team (CERT).



Karen Thomas

BOARD MEMBER
ADMINISTRATION COMMITTEE MEMBER
OPERATIONS & CUSTOMER SERVICE COMMITTEE MEMBER

Karen Thomas is a NJ TRANSIT employee, a member of the Amalgamated Transit Union (AT) for 34 years, and a representative of the ATU New Jersey State Council. She is honored and privileged to serve as a Board Member representing the hard-working men and women of the Amalgamated Transit Union.

Ms. Thomas is currently a Procurement Processor with 34 years of experience at NJ TRANSIT. Her experience includes transportation logistics, operations management, procurement, union leadership, and negotiations. She has developed excellent analytical, problem-solving, and organizational skills, and the ability to work independently and handle multiple projects. Ms. Thomas has learned the transportation industry by advancing in various department throughout her career with NJ TRANSIT.

Ms. Thomas has been a pillar in the community volunteering in many local organizations. She is currently the Chair of the Somerset County Commission on the Status of Women. The Commission advocates for women in the county addressing issues that affect their community. Ms. Thomas participates yearly in the American Cancer Society Relay for Life. She formerly served on CASA Shaw Board of Directors, advocating for abused and neglected children in foster care.

Ms. Thomas is a staunch believer of supporting the community and has received community service awards from Yes Lord Ministry and the NAACP Plainfield Chapter. She is married to her husband Victor and the proud mother of three adult daughters and two grandchildren.



Evan S. Weiss

ADMINISTRATION COMMITTEE MEMBER
CAPITAL PLANNING, POLICY AND PRIVATIZATION COMMITTEE CHAIR
ENERGY & SUSTAINABILITY POLICY COMMITTEE CHAIR

Evan Weiss is the President and CEO of the Newark Alliance. He assumed the role in December 2021. The Newark Alliance, through the combined strength and collaboration of its Members, drives inclusive economic growth for all of Newark, New Jersey. The Alliance's Members comprise Newark's premier businesses, anchor institutions, and community partners, including Fortune 100 & 500 companies and several of the country's top universities, hospitals, and arts institutions. United by a shared vision, the Alliance and its Members work collaboratively to cement Newark's status as one of America's most diverse, prosperous, exciting, and equitable cities.

Previously, he was Senior Advisor for Finance and Major Projects to Governor Phil Murphy. He focused on finding creative solutions to New Jersey's most pressing economic and community development problems, including managing the fiscal response to COVID-19, establishing New Jersey as the base of the US offshore wind industry, and financing affordable housing, transit, and water infrastructure projects. He was also the administration's point person for key city initiatives in Newark, Trenton, and Atlantic City. Most recently, he helped craft the legislation to reform the Urban Enterprise Zone program and the $14+ billion suite of Economic Development Authority tax credit programs, as well as lead the Governor's Office financial review of the Gateway Project, the largest infrastructure project in the United States.

Prior to entering the Governor's administration, Mr. Weiss was Director at the Pennsylvania Economy League and HJA Strategies, where he specialized in developing and implementing turnaround strategies for distressed cities and school districts, including for the City of Newark, Newark Public Schools, Scranton, Atlantic City, and Trenton.

In addition to his role as a Member of the Board of Directors of NJ TRANSIT, he is a Member of the Board of New Jersey Community Capital, the largest Community Development Financial Institution in New Jersey, and the Newark Workforce Development Board. He has published several articles on economic development, tax policy, and corporate social responsibility. He is a graduate of the University of Chicago.

Advisory Committees

To assure citizen representation, two passenger advisory committees – one serving North Jersey and another South Jersey – regularly advise the Board of Directors on customers' opinions. These committees are statutorily required per our enabling legislation. Committee members are appointed by the Governor with the approval of the State Senate.

NORTH JERSEY PASSENGER ADVISORY COMMITTEE

Suzanne T. Mack, Chair
Kathy Edmond
Timothy O'Reilly

SOUTH JERSEY PASSENGER ADVISORY COMMITTEE

Anna Marie Gonnella-Rosato, Chair
Ruth Byard, Vice Chair
Robert Dazlich, Secretary
Daniel Kelly
Keith Hartington
William (Bill) Matulewicz

The Senior Citizens & Disabled Residents Transportation Assistance Program Citizens Advisory Committee advises NJ TRANSIT on services and initiatives funded through the SCDRTAP program. To learn more about the program or the committee please visit S-RIDES Home Page.

SENIOR CITIZENS & DISABLED RESIDENTS TRANSPORTATION ASSISTANCE PROGRAM CITIZENS ADVISORY COMMITTEE

Gloria Mills, Chairperson
Philip Harrison, 1st Vice Chair
Anthony Lanzilotti, 2nd Vice Chair
Robert Dazlich
David Peter Alan
Linda Washington
Walter Jacobs
Steven R. Fittante
Sally Jane Gellert
James Blaze,
Karen Barrett
Amanda Chirelli
Tony Hall
Mark Phifer
Michael Vieira
Chris Smith
John Adair

Senior Leadership Team

WILLIAM BROOKS
Sr. Vice President, Capital Delivery

JUSTIN DAVIS
Sr. Vice President, Regulatory and Government Affairs & Chief of Staff

JIGNASA DESAI-MCCLEARY
Sr. Vice President, Chief Administrator & Risk

ANTHONY GRIECO
Sr. Vice President, Communications & Customer Experience

CHRISTOPHER IU
Sr. Vice President, Chief Legal Officer (Acting)

JIM KEANE
Sr. Vice President, Chief Safety Officer

MICHAEL KILCOYNE
Sr. Vice President, Surface Transit & General Manager Bus Operations

JAMES SINCAGLIA
Sr. Vice President/General Manager, Rail Operations

GAGANDEEP SINGH
Sr. Vice President, Real Estate Development and Planning

JACQUELINE STAMFORD
Sr. Vice President, Chief Financial Officer & Treasurer

BINU THOMAS
Sr. Advisor to the President, FIFA World Cup 2026

CHRISTOPHER TRUCILLO
Sr. Vice President, Chief of Police & Office of Emergency Management



The Light Rail runs along the NYC Skyline.

TRANSIT

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Newark, NJ 07102
NJTRANSIT.com

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NEW JERSEY TRANSIT CORPORATION

ANNUAL FINANCIAL REPORT

YEAR ENDED JUNE 30, 2025



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

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TRANSIT

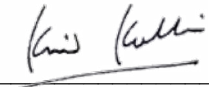
REPORT OF MANAGEMENT

The financial statements of the business-type activities and fiduciary activities of the New Jersey Transit Corporation (the "Corporation"), for the fiscal year ended June 30, 2025, have been audited by Deloitte & Touche LLP, an independent accounting firm, as stated in their report appearing herein. The auditor's unmodified opinion, dated October 29, 2025, is presented on pages 1-2 of the 2025 annual financial report.

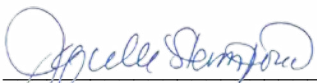
Management of New Jersey Transit Corporation is responsible for both the accuracy of the financial data and completeness and fairness of its presentation, including all disclosures. Management is also responsible for establishing and maintaining adequate internal control over financial reporting of the Corporation. Internal control over financial reporting is a process designed to provide reasonable assurance regarding the reliability of financial reporting and the preparation of financial statements for external purposes in accordance with accounting principles generally accepted in the United States. Additionally, New Jersey Transit Corporation has an internal audit department that performs various audits throughout the year. This department reports to the Audit Committee of the Board of Directors.

Because of its inherent limitations, internal control over financial reporting may not prevent or detect misstatements. Also, projections of any evaluation of effectiveness to future periods are subject to the risk that controls may become inadequate because of changes in conditions, or that the degree of compliance with the policies or procedures may deteriorate. Accordingly, even an effective internal control system can provide only reasonable assurance that its goals are achieved.

We certify that, to the best of our knowledge, during the fiscal year 2025, New Jersey Transit Corporation has followed all of the Corporation's standards, procedures and internal controls, the financial information included herein is accurate, and that such information fairly presents the financial condition and operational results of the Corporation as of June 30, 2025, and for the year then ended.



Kris Kolluri
President & CEO



Jacqueline Stamford
SVP, Chief Financial Officer & Treasurer

October 29, 2025

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INDEPENDENT AUDITOR'S REPORT

To the Members of the Board of
New Jersey Transit Corporation

Opinions

We have audited the financial statements of the business-type activities and fiduciary activities of the New Jersey Transit Corporation (the "Corporation"), a component unit of the State of New Jersey, as of and for the year ended June 30, 2025, and the related notes to the financial statements, which collectively comprise the Corporation's basic financial statements as listed in the table of contents.

In our opinion, the accompanying financial statements referred to above present fairly, in all material respects, the respective financial position of the business-type activities and fiduciary activities of the Corporation as of June 30, 2025, and the respective changes in financial position and, where applicable, cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinions

We conducted our audit in accordance with auditing standards generally accepted in the United States of America (GAAS). Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the Corporation, and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Emphasis of Matters

As discussed in Note 1 to the financial statements, the Corporation is a component unit of the State of New Jersey. The Corporation requires significant subsidies from, and has material transactions with, the State of New Jersey, including the State of New Jersey's Transportation Trust Fund, and the United States Federal Government. Our opinions are not modified with respect to this matter.

As discussed in Note 2 to the financial statements, effective July 1, 2024 the Corporation adopted Governmental Accounting Standards Board ("GASB") Statement No. 101, Compensated Absences, with retrospective application. Our opinions are not modified with respect to this matter.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Corporation's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS will always detect a material misstatement when it exists. The risk of

not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with GAAS, we

- exercise professional judgment and maintain professional skepticism throughout the audit.
- identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Corporation's internal control. Accordingly, no such opinion is expressed.
- evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Corporation's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control–related matters that we identified during the audit.

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the Management's Discussion and Analysis and the schedules listed under the heading "Required Supplementary Information" in the table of contents, be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with GAAS, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Supplementary Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the Corporation's basic financial statements. The supplementary information listed under the heading "Supplementary Information - Combining Fiduciary Funds Financial Statements" in the table of contents, is presented for purposes of additional analysis and is not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with GAAS. In our opinion, the supplementary information listed under the heading "Supplementary Information - Combining Fiduciary Funds Financial Statements" within the table of contents is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Deloitte & Touche LLP

October 29, 2025

This section of New Jersey Transit Corporation's ("NJ TRANSIT") annual financial report presents a narrative overview and analysis of the financial position and changes in financial position of NJ TRANSIT as of and for the fiscal years ended June 30, 2025 and 2024. This discussion and analysis are intended to serve as an introduction to NJ TRANSIT's consolidated financial statements and designed to assist the reader in focusing on the significant financial activities of NJ TRANSIT and to identify any significant changes in financial position and performance. NJ TRANSIT encourages readers to consider the information presented in conjunction with the consolidated financial statements as a whole.

FINANCIAL REPORTING ENTITY

NJ TRANSIT is a component unit of the State of New Jersey created by the New Jersey Public Transportation Act of 1979. NJ TRANSIT is empowered with the authority to acquire, own, operate, and contract for the operation of public passenger transportation services. NJ TRANSIT provides these services through bus operations (NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc. and NJ TRANSIT Morris, Inc.), and commuter rail operations (NJ TRANSIT Rail Operations, Inc.). The financial reporting entity consists of:

- Consolidated Enterprise Fund
- Fiduciary Funds comprised of:
  - Pension Benefit Trust Funds, as follows:
    - Amalgamated Transit Union (ATU) Employees Retirement Plan
    - Utility Workers' Union of America (UWUA) Employees Retirement Plan
    - Transit Employees Retirement Plan (TERP)
  - Custodial Funds
    - Gateway Development Commission

THE CONSOLIDATED ENTERPRISE FUND FINANCIAL STATEMENTS

Since NJ TRANSIT comprises a single enterprise fund, no fund-level financial statements are presented. NJ TRANSIT's consolidated financial statements are prepared in conformity with accounting principles generally accepted in the United States of America ("U.S. GAAP") as applied to government units.

The consolidated financial statements provide both long-term and short-term information about NJ TRANSIT's overall financial status. The **Consolidated Statement of Net Position** reports NJ TRANSIT's net position and the changes thereto. Net position, defined as the difference between NJ TRANSIT's assets, deferred outflows or inflows of resources and liabilities, may serve as a useful indicator of NJ TRANSIT's financial position over time.

The **Consolidated Statement of Revenues, Expenses and Changes in Net Position** shows NJ TRANSIT's operating results and how its net position changed during the fiscal year. All revenues, expenses and changes in net position are reported on the accrual basis of accounting, which reports the event as it occurs, rather than when cash changes hands.

The **Consolidated Statement of Cash Flows** reports how NJ TRANSIT's cash and cash equivalents increased or decreased during the fiscal year. The statement shows how cash and cash equivalents were provided by and used in NJ TRANSIT's operating, non-capital financing, capital and related financing, and investing activities. The net increase or decrease in NJ TRANSIT's cash and cash equivalents is added to or subtracted from the balance at the beginning of the year to arrive at the cash and cash equivalents balance at the end of the year.

THE FIDUCIARY FUNDS FINANCIAL STATEMENTS

Fiduciary funds are used to account for resources held in a trustee capacity for the benefit of parties outside of a government entity. Fiduciary funds are not reported in NJ TRANSIT's consolidated financial statements because the resources of those funds are not available to support NJ TRANSIT's operating activities. The fiduciary funds include Pension Trust Funds and Custodial Funds.

The **Statements of Fiduciary Net Position** presents financial information about the assets, liabilities, and the fiduciary net position held in trust of the pension funds and custodial funds.

The **Statements of Changes in Fiduciary Net Position** presents fiduciary activities of the pension funds and custodial funds as additions and deductions to the fiduciary net position.

NOTES TO CONSOLIDATED FINANCIAL STATEMENTS

The notes to consolidated financial statements are an integral part of the consolidated financial statements and provide information that is essential to a full understanding of the consolidated financial statements, such as NJ TRANSIT's accounting methods and standards, details of cash and investments, capital assets, employee benefits, long-term debt, lease transactions, claims and insurance, contingencies, and subsequent events.

REQUIRED SUPPLEMENTARY INFORMATION

The Required Supplementary Information presents the information regarding NJ TRANSIT's progress in funding its obligations to provide pension and postemployment benefits other than pensions ("OPEB") to its employees, changes in total OPEB and pension liabilities and actuarially determined contributions for the single-employer plans, the proportionate share of the total OPEB and net pension liabilities for the multiple-employer cost-sharing plans and the contractually required contributions for the multiple-employer cost-sharing plans.

SUPPLEMENTARY INFORMATION – COMBINING FIDUCIARY FUNDS FINANCIAL STATEMENTS

The Supplementary Information - Combining Fiduciary Funds financial statements include the combining statements of fiduciary net position and the combining statements of changes in fiduciary net position, which provides financial information on each fiduciary fund in which NJ TRANSIT is functioning as a trustee for another party. The fiduciary funds are categorized as Pension Trust Funds and Custodial Funds.

FINANCIAL HIGHLIGHTS – FISCAL YEAR 2025

Total operating revenues for NJ TRANSIT were $970.0 million in fiscal year 2025, an increase of $138.0 million, or 16.6 percent compared to the prior fiscal year. Passenger revenues increased by $126.2 million, or 16.6 percent. Other operating revenues, net, increased by $11.8 million, or 16.0 percent. These increases were mainly attributed to 15 percent fare increase and 1.6 percent ridership increase in the fiscal year.

Total operating expenses before depreciation and amortization and other expenses were $3,194.7 million in fiscal year 2025, an increase of $151.1 million or 5.0 percent, from the prior fiscal year, primarily as a result of increases in labor, services, parts, materials and supplies, claims and insurance, and purchased transportation expenses. Additional details are presented beginning on page 9.

Total net position at June 30, 2025 was $4,761.5 million, an increase of $308.0 million, or 6.9 percent from the net position at June 30, 2024. This was the result of the fiscal year financial activities.

Total capital assets (net of accumulated depreciation and amortization) were $8,986.4 million at June 30, 2025, a net increase of $890.1 million, or 11.0 percent from the previous fiscal year. This is a result of additional capital projects in progress, acquisition of new revenue vehicles, structures, equipment and leased assets, offset by current year depreciation/ amortization and retirement of assets.

FINANCIAL HIGHLIGHTS – FISCAL YEAR 2024

Total operating revenues for NJ TRANSIT were $832.0 million in fiscal year 2024, an increase of $62.1 million, or 8.1 percent compared to the prior fiscal year. Passenger revenues increased by $57.8 million, or 8.3 percent. Other operating revenues, net, increased by $4.3 million, or 6.2 percent. These increases were due to the continued recovery from COVID-19 as the ridership increased in the past fiscal year.

Total operating expenses before depreciation and amortization and other expenses were $3,043.6 million in fiscal year 2024, an increase of $139.1 million or 4.8 percent, from the prior fiscal year, primarily as a result of increases in labor, parts, materials and supplies, trackage, tolls and fees, fuel and propulsion costs, and purchased transportation expenses. Additional details are presented beginning on page 9.

Total net position at June 30, 2024 was $4,453.5 million, an increase of $424.5 million, or 10.5 percent from the net position at June 30, 2023. This was the result of the fiscal year financial activities.

Total capital assets (net of accumulated depreciation and amortization) were $8,096.3 million at June 30, 2024, a net increase of $692.9 million, or 9.4 percent from the previous fiscal year. This is a result of additional capital projects in progress, acquisition of new revenue vehicles, structures and equipment, offset by current year depreciation/amortization and retirement of assets.

FINANCIAL ANALYSIS

NET POSITION

NJ TRANSIT's total net position at June 30, 2025 was $4,761.5 million, an increase of $308.0 million, or 6.9 percent (Table A-1) from the prior fiscal year. Total assets increased by $566.2 million, or 5.6 percent, and deferred outflows of resources from unamortized refunding of debt and items related to derivative instruments, pensions and OPEB decreased by $128.2 million, or 27.4 percent. Total liabilities increased by $17.3 million, or 0.3 percent, and deferred inflows of resources from pensions, OPEB, leases and derivative instruments, increased by $112.7 million, or 20.1 percent.

NJ TRANSIT's total net position at June 30, 2024 was $4,453.5 million, an increase of $424.5 million, or 10.5 percent (Table A-1) from the prior fiscal year. Total assets increased by $467.4 million, or 4.8 percent, and deferred outflows of resources from unamortized refunding of debt and items related to derivative instruments, pensions and OPEB decreased by $168.9 million, or 26.5 percent. Total liabilities decreased by $371.4 million, or 6.2 percent, and deferred inflows of resources from pensions, OPEB, leases and derivative instruments, increased by $245.4 million, or 78.2 percent.

TABLE A-1
NJ TRANSIT NET POSITION *($ in millions)*

	AS OF JUNE 30,			% INC/(DEC)	
	2025	2024	2023	2025/2024	2024/2023
ASSETS AND DEFERRED OUTFLOWS OF RESOURCES					
Current assets	$830.8	$969.5	$1,175.5	(14.3)	(17.5)
Restricted non-current assets	881.8	1,067.3	1,085.2	(17.4)	(1.6)
Capital assets, net	8,986.4	8,096.3	7,403.4	11.0	9.4
Other assets	17.5	17.2	18.8	1.7	(8.5)
TOTAL ASSETS	**10,716.5**	**10,150.3**	**9,682.9**	**5.6**	**4.8**
TOTAL DEFERRED OUTFLOWS OF RESOURCES	**339.6**	**467.8**	**636.7**	**(27.4)**	**(26.5)**
TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES	**11,056.1**	**10,618.1**	**10,319.6**	**4.1**	**2.9**
LIABILITIES, DEFERRED INFLOWS OF RESOURCES AND NET POSITION					
Current liabilities	1,157.2	1,067.6	1,048.7	8.4	1.8
Non-current notes payable	1,269.3	1,361.9	1,451.2	(6.8)	(6.2)
Net pension liability	708.3	889.3	954.8	(20.4)	(6.9)
Non-current OPEB liability	1,155.5	1,249.4	1,518.2	(7.5)	(17.7)
Other borrowings	65.3	112.2	134.1	(41.8)	(16.3)
Lease and subscription liabilities	418.4	116.8	82.1	258.2	42.3
Other non-current liabilities	848.5	808.0	787.5	5.0	2.6
TOTAL LIABILITIES	**5,622.5**	**5,605.2**	**5,976.6**	**0.3**	**(6.2)**
TOTAL DEFERRED INFLOWS OF RESOURCES	**672.1**	**559.4**	**314.0**	**20.1**	**78.2**
Net investment in capital assets	7,340.6	7,191.9	6,400.1	2.1	12.4
Restricted for claims	59.7	50.4	38.9	18.5	29.6
Unrestricted (deficit)	(2,638.8)	(2,788.8)	(2,410.0)	(5.4)	15.7
TOTAL NET POSITION	**4,761.5**	**4,453.5**	**4,029.0**	**6.9**	**10.5**
TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES AND NET POSITION	**$11,056.1**	**$10,618.1**	**$10,319.6**	**4.1**	**2.9**

FISCAL YEAR 2025

The 14.3 percent decrease in current assets in fiscal year 2025 resulted mainly from the followings:

- Due from Federal government decreased by $265.7 million, or 63.1 percent, primarily related to the timing of reimbursements for Federal Preventive Maintenance costs.
- Due from State of New Jersey increased at the end of fiscal year 2025 by $64.0 million, or 40.1 percent, mainly due to timing of reimbursements for various project costs, as well as an increase in State Grants-in-aid appropriation of $20 million to offset the loss of revenue due to the eight-day fare holiday.
- Materials and supplies increased by $24.8 million, or 14.1 percent, mainly attributable to a rise in consumption as ridership increased, and higher prices due to inflation.
- Other current assets increased by $21.5 million, or 19.2 percent, primarily due to increase in receivable from Amtrak for Portal North Bridge project.

Restricted non-current assets decreased by 17.4 percent mainly due to project spendings of $164.6 million on Portal North Bridge funded by NJEDA 2022A bond proceeds and $9.1 million on project costs of NJEDA 2020A. The decrease was offset by net increase of $7.1 million NJ State Debt Defeasance and Prevention Fund to finance specific capital projects.

Of the $8,986.4 million in capital assets, net, $4,320.8 million represents capital projects in progress; $4,164.8 million represents NJ TRANSIT's investment in buildings, structures, track, equipment, locomotives, railcars and buses, right to use assets, net of depreciation and amortization; and $500.8 million represents land and other operating rights.

The 30.6 percent decrease in deferred outflows of resources related to refunding of debt was due to the amortization of the deferred loss on refunding associated with the New Jersey Economic Development Authority Transportation Project Refunding Bonds that were issued in 2017.

The 29.6 percent decrease in deferred outflows of resources related to OPEB was mainly due to changes in assumptions based on the latest actuarial valuations.

The 26.9 percent decrease in deferred outflows of resources related to pensions was due to changes in assumptions and the net difference between expected and actual experience in the Total Pension Liability per the updated actuarial valuation.

The 8.4 percent increase in current liabilities was mainly due to increases in accounts payable, accrued payroll and benefits, offset by a decrease in the line of credit balance.

The 6.8 percent decrease in notes payable was due to the pay down of NJEDA 2017A & B, NJEDA 2020A and unearned bond premiums on notes.

The 20.4 percent decrease in the net pension liability was mainly related to an increase in net position due to investment gain on plan trust funds. Total pension liability was measured at June 30, 2024 and the overall market condition was favorable at that time.

The 7.5 percent decrease in non-current OPEB liability was a result of changes in actuarial assumptions related to healthcare trends. The discount rate increased from 3.93 percent to 5.20 percent, contributing to decrease in net OPEB liability as well.

The 258.2 percent increase in lease liability was mainly due to NJ TRANSIT entering into new lease agreements in fiscal year 2025 related to 2 Gateway Center office building and parking space.

The 5.0 percent increase in other non-current liabilities was mainly due to an increase of $33.9 million related to long term portion of vacation and sick leave liabilities as a result of the adoption of GASB101 Compensated Absences.

The 299.1 percent increase in deferred inflows of resources related to pensions was due to an increase in net difference between projected and actual earnings on pension plan investments for ATU and TERP, based on the latest actuarial valuations.

The 8.6 percent increase in deferred inflows of resources related to OPEB was mainly due to changes in assumptions based on the current actuarial valuation.

FISCAL YEAR 2024

The 17.5 percent decrease in current assets in fiscal year 2024 resulted mainly from the decrease of $114.4 million in Federal and State grant receivables due to timing of receipts and a decrease in cash and cash equivalents of $71.9 million or 43.0 percent, which was used in operations. Restricted non-current assets decreased by 1.6 percent mainly due to fund expensed on the Portal North Bridge project. Of the $8,096.3 million in capital assets, net, $4,052.6 million represents capital projects in progress; $3,540.1 million represents NJ TRANSIT's investment in buildings, structures, track, equipment, locomotives, railcars and buses, right to use assets, net of depreciation and amortization; and $503.6 million represents land and other capital assets.

The 94.9 percent decrease in deferred outflows of resources related to derivative instruments was due to the negative fair value of the fuel commodity swaps, resulting in a

corresponding liability at June 30, 2024, and a 100.0 percent increase in deferred inflows related to derivative instruments as a result of increase in fair value of hedging derivative instrument.

The 22.5 percent decrease in deferred outflows of resources related to refunding of debt was due to the amortization of the deferred loss on refunding associated with the New Jersey Economic Development Authority Transportation Project Refunding Bonds that were issued in 2017.

The 22.2 percent decrease in deferred outflows of resources related to OPEB was mainly due to changes in assumptions based on the actuarial valuations.

The 27.2 percent decrease in deferred outflows of resources related to pensions was due to an increase in the net difference between projected and actual earnings on pension plan investments and changes in actuarial assumptions per the latest actuarial valuations.

The 1.8 percent increase in current liabilities was mainly due to increases in short-term reserves related to FELA, workers compensation and third party, accounts payable, and deferred credits for inventory and passenger revenue, offset by a decrease in the line of credit balance.

The 6.2 percent decrease in notes payable was due to the pay down of NJEDA 2017A & B, NJEDA 2020A and unearned bond premiums on notes.

The 6.9 percent decrease in the net pension liability was mainly related to the combined impact of a decrease in total pension liability for a change in assumptions and an increase in net position due to investment gain on plan trust funds. Total pension liability was measured at June 30, 2023 and the overall market condition was favorable at that time.

The 17.7 percent decrease in non-current OPEB liability was a result of changes in actuarial assumptions including per capita claims cost, healthcare trends, spouse age difference and the rate of retirements. The discount rate increased from 3.65 percent to 3.93 percent, contributing to decrease in net OPEB liability as well.

The 42.3 percent increase in lease liability was due to NJ TRANSIT entering into new lease agreements in fiscal year 2024. The 5.0 percent decrease in deferred inflows was due to the annual amortization of lease revenue.

The 2.6 percent increase in other non-current liabilities was mainly due to an increase of $57.0 million in balance from state advance for capital projects. On June 29, 2021, the Governor signed P.L. 2021, c. 125 (the "Debt Reduction Act") pursuant to which there has been created within the General Fund a restricted reserve fund known as the "New Jersey Debt Defeasance and Prevention Fund" (the "Fund") for the purpose of retiring and defeasing State debt and for funding capital projects on a pay-as-you-go basis rather than issuing additional State debt for such capital projects.

The 38.8 percent decrease in deferred inflows of resources related to pensions was due to a decrease in net difference between projected and actual earnings on pension plan investments for ATU and TERP, based on the latest actuarial valuations.

The 100.4 percent increase in deferred inflows of resources related to OPEB was mainly due to changes in assumptions based on the current actuarial valuation.

CHANGES IN NET POSITION

Changes in net position reflect the current year results of operations combined with non-operating revenue and expenses, and capital contributions. The increase in net position in fiscal year 2025 was $308.0 million (Table A-2), which represented a change in current activities of $372.9 million, offset by a restatement of beginning net position of $64.9 due to the adoption of new GASB 101 Compensated Absences. While there are many contributing factors, this was primarily attributed to increases in operating revenues brought by increase in ridership, State operating assistance and supplemental funding, offset by decreases in capital contributions and drawdowns in fiscal year 2025 from Covid fund.

The increase in net position in fiscal year 2024 was $424.5 million. While there are many contributing factors, this was primarily attributed to increases in operating revenues brought by increase in ridership, other commercial revenues and State operating assistance. In addition, there were increases in drawdowns in fiscal year 2024 under Coronavirus Response and Relief Supplemental Appropriations Act of 2021 ("CRRSAA") and the American Rescue Plan Act ("ARPA"). The positive changes were offset by an increase in operating expenses and decreases in supplemental funding from the State of New Jersey Department of Transportation ("NJ DOT") and capital contributions.

TABLE A-2
CHANGES IN NJ TRANSIT NET POSITION *($ in millions)*

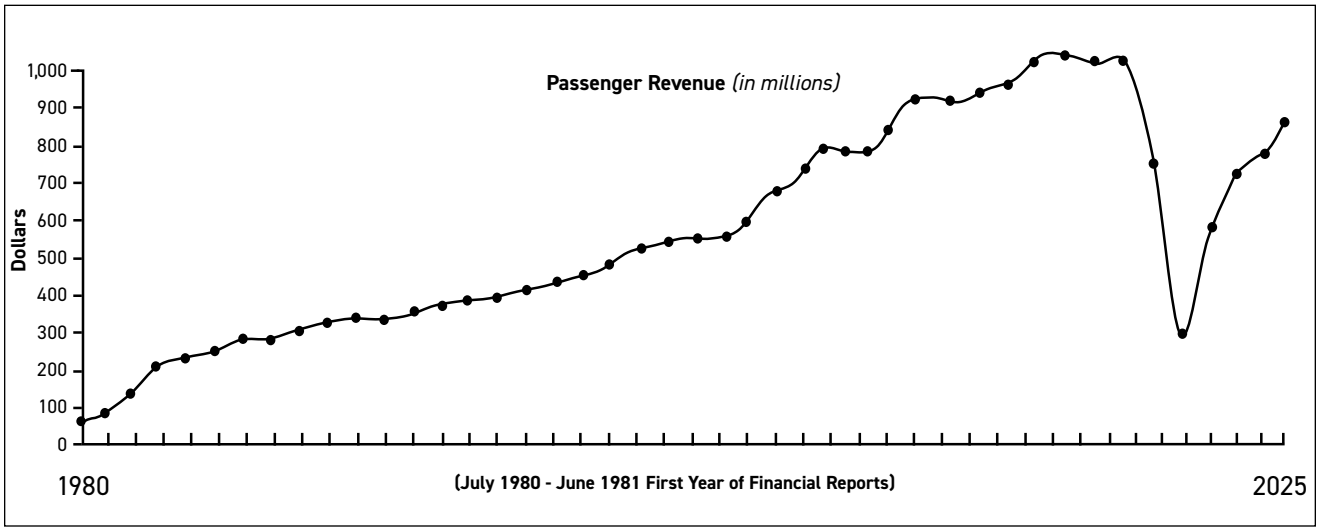
	YEARS ENDED JUNE 30,			% INC/(DEC)	
	2025	**2024**	**2023**	**2025/2024**	**2024/2023**
Operating Revenues					
Passenger fares	$884.5	$758.3	$700.5	16.6	8.3
Other, net	85.5	73.7	69.4	16.0	6.2
Total Operating Revenues	**970.0**	**832.0**	**769.9**	**16.6**	**8.1**
Operating Expenses					
Total operating expenses before depreciation and amortization and other expenses	3,194.7	3,043.6	2,904.5	5.0	4.8
Depreciation and amortization	519.2	512.2	508.6	1.4	0.7
Total Operating Expenses	**3,713.9**	**3,555.8**	**3,413.1**	**4.4**	**4.2**
Operating Loss	**(2,743.9)**	**(2,723.8)**	**(2,643.2)**	**0.7**	**3.0**
Non-operating Revenues					
Non-operating revenues, net	2,142.4	2,108.8	1,976.7	1.6	6.7
Capital contributions	974.4	1,039.5	964.5	(6.3)	7.8
Change in Net Position	**372.9**	**424.5**	**298.0**	**(12.2)**	**42.4**
NET POSITION — Beginning of year	**4,453.5**	**4,029.0**	**3,731.0**	**10.5**	**8.0**
Restatement of beginning net position due to the adoption of GASB101	**(64.9)**	**—**	**—**	**(100.0)**	**—**
NET POSITION — End of Year	**$4,761.5**	**$4,453.5**	**$4,029.0**	**6.9**	**10.5**

OPERATING REVENUES

Operating revenues are comprised of passenger fares and other operating revenues, net of allowance for bad debts.

PASSENGER FARE REVENUE

Passenger fare revenue consists of fares earned during the year from the sale of tickets, monthly passes and bus fare box receipts.



Total passenger revenue for fiscal year 2025 increased by $126.2 million or 16.6 percent. This increase can be attributed to 15 percent fare increase and 1.6 percent ridership increase, which was offset by a revenue loss resulting from fare holiday.

Rail passenger revenue for fiscal year 2025 increased by $72.5 million or 17.7 percent, with ridership increasing by 0.4 million passenger trips, or 0.7 percent. Bus passenger revenue increased by $51.5 million or 15.5 percent, with ridership increasing by 2.3 million passenger trips, or 1.7 percent. Passenger revenues for Light Rail, which includes Newark Light Rail, Hudson-Bergen Light Rail and River LINE revenues, increased by $2.0 million, or 16.1 percent, with ridership increasing by 0.9 million passenger trips, or 4.2 percent.

TABLE A-3
PASSENGER REVENUE *($ in millions)*

	YEARS ENDED JUNE 30,			% INC/(DEC)	
	2025	**2024**	**2023**	**2025/2024**	**2024/2023**
Rail Operations	$481.6	$409.1	$379.7	17.7	7.7
Bus Operations	384.3	332.8	304.8	15.5	9.2
Light Rail Operations	14.4	12.4	12.3	16.1	0.8
Special Transit Fares	4.2	4.0	3.7	5.0	8.1
Total	**$884.5**	**$758.3**	**$700.5**	**16.6**	**8.3**

TABLE A-3a
RIDERSHIP *(in millions)*

	YEARS ENDED JUNE 30,			% INC/(DEC)	
	2025	**2024**	**2023**	**2025/2024**	**2024/2023**
Rail Lines					
Newark Division	36.8	36.9	32.8	(0.3)	12.5
Hoboken Division	22.4	21.9	19.5	2.3	12.3
Atlantic City	0.5	0.5	0.5	—	—
Total Rail Lines	**59.7**	**59.3**	**52.8**	**0.7**	**12.3**
Bus Lines					
Northern Division	68.7	70.2	62.8	(2.1)	11.8
Central Division	59.1	55.4	48.7	6.7	13.8
Southern Division	13.2	13.1	12.2	0.8	7.4
Total Bus Lines	**141.0**	**138.7**	**123.7**	**1.7**	**12.1**
Light Rail Lines					
Newark Light Rail	5.1	4.9	4.2	4.1	16.7
Hudson-Bergen Light Rail	15.8	14.8	13.4	6.8	10.4
River LINE	1.6	1.9	1.7	(15.8)	11.8
Total Light Rail Lines	**22.5**	**21.6**	**19.3**	**4.2**	**11.9**
Total Ridership	**223.2**	**219.6**	**195.8**	**1.6**	**12.2**

FISCAL YEAR 2025

OTHER OPERATING REVENUES

Other operating revenues, net of the allowance for bad debts, consisted of contracted service revenues, rental income, station and vehicle advertising, facility leases, parking lot operations and revenue received from operating service on behalf of Metro-North. There was an increase in other operating revenues of $11.8 million, or 16.0 percent primarily as a result of increases in lease and parking revenue of $3.5 million, increase in DOT project revenue of $3.6 million and decrease in bad debt expense of $3.1 million.

OPERATING EXPENSES

Operating expenses consisted of employment costs, outside services, materials and supplies, depreciation and amortization and other operating costs. These costs are reported in the natural operating expense accounts in the Consolidated Statement of Revenue, Expenses, and Changes in Net Position.

EMPLOYMENT COSTS

Employment costs consisting of labor and related fringe benefit expenses represent 57.0 percent of NJ TRANSIT's total operating costs. These costs include full-time and part-time agreement employees' regular wages and related overtime costs, non-agreement salaries, employment taxes, health and welfare expenses, retirement costs and other fringe benefits.

During fiscal year 2025, labor costs increased by $58.2 million, or 6.0 percent, and fringe benefits decreased by $21.0 million, or 2.6 percent from fiscal year 2024. The increase in labor costs were primarily due to annual wage increases, as well as increases in headcount for hirings of agreement and non-agreement employees to fill vacant positions. Fringe benefits cost decreased primarily due to a decrease of $18.9 million in OPEB costs and a decrease of $61.0 million in pension costs from changes in actuarial assumptions, offset by an increase of $40.1 million in medical, prescription costs.

OTHER OPERATING COSTS

Other operating costs include parts, materials and supplies, fuel and propulsion, outside services, claims and insurance, trackage, tolls and fees, utilities, purchased transportation and other expenses.

Parts, material and supplies costs increased by $26.1 million, or 11.1 percent, primarily due to higher frequency of maintenance in Rail caused by the overall aging of the revenue fleet, such as the window replacements, multi-level railcars, loco ALP 45 and comet II motor and traction costs.

Cost of services increased by $27.2 million or 11.9 percent primarily due to an increase in cost of electronic equipment service of $8.3 million and reimbursable project service of $8.5 million.

Claims and insurance costs increased by $19.1 million, or 13.7 percent, primarily resulting from an increase in insurance premiums and increases in IBNR claims related to Workers Compensation, FELA, and Third Party liability based on the actuarial valuation.

Purchased transportation expenses increased by $33.8 million, or 12.1 percent, mainly due to higher costs associated with Access Link of $16.7 million and Contract Carrier service of $6.1 million. Cost associated with Light Rail operations also increased by $5.8 million due to the growth in ridership of 4.2 percent.

NON-OPERATING REVENUES, NET

Non-operating revenues, net, increased by $33.6 million, or 1.6 percent. This was attributed to an increase in State appropriation of $25 million, and an increase of gain on disposition of assets of $13.0 million.

CAPITAL CONTRIBUTIONS

NJ TRANSIT receives federal, state, and local grants for essentially all of its capital construction and acquisitions. Funding of capital grant expenditures totaling $974.4 million was $65.1 million, or 6.3 percent, less than fiscal year 2024. This was primarily due to lower capital spending compared to prior year primarily associated with the construction of the Portal North Bridge project offset by increases in rail and bus rolling stock and facility improvements.

Major capital projects during the year included the acquisition and rehabilitation of revenue vehicles, including railcars, buses, vans and light railcars, construction of and improvements to passenger and support facilities, and rail, bus, and light rail infrastructure.

FISCAL YEAR 2024

OTHER OPERATING REVENUES

Other operating revenues, net of the allowance for bad debts, consisted of contracted service revenues, rental income, station and vehicle advertising, facility leases, parking lot operations and revenue received from operating service on behalf of Metro-North. There was an increase in other operating revenues of $4.3 million, or 6.2 percent primarily as a result of increases in parking lot revenue of $4.5 million, station concession revenue of $1.3 million and operating revenue of $1.3 million from service on behalf of Metro-North, offset by an increase of $3.1 million in bad debt expense.

OPERATING EXPENSES

Operating expenses consisted of employment costs, outside services, materials and supplies, depreciation and amortization and other operating costs. These costs are reported in the natural operating expense accounts in the Consolidated Statement of Revenue, Expenses, and Changes in Net Position.

EMPLOYMENT COSTS

Employment costs consisting of labor and related fringe benefit expenses represent 58.6 percent of NJ TRANSIT's total operating costs. These costs include full-time and part-time agreement employees' regular wages and related overtime costs, non-agreement salaries, employment taxes, health and welfare expenses, retirement costs and other fringe benefits.

During fiscal year 2024, labor costs increased by $63.1 million, or 7.0 percent, and fringe benefits decreased by $4.8 million, or 0.6 percent from fiscal year 2023. The increase in labor costs were primarily due to annual wage increases, as well as increases in headcount for hirings of agreement and non-agreement employees to fill vacant positions.

Fringe benefit expenses decreased by $4.8 million, or 0.6 percent, compared to FY23 mainly due to decreases in OPEB expense of $75.6 million per the latest actuarial valuation, resulting from a change in the actuarial assumptions, offset by increase in pension costs of $51.3 million, costs for paid leave absence of $31.8 million and medical, prescription cost of approximately $26.7 million.

OTHER OPERATING COSTS

Other operating costs include parts, materials and supplies, fuel and propulsion, outside services, claims and insurance, trackage, tolls and fees, utilities, purchased transportation and other expenses.

Fuel and propulsion costs increased by $24.1 million or 17.7 percent as a result of increased fuel price together with an increase in fuel consumption and an increase in electric propulsion power usage during 2024 supported by increased ridership for rail and bus, offset by a decrease from realized net losses on fuel hedging activities.

Material and supplies costs increased by $38.7 million, or 19.8 percent, primarily due to increases in revenue vehicle parts cost of $22.0 million and other material costs of $7.0 million.

Purchased transportation increased by $16.0 million or 6.1 percent resulting from higher costs due to an increase in purchased transportation expenses on the Access Link operations, mainly related to an increase in service demand as a result of continuous recovery from COVID-19.

NON-OPERATING REVENUES, NET

Non-operating revenues, net, increased by $132.1 million, or 6.7 percent. This was attributed to an increase of $40.0 million state operating assistance and an increase of $262.0 million in CRRSAA funds, $67.4 million ARPA funds and $25 million in Grant Reimbursements, offset by a $281 million decrease in NJ Turnpike funding based on fiscal year 2024 agreement.

CAPITAL CONTRIBUTIONS

NJ TRANSIT receives federal, state, and local grants for essentially all of its capital construction and acquisitions. Funding of capital grant expenditures totaling $1,039.5 million was $75.0 million, or 7.8 percent, higher than fiscal year 2023. This was primarily due to the large increase in reimbursements for project expenditure on the Portal North Bridge project.

Major capital projects during the year included the acquisition and rehabilitation of revenue vehicles, including railcars, buses, vans and light railcars, construction of and improvements to passenger and support facilities, and rail, bus, and light rail infrastructure.

TABLE A-4
NJ TRANSIT CAPITAL ASSETS *(net of accumulated depreciation and amortization)*
($ in millions)

	AS OF JUNE 30,			% INC/(DEC)	
	2025	2024	2023	2025/2024	2024/2023
Capital projects in progress	$4,320.8	$4,052.6	$3,105.8	6.6	30.5
Revenue vehicles	1,364.2	1,505.8	1,614.0	(9.4)	(6.7)
Buildings and structures	1,241.8	1,274.4	1,412.7	(2.6)	(9.8)
Track	516.8	566.3	601.3	(8.7)	(5.8)
Land	488.1	490.8	477.7	(0.6)	2.7
Furniture, fixtures, and equipment	612.5	63.1	85.8	870.7	(26.5)
Computer software and licenses	1.0	3.0	4.2	(66.7)	(28.6)
Operating rights	12.7	12.8	12.7	(0.8)	0.8
Right of use assets	428.5	127.5	89.2	236.1	42.9
Total Net Capital Assets	**$8,986.4**	**$8,096.3**	**$7,403.4**	11.0	9.4

CAPITAL ASSETS

As of June 30, 2025, NJ TRANSIT had invested $20,136.5 million in capital assets. Net of accumulated depreciation and amortization, NJ TRANSIT's net capital assets at June 30, 2025 totaled $8,986.4 million (Table A-4). This amount represents a net increase of $890.1 million, or 11.0 percent higher than June 30, 2024 net capital assets.

As of June 30, 2024, NJ TRANSIT had invested $18,938.8 million in capital assets. Net of accumulated depreciation and amortization, NJ TRANSIT's net capital assets at June 30, 2024 totaled $8,096.3 million (Table A-4). This amount represents a net increase of $692.9 million, or 9.4 percent higher than June 30, 2023 net capital assets.

In October 2020, NJ TRANSIT Board of Directors adopted an unconstrained vision called A 5-Year Capital Plan (the "Plan") – to demonstrate opportunities for safety, service reliability, resiliency, sustainability, and other improvements critical to NJ TRANSIT. *A 5-Year Capital Plan* was the result of a rigorous process involving all agency planning, operating, safety, financial, police, customer service, environmental, and engineering personnel. Working together, staff established and prioritized a pool of projects, balancing corporate strategic objectives to ensure the highest and best use of limited capital funds. This Plan called for continued investment in the State's transit infrastructure to maintain a state of good repair and provide reliable transit service. It included comprehensive, sustainable, and measurable initiatives to ensure passenger and public safety for the system. An emphasis on better preparing NJ TRANSIT to withstand, and recover from future extreme weather events through building a more resilient system, remained a key focus of the Plan. NJ TRANSIT also looked to the future through system expansion that will improve access to mass transit and support continued economic development.

Annually, NJ TRANSIT is appropriated expected funding from a variety of federal, state, and other sources, which it then allocates to different multi-year investments in various stages of planning, design, and construction. The fiscal year 2026 capital funding appropriation equals $1.688 billion and represents an expected funding source that will provide funding for bus acquisition, rail rolling stock procurement, signals, communications and electric traction system, bridge and tunnel rehabilitation, NEC improvements, preventive maintenance, debt service, and other capital improvement projects, along with other past and future annual appropriations.

On March 11, 2025, as required by current law (P.L. 2018, c. 162), and as part of the NJ TRANSIT budget approval process, NJ TRANSIT's Board of Directors approved a two-year capital plan appropriation document for fiscal years 2026 and 2027. This Board action shall authorize the Chair or President & CEO to take whatever actions are necessary to seek and secure those funds envisioned by the Plan and Program of Projects in future fiscal years. The capital appropriation amounts for future fiscal years will be subject to further Board review and approval.

This fiscal year 2026 Appropriation of $1.688 billion consists of $768 million from the Federal Transit Administration (FTA), $75 million in flexed funds from the Federal Highway Administration (FHWA) provided through the New Jersey Department of Transportation (DOT), $767 million from the New Jersey Transportation Trust Fund (TTF), and $78 million of Casino Revenue, Local Match, and Turnpike Authority funds.

These levels of funds will be included in the Transportation Improvement Program (TIP) of the three Metropolitan Planning Organizations (MPOs), namely, the North Jersey Transportation Planning Authority (NJTPA), the South Jersey Transportation Planning Organization (SJTPO) and the Delaware Valley Regional Planning Commission (DVRPC). The three TIPs are combined and sent to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) for approval as the Statewide Transportation Improvements Program (STIP) on a bi-annual basis.

DEBTS AND OTHER OBLIGATIONS

Debts and other obligations outstanding at June 30, 2025, totaled $1,957.0 million compared to $1,832.6 million at June 30, 2024, an increase of 6.8 percent.

The following table summarizes the changes in debts and other obligations between fiscal years 2025, 2024 and 2023 *($ in millions):*

	AS OF JUNE 30,			% INC/(DEC)	
	2025	2024	2023	2025/2024	2024/2023
Notes payable	$1,355.4	$1,443.9	$1,529.2	(6.1)	(5.6)
Lease liabilities and other borrowings*	546.6	263.7	235.3	107.3	12.1
Revolving line of credit liabilities**	55.0	125.0	240.0	(56.0)	(47.9)
Total	**$1,957.0**	**$1,832.6**	**$2,004.5**	**6.8**	**(8.6)**

** Includes lease and subscription liabilities and other borrowings.*

*** In October 2022, NJ TRANSIT entered into a Revolving Credit Agreement with Bank of America for the purpose of obtaining a $300.0 million Line of Credit.*

Additional information about NJ TRANSIT's debts and leases are presented in Notes 10, 11 and 12 to the consolidated financial statements.

ECONOMIC CONDITIONS AND TRENDS

NJ TRANSIT serves several primary market areas including northern New Jersey, Southern New Jersey, New York City and Philadelphia. Economic conditions and trends in each of these regions play a major role in the demand for NJ TRANSIT services.

Average monthly employment in the NJ TRANSIT service region for the 12-month period in fiscal year 2025 increased by 1.3 percent when compared to fiscal year 2024. This increase in employment is positive, but it is important to note that at this time two years ago fiscal year 2023 averages were 4.0 percent higher than fiscal year 2022, which could point to a slowdown in economic growth. Fiscal year 2021 (July 2020 – June 2021) is considered the employment low point with a 12-month average of 8.9 million jobs. This was an almost 8.6 percent decrease in employment when compared to fiscal year 2019 (July 2018 – June 2019). Fiscal year 2025 had a 12-month average of 10.2 million jobs, a 4.6 percent increase from fiscal year 2019 and a 14.5 percent increase from our recent low in fiscal year 2021.

Regarding quarterly numbers, quarter 2 of fiscal year 2025 (October – December 2024) average employment (10.3 million) was the highest we have ever experienced in this region. Quarter 4 fiscal year 2024 was the previous high; quarter 2 of fiscal year 2025 was 1.1 percent higher than that period. This continued growth is vital for our region and the fact that average monthly employment is up approximately 25.4 percent since hitting a pandemic low during quarter 4 of fiscal year 2020 – the lowest since fiscal year 2014 – speaks to the economic resilience of our service area.

Though the statistics mentioned are for the NJ TRANSIT service area, local economies in the region are unique and have recovered differently. Average employment for fiscal year 2025 increased by 0.6 percent in New Jersey, 1.1 percent in Philadelphia, and 2.0 percent in New York City when compared to fiscal year 2024. In comparison to fiscal year 2019, New Jersey, Philadelphia, and New York City increased by 4.6 percent, 4.8 percent, and 4.6 percent, respectively. When isolating employment growth since the pandemic low, quarter 4 of fiscal year 2020, quarter 4 fiscal year 2025 average jobs increased by 24.1 percent in New Jersey, 22.7 percent in Philadelphia, and 27.2 percent in New York City. This equates to an increase of approximately 855,000 jobs in New Jersey, 190,200 jobs in Philadelphia, and 1,036,300 jobs in New York City.

CONTACTING NJ TRANSIT FINANCIAL MANAGEMENT

This financial report is designed to provide our customers and other interested parties with a general overview of NJ TRANSIT finances and to demonstrate NJ TRANSIT's accountability for the funds it receives. If you have any questions about this report or need additional financial information, contact New Jersey Transit Corporation, SVP, Chief Financial Officer & Treasurer, Gateway Two, 283-299 Market Street, Newark, New Jersey 07102-5009.

NEW JERSEY TRANSIT CORPORATION
CONSOLIDATED STATEMENT OF NET POSITION *(in thousands)*
AS OF JUNE 30, 2025

	BUSINESS-TYPE ACTIVITIES ENTERPRISE FUND
ASSETS AND DEFERRED OUTFLOWS OF RESOURCES	
ASSETS	
Current Assets	
Cash and cash equivalents	$113,148
Restricted investments	4,430
Due from federal government	155,261
Due from State of New Jersey	223,768
Materials and supplies, net	200,835
Other current assets	133,385
Total Current Assets	**830,827**
Non-Current Assets	
Restricted cash and cash equivalents	707,371
Restricted investments	62,171
Restricted deposits	112,187
Capital assets, not being depreciated	4,821,617
Capital assets, net of accumulated depreciation and amortization	4,164,831
Other non-current assets	17,460
Total Non-Current Assets	**9,885,637**
Total Assets	**10,716,464**
DEFERRED OUTFLOWS OF RESOURCES	
Deferred outflows related to derivative instruments	3,215
Deferred outflows related to refunding of debt	4,331
Deferred outflows related to OPEB	130,400
Deferred outflows related to pensions	201,657
Total Deferred Outflows of Resources	**339,603**
TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES	**$11,056,067**

See Notes to Consolidated Financial Statements.

(Continued)

NEW JERSEY TRANSIT CORPORATION
CONSOLIDATED STATEMENT OF NET POSITION *(in thousands)*
AS OF JUNE 30, 2025

	BUSINESS-TYPE ACTIVITIES ENTERPRISE FUND
LIABILITIES, DEFERRED INFLOWS OF RESOURCES AND NET POSITION	
LIABILITIES	
Current Liabilities	
Accounts payable	$377,624
Accrued payroll and benefits	248,960
Other short-term borrowings	46,914
Short-term notes and line-of-credit payable	141,085
Short-term lease and subscription liabilities	16,040
Other current liabilities	326,549
Total Current Liabilities	**1,157,172**
Non-Current Liabilities	
Notes payable	1,269,256
Accrued injury and damage claims	331,340
Other borrowings	65,272
Lease and subscription liabilities	418,430
Net pension liability	708,326
OPEB liability	1,155,510
Other non-current liabilities	517,184
Total Non-Current Liabilities	**4,465,318**
Total Liabilities	**5,622,490**
DEFERRED INFLOWS OF RESOURCES	
Deferred inflows related to pensions	91,776
Deferred inflows related to leases	17,388
Deferred inflows related to OPEB	562,932
Total Deferred Inflows of Resources	**672,096**
NET POSITION	
Net investment in capital assets	7,340,631
Restricted for claims	59,660
Unrestricted (deficit)	(2,638,810)
Total Net Position	**4,761,481**
TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES AND NET POSITION	**$11,056,067**

See Notes to Consolidated Financial Statements. *(Concluded)*

NEW JERSEY TRANSIT CORPORATION
CONSOLIDATED STATEMENT OF REVENUES, EXPENSES AND CHANGES IN NET POSITION *(in thousands)*
YEAR ENDED JUNE 30, 2025

	BUSINESS-TYPE ACTIVITIES ENTERPRISE FUND
Operating Revenues	
Passenger fares	$884,545
Other, net	85,511
Total Operating Revenues	**970,056**
Operating Expenses	
Labor	1,028,985
Fringe benefits	792,195
Parts, materials and supplies	260,488
Services	255,073
Claims and insurance	158,390
Fuel and propulsion	156,507
Trackage, tolls and fees	121,374
Utilities	51,569
Purchased transportation	313,295
Other	56,869
Total Operating Expenses, Before Depreciation and Amortization	**3,194,745**
Operating Loss Before Depreciation and Amortization	**(2,224,689)**
Depreciation and amortization	(519,221)
Operating Loss	**(2,743,910)**
Non-Operating Revenues (Expenses)	
State appropriation	165,000
Federal, state, and local reimbursements	1,984,247
Investment income	31,545
Other non-operating revenues	24,494
Interest expense	(75,860)
Gain on disposition of assets	13,005
Total Non-Operating Revenues	**2,142,431**
Change in Net Position Before Capital Contributions	**(601,479)**
Capital contributions	974,355
Change in Net Position	**372,876**
Net Position, Beginning of year, as previously stated	**4,453,469**
Restatement of beginning net position due to the adoption of GASB101 (see Note 2)	**(64,864)**
Net Position, Beginning of year, as restated	**4,388,605**
Total Net Position, Ending	**$4,761,481**

See Notes to Consolidated Financial Statements.

NEW JERSEY TRANSIT CORPORATION
CONSOLIDATED STATEMENT OF CASH FLOWS *(in thousands)*
YEAR ENDED JUNE 30, 2025

	BUSINESS-TYPE ACTIVITIES ENTERPRISE FUND
Cash Flows from Operating Activities	
Cash receipts from passenger fares	$884,444
Other cash receipts	104,957
Payments for claims	(126,425)
Payments to employees	(1,818,779)
Payments to suppliers	(1,201,299)
Net Cash Used in Operating Activities	**(2,157,102)**
Cash Flows from Non-Capital Financing Activities	
Cash receipts from federal, state and local grants and appropriations	2,082,378
Cash Provided by Non-Capital Financing Activities	**2,082,378**
Cash Flows from Capital and Related Financing Activities	
Receipts from leases	3,923
Payments of leases and subscriptions	(19,373)
Proceeds from sale of assets	15,781
Interest payments	(81,261)
Proceeds received from issuances of note and line of credit	375,000
Repayment of note and line of credit obligations	(527,055)
Purchase of capital assets	(1,088,013)
Capital grants	1,222,802
Net Cash Used in Capital and Related Financing Activities	**(98,196)**
Cash Flows from Investing Activities	
Sales and maturities of investments	11,347
Purchases of investments	(15,784)
Interest on investments	27,315
Net Cash Provided by Investing Activities	**22,878**
Net Decrease in Cash and Cash Equivalents	**(150,042)**
Cash and Cash Equivalents (including restricted cash and cash equivalents)	
Beginning of Year	**970,561**
End of Year	**$820,519**

See Notes to Consolidated Financial Statements.

(Continued)

NEW JERSEY TRANSIT CORPORATION
CONSOLIDATED STATEMENT OF CASH FLOWS *(in thousands)*
YEAR ENDED JUNE 30, 2025

	BUSINESS-TYPE ACTIVITIES ENTERPRISE FUND
Reconciliation of Operating Loss to Net Cash Used in Operating Activities	
Cash Flows from Operating Activities	
Operating Loss	**($2,743,910)**
Adjustment to Reconcile Operating Loss to Net Cash Used in Operating Activities	
Depreciation and amortization	519,221
Changes in Assets, Deferred Outflows of Resources, Liabilities and Deferred Inflows of Resources:	
Materials and supplies	(24,861)
Other current assets	(15,523)
Other non-current assets	125,677
Accounts payable	29,837
Accrued payroll and benefits	803
Other current liabilities	38,194
Accrued injury and damage claims	8,858
Net pension liability and related balances	(180,991)
OPEB liability and related balances	(93,911)
Other non-current liabilities and deferred inflows	179,504
Net Cash Used in Operating Activities	**($2,157,102)**
Non-Cash Investing, Capital and Related Financing Activities	
Non-cash investing activities	
Increase in fair value of investments	$1,743
Amortization of (premium) and cost of refunding	(4,717)
Total Non-Cash Investing Activities	**($2,974)**
Non-cash capital and related financing activities	
Capital assets related liabilities	($43,274)
Right of use assets related liabilities	327,279
Interest expense for leases and subscriptions	15,153
Interest income from leases	333
Total Non-Cash Capital and Related Financing Activities	**$299,491**

See Notes to Consolidated Financial Statements. *(Concluded)*

NEW JERSEY TRANSIT CORPORATION
STATEMENT OF FIDUCIARY NET POSITION *(in thousands)*
AS OF JUNE 30, 2025

	FIDUCIARY ACTIVITIES		
	PENSION TRUST FUNDS	**CUSTODIAL FUNDS**	**TOTAL**
ASSETS			
Cash and cash equivalents	$ —	$6,262	$6,262
Investments at fair value or NAV	2,719,053	—	2,719,053
Receivables:			
Accrued interest and dividends	5,010	—	5,010
Employee contributions	878	—	878
Medicare reimbursements	225	—	225
Others	1	—	1
Total receivables	6,114	—	6,114
Total Assets	**2,725,167**	**6,262**	**2,731,429**
LIABILITIES AND FIDUCIARY NET POSITION			
LIABILITIES			
Accounts payable and accrued expenses	35,526	—	35,526
Total Liabilities	**35,526**	**—**	**35,526**
FIDUCIARY NET POSITION			
Restricted for:			
Pension benefits	2,689,641	—	2,689,641
Other organizations	—	6,262	6,262
Total Fiduciary Net Position	**2,689,641**	**6,262**	**2,695,903**
Total Liabilities and Fiduciary Net Position	**$2,725,167**	**$6,262**	**$2,731,429**

NEW JERSEY TRANSIT CORPORATION
STATEMENT OF CHANGES IN FIDUCIARY NET POSITION *(in thousands)*
YEAR ENDED JUNE 30, 2025

	FIDUCIARY ACTIVITIES		
	PENSION TRUST FUNDS	**CUSTODIAL FUNDS**	**TOTAL**
Additions:			
Transfer in from State of New Jersey	$—	$15,045	$15,045
Investment Income (Loss):			
Net appreciation in fair value of investments	240,664	—	240,664
Interest and dividend income	54,332	—	54,332
Less investment fees	(4,503)	—	(4,503)
Total Investment Income	290,493	—	290,493
Contributions:			
Employer	132,269	—	132,269
Employees	19,917	—	19,917
Total Contributions	152,186	—	152,186
Other Receipts	267	—	267
Total Additions	**442,946**	**15,045**	**457,991**
Deductions:			
Benefits paid to participants	186,455	—	186,455
Actuarial and professional fees	912	—	912
Transfer out to Gateway Development Commission	—	9,696	9,696
Total Deductions	**187,367**	**9,696**	**197,063**
Net Increase	**255,579**	**5,349**	**260,928**
Fiduciary Net Position:			
Beginning of Year	2,434,062	913	2,434,975
End of Year	**$2,689,641**	**$6,262**	**$2,695,903**

NEW JERSEY TRANSIT CORPORATION
NOTES TO CONSOLIDATED FINANCIAL STATEMENTS
YEAR ENDED JUNE 30, 2025

1. ORGANIZATION AND BUSINESS PURPOSE

Reporting Entity. The New Jersey Transit Corporation ("NJ TRANSIT") is a component unit of the State of New Jersey created by the New Jersey Public Transportation Act of 1979. NJ TRANSIT is empowered with the authority to acquire, own, operate, and contract for the operation of public passenger transportation services. NJ TRANSIT provides these services through bus operations (NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc. and NJ TRANSIT Morris, Inc.), and commuter rail operations (NJ TRANSIT Rail Operations Inc.). ARH III Insurance Company, Inc. ("ARH"), a non-profit special purpose captive insurance company, is a blended component unit of NJ TRANSIT. NJ TRANSIT also uses its own assets to contract with several third-party providers for transportation services including the operation of two light rail lines. In addition, NJ TRANSIT contracts with the National Railroad Passenger Corporation ("Amtrak") for its operational maintenance of certain NJ TRANSIT rolling stock and the use of Amtrak's North East Corridor ("NEC"), including propulsion costs, right-of-way maintenance costs and certain transportation management services.

NJ TRANSIT receives operating assistance and capital funds from the State of New Jersey by legislative appropriation; the Federal Government by defined formula; discretionary grants under the Federal Urban Mass Transportation Act of 1964 as most recently amended by the Moving Ahead for Progress Act in the 21st Century Act ("MAP-21") of 2012, the FAST Act, the IIJA and local sources. Most federal grants are administered by the FTA. These grants are used to support construction, acquisition, and operation of public transportation facilities, equipment, and services.

NJ TRANSIT is governed by a 13 member Board of Directors, 11 voting members comprised of the Commissioner of the Department of Transportation, who serves as Chairperson, the State Treasurer and another member of the Executive Branch selected by the Governor, who serve ex-officio, six members from the public appointed by the governor with advice and consent of the State Senate, and two members appointed upon the recommendations of the President of the Senate and Speaker of the General Assembly. Two nonvoting members are appointed by the Governor on the recommendation of the labor organizations (motorbus operations and rail operations) representing the plurality of the employees of NJ TRANSIT. NJ TRANSIT employs a President and CEO who manages the day-to-day operations.

2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Basis of Presentation and Accounting – Enterprise Fund. The accounts are maintained, and consolidated financial statements are prepared on the accrual basis of accounting in conformity with accounting principles generally accepted in the United States of America ("U.S. GAAP") as they relate to enterprise funds of state and local governmental units and accordingly follow all applicable Governmental Accounting Standards Board ("GASB") pronouncements.

In accordance with U.S. GAAP, revenues are recognized in the period in which they are earned, and expenses are recognized in the period in which they are incurred. All assets, deferred outflows of resources, liabilities, and deferred inflows of resources associated with the operation of NJ TRANSIT are included in the Consolidated Statement of Net Position. The two principal sources of revenue are passenger fares and governmental operating assistance and reimbursements. Operating expenses include the costs of operating the system, administrative expenses, and depreciation and amortization of capital assets.

Basis of Presentation and Accounting - Fiduciary Funds. NJ TRANSIT's fiduciary funds financial statements provide information about the funds that are used to report resources held in trust for retirees and beneficiaries covered by pension trust funds and custodial funds held by NJ TRANSIT. Separate financial statements are presented for the fiduciary funds.

The following fiduciary component units comprise the fiduciary activities of NJ TRANSIT:

1) Pension Trust Funds
- Amalgamated Transit Union ("ATU") Employees Retirement Plan
- Utility Workers' Union of America ("UWUA") Employees Retirement Plan
- Transit Employees Retirement Plan ("TERP")

2) Custodial Funds
- Gateway Development Commission

The financial statements of the fiduciary funds are prepared using the accrual basis of accounting and a measurement focus on the periodic determination of additions, deductions, and net position restricted for fiduciary activities.

New Accounting Pronouncements Recently Adopted. GASB Statement No.101, *Compensated Absence*, was issued in June 2022. The objective of this Statement is to better meet the information needs of financial statement users by updating the recognition and measurement guidance for compensated absences.

This Statement requires that liabilities for compensated absences be recognized for (1) leave that has not been used and (2) leave that has been used but not yet paid in cash or settled through noncash means. A liability should be recognized for leave that has not been used if (a) the leave is attributable to services already rendered, (b) the leave accumulates, and (c) the leave is more likely than not to be used for time off or otherwise paid in cash or settled through noncash means.

GASB Statement 101 is effective for the fiscal year 2025 and NJ TRANSIT applied the retroactive effect of the adoption by the recognition and measurement of compensated absences as of July 1, 2024. Net position as of July 1, 2024 was restated and decreased by $64.9 million.

The following schedule summarizes the net effect of adopting GASB 101 as of July 1, 2024 *(in millions)*.

	RESTATEMENT OF BEGINNING BALANCE
As previously stated	$72.2
Change in accounting principle – GASB 101	64.9
As restated	**$137.1**

GASB Statement No. 102, *Certain Risk Disclosures*, was issued in December 2023. The objective of this Statement is to provide users of government financial statements with essential information about risks related to a government's vulnerabilities due to certain concentrations or constraints.

This Statement defines concentration as a lack of diversity related to an aspect of a significant inflow of resources or outflow of resources. A constraint is a limitation imposed on a government by an external party or by formal action of the government's highest level of decision-making authority. Concentrations and constraints may limit a government's ability to acquire resources or control spending.

This Statement requires a government to assess whether a concentration or constraint makes the primary government reporting unit or other reporting units that report a liability for revenue debt vulnerable to the risk of a substantial impact. Additionally, this Statement requires a government to assess whether an event or events associated with a concentration or constraint that could cause the substantial impact have occurred, have begun to occur, or are more likely than not to begin to occur within 12 months of the date the financial statements are issued.

The GASB No. 102 was effective for NJ TRANSIT's fiscal year 2025. The management evaluated the requirements and concluded the adoption of this Statement did not have a material impact on NJ TRANSIT's consolidated financial statements.

Accounting Standards Issued But Not Yet Adopted. GASB has issued the following pronouncements that may affect the future financial position, results of operations, cash flows, or financial presentation upon implementation. NJ TRANSIT Management has not yet evaluated the effect of implementation of these standards. The following is a list of GASB Statements and the year of adoption that NJ TRANSIT is required to assess:

GASB Statement No.	GASB Accounting Standard	Required Fiscal Year of Adoption
103	*Financial Reporting Model Improvements*	2026
104	*Disclosure of Certain Capital Assets*	2026

Revenue and Expense Classification. NJ TRANSIT distinguishes operating revenues and expenses from non-operating items in the preparation of its consolidated financial statements. Operating revenues and expenses primarily result from providing transportation services in connection with NJ TRANSIT's ongoing operations. The principal operating revenues are generated from passenger fares. NJ TRANSIT's operating expenses include employment costs, materials, services, claims and insurance, purchased transportation and other expenses related to the delivery of transportation services. All revenues and expenses not meeting this definition are reported as non-operating revenues and expenses. NJ TRANSIT's primary source of non-operating

revenue relates to grants, subsidies, and capital contributions. Grants, subsidies, and capital contribution revenue is recognized at the time eligible expenses occur and/or NJ TRANSIT has complied with the grant and subsidy requirements.

Non-capital grants and subsidies are reported as non-operating revenue and capital grants are reported as a separate item on the Consolidated Statement of Revenues, Expenses, and Changes in Net Position as capital contributions.

Net Position. Net position equals assets, plus deferred outflows of resources, minus liabilities, minus deferred inflows of resources and are classified into three categories:

- Net Investment in Capital Assets – This reflects the net position of NJ TRANSIT that is invested in capital assets, net of related debt. This indicates that this net position is not accessible for other purposes.

- Restricted for Claims – This reflects the net position of NJ TRANSIT that is invested in ARH.

- Unrestricted (Deficit) – This relates to net position that does not meet the definition of "net investment in capital assets" or "restricted," as discussed above.

Cash and Cash Equivalents. Cash and cash equivalents consist of cash on hand, demand deposits and other short-term investments with maturities of three months or less when purchased. NJ TRANSIT considers cash and cash equivalents and investments held for the repayment of the non-current portion of notes payable and debts to be non-current assets.

Investments. All investments are stated at fair value based on quoted market prices, as available (see Note 3). Income from investments is recognized on the accrual basis. Realized gains or losses on sales of investment securities are accounted for using the specific identification method. NJ TRANSIT has elected to combine realized and unrealized gains and losses on investments. The calculation of realized gains and losses is independent of the calculation of the change in the fair value of investments. Realized gains and losses include unrealized amounts from prior years.

Accounts Receivable. Accounts receivable, primarily amounts due from federal and state governments, are included with other current assets and are recorded net of an allowance for uncollectible amounts.

Capital Assets. All capital assets are recorded at cost and include revenue and non-revenue vehicles, buildings, stations, furniture, fixtures, other equipment and infrastructure assets (right-of-way, track work, and bridges), as well as right to use leased assets and subscription assets, net of accumulated depreciation and amortization. Capital assets, which were acquired by the NJ DOT and subsequently transferred to NJ TRANSIT at cost, are included in capital assets.

Capitalization Policy. Under NJ TRANSIT's policy, purchases exceeding $10,000 representing additions or betterments, with a useful life greater than one year, are capitalized. Ordinary maintenance and repairs are charged to expense as incurred.

Depreciation and Amortization Policy. Depreciation of capital assets is computed using the straight-line method over the estimated useful lives of the assets as follows:

	YEARS
Buildings, structures, and track	25
Railcars and locomotives	22-25
Buses, vans, and light railcars	5-15
Furniture, fixtures, and equipment	3-10
Computer software and licenses	3

Right to use leased buildings, structures, equipment, and subscription assets are amortized in a systematic and rational manner over the shorter of the lease term or the useful life of the underlying asset.

Capital Projects in Progress. These are costs incurred by NJ TRANSIT for capital projects in various stages of completion and include all activities designed to construct, acquire, or extend useful lives of existing capital assets.

Materials and Supplies. Fuel, spare parts, and supplies purchased are recorded as inventories at average cost, net of a reserve for slow-moving and obsolete parts.

Deferred Outflows/Inflows of Resources. A deferred outflow of resources represents a consumption of net position that applies to a future period and a deferred inflow of resources is defined as an acquisition of net position that is applicable to a future period.

NJ TRANSIT records the following deferred outflows/inflows of resources in the Consolidated Statement of Net Position:

- Deferred outflows related to refunding of long-term debt: the difference in the carrying value of the refunded debt and its reacquisition price is deferred and amortized over the shorter of the life of the refunded or refunding debt.

- Deferred outflows related to pensions and OPEB: contributions made to the pension and OPEB plans subsequent to the measurement date and outflows due to changes in pension and OPEB assumptions are deferred.

- Deferred inflows related to pensions and OPEB: the net deferred gains on pension and OPEB plan investments due to changes of assumptions and inflows due to changes of pension and OPEB assumptions are deferred and amortized in future periods.

- Additional items include deferred outflows related to derivative instruments, which relates to fuel commodity swaps entered into during the year, and deferred inflows related to leases.

Injury and Damage Claims. Injury and damage claims are accrued at estimated award or settlement amounts when it is probable that an asset has been damaged or a liability has been incurred and the amount of the loss can be reasonably estimated. NJ TRANSIT is insured against public liability, property damage and Federal Employee Liability Act ("FELA") claims through various levels of coverage placed with commercial insurance carriers and its wholly-owned subsidiary, ARH. Such coverage includes self-insured retention (see Notes 15 and 17).

Pollution Remediation Obligations. Pollution remediation costs are being expensed in accordance with the provisions of GASB Statement No. 49, *Accounting and Financial Reporting for Pollution Remediation Obligations*. An operating expense provision and corresponding liability measured at current value using the expected cash flow method has been recognized for certain pollution remediation obligations. Pollution remediation obligations occur when any one of the obligating events takes place (see Note 13).

Note Premiums and Discounts. Premiums and discounts, which are recorded net with Notes Payable, are amortized over the life of the debt using the effective interest method.

Income Taxes. NJ TRANSIT is exempt from federal income taxes under the Internal Revenue Code, Section 115 and from state income taxes under N.J.S.A. 27:25-16. Accordingly, no provision is recorded for federal and state income taxes.

Pensions. For purposes of measuring the net pension liability, deferred outflows of resources and deferred inflows of resources related to pensions, and pension expense, information about the fiduciary net position of the three defined benefit, single-employer plans that NJ TRANSIT sponsors, the New Jersey Public Employees' Retirement System ("PERS") and the New Jersey Police and Firemen's Retirement System ("PFRS") and additions to/deductions from these plans' fiduciary net position have been determined on the same basis as they are reported by these plans. For this purpose, benefit payments (including refunds or employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

Other Postemployment Benefits. NJ TRANSIT follows GASB Statement No. 75, *Accounting and Financial Reporting for Postemployment Benefits Other Than Pensions*, to record Other Postemployment Benefits ("OPEB") expense, liability and deferred inflows of resources related to OPEB. The benefits are currently funded on a pay-as-you-go basis (see Note 7).

Compensated Absences. Accumulation and payment of vacation and sick leave for agreement employees is based on the collective bargaining agreements with the various unions. Non-agreement employees are permitted to carryover one year's worth of vacation days. Sick days earned for non-agreement employees after January 1, 2012 are not eligible for cash-in upon retirement. The accrued benefits are recorded based on GASB 101 requirements for the benefits that are more than likely to be used or settled at separation.

Leases and Subscriptions. NJ TRANSIT recognizes lease/subscription liabilities and lease/subscription assets at the commencement of the lease and subscription term, unless the lease or subscription is short-term, or it transfers ownership of the underlying asset. The lease and subscription liabilities are measured at the present value of payments expected to be made during the term (less any incentives). The lease and subscription assets are measured at the amount of the initial measurement of the liability, plus any payments made to the lessor at or before the commencement of the term and certain direct costs.

NJ TRANSIT recognizes a lease receivable and a deferred inflow of resources at the commencement of the lease term, with certain exceptions for leases of assets held as investments, certain regulated leases, short-term leases, and leases that transfer ownership of the underlying asset. The lease receivable is measured at the present value of lease payments expected to be received during the lease term. The deferred inflow of resources is measured at the value of the lease receivable plus any payments received at or before the commencement of the lease term that relate to future periods.

3. DEPOSITS AND INVESTMENTS

NJ TRANSIT's deposits and investments as of June 30, 2025 are as follows *(in millions)*:

	AS OF JUNE 30, 2025
Current	
Cash on hand	$23.0
Cash equivalents	90.2
Total cash and cash equivalents	**113.2**
Restricted investments	4.4
Total current cash and cash equivalents and investments	**117.6**
Non-current	
Restricted cash on hand	2.7
Restricted cash equivalents	704.6
Restricted investments	62.2
Total restricted cash and cash equivalents and investments	**769.5**
Total Deposits and Investments	**$887.1**

NJ TRANSIT's cash on deposit with various entities as of June 30, 2025 totaled $25.7 million as follows:

ACCOUNT TYPE	BALANCE *(in millions)*
Insured	$1.5
Uninsured held at NJ TRANSIT's locations	4.4
Uncollateralized held by health care providers	2.7
Uninsured held by banks	17.1
Total	**$25.7**

Custodial Credit Risk. Custodial credit risk is the risk that a bank failure would result in the forfeiture of NJ TRANSIT deposits. NJ TRANSIT does not have a policy for custodial credit risk. As of June 30, 2025, $24.2 million of NJ TRANSIT's cash balance was exposed to custodial credit risk.

The following schedule lists the allocation of cash and investments by financial institution as of June 30, 2025 *($ in millions)*:

	AS OF JUNE 30, 2025	
Institution/Issuer	**AMOUNT**	**% OF PORTFOLIO**
ARH - US Treasury Notes	$5.3	0.6%
ARH - Wachovia Cash	1.3	0.1
ARH - Wells Fargo Cash	2.2	0.2
Bank of America	93.6	10.6*
BNY Mellon	44.9	5.1*
City National Bank	0.3	—
ARH - Exchange Traded Funds	61.3	6.9
Liberty Mutual	1.3	0.1
Working Fund	4.4	0.5
State Cash Management Fund	324.6	36.6*
US Bank	347.3	39.2*
Wachovia	0.6	0.1
Total	**$887.1**	

** A majority of the investments held are money market mutual funds that invest primarily in government securities.*

Interest Rate Risk. In accordance with NJ TRANSIT's investment policy, NJ TRANSIT manages its exposure to declines in fair values by limiting the weighted average maturity of its investment portfolio to less than one year. However, up to 25.0 percent of all investments may be invested in eligible securities, which mature within two years provided that the average maturity of all investments shall not exceed one year. Investments associated with the proceeds of debt issuance are governed by the related bond covenant agreements.

NJ TRANSIT's investments as of June 30, 2025 totaled $861.4 million, as follows:

Investments	**Fair Value** *(in millions)*	**Weighted Average Maturity in Years**
Money Market Funds	$470.2	0.14
ARH – Exchange Traded Funds	61.3	0.02
ARH – US Treasury Notes	5.3	—
State of NJ Cash Management Fund	324.6	0.09
Total	**$861.4**	
Portfolio weighted average maturity		0.11

Credit Risk. NJ TRANSIT's investments are restricted to (a) United States Treasury Securities; (b) corporate obligations, provided they are rated BAA/BBB or better; (c) senior debt securities, provided such securities are rated at least AA; (d) commercial paper, which must have the highest prime rating and must be issued by a company incorporated in the United States; (e) certificates of deposit, both collateralized and uncollateralized (in the case of collateralization, the market value of the collateral must be 120.0 percent of the purchased price at the time of purchase); (f) repurchase agreements; (g) banker's acceptances; (h) loan participation notes; and (i) money market mutual funds. The restrictions pertaining to each class of these securities are outlined in NJ TRANSIT's investment policy and are strictly adhered to. Any deviation from the established risk is authorized by the Board of Directors.

NJ TRANSIT's investment policy limits exposure to any single issuer to 20.0 percent of the investment portfolio. This restriction does not apply to issues of the U.S. government or its agencies that are explicitly guaranteed by the U.S. government or the State of New Jersey Cash Management Fund.

The investment of NJ TRANSIT funds is governed by NJ TRANSIT's By-Laws. The Treasurer is authorized to invest and deposit funds of NJ TRANSIT in obligation and/or depositories, which are generally consistent with the investment policies of the State of New Jersey Cash Management Fund as permitted under Public Law 1950 c.270 and subsequent legislation or as otherwise prescribed by the Board of Directors of NJ TRANSIT. Investee institutions and organizations qualify as depositories based on such criteria as minimum capital, credit ratings, and other evaluation factors.

U.S. government and agency obligations are guaranteed by the full faith and credit of the issuing entity and are held by NJ TRANSIT's escrow agent in an account for NJ TRANSIT. The State of New Jersey Cash Management Fund is a common trust fund administered by the New Jersey Department of Treasury, Division of Investment and is an unrated investment.

Concentration of Credit Risk. Concentration of credit risk is the risk of loss attributed to the magnitude of NJ TRANSIT's investment in a single issuer. As of June 30, 2025, no exposure of the concentration of credit risk existed since NJ TRANSIT did not hold any investments in any one issuer that would represent five percent or more of total investments. Investments issued or explicitly guaranteed by the U.S. government and pooled investments are excluded from this assessment.

Fair Value Measurements. NJ TRANSIT categorizes its fair value measurement within the fair value hierarchy established by generally accepted governmental standards. The hierarchy is based on the valuation inputs used to measure the fair value of the asset. Level 1 inputs are quoted prices in active markets for identical assets; Level 2 inputs are significant other observable inputs; Level 3 inputs are significant unobservable inputs.

NJ TRANSIT has the following recurring fair value measurements as of June 30, 2025 *(in millions)*:

	Total	Quoted Prices in Active Markets for Identical Assets (Level 1)	Significant Other Observable Inputs (Level 2)	Significant Unobservable Inputs (Level 3)
Investments by Fair Value Level:				
Money Market Funds	$470.2	$470.2	$–	$–
ARH – Exchange Traded Funds	61.3*	61.3	–	–
ARH – US Treasury Notes	5.3*	5.3	–	–
Total Investments by Fair Value Level	**$536.8**	**$536.8**	**$–**	**$–**

	Fair Value	Unfunded Commitment	Observable Redemption Frequency	Redemption Notice Period
Fair Value Estimated Using NAV per Share:				
State of NJ Cash Management Fund	$324.6	–	Daily	None
Total Investments measured at NAV	**$324.6**			
Total Investments by Fair Value & NAV	**$861.4**			

*The following table presents fair value measurement information for NJ TRANSIT's captive insurance company's (ARH) investments at June 30, 2025 *(in millions)*:

EXCHANGE TRADED FUNDS (ETF):	
iShares Short Term Corporate Bond	$7.0
iShares 1-3 Year Treasury Bond	11.3
iShares Intermediate Credit Bond	5.1
iShares 3-7 Year Treasury Bond	8.0
Vanguard Russell 1000 Growth	6.1
Vanguard Russell 1000 Value	6.1
iShares Core S&P Small-Cap	2.0
Vanguard Developed Markets	4.1
Invesco S&P 500 Equal Weight	4.5
Others, less than five percent	7.1
US Treasury Notes	5.3
Total ARH ETFs	**$66.6**

4. RESTRICTED ASSETS

Restricted assets include cash, investments, and amounts on deposit for a financed purchase that have been restricted from use for normal operations as a result of agreements with outside parties.

Since April 1997, certain proceeds, primarily from the issuance of Grant Anticipation Notes, Certificates of Participation, and New Jersey Economic Development Authority Bonds, financed portions of NJ TRANSIT's capital projects. These proceeds are restricted by applicable agreement covenants. As of June 30, 2025, the balance of restricted assets related to these proceeds was $347.3 million.

Since fiscal year 1996, NJ TRANSIT has entered into tax advantaged agreements with certain domestic and overseas lenders. Restricted deposits as of June 30, 2025 was $112.2 million, for these agreements that represent agreements made to meet NJ TRANSIT's payment obligations throughout the term of the agreements (see Note 12).

NJ TRANSIT has recorded Other Borrowings and the related assets as Restricted Deposits in the Consolidated Statement of Net Position.

On June 29, 2021, the Governor of New Jersey signed the Debt Reduction Act pursuant to which there has been created within the General Fund a restricted reserve fund known as the "New Jersey Debt Defeasance and Prevention Fund" for the purpose of retiring and defeasing State debt and for funding capital projects on a pay-as-you-go basis rather than issuing additional State debt for such capital projects. Under this Act, NJ TRANSIT received proceeds of $89.4 million in fiscal year 2025 to fund various capital projects. The restricted account balances was $321.5 million as of June 30, 2025.

Other restricted amounts are made up primarily of deposit requirements for OCIP escrow reserve for Portal North Bridge project and health insurance plans. The balances of other restricted amount totaled $38.6 million as of June 30, 2025.

5. CAPITAL ASSETS

A summary of all capital assets of NJ TRANSIT as of June 30, 2025 is as follows *(in millions)*:

	Beginning Balance	Increases	Decreases	Ending Balance
Capital Assets not being Depreciated				
Land	$490.8	$—	($2.7)	$488.1
Capital projects in progress	4,052.6	1,079.7	(811.5)	4,320.8
Operating rights	12.7	—	—	12.7
Total Capital Assets not being Depreciated	**4,556.1**	**1,079.7**	**(814.2)**	**4,821.6**
Capital Assets being Depreciated				
Buildings and structures	6,210.7	146.9	(3.2)	6,354.4
Track	2,565.3	25.5	(16.3)	2,574.5
Railcars and locomotives	2,948.3	7.1	(6.1)	2,949.3
Buses, vans, and light railcars	2,036.5	43.2	(143.3)	1,936.4
Furniture, fixtures, and equipment	408.9	588.9	(39.8)	958.0
Computer software & licenses	58.7	—	(0.1)	58.6
Total Capital Assets being Depreciated	**14,228.4**	**811.6**	**(208.8)**	**14,831.2**
Less Accumulated Depreciation				
Buildings and structures	4,936.3	179.5	(3.2)	5,112.6
Track	1,999.0	75.0	(16.3)	2,057.7
Railcars and locomotives	2,022.4	90.9	(6.1)	2,107.2
Buses, vans, and light railcars	1,456.5	101.1	(143.3)	1,414.3
Furniture, fixtures, and equipment	345.9	39.4	(39.8)	345.5
Computer software & licenses	55.7	1.9	—	57.6
Total Accumulated Depreciation	**10,815.8**	**487.8**	**(208.7)**	**11,094.9**
Total Capital Assets being Depreciated, Net of Depreciation	**3,412.6**	**323.8**	**(0.1)**	**3,736.3**
Right of Use Assets Being Amortized				
Leased buildings and structures	131.1	322.7	(0.1)	453.7
Leased furniture, fixtures, and equipment	0.7	—	(0.2)	0.5
Subscription assets	22.6	9.7	(2.8)	29.5
Total Right of Use Assets Being Amortized	**154.4**	**332.4**	**(3.1)**	**483.7**
Less Accumulated Amortization				
Leased buildings and structures	19.1	22.6	—	41.7
Leased furniture, fixtures, and equipment	0.4	0.1	(0.2)	0.3
Subscription assets	7.3	8.7	(2.8)	13.2
Total Accumulated Amortization	**26.8**	**31.4**	**(3.0)**	**55.2**
Total Right of Use Assets Being Amortized, Net of Amortization	**127.6**	**301.0**	**(0.1)**	**428.5**
Total Capital Assets, including Right of Use Assets, Net of Depreciation and Amortization	**$8,096.3**	**$1,704.5**	**($814.4)**	**$8,986.4**

6. PENSION AND EMPLOYEE BENEFIT PLANS

Employees of NJ TRANSIT participate in either the NJ TRANSIT sponsored defined benefit plans, which are single-employer pension plans, the New Jersey Public Employees' Retirement System ("PERS"), or the Police and Firemen's Retirement System ("PFRS"). PERS and PFRS are cost-sharing multiple-employer defined benefit plans, which are administered by the State of New Jersey, Division of Pensions and Benefits.

NJ TRANSIT SPONSORED SINGLE-EMPLOYER DEFINED BENEFIT PLANS

General Information About the Plans

Plan Descriptions. NJ TRANSIT sponsors three defined benefit, single-employer pension plans for the employees. Of the three single-employer defined benefit pension plans, two plans cover bus agreement employees, and one plan covers non-agreement employees. The two agreement plans are the Amalgamated Transit Union ("ATU") Employees Retirement Plan and Utility Workers' Union of America ("UWUA") Employees Retirement Plan. The plan covering all non-agreement employees hired prior to July 1, 2006, is the Transit Employees Retirement Plan ("TERP").

Benefits Provided. Each single-employer pension plan provides retirement, disability and death benefits for plan members and beneficiaries, with the exception of TERP, which has no disability provision and was closed to non-agreement employees hired on or after July 1, 2006. NJ TRANSIT maintains the authority to establish and amend benefit provisions of the non-agreement plan while the agreement plans are subject to the collective bargaining process. Separate audited financial statements are issued for the three pension plans, copies of which are available on the NJ TRANSIT website.

The pension plans provide retirement, death, and disability benefits with full vesting of the accrued benefits to a participant who terminates employment with 10 years of vesting service for ATU and UWUA. For TERP plan, the vesting time is 10 years, or 5 years if the employees are hired at age 50 or greater. For ATU and UWUA, a participant is credited with one year of vesting credit for each calendar year in which he completes at least 1,000 hours of service. For TERP, a participant is credited with one year of vesting credit for each 12-month period measured from the participant's date of hire, in which he completes at least 1,000 hours of service. The standard form of pension payment to a retiring participant is a 50% actuarially equivalent reduced surviving spouse annuity unless the participant elects to have the benefits paid in some other form. For ATU and UWUA, the retirement benefit is based on 2.125% for each year of credited service multiplied by the average of the highest three years' earnings in the last ten years of service, reduced for any benefit purchased under AETNA contract. For TERP, the retirement benefit is based on 2.125% for each year of credited service multiplied by the average of the highest three years' earnings in the last ten years of consecutive employment, reduced by certain applicable benefits. The 2.125% accrual rate became effective on July 1, 2007 for ATU and TERP, and on November 1, 2007 for UWUA.

Employees Covered by Benefit Terms. At July 1, 2024, following employees were covered by the benefit terms:

	ATU	TERP	UWUA
Active participants	5,317	601	6
Inactive plan participants or beneficiaries currently receiving benefits	4,007	1,791	22
Inactive plan participants entitled to but not yet receiving benefits	353	183	2
Total	**9,677**	**2,575**	**30**

Contributions. Under the provisions of the two bus agreements for ATU and UWUA pension plans, the contribution requirements for plan members and NJ TRANSIT are established as a result of bargaining agreements between the unions and NJ TRANSIT. In accordance with the TERP plan document, the TERP contributions shall be paid in such intervals and in such amounts as directed by NJ TRANSIT under the advice of an actuary. All plan members are required to contribute 2.00 to 5.00 percent of their annual covered salary.

For the year ended June 30, 2025, NJ TRANSIT's average contribution rates for ATU, TERP and UWUA were 18.69 percent, 73.72 percent, and 60.00 percent, respectively, of annual covered payrolls.

Net Pension Liability. NJ TRANSIT's net pension liability at June 30, 2025 was measured as of June 30, 2024 and the total pension liabilities used to calculate the net pension liabilities were determined by an actuarial valuation as of July 1, 2024.

Actuarial Assumptions. The total pension liability was determined by an actuarial valuation as of July 1, 2024 using the following actuarial assumptions for the three defined benefit plans, applied to all periods included in the measurement:

Inflation	3.00%
Salary increases	3.00% plus age and service-based merit increases
Investment rate of return	6.75% for TERP and UWUA, 7.00% for ATU, net of pension plan investment expense, including inflation

Mortality. For the ATU and UWUA plans' healthy participants, Pri-2012 Blue Collar Mortality Tables, with generational projection from 2012 using Scale MP-2021, separate tables were used for annuitants, non-annuitants, and contingent annuitants. For disabled participants, Pri-2012 Disabled Retiree Amount-weighted Mortality Table, were used with generational projection from 2012 using scale MP-2021.

For TERP plan, 50/50 blend of the Pri-2012 Blue Collar Mortality Tables and the Pri-2012 White Collar Employee Mortality Tables were used with generational projection from 2012 using Scale MP-2021, separate tables were used for annuitants, non-annuitants, and contingent annuitants. For disabled participants, Pri-2012 Disabled Retiree Amount-weighted Mortality Table were used with generational projection from 2012 using scale MP-2021.

The mortality tables were projected to July 1, 2024 under Scale MP-2021. The mortality tables were then further adjusted to future years using generational projection under Scale MP-2021 to reflect future mortality improvement. The mortality assumption was set by the plan sponsor.

The long-term expected rate of return on pension plan investments was determined using a building-block method in which expected future real rates of return (expected returns, net of inflation) are developed for each major asset class. These returns are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage, adding expected inflation.

The target allocation (approved by the Board) and projected arithmetic real rates of return for each major asset class, after deducting inflation, but before investment expenses, used in the derivation of the long-term expected investment rate of return assumption are summarized below:

	Target Allocation		Long-Term Expected Real Rate of Return	
Asset Class	**ATU**	**Other***	**ATU**	**Other***
Domestic large cap equity	38.00%	44.00%	7.00%	7.00%
Domestic mid cap equity	5.00%	0.00%	7.00%	0.00%
Domestic small cap equity	4.00%	7.00%	7.00%	7.00%
Foreign equity	12.00%	12.00%	7.10%	7.10%
Fixed income	33.00%	35.00%	2.20%	2.20%
Real estate	6.00%	0.00%	3.80%	0.00%
Cash	2.00%	2.00%	1.40%	1.40%

TERP and UWUA

Discount Rates. The discount rates at June 30, 2024 used to measure the total pension liabilities were 6.75% for TERP and UWUA and 7.00% for ATU.

The projection of cash flows used to determine the discount rate assumed plan member contributions will be made at the current contribution rate and that employer contributions will be made at rates equal to the scheduled employer contribution amount. Based on those assumptions, the pension plans' fiduciary net position was projected to be available to make all projected future benefit payments for current plan members. Therefore, the long-term expected rates of return on pension plan investments were applied to all periods of projected benefit payments to determine the total pension liabilities.

Changes in the Net Pension Liability for the Year Ended June 30, 2025 *(in millions):*

	ATU	TERP	UWUA
Actuarial Valuation		**As of July 1, 2024**	
Total pension liability			
Service cost	$49.1	$6.9	$—
Interest	135.4	65.5	0.5
Change of benefit terms	—	—	—
Differences between expected and actual experience	(5.1)	13.6	—
Change of assumptions	(0.5)	0.3	—
Benefit payments, including refunds of employee contributions	(114.0)	(64.0)	(0.6)
Net change in total pension liability	**64.9**	**22.3**	**(0.1)**
Total pension liability – beginning	**1,946.3**	**997.7**	**8.0**
Total pension liability – ending (a)	**$2,011.2**	**$1,020.0**	**$7.9**
Plan fiduciary net position			
Contributions – employer	$74.8	$50.3	$0.3
Contributions – employee	19.3	1.4	—
Net investment income	193.4	107.7	0.9
Benefit payments, including refunds of employee contributions	(114.0)	(64.0)	(0.6)
Administrative expense	(0.5)	(0.4)	—
Other	0.2	—	—
Net change in plan fiduciary net position	**173.2**	**95.0**	**0.6**
Plan fiduciary net position – beginning	**1,472.5**	**685.6**	**6.8**
Plan fiduciary net position – ending (b)	**$1,645.7**	**$780.6**	**$7.4**
Net pension liability – ending (a) – (b)	**$365.5**	**$239.4**	**$0.5**

Sensitivity of the Net Pension Liability to Changes in the Discount Rate. The following presents the Net Pension Liability for each Plan, measured at June 30, 2024, using the discount rate, as well as what the Net Pension Liability would be if it were calculated using a discount rate that is 1-percentage-point lower or 1-percentage-point higher than the current rate *(in millions):*

	1% Decrease (6.00%)	Current Discount (7.00%)	1% Increase (8.00%)
ATU	$586.5	$365.5	$178.6

	1% Decrease (5.75%)	Current Discount (6.75%)	1% Increase (7.75%)
TERP	$343.1	$239.4	$150.7
UWUA	$1.3	$0.5	$0.1

Pension Plan Fiduciary Net Position. Detailed information about the pension plans' fiduciary net position is available in the separately issued pension financial reports, copies of which are available on the NJ TRANSIT's website ***https://www.njtransit.com/AnnualReport***.

COST-SHARING MULTIPLE-EMPLOYER PLANS

Plan Descriptions. NJ TRANSIT and its subsidiaries contribute to the PERS and the PFRS. These cost-sharing multiple-employer, defined benefit pension plans are administered by the State of New Jersey. Each plan provides retirement, disability, and death benefits to plan members and beneficiaries. Benefit provisions are established and may be amended by the State Legislature. The State of New Jersey issues separate, standalone financial reports for the PERS and the PFRS plans. Information on the total plan funding status and progress, contribution required, and trend information can be found in the Annual Comprehensive Financial Report of the State of New Jersey, Division of Pensions and Benefits, available on the State's website ***www.nj.gov/treasury/pensions/financial-reports.shtml***.

A special funding situation exists for the local employers of the PFRS of New Jersey. Under N.J.S.A. 43:16A-15, local participating employers are responsible for their own contributions based on actuarially determined amounts, except where legislation was passed, which legally obligated the State if certain circumstances occurred. The legislations which legally obligate the State are as follows: Chapter 8, P.L. 2000, Chapter 318, P.L. 2001, Chapter 86, P.L. 2001, Chapter 511, P.L. 1991, Chapter 109, P.L. 1979, Chapter 247, P.L. 1993 and Chapter 201, P.L. 2001. The amounts contributed on behalf of the local participating employers under this legislation is considered to be a special funding situation as defined by GASB Statement No. 68 and the State is treated as a non-employer contributing entity. Since the local participating employers do not contribute under this legislation directly to the plan (except for employer specific financed amounts), there is no net pension liability or deferred outflows or inflows to report in the financial statements of the local participating employers including NJ TRANSIT related to this legislation.

Benefits Provided. *PERS* - The vesting and benefit provisions are set by N.J.S.A. 43:15A. PERS provides retirement, death, and disability benefits. All benefits vest after ten years of service.

The following represents the membership tiers for PERS:

Tier	Definition
1	Members who were enrolled prior to July 1, 2007
2	Members who were eligible to enroll on or after July 1, 2007 and prior to November 2, 2008
3	Members who were eligible to enroll on or after November 2, 2008 and prior to May 22, 2010
4	Members who were eligible to enroll on or after May 22, 2010 and prior to June 28, 2011
5	Members who were eligible to enroll on or after June 28, 2011

Service retirement benefits of 1/55th of final average salary for each year of service credit is available to tiers 1 and 2 members upon reaching age 60 and to tier 3 members upon reaching age 62. Service retirement benefits of 1/60th of final average salary for each year of service credit is available to tier 4 members upon reaching age 62 and tier 5 members upon reaching age 65. Early retirement benefits are available to tiers 1 and 2 members before reaching age 60, tiers 3 and 4 with 25 years or more of service credit before age 62, and tier 5 with 30 years or more of service credit before age 65. Benefits are reduced by a fraction of a percent for each month that a member retires prior to the age at which a member can receive full early retirement benefits in accordance with their respective tier. Tier 1 members can receive an unreduced benefit from age 55 to age 60 if they have at least 25 years of service. Deferred retirement is available to members who have at least 10 years of service credit and have not reached the service retirement age for the respective tier.

PFRS - The vesting and benefit provisions are set by N.J.S.A. 43:16A. PFRS provides retirement as well as death and disability benefits. All benefits vest after ten years of service, except disability benefits, which vest after four years of service.

The following represents the membership tiers for PFRS:

Tier	Definition
1	Members who were enrolled prior to May 22, 2010
2	Members who were eligible to enroll on or after May 22, 2010 and prior to June 28, 2011
3	Members who were eligible to enroll on or after June 28, 2011

Service retirement benefits are available at age 55 and are generally determined to be 2.0 percent of final compensation for each year of creditable service up to 30 years plus 1.0 percent for each year of service in excess of 30 years. Members may seek special retirement after achieving 25 years of creditable service, in which benefits would equal 65.0 percent (tiers 1 and 2 members) and 60.0 percent (tier 3 members) of final compensation plus 1.0 percent for each year of creditable service over 25 years but not to exceed 30 years. Members may elect deferred retirement benefits after achieving ten years of service, in which case benefits would begin at age 55 equal to 2.0 percent of final compensation for each year of service.

Pension Information Related to Multi-Employer Plans. NJ TRANSIT's pension information related to multi-employer plans at June 30, 2025 was measured as of June 30, 2024 determined by an actuarial valuation as of July 1, 2023.

Contributions Made. *PERS* - The contribution policy is set by N.J.S.A. 43:15A and requires contributions by active members and contributing employers. State legislation has modified the amount that is contributed by the State. The State's pension contribution is based on an actuarially determined amount, which includes the employer portion of the normal cost and an amortization of the unfunded accrued liability. Funding for noncontributory group insurance benefits is based on actual claims paid. For fiscal year 2025, the State's pension contribution was more than the actuarial determined amount.

The local employers' contribution amounts are based on an actuarially determined rate, which includes the normal cost and unfunded accrued liability. Chapter 19, P.L. 2009 provided an option for local employers of PERS to contribute 50.0% of the normal and accrued liability contribution amounts certified for payments due in State fiscal year 2009. Such employers will be credited with the full payment and any such amounts will not be included in their unfunded liability. The actuaries will determine the unfunded liability of those retirement systems, by employer, for the reduced normal and accrued liability contributions provided under this law. This unfunded liability will be paid by the employer in level annual payments over a period of 15 years beginning with the payments due in the fiscal year ended June 30, 2012 and will be adjusted by the rate of return on the actuarial value of assets.

Contributions to the PERS plan from NJ TRANSIT for fiscal year 2025 was $1.4 million or 12.39 percent of annual covered payroll.

PFRS - The contribution policy is set by N.J.S.A. 43:16A and requires contributions by active members and contributing employers. State legislation has modified the amount that is contributed by the State. For fiscal year 2025, the State contributed an amount more than the actuarially determined amount. The local employers' contribution amounts are based on an actuarially determined rate, which include the normal cost and unfunded accrued liability. Chapter 19, P.L. 2009 provided an option for local employers of PFRS to contribute 50.0% of the normal and accrued liability contribution amounts certified for payments due in State fiscal year 2009. Such employers will be credited with the full payment and any such amounts will not be included in their unfunded liability. The actuaries will determine the unfunded liability by employer for the reduced normal and accrued liability contributions provided under this law. This unfunded liability will be paid by the employer in level annual payments over a period of 15 years beginning with the payments due in the fiscal year ended June 30, 2012 and will be adjusted by the rate of return on the actuarial value of assets. NJ TRANSIT's required contribution rate to the PFRS plan for fiscal year 2025 was 57.95% of annual covered payroll, of which 35.46% of payrolls was required by NJ TRANSIT and 22.49% of payroll was required from the State. NJ TRANSIT's contributions to the PFRS plan for 2025 was $12.1 million or 35.28%.

Pension Liabilities Related to Multi-Employer Pensions. *PERS* - At June 30, 2025, NJ TRANSIT reported liabilities of $14.3 million for its proportionate share of the net pension liabilities. The plan's fiduciary net position as a percentage of total pension liability was 51.27%.

PFRS - At June 30, 2025, NJ TRANSIT reported liabilities of $88.7 million for its proportionate share of the net pension liabilities that reflected a reduction for State pension support provided to PFRS on behalf of NJ TRANSIT. The plan's fiduciary net position as a percentage of total pension liability was 67.53%.

The amount recognized by NJ TRANSIT as its proportionate share of the net pension liability, the related State support, and the total portion of the net pension liability that was associated with NJ TRANSIT were as follows for the year ended June 30, 2025 *(in millions)*:

NJ TRANSIT's proportionate share of the net pension liability	$88.7
State's proportionate share of the net pension liability associated with NJ TRANSIT	17.5
Total	**$106.2**

NJ TRANSIT's proportionate share of the net pension liability was based on a projection of the long-term share of contribution to the pension plans relative to the projected contributions of all participating State agencies, actuarially determined. At June 30, 2024, NJ TRANSIT's proportionate share was 0.10% and 0.86% for PERS and PFRS, respectively.

For the year ended June 30, 2025, NJ TRANSIT recognized

pension expense of $2.0 million and revenue of $2.0 million for support provided by the State to PFRS, on behalf of NJ TRANSIT.

Actuarial Assumptions. *PERS*: The collective total pension liability for the June 30, 2024 measurement date was determined by an actuarial valuation as of July 1, 2023, which was rolled forward to June 30, 2024. The actuarial valuation used the following actuarial assumptions for the June 30, 2024 measurement date:

Inflation rate:	
Price	2.75%
Wage	3.25%
Salary increases:	Based on years of service
	2.75% – 6.55%
Investment rate of return:	7.00%

Pre-retirement mortality rates were based on the Pub-2010 General Below-Median Income Employee mortality table with an 82.2% adjustment for males and 101.4% adjustment for females, and with future improvement from the base year of 2010 on a generational basis. Post-retirement mortality rates were based on the Pub-2010 General Below-Median Income Healthy Retiree mortality table with a 91.4% adjustment for males and 99.7% adjustment for females, and with future improvement from the base year of 2010 on a generational basis. Disability retirement rates used to value disabled retirees were based on the Pub-2010 Non-Safety Disabled Retiree mortality table with a 127.7% adjustment for males and 117.2% adjustment for females, and with future improvement from the base year of 2010 on a generational basis. Mortality improvement is based on Scale MP-2021.

PFRS: The collective total pension liability for the June 30, 2024 measurement date was determined by an actuarial valuation as of July 1, 2023, which was rolled forward to June 30, 2024. The actuarial valuation used the following actuarial assumptions for the June 30, 2024 measurement date:

Inflation rate:	
Price	2.75%
Wage	3.25%
Salary increases:	
Through	All future years 3.25-16.25% Based on years of service
Thereafter	Not applicable
Investment rate of return:	7.00%

Employee: Pub-2010 Safety Employee amount-weighted mortality table (sex-specific), projected generationally from 2010 with Scale MP-2021 mortality projection. 5% of deaths are assumed to be accidental.

Healthy Annuitant: Pub-2010 Safety Retiree Below Median amount-weighted mortality table (sex-specific), projected generationally from 2010 with Scale MP-2021 mortality projection.

Disabled: 144% of Pub-2010 Safety Disabled Retiree amount-weighted mortality table for males and 100% of Pub-2010 Safety Disabled Retiree amount-weighted mortality table for females, projected generationally from 2010 with Scale MP-2021 mortality projection.

Contingent Annuitant: Pub-1010 General Retiree Below-Median amount-weighted mortality tables projected generationally from 2010 with Scale MP-2021 mortality projection.

Discount Rate. *PERS:* The discount rate used to measure the total pension liability was 7.00% as of June 30, 2024. The projection of cash flows used to determine the discount rate assumed that contributions from plan members will be made at the current member contribution rates and that contributions from employers and the nonemployer contributing entity will be based on 100% of the actuarially determined contributions for the State employer and 100% of actuarially determined contributions for the local employers. Based on those assumptions, the plan's fiduciary net position was projected to be available to make all projected future benefit payments of current plan members. Therefore, the long-term expected rate of return on plan investments was applied to all projected benefit payments to determine the total pension liability.

PFRS: The discount rate used to measure the total pension liability was 7.00% as of June 30, 2024. The projection of cash flows used to determine the discount rate assumed that contributions from plan members will be made at the current member contribution rates and that contributions from employers and the nonemployer contributing entity will be based on 100.0% of the actuarially determined contributions for the State employer and 100.0% of actuarially determined contributions for local employers. Based on those assumptions, the plan's fiduciary net position was projected to be available to make all projected future benefit payments of current plan members. Therefore, the long-term expected rate of return on plan investments was applied to all projected benefit payments to determine the total pension liability.

Expected Rate of Return on Investments. The long-term expected rate of return was determined using a building block method in which best-estimate ranges of expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage and by adding expected inflation.

Best estimates of arithmetic rates of return for each major asset class included in the plans' target asset allocations as of June 30, 2024 are summarized in the following tables:

Asset Class	Target Allocation	Long-Term Expected Real Rate of Return
PERS:		
Risk Mitigation Strategies	3.00%	7.10%
Cash Equivalents	2.00%	3.57%
U.S. Treasuries	4.00%	3.57%
Investment Grade Credit	7.00%	5.37%
High Yield	4.50%	6.74%
Private Credit	8.00%	8.90%
Real Assets	3.00%	8.20%
Real Estate	8.00%	10.95%
U.S. Equity	28.00%	8.63%
Non-U.S. Developed Markets Equity	12.75%	8.85%
International Small Cap Equity	1.25%	8.85%
Emerging Markets Equity	5.50%	10.66%
Private Equity	13.00%	12.40%

Asset Class	Target Allocation	Long-Term Expected Real Rate of Return
PFRS:		
US Large-Cap Equity	24.00%	6.90%
US Small/Mid Cap Equity	4.00%	7.40%
Non-U.S Developed Large Cap Equity	9.50%	6.70%
Non-U.S Developed Small Cap Equity	2.00%	7.50%
Emerging Markets Large Cap Equity	6.00%	9.60%
Emerging Markets Small Cap Equity	1.50%	9.60%
US Treasury Bond	7.00%	4.10%
US Corporate Bond	5.00%	5.90%
US Mortgage-Backed Securities	5.00%	4.40%
Global Multisector Fixed Income	6.00%	6.50%
Cash	2.00%	3.40%
Real Estate Core	3.00%	5.10%
Real Estate Non-Core	4.00%	6.50%
Infrastructure	3.00%	7.00%
Private Debit/Credit	8.00%	9.10%
Private Equity	10.00%	10.10%

Sensitivity of the Collective Net Pension Liability to Changes in the Discount Rate. The following presents NJ TRANSIT's proportionate share of the net pension liability measured as of June 30, 2024, calculated using each Plan's discount rate, as well as the proportionate share of the net pension liability using a discount rate that is 1-percentage-point lower or 1-percentage-point higher than the current rate, as of each Plan's measurement date *(in millions):*

	1% Decrease (6.00%)	Current Discount Rate (7.00%)	1% Increase (8.00%)
PERS	$18.9	$14.3	$10.3
PFRS	126.7	88.7	57.0

Fiduciary Plan Net Position. Detailed information about the PERS and PFRS' fiduciary net position is available in the separately issued Annual Comprehensive Financial Report of the State of New Jersey, Division of Pensions and Benefits, available on the State's website ***www.nj.gov/treasury/pensions/financial-reports.shtml.***

Pension Expense, Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions (Single-Employer and Cost-Sharing Multiple-Employer Plans). For the year ended June 30, 2025, NJ TRANSIT recognized pension expense of $96.3 million.

At June 30, 2025, NJ TRANSIT reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources *(in millions)*:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Net difference between projected and actual earnings on pension plan investments	$—	$75.1
Changes of assumptions or other inputs	24.9	3.2
Changes in proportion	13.3	0.6
Differences between expected and actual experience	31.2	12.9
NJ TRANSIT contributions subsequent to the measurement date	132.3	—
Total	**$201.7**	**$91.8**

Deferred outflows of resources of $132.3 million resulted from contributions subsequent to the measurement date will be recognized as a reduction of the net pension liability in the year ending June 30, 2025. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized in pension expense as follows *(in millions):*

	TOTAL
Year 1 (2025)	$47.4
Year 2 (2026)	(22.8)
Year 3 (2027)	(19.3)
Year 4 (2028)	(18.9)
Year 5 (2029)	(8.1)
Thereafter	(0.7)
Total	**($22.4)**

**Note that additional future deferred inflows and outflows of resources may impact these numbers.*

DEFINED CONTRIBUTION PLANS

In addition to the defined benefit plans, NJ TRANSIT provides an employee savings and protection plan 401(k) for all eligible non-agreement employees. NJ TRANSIT provides a maximum 50 percent matching contribution on the first six percent contributed by the employees. This plan permits employees to contribute up to 50 percent of their salary not to exceed $23,500 annually on a pre-tax basis.

NJ TRANSIT also provides money purchase pension plans 401(a) and employee savings/deferred compensation plans (457) for eligible agreement and non-agreement employees. NJ TRANSIT contributed 1 to 6 percent of annual compensation to certain employees' accounts in the 401(a) Plan. Effective 1/1/09, newly hired employees in the Rail Conductors union get a 1 percent contribution in their first year of employment, with an additional contribution of 1 percent per year up to a maximum of 5 percent. The 457 plan permits employees to contribute up to 50 percent of their salary not to exceed $23,500 annually on a pre-tax basis.

Beginning in 2002, a pre-tax contribution was added for participants of the 401(k) and 457 plans. The Economic Growth and Tax Relief Act of 2001 ("Act") permits individuals who are age 50 (or older) by the end of the calendar year to elect to make additional "catch up" contributions to the plan. This is in addition to the pre-tax employee contribution limit. Pursuant to the Act, participants in the 401(k) and 457 plans who are over 50 years of age can contribute an additional $7,500 above the $23,500 limit. Furthermore, a special catch-up contribution of $11,250 is available for those aged 60 through 63, bringing their total potential contribution to $34,750 for those in this age group.

NJ TRANSIT's expenses for the defined contribution plans totaled $37.4 million in fiscal years 2025.

7. OTHER POSTEMPLOYMENT BENEFITS ("OPEB")

General Information about the Plan

Plan Descriptions. NJ TRANSIT's OPEB plan, a single-employer defined benefit plan, provides OPEB for all eligible retirees and their spouses. The contribution and benefit requirements are negotiated between NJ TRANSIT and union representatives for Rail and Bus agreement employees. NJ TRANSIT establishes and may amend the provisions for non-agreement employees. NJ TRANSIT's required contribution is based on projected pay-as-you-go financing requirements and no assets are accumulated in a trust that meets the criteria in paragraph 4 of GASB Statement No. 75.

Benefits Provided. NJ TRANSIT provides postemployment medical, pharmacy, dental, vision and life insurance benefits for eligible retirees and their spouses. The benefit terms are as follows:

Bus, Rail and Non-Agreement Employees
Bus Agreement: Benefit terms cover ATU and UWUA union employee retirees who satisfy either of the following eligibility requirements while actively employed: 1) age 55 and completion of 10 years of service, 2) rule of 80, no minimum age, 3) total and permanent disability and the completion of at least 10 years of service, or 4) death of employee who attained 55 or completed 20 years of service. Medical benefits vary for retirees who are pre-age 65 and post-age 65. Dental coverage ends at earlier of attainment of age 65 and death of retiree, while life insurance benefits cover eligible retirees with $7,500 per retired Mercer supervisor, $8,000 for other Mercer retirees and a $500 gratuitous for all other retirees. No vision benefits are provided.

Rail Agreement: Benefit terms cover certain group retirees satisfying either of the following eligibility requirements while actively employed for health benefits: 1) age 60 and completion of 30 years of railroad service, or 2) death of employee who is eligible for retirement. Medical benefits vary for retirees who are pre-age 65 and post-age 65. There are no dental and vision benefits coverage. Life insurance benefits cover eligible retirees who attained age 65 while actively employed in an amount of $2,000 per retiree.

Non-Agreement: Benefit terms cover retirees not covered by a collective bargaining agreement who satisfy either of the following eligibility requirements while actively employed: 1) age 55 and completion of 10 years of service, 2) rule of 80, no minimum age; 3) Hired after age 50 and completion of 5 years of service, 4) total and permanent disability in accordance with Social Security Administration who is eligible for retirement, or 5) death of employee who is eligible for retirement.

Medical benefits vary for retirees who are pre-age 65 and post-age 65. Dental coverage ends at earlier of age 65 and death of the retiree, to the extent the retiree continues to make the required contributions. At age 65, retirees and surviving spouses may continue coverage at own expense if retired on or after September 1, 2008. Life insurance benefits cover $10,000 for employees who retired on or after January 1, 1994, otherwise $5,000.

Police Members
Benefit terms cover PBA union employees satisfying retirement from PFRS while actively employed: 1) age 55 and completion of 25 years of service, 2) if enrolled in PFRS prior to January 18, 2000, completion of 20 years of service, 3) total and permanent disability and has met the requirement for retirement, or 4) death of employee who has met the requirement for retirement.

Medical and prescription drug benefits. Effective July 1, 2023, eligible officers receive the same benefits as active status police officers. Coverage ends at death of the retiree, or when the retiree fails to make the required contributions.

Dental and vision benefits. Effective July 1, 2023, eligible officers receive the same benefits as active status police officers. Coverage ends at age 65, or when the retiree fails to make the required contributions.

There are no life insurance benefits.

Employees Covered by Benefit Terms. At June 30, 2025, the following employees were covered by the benefit terms:

	Bus, Rail, and Non-Agreement*	Police**	Total
Inactive employees or beneficiaries currently receiving benefit payments	386	—	386
Inactive employees entitled to but not yet receiving benefit payments	5,290	—	5,290
Active employees	11,472	294	11,766
Total Membership	17,148	294	17,442
Spouses of Retirees	**1,900**	**—**	**1,900**

**Actuarial valuation date is July 1, 2024*
***Actuarial valuation date is July 1, 2022*

OPEB Funding. NJ TRANSIT pays for OPEB benefits on a pay-as-you-go basis. Since NJ TRANSIT is not pre-funding these benefits, no actuarially determined contribution is determined.

Total OPEB Liability. NJ TRANSIT's total OPEB liability of $1,216.1 million was measured as of June 30, 2025 and was determined by an actuarial valuation as of July 1, 2023 for Bus, Rail and Non-Agreement employees, and for Police members.

Actuarial Assumptions. The total OPEB liability as of June 30, 2025 was determined by an actuarial valuation as of July 1, 2023 for Bus, Rail and Non-Agreement employees, and for Police members, calculated based on the discount rate and actuarial assumptions below. Covered payroll reflects pay during the fiscal year for all employees, excluding non-covered police employees, including those who terminated during the year.

For fiscal year 2025, the following actuarial assumptions and other inputs, applied to all periods included in the measurement, unless otherwise specified:

Valuation date	July 1, 2023
Measurement date	June 30, 2025
Salary increases, varies by age	3.16% - 4.84% (Bus, Rail and Non-Agreement)
Salary increases, varies by service	3.00% - 29.07% (Police), based on July 1, 2022 - June 30, 2027 PBA collective bargaining agreement
Inflation rate	3.00%
Discount rate	5.20%
Healthcare cost trend rates	
Pre-65	
Non-Police (Bus & Rail)	7.2% for 2025, decreasing to 3.7% by 2074+
Police	6.4% for 2025, decreasing to 3.7% by 2074+
Post-65	
Non-Police (Bus)	5.0% for 2025, decreasing to 3.7% by 2074+
Non-Agreement	7.5% for 2025, decreasing to 3.7% by 2074+
Police	6.0% for 2025, decreasing to 3.7% by 2074+
Actuarial cost method	Entry Age Normal

The discount rate was based on the Bond Buyer General Obligation 20-year Municipal Bond Index.

Mortality. All mortality rates are projected on a generational basis using MP-2021 mortality improvement scale. As a generational table, it reflects mortality improvements both before and after the measurement date. Headcount-weighted versions of the indicated table are used.

Bus, Rail and Non-Agreement Employees
Preretirement: PRI-2012 Employee Mortality Table for Males and Females with blue collar adjustments for Bus and Rail members. A 50/50 blend of white collar and blue-collar adjustments were used for Non-Agreement members.

Postretirement Healthy Lives: PRI-2012 Healthy Annuitant Mortality Table for Males and Females with blue collar adjustments. A 50/50 blend of white collar and blue-collar adjustments were used for Non-Agreement members.

Contingent Annuitant: PRI-2012 Contingent Annuitant Mortality Table of Males and Females with blue collar adjustments. A 50/50 blend of white collar and blue collar adjustments were used for Non-Agreement members.

Postretirement Disabled Lives: PRI-2012 Disabled Annuitant Mortality Table for Males and Females.

Police Members
Preretirement: Pub-2010 Safety Employee for males and females.

Postretirement Healthy Lives: Pub-2010 Safety Retiree Below Median for males and females.

Contingent Annuitant: Pub-2010 General Retiree Below Median for males and females.

Postretirement Disabled Lives: 144% of the Pub-2010 Safety Disabled Retiree for males and 100% of the Pub-2010 Safety Disabled Retiree for females.

For the year ended June 30, 2025, changes in the total OPEB liability are as follows *(in millions):*

Beginning Balance, June 30	**$1,305.6**
Changes for the year:	
Service cost	63.8
Interest	52.6
Plan changes	—
Economic/demographic gains or losses	4.3
Changes of assumptions or other inputs	(149.6)
Benefit payments	(60.6)
Net changes	**(89.5)**
Ending Balance	**$1,216.1**

*Total OPEB liability comprised of short-term and long-term liabilities of $60.6 million and $1,155.5 million, respectively.

The valuation reflected an updated healthcare trend assumption for Bus, Rail and Non-Agreement employees, which increased the total OPEB liability by $28.7 million. Finally, the discount rate increased from 3.93% to 5.20%, which decreased the total OPEB liability by $178.4 million. The net effect was a decrease in the total OPEB liability due to assumption changes of $149.7 million.

Sensitivity of the Total OPEB Liability to Change in the Discount Rate. The following presents the total OPEB liability of NJ TRANSIT at June 30, 2025, calculated using a discount rate of 5.20 percent, as well as what NJ TRANSIT's total OPEB liability would be if it were calculated using a discount rate that is 1-percentage-point lower or 1-percentage-point higher than the current rate:

	1% Decrease (4.20%)	Discount Rate (5.20%)	1% Increase (6.20%)
Total OPEB liability *(in millions)*	$1,353.3	$1,216.1	$1,099.0

Sensitivity of the Total OPEB Liability to Changes in the Healthcare Cost Trend Rates. The following presents the total OPEB liability of NJ TRANSIT at June 30, 2025, calculated using healthcare cost trend rates as well as what the amounts would be if it were calculated using healthcare cost trend rates that are 1-percentage-point lower or 1-percentage-point higher than the current rates:

	1% Decrease	Current Trend Rate	1% Increase
Total OPEB liability *(in millions)*	$1,061.0	$1,216.1	$1,406.0

OPEB Expense and Deferred Outflows of Resources and Deferred Inflows of Resources Related to OPEB.
For the year ended June 30, 2025, NJ TRANSIT recognized OPEB expense of $70.6 million.

At June 30, 2025, NJ TRANSIT reported $130.4 million of deferred outflows, and $562.9 million of deferred inflows, of resources related to OPEB from changes of assumptions or

other inputs, which will be recognized in OPEB expense as follows *(in millions)*:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	$36.8	$1.9
Changes of assumptions or other inputs	93.6	561.0
Total	**$130.4**	**$562.9**

The deferred outflows of resources and deferred inflows of resources related to OPEB will be recognized in expense as follows *(in millions)*:

June 30,	TOTAL
2026	($45.8)
2027	(58.8)
2028	(95.5)
2029	(96.4)
2030	(56.3)
Thereafter*	(79.7)
Total	**($432.5)**

**Note that additional future deferred inflows and outflows of resources may impact these numbers.*

8. OTHER CURRENT LIABILITIES

A summary of activity in other current liability for the year ended June 30, 2025 is presented below *(in millions)*:

Balance – Beginning of the year	**$294.1**
Additions	42.0
Reductions/payments	(9.5)
Balance – End of the year	**$326.6**

Other current liabilities totaled $326.6 million at June 30, 2025 consist of the following *(in millions)*:

Advance funds-State/Port Authority	$3.2
NEC obligations	3.6
Injury and damage claims (Note 15)	99.4
Retainage on construction projects	92.3
Pollution remediation obligations (Note 13)	3.6
OPEB liability	60.5
Derivative instruments (Note 19)	3.2
Other	60.8
Total	**$326.6**

The advanced funds represent funds received for capital projects for which expenditure has not yet been incurred and/or will be subsequently paid back to the State Transportation Trust Fund. Other current liabilities include fees related to the NEC Service and unearned passenger revenue for bulk tickets and monthly sales related to future periods.

9. OTHER NON-CURRENT LIABILITIES

A summary of activity in other non-current liability for the year ended June 30, 2025 is presented below *(in millions)*:

Balance – Beginning of the year	**$485.5**
Additions	42.8
Reductions/payments	(11.1)
Balance – End of the year	**$517.2**

Other non-current liabilities totaled $517.2 million as of June 30, 2025, primarily relate to unearned rent and permit revenues, reserves for future environmental clean-up costs, funds designated for future asset and spare part purchases, as well as capital project advances, as follows (*(in millions)*:

Federal and State interests on capital assets	$9.0
Non-Federal capital project advances	429.8
Other	4.3
Total unearned revenue	**443.1**
Sick leave	39.1
Pollution remediation obligations (Note 13)	35.0
Total other non-current liabilities	**74.1**
Total	**$517.2**

10. DEBT AND OTHER OBLIGATIONS

Revolving Line of Credit. In October 2022, NJ TRANSIT entered into a Revolving Credit Agreement with Bank of America ("BofA") for the purpose of obtaining a $300.0 million Line of Credit ("Line"). The Revolving Credit Agreement and Line are secured by an NJ TRANSIT Federally Taxable Grant Anticipation Note, Series 2022 (the "Series 2022 Note") dated October 26, 2022. The Series 2022 Note evidences the revolving loans made by BofA to NJ TRANSIT and were issued to BofA in anticipation of the receipt of certain grant funds from the FTA. The Revolving Credit Agreement and Line will terminate on October 2, 2026. As of June 30, 2025, the outstanding balance on the Line was $55.0 million.

The Line will assist NJ TRANSIT in meeting its operating cash requirements for expenditures that are eligible for reimbursement from the FTA, Section 5307 and 5337 Formula Funds.

NJ TRANSIT will pay a commitment fee of 30 basis points (based upon NJ TRANSIT's current ratings) on undrawn amounts and a floating interest rate based upon Secured Overnight Financing Rate ("SOFR") plus 53 basis points (based upon the current rating) on drawn amounts.

Bonds Payable. In October 2022, the NJEDA issued $572.6 million of 2022 Series A NJ TRANSIT Transportation Project Bonds. The 2022 Series A Bonds were issued to (i) finance a portion of the costs of a project consisting of the replacement by the New Jersey Transit Corporation of the Portal Bridge, an existing two-track railroad swing type bridge that spans the Hackensack River in New Jersey, with a new two-track fixed structure that will be approximately 2.44 miles long (the PNB project); and (ii) pay Costs of Issuance of the 2022 Series A Bonds. The 2022 Series A Bonds were issued bearing interest at the rates of 5.00% and 5.25% per annum with a final maturity of November 2052. As of June 30, 2025, $563.7 million of 2022 Series A remain outstanding.

In January 2020, the New Jersey Economic Development Authority ("NJEDA") issued $500.0 million of 2020 Series A NJ TRANSIT Transportation Project Bonds. The 2020 Series A Bonds were issued to (i) finance the costs of a project (the "2020 Series A Project") consisting of the acquisition of commuter buses and locomotives by NJ TRANSIT, (ii) pay capitalized interest on the 2020 Series A Bonds through and including November 1, 2022, and (iii) pay Cost of Issuance of the 2020 Series A Bonds. The 2020 Series A were issued bearing interest at the rate of 5.00% per annum with a final maturity of November 2044. As of June 30, 2025, the entire $500.0 million of 2020 Series A remains outstanding.

In January 2017, the NJEDA issued $627.7 million of Series 2017 Transportation Project Sublease Revenue and Refunding Bonds. This issue consisted of $64.1 million of 2017 Series A; Transportation Project Sublease Revenue Bonds and $563.6 million of 2017 Series B; Transportation Project Sublease Revenue Refunding Bonds. The Series 2017A Bonds were issued to finance the cost of "New Money Projects" related to the Traction Power High Voltage Substation Circuit Breaker Replacement Project, Long Slip Fill and Rail Enhancement Project and the Bus Radio System Replacement Project as well as the payment of capitalized interest and the payment of the cost of issuance of the 2017 Series A Bonds. The Series 2017B Bonds were issued to finance the refunding advance of prior obligations specifically the Series 2004A Certificates of Participation, dated April 1, 2004, the Series 2008A, Certificates of Participation, dated April 1, 2008 and Series 2009A Certificates of Participation, dated April 1, 2009 as well as the payment of cost of issuance of the 2017 Series B Bonds. As a result of this refunding, NJ TRANSIT increased its total debt service requirements over the life of the issue by $13.7 million, which resulted in a net present value loss of $5.6 million. As of June 30, 2025, $64.1 million of 2017 Series A remain outstanding and $161.0 million of 2017 Series B remain outstanding.

The following schedule summarizes notes payable and other obligations, by issue, as of June 30, 2025 *(in millions):*

	Inception Date	Balance June 30, 2024	Additions	Payments/ Reductions	Balance June 30, 2025	Due Within One Year
State of NJ						
NJEDA 2017A	01/17	$64.1	$—	$—	$64.1	$—
NJEDA 2017B	01/17	234.1	—	(73.1)	161.0	(76.7)
NJEDA 2020A	01/20	500.0	—	—	500.0	—
NJEDA 2022A	10/22	572.6	—	(8.9)	563.7	(9.4)
Other						
Revolving Line of Credit		125.0	375.0	(445.0)	55.0	(55.0)
Total		**1,495.8**	**375.0**	**(527.0)**	**1,343.8**	**($141.1)**
Unamortized Bond Premium		73.1	—	(6.6)	66.5	
Total Notes Payable and Other Obligations		**$1,568.9**	**$375.0**	**($533.6)**	**$1,410.3**	

Long-term notes payable maturities subsequent to June 30, 2025 *(in millions)* are as follows:

Fiscal Year Ending June 30,	Principal	Interest	Total
2026	$86.1	$60.4	$146.5
2027	90.3	56.1	146.4
2028	78.3	52.2	130.5
2029	10.9	50.2	61.1
2030	32.7	49.1	81.8
2031-2035	190.7	218.5	409.2
2036-2040	243.3	165.8	409.1
2041-2045	307.5	101.6	409.1
2046-2050	143.7	45.3	189.0
2051-2053	105.3	8.1	113.4
Total	**$1,288.8**	**$807.3**	**$2,096.1**

11. LEASES AND SUBSCRIPTION-BASED INFORMATION TECHNOLOGY ARRANGEMENTS

NJ TRANSIT entered into various lease agreements that convey control of the right to use other entities' nonfinancial assets. The lease liability is reduced as payments are made, and an outflow of resources for interest on liability is also recognized. NJ TRANSIT also recognizes a lease receivable and a deferred inflow of resources.

As Lessor.

NJ TRANSIT leases its building, station space, cell tower space and right of way to other entities. These leases have terms between 1 year to 35 years, with payments required monthly, quarterly, semi-annually, or annually. In addition, NJ TRANSIT also receives various payments for percentage of sales, pro-rata operating expenses associated with the spaces that are not included in the measurement of lease receivable.

The following table summarizes the changes in NJ TRANSIT's lease receivables as of June 30, 2025 *(in millions)*:

Balance, Beginning of Year	**$18.4**
Additions during the year	4.4
Reductions during the year	(4.1)
Balance, End of Year	**$18.7**

The total amount of inflows of resources recognized for the fiscal year ended June 30, 2025 are as follows *(in millions)*:

Lease Revenue	$3.8
Interest Revenue	0.3
Other Variable	1.0

The following table summarizes the changes in NJ TRANSIT's deferred inflows related to leases as of June 30, 2025 *(in millions)*:

Balance, Beginning of Year	**$16.9**
Additions during the year	4.4
Reductions during the year	(3.9)
Balance, End of Year	**$17.4**

The balance of lease receivables as of June 30, 2025 was $18.7 million, of which, $3.6 million was included in other current assets and $15.1 million was included in other non-current assets in the Consolidated Statement of Net Position. NJ TRANSIT recognized $0.0 revenue associated with residual value guarantees and termination penalties.

As Lessee.

NJ TRANSIT leases parking lot, office space, cell tower space and copiers from other entities. These leases have terms between 1 year to 48 years, with payments required monthly, quarterly, or annually.

The amount of lease expense recognized for variable payment not included in the measurement of lease liability was $0.0 for the year ended June 30, 2025. NJ TRANSIT recognized $0.0 expense attributable to residual value guarantees and termination penalties.

The following table summarizes the changes in NJ TRANSIT's lease liability as of June 30, 2025 *(in millions)*:

Balance, Beginning of Year	**$117.8**
Additions during the year	316.3
Reductions during the year	(11.5)
Balance, End of Year	**$422.6**

The principal and interest requirements to maturity for the lease liability subsequent to June 30, 2025, are as follows *(in millions)*:

Fiscal Year Ending June 30,	Principal	Interest	Total
2026	$7.4	$15.7	$23.1
2027	14.0	15.3	29.3
2028	14.7	14.9	29.6
2029	15.0	14.4	29.4
2030	15.6	13.9	29.5
2030-2035	94.9	61.1	156.0
2035-2040	73.9	45.9	119.8
2040-2045	89.3	30.0	119.3
2045-2050	97.8	8.5	106.3
Total	**$422.6**	**$219.7**	**$642.3**

Subscription-Based Information Technology Arrangements ("SBITAs")

NJ TRANSIT entered into various subscription-based information technology arrangements (SBITAs) that result in a right-to-use subscription asset and a corresponding subscription liability. At the commencement of a lease, NJ TRANSIT initially measures the lease liability at the present value of payments expected to be made during the lease term. Subsequently, the subscription liability was reduced as payments were made.

NJ TRANSIT's SBITAs have terms between 1 year to 5 years, with payments required monthly or annually.

As of June 30, 2025, NJ TRANSIT capitalized $9.8 million subscription assets and recorded an amortization of $8.7 million for the year then ended. The balance of the subscription liability as of June 30, 2025 is included in other current liabilities amounting to $7.8 million and other non-current liabilities amounting to $4.1 million in the Consolidated Statement of Net Position. Interest expense recognized for the year ending June 30, 2025 was $0.3 million.

The following table summarizes the changes in NJ TRANSIT's SBITA liability as of June 30, 2025 *(in millions)* :

Balance, Beginning of Year	**$11.8**
Additions during the year	7.9
Payments made during the year	(7.8)
Balance, End of Year	**$11.9**

The principal and interest requirements to maturity for the subscription liability subsequent to June 30, 2025, are as follows *(in millions)*:

Fiscal Year Ending June 30,	Principal	Interest	Total
2026	$7.8	$0.2	$8.0
2027	2.4	0.1	2.5
2028	1.7	—	1.7
2029	—	—	—
2030	—	—	—
Total	**$11.9**	**$0.3**	**$12.2**

12. FINANCED PURCHASE

NJ TRANSIT has entered into a number of tax advantaged agreements with certain domestic and foreign lenders. These transactions entail the sale/leaseback (SILO) or lease/leaseback (LILO) of various NJ TRANSIT commuter and light rail vehicles, buses, equipment, and facilities to third-parties. At the end of the agreements, the ownership of assets is transferred to NJ TRANSIT.

In connection with the transactions, NJ TRANSIT has made investment arrangements to meet its payment obligations throughout the term of the respective leases. As these transactions do not meet the definition of an "in-substance defeasance," NJ TRANSIT has recorded Other Borrowings and the related assets as Restricted Deposits in the Consolidated Statement of Net Position (see Note 4).

Risk Exposures. Under the terms of these agreements, a significant portion of the initial amount received by NJ TRANSIT from the third-party (approximately 80.0 percent) is paid to an affiliate of the third-party's lender, which has the obligation to make an equivalent portion of the sublease rent payments, eliminating the need for NJ TRANSIT to make these payments to the third-party. This portion of the rent payments is equal to the debt service on the related third-party loan.

NJ TRANSIT also pays an amount to and enters into an Equity Payment Undertaking Agreement with a third-party whereby that party has the obligation to provide the amounts necessary to make the remainder of the basic rent payments and pay the purchase price due upon exercise by NJ TRANSIT at the end of the agreement. The amount remaining after payment of transaction expenses is NJ TRANSIT's net benefit from these transactions.

Counterparty Risk. Counterparty risk is the risk of a party to an agreement failing to fulfill their contractual obligation. Each transaction involves a variety of parties and counterparties. Counterparty risk is a type of credit risk that closely relates to the credit quality of the parties involved in the transactions. It is reduced by having an organization with good credit act as a guarantor between the two or more parties.

Collateral and Surety Risk. Collateral is a security or guarantee (usually an asset) pledged for the repayment of a loan if one cannot or is unable to repay. In the event of deterioration in the credit ratings of the counterparty, the agreement may require that collateral be posted to secure the party's obligations. Further ratings deterioration below levels agreed to in the Equity Payment Undertaking Agreement could result in additional collateral being posted with a third-party custodian. In most cases, collateral must be cash, U.S. Treasuries, or certain federal agency securities. Additional insurance coverage of possible early termination of payments is provided by separate surety policies in most contracts, which protects the counterparties from financial loss should the guarantors fail to perform in accordance with contract terms and conditions. Furthermore, if the credit ratings of the companies that provide the surety protections fall below the rating trigger associated with the early termination surety, NJ TRANSIT may also be required to replace the surety company. If the required replacement of either a surety or counterparty is not performed, it could trigger a termination event requiring a cash settlement.

Termination Risk. An agreement could be terminated if one party does not fulfill the obligations set forth in the contract. When an Event of Default or a Termination Event has occurred, either NJ TRANSIT or the counterparties could be required to make a termination payment according to the contract terms. Events of Default include non-payment, false or misleading representations, or the bankruptcy of NJ TRANSIT or the counterparties. Termination Events include a downgrade of the counterparty's credit rating to below that stated in the agreement. For example, under a current Equity Payment Undertaking Agreement, with respect to ratings of the equity payment undertaker, the counterparty, which may be a bank or other financial institution, must have a Credit Rating of at least AA by Standard & Poor's and of at least Aa2 by Moody's at all times before the final maturity of a leveraged lease. A party has the right to terminate the lease agreement earlier when there is a downgrading of the counterparty's credit ratings.

Interest Rate Risk. The interest rate risk goes up when the market interest rate goes down and the returns on the investment decline. Accounts initially deposited together with the aforementioned obligation of the third- party's lender, result in a financial defeasance of all sublease obligations, including the cost of purchasing the third-party's remaining rights at the end of the sublease period if the purchase option is exercised. Should an event occur that changes the initial deposit instruments, it is possible that the amount earned on the deposit account balance may not match the option price stated in the agreement at the end of the lease period. Under the terms of the agreement, should there be less interest earned on deposits than scheduled to make related payments, NJ TRANSIT would be liable for the shortfall.

In total, NJ TRANSIT has recorded obligations of $112.1 million as of June 30, 2025.

The cost of assets is summarized as follows and is included in capital assets (see Note 5) as of June 30, 2025 *(in millions):*

Railcars and Locomotives	$309.9
Less Accumulated Depreciation	(258.0)
Net Assets	**$51.9**

The following schedule summarizes financed purchase obligations as of June 30, 2025 *(in millions):*

	Inception Date	Balance June 30, 2024	Additions	Payments/ Reductions	Balance June 30, 2025	Due Within One Year
Comet IV Coaches	09/03	$26.4	$—	$—	$26.4	$20.8
Diesel Locomotives	12/05	34.8	—	15.6	19.2	19.2
Multilevel Railcars	12/06	11.3	—	1.1	10.2	1.1
Multilevel Railcars	06/07	22.8	—	1.9	20.9	2.1
Multilevel Railcars	12/07	38.7	—	3.3	35.4	3.7
Total		**$134.0**	**$—**	**$21.9**	**$112.1**	**$46.9**

Minimum principal and interest maturities subsequent to June 30, 2025 *(in millions)*:

Fiscal Year Ending June 30,	Principal	Interest	Total
2026	$46.9	$22.7	$69.6
2027	16.4	15.9	32.3
2028	23.6	0.2	23.8
2029	25.2	—	25.2
2030	—	—	—
Total	**$112.1**	**$38.8**	**$150.9**

13. POLLUTION REMEDIATION OBLIGATIONS

GASB Statement No. 49, *Accounting and Financial Reporting for Pollution Remediation Obligations*, establishes standards for determining when expected pollution remediation outlays should be accrued as a liability or, if appropriate, capitalized. In 2025, an operating expense and corresponding liability, measured at their current value using the expected cash flow method, have been recognized for certain pollution remediation obligations. Pollution remediation obligations, which are estimates and subject to changes in price, technology, or applicable laws and regulations, occur when any one of the following obligating events takes place:

- NJ TRANSIT is compelled to take pollution remediation action because of an imminent endangerment.
- NJ TRANSIT is in violation of a pollution prevention-related permit or license.
- NJ TRANSIT is named by a regulator as a responsible or potentially responsible party to participate in remediation.
- NJ TRANSIT is named or there is evidence to indicate that it will be named in a lawsuit that compels participation in remediation activities.
- NJ TRANSIT commences, or legally obligates itself to commence remediation efforts.

As of June 30, 2025, the net pollution remediation reserves totaling $38.6 million was measured at its current value utilizing the expected cash flow method. The total liability of $38.7 million as of June 30, 2025, was reduced by $0.1 million, for expected recoveries from other responsible parties, potentially responsible parties and insurers. The cumulative liability increased by $0.6 million in 2025, attributable primarily to increased costs for fiscal year 2025.

The following table summarizes the changes in NJ TRANSIT's liability for pollution remediation as of June 30, 2025 *(in millions)*:

Balance, Beginning of Year	**$38.0**
Current year costs	2.2
Payments made during the year	(1.6)
Balance, End of Year	**$38.6**

The pollution remediation liability of $38.6 million at June 30, 2025, essentially consists of future remediation activities associated with asbestos removal, cleanup of contamination, and wastewater treatment at NJ TRANSIT stations, garages, and other facilities. Of this amount, $3.6 million represents the current portion of the liability, which is included in other current liabilities, and $35.0 million represents the non-current obligation, which is included in other non-current liabilities in the Consolidated Statement of Net Position.

The estimated outlays include costs of: (a) $1.2 million associated with pre-cleanup activities including engineering studies, site investigation, corrective measures feasibility study, and the design of a remediation plan; (b) $31.1 million related to cleanup activities, such as neutralization, containment, removal and disposal of pollutants, and restoration; (c) $5.3 million for the external government oversight and enforcement-related activities; and (d) $1.1 million for the post-remediation monitoring, reduced by recovery cost of $0.1 million.

14. OTHER OPERATING REVENUES

Other operating revenues comprise the following for the year ended June 30, 2025 *(in millions)*:

Lease and rental	$26.4
Advertising	19.4
Metro-North operations	10.1
Other	30.5
Subtotal	**$86.4**
Less: Bad debt expense	(0.9)
Net Other Operating Revenues	**$85.5**

15. INJURY AND DAMAGE CLAIMS

As of June 30, 2025, NJ TRANSIT maintained $323.0 million excess commercial general liability program with a self-insured retention of $15.0 million. Additionally, NJ TRANSIT maintains an excess workers' compensation program with a self-insured retention of $2.0 million. Employment-practice claims exceeding $500,000 up to $10.0 million are covered by a stand-alone commercial insurance policy. On October 14, 2004, ARH, a wholly-owned subsidiary of NJ TRANSIT, was formed. This captive insurance company provides coverage for Property, FELA and Third-Party Rail and Bus, Certified Terrorism Risk Insurance Act ("TRIA") casualty exposures, and workers' compensation consequently reducing NJ TRANSIT's self-insured retention and transferring the agency's financial liability in these areas (see Note 17).

In fiscal year 2025, NJ TRANSIT entered into a collateral trust agreement with The Bank of New York Mellon (Trustee) and Zurich America Insurance Company (Beneficiary) to establish an OCIP escrow trust for the Portal North Bridge Project. The initial deposit of $33.0 million was provided by Amtrak and will be utilized for insurance claims during the life of the trust for the construction of the project. The Trustee makes claim payments to Zurich, and the Collateral Trust Account balance is reduced by the amount claimed by Zurich. The $35.8 million balance on the trust account was classified as non-current restricted cash equivalent as of June 30, 2025.

NJ TRANSIT has recorded an estimated liability of $430.8 million as of June 30, 2025, for outstanding public liability, property damage, FELA, workers' compensation, and employment practice claims. Of these amounts, $99.4 million is included in other current liabilities as of June 30, 2025 (see Note 8).

The liability is based on NJ TRANSIT's past loss experience. NJ TRANSIT believes the liability established is reasonable and appropriate to provide for settlement of losses and related loss expenses. Management believes that its reserves for claims incurred but not reported is determined in accordance with generally accepted actuarial principles and practices. However, estimating the ultimate liability is a complex and judgmental process inasmuch as the amounts are based on management's informed estimates and judgments using data currently available. As additional experience and data become available regarding claim payments and reporting patterns, legislative developments and economic conditions, the estimates are revised accordingly, and the impact is reflected currently in NJ TRANSIT's consolidated financial statements.

The injury and damage claims liability activities for fiscal year 2025 are as follows *(in millions)*:

Beginning Balance	**$414.5**
Changes for the year:	
Claims expense	119.9
Claims payments	(103.6)
Net Changes	**16.3**
Ending Balance	**$430.8**

16. FEDERAL GRANTS

The Urban Mass Transportation Act of 1964, as amended by Intermodal Surface Transportation Efficiency Act ("ISTEA"), Transportation Equity Act for the 21st Century ("TEA-21"), Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users ("SAFETEA-LU"), MAP-21, the Fixing America's Surface Transportation ("FAST") Act, and under the IIJA, provide funding to NJ TRANSIT primarily for capital needs, based upon a defined formula grant program. Generally, such funds may be utilized for no more than 80 percent of the project costs for capital assistance or 50 percent for operating assistance. Funds are apportioned to NJ TRANSIT annually, and generally are available until expended.

NJ TRANSIT receives operating assistance and capital funds from the State of New Jersey by legislative appropriation; the Federal Government by defined formula; discretionary grants under the Federal Urban Mass Transportation Act of 1964 as most recently amended by MAP-21 of 2012, the FAST Act, the IIJA and local sources. Most federal grants are administered by the FTA. These grants are used to support construction, acquisition and operation of public transportation facilities, equipment, and services.

The Coronavirus Disease 2019 (COVID-19) public health emergency has significantly impacted public transportation operations throughout the nation. During fiscal year 2025, NJ TRANSIT drew down $749.4 million of CRRSAA funds.

17. BLENDED COMPONENT UNIT – ARH III INSURANCE COMPANY, INC.

ARH III Insurance Company, Inc. ("ARH") is a non-profit special purpose captive insurance company domiciled in the State of South Carolina. ARH is a wholly-owned subsidiary of NJ TRANSIT (the "Parent"), a unit of the State of New Jersey created by the New Jersey Public Transportation Act of 1979.

ARH's limits of liability for each line of coverage since inception are as follows:

Excess Liability

Policy Year(s)	Limits of Liability
July 1, 2016 – June 30, 2018	$15 million excess $25 million
July 1, 2018 – June 30, 2019	$10 million part of $15 million excess $25 million
July 1, 2019 – June 30, 2020	$2 million excess $183 million; $3 million excess $275 million; $22.5 million excess $300 million
July 1, 2020 – June 30, 2021	$25 million part of $35 million excess $65 million; $195 million excess $100 million
July 1, 2021 – June 30, 2025	$43 million excess $280 million

TRIA

Policy Year(s)	Limits of Liability
July 1, 2004 – June 30, 2018	$9 million excess $1 million
July 1, 2018 – June 30, 2025	$14 million excess $1 million

Workers Compensation

Policy Year(s)	Limits of Liability
July 1, 2008 – June 30, 2025	$3 million excess $2 million

Property

Policy Year(s)	Limits of Liability
July 1, 2006 – June 30, 2007	20% of $125 million excess $275 million
July 1, 2007 – June 30, 2009	16% of $125 million excess $275 million; 25% of $50 million excess $50 million
July 1, 2009 – June 30, 2013	12% of $125 million excess $275 million
There was no property coverage from July 1, 2013 through June 30, 2021.	
July 1, 2021 – June 30, 2022	15% of $25 million primary layer and 25% of $25 million layer excess $25 million
There was no property coverage from July 1, 2022 through June 30, 2023.	
July 1, 2023 – June 30, 2024	20% of $25 million primary layer; 20% of $25 million layer excess $25 million; 10% of $50 million layer excess $50 million; 8.69% of $100 million layer excess $100 million
July 1, 2024 – June 30, 2025	5% of $50 million primary layer; 27.5% of $25 million primary layer; 20% of $25 million layer excess $25 million; 13% of $50 million layer excess $50 million; 9.69% of $100 million layer excess $100 million; 1% of $200 million excess $200 million

Casualty – FELA, Third Party Rail and Bus

Policy Year(s)	Limits of Liability
July 1, 2004 – June 30, 2014	$5 million excess $5 million – FELA and Rail
July 1, 2014 – June 30, 2017	$5 million excess $10 million – Buses; $5 million excess $5 million – FELA and Rail
July 1, 2017 – June 30, 2018	$2.5 million excess $10 million – Buses; $7.5 million excess $5 million – FELA and Rail
July 1, 2018 – June 30, 2020	$5 million excess $10 million – Buses; $10 million excess $5 million – FELA and Rail

Effective July 1, 2020, the casualty lines of coverage were not renewed.

Under the TRIA coverage, reinsurance is provided by the United States Government on an 80% quota share basis of any certified loss as provided by TRIA, as amended. If, at any time during the policy period, TRIA is cancelled or not renewed, ARH's policy will be automatically cancelled at the same date and time.

In a prior year, ARH entered into a loss portfolio transfer with Liberty Mutual Insurance Company ("Liberty") assuming reserves related to claims for the Parent's workers' compensation policy with Liberty for the policy year July 1, 2007 through July 1, 2008. This transfer of liability included certain open claims, which remain open, from prior to the beginning of the policy period although no claims have entered ARH's coverage layer. ARH's limits under the contract are $2.5 million excess $5.0 million per employee.

Effective July 1, 2023 the Company entered into a reinsurance agreement that provides coverage on a 10% quota share basis of the $50,000,000 excess $50,000,000 layer of its property exposures.

The financial results for ARH as of and for the year ended June 30, 2025 are set forth below. Since ARH prepares the financial statements under FASB guidance, the amounts and format of financial statements have been adjusted to reflect GASB requirements. The condensed statement of net position and the condensed statement of revenues, expenses, and changes in net position as of and for the year ended June 30, 2025 are as follows *(in millions)*:

CONDENSED STATEMENT OF NET POSITION

	AS OF JUNE 30, 2025
Current assets	$70.1
Total Assets	**70.1**
Non-current liabilities	10.5
Total Liabilities	**10.5**
Total Net Position	**$59.6**

CONDENSED STATEMENT OF REVENUES, EXPENSES AND CHANGES IN NET POSITION

	FOR THE YEAR ENDED JUNE 30, 2025
Operating revenues	$2.3
Operating expenses	(0.6)
Operating income	2.9
Non-operating revenues	6.3
Change in Net Position	**9.2**
Total Net Position, Beginning	**50.4**
Total Net Position, Ending	**$59.6**

CONDENSED STATEMENT OF CASH FLOWS

	FOR THE YEAR ENDED JUNE 30, 2025
Cash Flows from Operating Activities	
Operating income	$2.9
Changes in assets and liabilities	(3.0)
Net Cash (Used in) Provided by Operating Activities	**(0.1)**
Cash Flows from Investing Activities	
Sales and maturities of investments	7.1
Purchases of investments	(11.6)
Interest on investments	6.3
Net Cash Provided by (Used in) Investing Activities	**1.8**
Net Increase in Cash and Cash Equivalents	**1.7**
Cash and Cash Equivalents Beginning of Year	**1.8**
End of Year	**$3.5**

18. COMMITMENTS AND CONTINGENCIES

NJ TRANSIT is a defendant in a number of lawsuits arising from claims for personal injury, property damage, breach of contract, civil rights, and personnel matters. Management believes that the ultimate resolution of these matters will not have a material adverse impact on the financial position, results of operations and cash flows of NJ TRANSIT.

NJ TRANSIT is addressing environmental issues at several locations within the State where, by virtue of ownership or use, NJ TRANSIT has a remediation responsibility. Management has analyzed all of these matters and has provided for amounts, which it currently believes are adequate. In management's opinion, the ultimate liability, if any, will have no material effect on the results of operations, cash flows and financial position of NJ TRANSIT (see Note 13).

NJ TRANSIT receives Federal (including CARES, CRRSAA and ARPA funding) and State grants and appropriations for capital projects and other reimbursable activities that are subject to audit by the grantor agency. Although the outcome of any such audits cannot be predicted, it is management's opinion that these audits will not have a material effect on the results of operations, cash flows and financial position of NJ TRANSIT.

As of June 30, 2025, NJ TRANSIT committed to future purchases under the following capital projects and special services, which will be funded by federal, state, local or other capital sources *(in millions):*

Casino Revenue Transportation Program	$41.5
Rail Infrastructure	590.3
Bus Rolling Stock	816.1
Rail Rolling Stock	664.2
Rail Passenger Facilities	93.7
Other, for commitments less than $10 million	1,395.3
Total Capital Projects and Special Service Commitments	**$3,601.1**

19. ACCOUNTING FOR DERIVATIVES AND HEDGING ACTIVITIES

During the fiscal year, NJ TRANSIT had two commodity swap agreements with financial institutions to protect against market fluctuations in the price of diesel fuel and heating oil. These fuel-related derivative transactions are executed in accordance with the policies and procedures established by NJ TRANSIT's Swap Management Plan ("SMP"). The primary objective of the SMP Policy was to set forth policies and procedures for the execution and management of interest rate swaps, fuel swaps and related agreements, provide for security and payment provisions and set forth certain other provisions related to swap agreements between NJ TRANSIT and qualified swap counterparties.

The SMP Policy explicitly prohibits NJ TRANSIT from entering into new interest or payment swaps. Existing swaps may be amended or terminated as determined by senior management of NJ TRANSIT. Under the terms of the SMP Policy, NJ TRANSIT will only enter into new fuel swaps.

NJ TRANSIT will competitively bid fuel swaps to financial institutions subject to compliance with applicable state and federal laws with the assistance of its Qualified Independent Representative.

NJ TRANSIT may enter into one or more fuel swaps from time to time to protect itself from uncontrolled variations in the price of diesel fuel. NJ TRANSIT will not enter into fuel swaps for speculative purposes.

The following risks are generally associated with commodity swap agreements:

Counterparty Risk. The risk that the swap counterparty will not fulfill its obligations under the swap contract. To mitigate such exposure, NJ TRANSIT will consider limiting exposure to any one counterparty.

Termination Risk. The risk that the underlying swap transactions will not run to maturity due to a counterparty event. To minimize this risk, NJ TRANSIT will not enter into swaps where the counterparty has an option to terminate absent a default by NJ TRANSIT.

If a swap does terminate prior to maturity because of a counterparty default or ratings event, a mark-to-market termination payment may be required. Prior to NJ TRANSIT making any termination payment, NJ TRANSIT will examine all options to eliminate or reduce the amount of the termination payment.

The procedure for the posting of collateral including the acceptable securities and ratings for the third-party Trustee, to the extent practicable, shall be detailed in the Credit Support Annex agreed upon in advance of entering into the swap transaction.

As a counterparty, NJ TRANSIT will be required to post collateral should the calculated amount of all open positions exceed an agreed upon "Threshold" level.

Basis Risk. The risk that price fluctuations of the indexed product do not correlate perfectly to those of the physical product. To minimize this risk, the price index upon which the diesel fuel swaps will be based will be the monthly average settlement price for diesel fuel futures on the New York Mercantile Exchange for the delivery of physical diesel fuel in New York Harbor.

Cash Flow Risk. The risk that NJ TRANSIT may (in the short term) experience a cash flow outflow even though fuel prices are falling. Should there be a very significant drop in the price of all open contracts (exceeding the threshold amount), NJ TRANSIT would have to post collateral for all contracts but would only see the benefits of falling prices on current deliveries.

As of June 30, 2025, the fair value of NJ TRANSIT's commodity swaps, which are within the Level 2 category of the fair value hierarchy, are as follows:

Notional Amount (Gallons)	Start Date	Maturity Date	Fair Value 06/30/25	Terms (Per Gallon) Receive	Terms (Per Gallon) Pay
Counterparty: Bank of America Merrill Lynch					
3,192,000	07/01/25	07/31/25	($363,501)	Floating	2.2763
3,150,000	08/01/25	08/31/25	(433,877)	Floating	2.2518
3,024,000	09/01/25	09/30/25	(453,380)	Floating	2.2390
3,066,000	10/01/25	10/31/25	(365,978)	Floating	2.2196
2,940,000	11/01/25	11/30/25	(422,618)	Floating	2.1944
2,982,000	12/01/25	12/31/25	(445,800)	Floating	2.1880
3,024,000	01/01/26	01/31/26	93,216	Floating	2.1811
2,856,000	02/01/26	02/28/26	38,896	Floating	2.1635
2,982,000	03/01/26	03/31/26	(36,149)	Floating	2.1370
			(2,389,191)		
Counterparty: Cargill					
2,940,000	04/01/26	04/30/26	(248,607)	Floating	211.95
3,066,000	05/01/26	05/29/26	(292,283)	Floating	210.81
3,318,000	06/01/26	06/30/26	(304,853)	Floating	211.14
3,276,000	07/01/26	07/31/26	(14,458)	Floating	211.65
3,276,000	08/01/26	08/31/26	7,836	Floating	212.36
3,066,000	09/01/26	09/30/26	26,625	Floating	213.02
			(825,740)		
Total Commodity Swaps			**($3,214,931)**		

20. SUBSEQUENT EVENTS

Management has evaluated subsequent events for NJ TRANSIT through October 29, 2025, the date the consolidated financial statements were available to be issued. No events have occurred which would require adjustment to or disclosure in the consolidated financial statements.

REQUIRED SUPPLEMENTARY INFORMATION

Schedules of Changes in Net Pension Liability and Related Ratios for NJ TRANSIT (UNAUDITED)
Sponsored Single-Employer Defined Benefit Plans
Last Ten Fiscal Years *($ in millions)*

Amalgamated Transit Union Employees Retirement Plan

Years Ended June 30,	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016
Total pension liability										
Service cost	$49.1	$44.7	$41.5	$40.4	$34.7	$33.0	$31.4	$29.3	$25.5	$25.3
Interest	135.4	129.0	126.2	122.4	120.1	114.6	111.1	95.1	88.7	85.9
Change of benefit terms	–	–	–	–	–	18.7	–	102.3	45.0	–
Differences between expected and actual experience	(5.1)	23.7	12.4	(15.5)	(7.0)	3.2	(12.2)	15.0	2.6	(9.2)
Change of assumptions	(0.5)	–	25.8	2.9	81.7	(9.1)	–	14.6	31.4	–
Benefit payments, including refunds of employee contributions	(114.0)	(108.8)	(102.0)	(97.6)	(94.3)	(88.6)	(83.2)	(79.8)	(69.5)	(63.7)
Net change in total pension liability	**64.9**	**88.6**	**103.9**	**52.6**	**135.2**	**71.8**	**47.1**	**176.5**	**123.7**	**38.3**
Total pension liability – beginning	**1,946.3**	**1,857.7**	**1,753.8**	**1,701.2**	**1,566.0**	**1,494.2**	**1,447.1**	**1,270.6**	**1,146.9**	**1,108.6**
Total pension liability – ending (a)	**$2,011.2**	**$1,946.3**	**$1,857.7**	**$1,753.8**	**$1,701.2**	**$1,566.0**	**$1,494.2**	**$1,447.1**	**$1,270.6**	**$1,146.9**
Plan fiduciary net position										
Contributions – employer	$74.8	$68.6	$72.1	$58.3	$54.1	$54.4	$49.1	$45.8	$44.9	$44.0
Contributions – employee	19.3	17.1	15.8	15.3	14.6	13.5	12.6	11.9	11.0	6.9
Net investment income (loss)	193.4	141.0	(180.7)	347.0	59.8	54.9	90.5	109.3	4.0	33.0
Benefit payments, including refunds of employee contributions	(114.0)	(108.8)	(102.0)	(97.6)	(94.3)	(88.6)	(83.2)	(79.8)	(69.5)	(63.7)
Administrative expense	(0.5)	(0.5)	(0.2)	(0.3)	(0.2)	(0.2)	(0.3)	(0.3)	(0.3)	(3.2)
Other	0.2	0.2	0.3	0.2	0.2	–	–	70.5*	–	–
Net change in plan fiduciary net position	**173.2**	**117.6**	**(194.7)**	**322.9**	**34.2**	**34.0**	**68.7**	**157.4**	**(9.9)**	**17.0**
Plan fiduciary net position – beginning	**1,472.5**	**1,354.9**	**1,549.6**	**1,226.7**	**1,192.5**	**1,158.5**	**1,089.8**	**932.4**	**942.3**	**925.3**
Plan fiduciary net position – ending (b)	**$1,645.7**	**$1,472.5**	**$1,354.9**	**$1,549.6**	**$1,226.7**	**$1,192.5**	**$1,158.5**	**$1,089.8**	**$932.4**	**$942.3**
Net pension liability – ending (a) – (b)	**$365.5**	**$473.8**	**$502.8**	**$204.2**	**$474.5**	**$373.5**	**$335.7**	**$357.3**	**$338.2**	**$204.6**
Plan fiduciary net position as a percentage of the total pension liability	**81.83%**	**75.66%**	**72.93%**	**88.37%**	**72.11%**	**76.15%**	**77.53%**	**75.31%**	**73.38%**	**82.16%**
Covered employee payroll	**$436.1**	**$419.7**	**$384.8**	**$371.7**	**$367.8**	**$350.5**	**$334.2**	**$321.2**	**$268.2**	**$268.9**
Net pension liability as percentage of covered employee payroll	**83.81%**	**112.87%**	**130.67%**	**54.94%**	**129.01%**	**106.56%**	**100.45%**	**111.24%**	**126.10%**	**76.09%**

The Schedules of Changes in Net Pension Liability and Related Ratios were based on management's expert actuarial valuation reports for each of the years ended June 30.

NJ TRANSIT's total pension liability was measured one year prior to the fiscal year-end for each year noted.

**Includes the accretion of Mercer and TWU-UTU Retirement Plans effective April 2, 2016 and July 30, 2016, respectively, which were merged into the ATU Plan in fiscal year 2018.*

See accompanying Notes to Required Supplementary Schedules.

Schedules of Changes in Net Pension Liability and Related Ratios for NJ TRANSIT (UNAUDITED)
Sponsored Single-Employer Defined Benefit Plans
Last Ten Fiscal Years *($ in millions):*

Non-Agreement Transit Employees Retirement Plan

Years Ended June 30,	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016
Total pension liability										
Service cost	$6.9	$7.0	$6.5	$6.4	$6.1	$6.3	$6.7	$7.2	$6.7	$7.2
Interest	65.5	63.9	62.6	61.2	61.2	58.4	56.8	54.1	53.5	51.1
Differences between expected and actual experience	13.6	16.1	20.3	16.3	4.1	10.9	7.7	11.8	0.5	11.6
Change of assumptions	0.3	—	22.9	(5.6)	41.8	16.5	—	1.1	35.2	—
Benefit payments, including refunds of employee contributions	(64.0)	(61.9)	(59.8)	(57.4)	(54.9)	(50.7)	(47.4)	(44.1)	(41.5)	(38.1)
Net change in total pension liability	**22.3**	**25.1**	**52.5**	**20.9**	**58.3**	**41.4**	**23.8**	**30.1**	**54.4**	**31.8**
Total pension liability – beginning	**997.7**	**972.6**	**920.1**	**899.2**	**840.9**	**799.5**	**775.7**	**745.6**	**691.2**	**659.4**
Total pension liability – ending (a)	**$1,020.0**	**$997.7**	**$972.6**	**$920.1**	**$899.2**	**$840.9**	**$799.5**	**$775.7**	**$745.6**	**$691.2**
Plan fiduciary net position										
Contributions – employer	$50.3	$48.1	$44.9	$44.9	$39.2	$34.9	$35.6	$33.9	$30.7	$29.5
Contributions – employee	1.4	1.4	1.4	1.3	1.4	1.5	1.5	1.6	1.6	1.8
Net investment income (loss)	107.7	73.0	(97.1)	174.2	23.7	24.8	42.4	47.0	4.1	9.2
Benefit payments, including refunds of employee contributions	(64.0)	(61.9)	(59.8)	(57.4)	(54.9)	(50.7)	(47.4)	(44.1)	(41.5)	(38.1)
Administrative expense	(0.4)	(0.3)	(0.2)	(0.3)	(0.2)	(0.2)	(0.2)	(0.2)	(0.3)	(1.8)
Other	—	—	0.1	—	—	—	—	—	—	—
Net change in plan fiduciary net position	**95.0**	**60.3**	**(110.7)**	**162.7**	**9.2**	**10.3**	**31.9**	**38.2**	**(5.4)**	**0.6**
Plan fiduciary net position – beginning	**685.6**	**625.3**	**736.0**	**573.3**	**564.1**	**553.8**	**521.9**	**483.7**	**489.1**	**488.5**
Plan fiduciary net position – ending (b)	**$780.6**	**$685.6**	**$625.3**	**$736.0**	**$573.3**	**$564.1**	**$553.8**	**$521.9**	**$483.7**	**$489.1**
Net pension liability – ending (a) – (b)	**$239.4**	**$312.1**	**$347.3**	**$184.1**	**$325.9**	**$276.8**	**$245.7**	**$253.8**	**$261.9**	**$202.1**
Plan fiduciary net position as a percentage of the total pension liability	**76.53%**	**68.72%**	**64.29%**	**79.99%**	**63.76%**	**67.08%**	**69.27%**	**67.29%**	**64.87%**	**70.76%**
Covered employee payroll	**$68.5**	**$70.6**	**$70.6**	**$69.5**	**$68.2**	**$73.4**	**$77.1**	**$81.3**	**$86.9**	**$92.3**
Net pension liability as percentage of covered employee payroll	**349.49%**	**442.07%**	**491.93%**	**264.89%**	**477.86%**	**377.11%**	**318.68%**	**312.18%**	**301.38%**	**218.96%**

The Schedules of Changes in Net Pension Liability and Related Ratios were based on management's expert actuarial valuation for each of the years ended June 30.

NJ TRANSIT's total pension liability was measured one year prior to the fiscal year-end for each year noted.

See accompanying Notes to Required Supplementary Schedules.

Schedules of Changes in Net Pension Liability and Related Ratios for NJ TRANSIT (UNAUDITED)
Sponsored Single-Employer Defined Benefit Plans
Last Ten Fiscal Years *($ in millions):*

Utility Workers' Union of America Employees Retirement Plan

Years Ended June 30,	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016
Total pension liability										
Service cost	$–	$–	$–	$–	$–	$–	$–	$0.1	$0.1	$0.1
Interest	0.5	0.5	0.6	0.6	0.5	0.6	0.5	0.6	0.6	0.6
Change of benefit terms	–	–	–	–	0.1	–	–	–	–	–
Differences between expected and actual experience	–	(0.2)	(0.2)	–	0.1	0.2	0.1	–	–	0.1
Change of assumptions	–	–	0.1	(0.1)	0.4	–	–	–	0.3	–
Benefit payments, including refunds of employee contributions	(0.6)	(0.7)	(0.7)	(0.7)	(0.7)	(0.7)	(0.6)	(0.6)	(0.6)	(0.6)
Net change in total pension liability	**(0.1)**	**(0.4)**	**(0.2)**	**(0.2)**	**0.4**	**0.1**	**–**	**0.1**	**0.4**	**0.2**
Total pension liability – beginning	**8.0**	**8.4**	**8.6**	**8.8**	**8.4**	**8.3**	**8.3**	**8.2**	**7.8**	**7.6**
Total pension liability – ending (a)	**$7.9**	**$8.0**	**$8.4**	**$8.6**	**$8.8**	**$8.4**	**$8.3**	**$8.3**	**$8.2**	**$7.8**
Plan fiduciary net position										
Contributions – employer	$0.3	$0.3	$0.3	$0.3	$0.2	$0.2	$0.2	$0.2	$0.2	$0.2
Net investment income (loss)	0.9	0.7	(1.0)	1.9	0.2	0.5	0.4	0.6	0.1	0.1
Benefit payments, including refunds of employee contributions	(0.6)	(0.7)	(0.7)	(0.7)	(0.7)	(0.7)	(0.6)	(0.6)	(0.6)	(0.6)
Net change in plan fiduciary net position	**0.6**	**0.3**	**(1.4)**	**1.5**	**(0.3)**	**–**	**–**	**0.2**	**(0.3)**	**(0.3)**
Plan fiduciary net position – beginning	**6.8**	**6.5**	**7.9**	**6.4**	**6.7**	**6.7**	**6.7**	**6.5**	**6.8**	**7.1**
Plan fiduciary net position – ending (b)	**$7.4**	**$6.8**	**$6.5**	**$7.9**	**$6.4**	**$6.7**	**$6.7**	**$6.7**	**$6.5**	**$6.8**
Net pension liability – ending (a) – (b)	**$0.5**	**$1.2**	**$1.9**	**$0.7**	**$2.4**	**$1.7**	**$1.6**	**$1.6**	**$1.7**	**$1.0**
Plan fiduciary net position as a percentage of the total pension liability	**93.67%**	**85.00%**	**77.38%**	**91.86%**	**73.86%**	**79.76%**	**80.72%**	**80.72%**	**79.27%**	**87.18%**
Covered employee payroll	**$0.4**	**$0.4**	**$0.4**	**$0.4**	**$0.4**	**$0.5**	**$0.5**	**$0.5**	**$0.5**	**$1.0**
Net pension liability as percentage of covered employee payroll	**125.00%**	**300.00%**	**475.00%**	**175.00%**	**575.00%**	**340.00%**	**320.00%**	**320.00%**	**340.00%**	**100.00%**

The Schedules of Changes in Net Pension Liability and Related Ratios were based on management's expert actuarial valuation reports for each of the years ended June 30.

NJ TRANSIT's total pension liability was measured one year prior to the fiscal year-end for each year noted.

See accompanying Notes to Required Supplementary Schedules.

Schedules of Changes in Net Pension Liability and Related Ratios for NJ TRANSIT (UNAUDITED)
Sponsored Single-Employer Defined Benefit Plans
Last Ten Fiscal Years *($ in millions):*

	Transport Workers' Union Employees Retirement Plan		Mercer Employees Retirement Plan	
	For the years ended June 30,		For the years ended June 30,	
	2017	2016	2017	2016
Total pension liability				
Service cost	$1.1	$1.1	$1.0	$1.0
Interest	3.8	3.8	3.4	3.3
Change of benefit terms	—	—	(0.8)	—
Differences between expected and actual experience	(0.5)	(1.3)	—	(0.4)
Change of assumptions	1.2	—	1.0	—
Benefit payments, including refunds of employee contributions	(3.0)	(2.9)	(2.5)	(2.5)
Net change in total pension liability	**2.6**	**0.7**	**2.1**	**1.4**
Total pension liability – beginning	**49.3**	**48.6**	**43.8**	**42.4**
Total pension liability – ending (a)	**$51.9**	**$49.3**	**$45.9**	**$43.8**
Plan fiduciary net position				
Contributions – employer	$1.8	$1.3	$2.5	$2.1
Contributions – employee	0.3	0.3	0.2	0.2
Net investment income	0.5	0.6	0.4	0.5
Benefit payments, including refunds of employee contributions	(3.0)	(2.9)	(2.5)	(2.5)
Administrative expense	—	(0.2)	—	(0.1)
Net change in plan fiduciary net position	**(0.4)**	**(0.9)**	**0.6**	**0.2**
Plan fiduciary net position – beginning	**41.9**	**42.8**	**28.5**	**28.3**
Plan fiduciary net position – ending (b)	**$41.5**	**$41.9**	**$29.1**	**$28.5**
Net pension liability – ending (a) – (b)	**$10.4**	**$7.4**	**$16.8**	**$15.3**
Plan fiduciary net position as a percentage of the total pension liability	**79.96%**	**84.99%**	**63.40%**	**65.07%**
Covered payroll	**$12.0**	**$11.9**	**$9.6**	**$9.5**
Net pension liability as percentage of covered payroll	**86.67%**	**62.18%**	**175.00%**	**161.05%**

This schedule is intended to show information for 10 years.

NJ TRANSIT's total pension liability was measured one year prior to the fiscal year-end for each year noted.

Mercer and TWU-UTU Retirement Plans were accreted effective April 2, 2016 and July 30, 2016, respectively, which were merged into the ATU Plan in fiscal year 2018. Therefore, only two years are presented in this schedule.

Schedules of Pension Contributions for NJ TRANSIT (UNAUDITED)
Sponsored Single-Employer Defined Benefit Plans
Last Ten Fiscal Years *($ in millions):*

Amalgamated Transit Union Employees Retirement Plan

Years Ended June 30	Actuarially Determined Contributions	Contributions in Relation to the Actuarially Determined Contributions	Contribution Deficiency/(Excess)	Covered Employee Payroll	Contribution as a Percentage of Covered Employee Payroll
2025	$81.5	$81.5	$—	$436.1	18.69%
2024	81.5	74.8	6.7	419.7	17.82
2023	74.8	68.7	6.1	384.8	17.85
2022	68.7	72.1	(3.4)	371.7	19.40
2021	72.1	58.3	13.8	367.8	15.85
2020	58.3	54.4	3.9	350.5	15.52
2019	54.1	49.1	5.0	334.2	14.69
2018	54.4	45.8	5.1	321.2	14.26
2017	45.2	41.7	3.5	290.3	14.36
2016	41.7	44.9	(3.2)	268.2	16.74

Non-Agreement Transit Employees Retirement Plan

Years Ended June 30	Actuarially Determined Contributions	Contributions in Relation to the Actuarially Determined Contributions	Contribution Deficiency/(Excess)	Covered Employee Payroll	Contribution as a Percentage of Covered Employee Payroll
2025	$50.5	$50.5	$—	$68.5	73.72%
2024	50.3	50.3	—	70.6	71.25
2023	48.1	48.1	—	70.6	68.13
2022	43.4	44.9	(1.5)	69.5	64.60
2021	44.9	44.9	—	68.2	65.84
2020	39.2	34.9	4.3	73.4	47.55
2019	34.9	35.6	(0.7)	77.1	46.17
2018	35.6	33.9	1.7	81.2	41.70
2017	33.9	33.9	—	81.3	41.70
2016	30.7	30.7	—	86.9	35.33

Utility Workers' Union of America Retirement Plan

Years Ended June 30	Actuarially Determined Contributions	Contributions in Relation to the Actuarially Determined Contributions	Contribution Deficiency/(Excess)	Covered Employee Payroll	Contribution as a Percentage of Covered Employee Payroll
2025	$0.2	$0.3	($0.1)	$0.5	60.00%
2024	0.3	0.3	—	0.4	75.00
2023	0.3	0.3	—	0.4	75.00
2022	0.3	0.3	—	0.4	75.00
2021	0.3	0.3	—	0.4	75.00
2020	0.3	0.2	0.1	0.5	40.00
2019	0.2	0.2	—	0.5	40.00
2018	0.2	0.2	—	0.5	40.00
2017	0.2	0.2	—	0.5	40.00
2016	0.2	0.2	—	1.0	20.00

Note: The schedules of contributions were based on management's expert actuarial valuation reports for each of the years ended June 30.

NOTES TO REQUIRED SUPPLEMENTARY SCHEDULES

Actuarial Assumptions and Methods

Amalgamated Transit Union Employees Retirement Plan

Fiscal Year End	June 30, 2025	June 30, 2024	June 30, 2023	June 30, 2022	June 30, 2021
Actuarial Valuation	As of July 1, 2024	As of July 1, 2023	As of July 1, 2022	As of July 1, 2021	As of July 1, 2020
Actuarial Cost Method	Projected Unit Credit Cost Method	Projected Unit Credit Cost Method	Projected Unit Credit Cost Method	Projected Unit Credit Cost Method	Projected Unit Credit Cost Method
Amortization Method	Amortize the annual change in unfunded liabilities established after July 1, 2016 each over a 15-year period from date of origination.	Amortize the annual change in unfunded liabilities established after July 1, 2016 each over a 15-year period from date of origination.	Amortize the change in unfunded liabilities established after July 1, 2016 each over a 15-year period from date of origination.	Amortize the change in unfunded liabilities established after July 1, 2016 each over a 15-year period from date of origination.	Amortize the change in unfunded liabilities established after July 1, 2016 each over a 15-year period from date of origination.
Remaining Amortization Period	7 years remaining as of July 1, 2024 of the initial unfunded liability established as of July 1, 2016. Each subsequent change in the unfunded liability has one more year remaining.	8 years remaining as of July 1, 2023 of the initial unfunded liability established as of July 1, 2016. Each subsequent change in the unfunded liability has one more year remaining.	9 years remaining as of July 1, 2022 of the initial unfunded liability established as of July 1, 2016. Each subsequent change in the unfunded liability has one more year remaining.	10 years remaining as of July 1, 2021 of the initial unfunded liability established as of July 1, 2016. Each subsequent change in the unfunded liability has one more year remaining.	11 years remaining as of July 1, 2020 of the initial unfunded liability established as of July 1, 2016. Each subsequent change in the unfunded liability has one more year remaining.
Asset Valuation Method	Market value of assets less unrecognized returns in each of the last five years. Unrecognized return is equal to the difference between the actual market return and the expected return, and is recognized over a five-year period, further adjusted, if necessary, to be within 20% of the market value.	Market value of assets less unrecognized returns in each of the last five years. Unrecognized return is equal to the difference between the actual market return and the projected market return, and is recognized over a five-year period, further adjusted, if necessary, to be within 20% of the market value.	Market value of assets less unrecognized returns in each of the last five years. Unrecognized return is equal to the difference between the actual market return and the projected market return, and is recognized over a five-year period, further adjusted, if necessary, to be within 20% of the market value.	Market value of assets less unrecognized returns in each of the last five years. Unrecognized return is equal to the difference between the actual market return and the projected market return, and is recognized over a five-year period, further adjusted, if necessary, to be within 20% of the market value.	Market value of assets less unrecognized returns in each of the last five years. Unrecognized return is equal to the difference between the actual market return and the projected market return, and is recognized over a five-year period, further adjusted, if necessary, to be within 20% of the market value.
Investment Rate of Return	7.00%, net of pension plan investment expense, including inflation	7.00%, net of pension plan investment expense, including inflation	7.00%, net of pension plan investment expense, including inflation	7.25%, net of pension plan investment expense, including inflation	7.25%, net of pension plan investment expense, including inflation
Inflation	3.00%	3.00%	3.00%	3.00%	3.00%
Salary Increases	3.00% plus age and service-based merit increases	3.00% plus age and service-based merit increases	3.00% plus age and service-based merit increases	3.00% plus age and service-based merit increases	3.00% plus age and service-based merit increases
Mortality	The mortality tables were projected to July 1, 2024 under Scale MP-2021. The mortality tables were then further adjusted to future years using generational projection under Scale MP-2021 to reflect future mortality improvement. The mortality assumption was set by the plan sponsor in consultation with the auditor.	The mortality tables were projected to July 1, 2023 under Scale MP-2021. The mortality tables were then further adjusted to future years using generational projection under Scale MP-2021 to reflect future mortality improvement. The mortality assumption was set by the plan sponsor in consultation with the auditor.	The mortality tables were projected to July 1, 2022 under Scale MP-2021. The mortality tables were then further adjusted to future years using generational projection under Scale MP-2021 to reflect future mortality improvement. The mortality assumption was set by the plan sponsor in consultation with the auditor.	The mortality tables projected to July 1, 2021 under Scale MP-2021 reasonably reflect the projected mortality experience of the Plan as of the measurement date. The mortality tables were further adjusted to future years using generational projection under Scale MP-2021 to reflect future mortality improvement. The mortality assumption is set by the plan sponsor.	The mortality tables projected to July 1, 2020 under Scale MP-2019 reasonably reflect the projected mortality experience of the Plan as of the measurement date. The mortality tables were further adjusted to future years using generational projection under Scale MP-2019 to reflect future mortality improvement.
Plan Changes	None	None	None	None	None

This schedule is intended to show information for 10 years. Additional years will be displayed as they become available.

NOTES TO REQUIRED SUPPLEMENTARY SCHEDULES

Actuarial Assumptions and Methods

Amalgamated Transit Union Employees Retirement Plan

Fiscal Year End	June 30, 2020	June 30, 2019	June 30, 2018	June 30, 2017	June 30, 2016
Actuarial Valuation	As of July 1, 2019	As of July 1, 2018	As of July 1, 2017	As of July 1, 2016	As of July 1, 2015
Actuarial Cost Method	Projected Unit Credit Cost Method	Projected Unit Credit Cost Method	Projected Unit Credit Cost Method	Projected Unit Credit Cost Method	Projected Unit Credit Cost Method
Amortization Method	Amortize the change in unfunded liabilities established after July 1, 2016 each over a 15-year period from date of origination.	Amortize the change in unfunded liabilities established after July 1, 2016 each over a 15-year period from date of origination.	Amortize the change in unfunded liabilities established after July 1, 2016 each over a 15-year period from date of origination.	Amortize change in unfunded liabilities established after July 1, 2016 each over a 15-year period from date of origination.	Level percentage of payroll, closed
Remaining Amortization Period	12 years remaining as of July 1, 2019 of the initial unfunded liability established as of July 1, 2016. Each subsequent change in the unfunded liability has one more year remaining.	13 years remaining as of July 1, 2018 of the initial unfunded liability established as of July 1, 2016. Each subsequent change in the unfunded liability has one more year remaining.	14 years remaining as of July 1, 2017 of the initial unfunded liability established as of July 1, 2016. Each subsequent change in the unfunded liability has one more year remaining.	15 years remaining as of July 1, 2016	15 Years as of July 1, 2014
Asset Valuation Method	Market value of assets less unrecognized returns in each of the last five years. Unrecognized return is equal to the difference between the actual market return and the projected market return, and is recognized over a five-year period, further adjusted, if necessary, to be within 20% of the market value.	Market value of assets less unrecognized returns in each of the last five years. Unrecognized return is equal to the difference between the actual market return and the projected market return, and is recognized over a five-year period, further adjusted, if necessary, to be within 20% of the market value.	Market value of assets less unrecognized returns in each of the last five years. Unrecognized return is equal to the difference between the actual market return and the projected market return, and is recognized over a five-year period, further adjusted, if necessary, to be within 20% of the market value.	The actuarial value of assets will be the sum of (i) the prior year's actuarial value, (ii) net new money (i.e., contributions less benefit payments less administrative expenses), (iii) expected investment return on a market value basis, and (iv) 20% of each of the previous 5 years' gain/(loss) due to actual investment return greater/(less) than expected. The actuarial value of assets is further limited to not less than 80% nor greater than 120% of market value.	5-year smoothed market
Investment Rate of Return	7.75%, net of pension plan investment expense, including inflation	7.75%, net of pension plan investment expense, including inflation	7.75%, net of pension plan investment expense, including inflation	7.75%, net of pension plan investment expense, including inflation	8.00%, net of pension plan investment expense, including inflation
Inflation	3.00%	3.00%	3.00%	3.00%	3.00%
Salary Increases	3.00% plus age and service-based merit increases	3.00% plus age and service-based merit increases	3.00% plus age and service-based merit increases	3.00% plus age and service-based merit increases	3.00% plus age and service-based merit increases
Mortality	The mortality tables projected to July 1, 2019 under Scale MP-2019 reasonably reflect the projected mortality experience of the Plan as of the measurement date. The mortality tables were further adjusted to future years using generational projection under Scale MP-2019 to reflect future mortality improvement.	The mortality tables projected to July 1, 2018 under Scale MP-2017 reasonably reflect the projected mortality experience of the Plan as of the measurement date. The mortality tables were further adjusted to future years using generational projection under Scale MP-2017 to reflect future mortality improvement.	The mortality tables projected to July 1, 2017 under Scale MP-2017 reasonably reflect the projected mortality experience of the Plan as of the measurement date. The mortality tables were further adjusted to future years using generational projection under Scale MP-2017 to reflect future mortality improvement.	The mortality tables projected to July 1, 2016 under one-half Scale MP-2014 reasonably reflect the projected mortality experience of the Plan as of the measurement date. The mortality table was then further adjusted to future years using generational projection under one-half Scale MP-2014 to reflect future mortality improvement.	Based on the RP-2014 Blue Collar Mortality Tables for annuitants and non-annuitants. These tables are adjusted to future years using generational projection under one-half Scale MP-2014 to anticipate future mortality improvement
Plan Changes	Effective January 1, 2019, the monthly benefit amount for those who have a retirement date effective on or before November 1, 2018, was increased by 2.5%.	None	No changes in the plan provisions, however, the accretion of the TWU-UTU effective July 30, 2016 and the arbitration award for those active participants are reflected in this valuation.	The plan provisions reflected in this valuation include the arbitration award effective December 1, 2015 and the accretion of Mercer effective April 2, 2016. The arbitration award also increased employee contributions from 2% of salary for existing employees and 4% for new employees as of March 31, 2007.	None

This schedule is intended to show information for 10 years. Additional years will be displayed as they become available.

NOTES TO REQUIRED SUPPLEMENTARY SCHEDULES

Actuarial Assumptions and Methods

Non-Agreement Transit Employees Retirement Plan

Fiscal Year End	June 30, 2025	June 30, 2024	June 30, 2023	June 30, 2022	June 30, 2021
Actuarial Valuation	As of July 1, 2024	As of July 1, 2023	As of July 1, 2022	As of July 1, 2021	As of July 1, 2020
Actuarial Cost Method	Projected Unit Credit Cost Method	Projected Unit Credit Cost Method	Projected Unit Credit Cost Method	Projected Unit Credit Cost Method	Projected Unit Credit Cost Method
Amortization Method	Amortize the annual change in unfunded liabilities established after July 1, 2014 each over a 15-year period from date of origination.	Amortize the change in unfunded liabilities established after July 1, 2014 each over a 15-year period from date of origination.	Amortize the change in unfunded liabilities established after July 1, 2014 each over a 15-year period from date of origination.	Amortize the change in unfunded liabilities established after July 1, 2014 each over a 15-year period from date of origination.	Amortize the change in unfunded liabilities established after July 1, 2014 each over a 15-year period from date of origination.
Remaining Amortization Period	5 years as of July 1, 2024 of the initial unfunded liabilities as of July 1, 2014. Each subsequent change in unfunded liability has one more year remaining.	6 years as of July 1, 2023 of the initial unfunded liabilities as of July 1, 2014. Each subsequent change in unfunded liability has one more year remaining.	7 years remaining as of July 1, 2022 of the initial unfunded liabilities established as of July 1, 2014. Each subsequent change in the unfunded liability has one more year remaining.	8 years remaining as of July 1, 2021 of the initial unfunded liabilities established as of July 1, 2014. Each subsequent change in the unfunded liability has one more year remaining.	9 years remaining as of July 1, 2020 of the initial unfunded liabilities established as of July 1, 2014. Each subsequent change in the unfunded liability has one more year remaining.
Asset Valuation Method	Market value of assets less unrecognized returns in each of the last five years. Unrecognized return is equal to the difference between the actual market return and the expected return, and is recognized over a five-year period, further adjusted, if necessary, to be within 20% of the market value.	Market value of assets less unrecognized returns in each of the last five years. Unrecognized return is equal to the difference between the actual market return and the projected market return on the actuarial value, and is recognized over a five-year period, further adjusted, if necessary, to be within 20% of the market value.	Market value of assets less unrecognized returns in each of the last five years. Unrecognized return is equal to the difference between the actual market return and the projected market return, and is recognized over a five-year period, further adjusted, if necessary, to be within 20% of the market value.	Market value of assets less unrecognized returns in each of the last five years. Unrecognized return is equal to the difference between the actual market return and the projected market return, and is recognized over a five-year period, further adjusted, if necessary, to be within 20% of the market value.	Market value of assets less unrecognized returns in each of the last five years. Unrecognized return is equal to the difference between the actual market return and the projected market return, and is recognized over a five-year period, further adjusted, if necessary, to be within 20% of the market value.
Investment Rate of Return	6.75%, net of pension plan investment expense, including inflation.	6.75%, net of pension plan investment expense, including inflation.	6.75%, net of pension plan investment expense, including inflation.	7.00%, net of pension plan investment expense, including inflation.	7.00%, net of pension plan investment expense, including inflation.
Inflation	3.00%	3.00%	3.00%	3.00%	3.00%
Salary Increases	3.00% plus age and service-based merit increases	3.00% plus age and service-based merit increases	3.00% plus age and service-based merit increases	3.00% plus age and service-based merit increases	3.00% plus age and service-based merit increases
Mortality	The mortality tables were projected to July 1, 2024 under Scale MP-2021. The mortality tables were then further adjusted to future years using generational projection under Scale MP-2021 to reflect future mortality improvement. The mortality assumption was set by the plan sponsor in consultation with the auditor.	The mortality tables were projected to July 1, 2023 under Scale MP-2021. The mortality tables were then further adjusted to future years using generational projection under Scale MP-2021 to reflect future mortality improvement. The mortality assumption was set by the plan sponsor in consultation with the auditor.	The mortality tables were projected to July 1, 2023 under Scale MP-2021. The mortality tables were further adjusted to future years using generational projection under Scale MP-2021 to reflect future mortality improvement. The mortality assumption was set by the plan sponsor in consultation with the aduditor.	The mortality tables were projected to July 1, 2021 under Scale MP-2021. The mortality tables were further adjusted to future years using generational projection under Scale MP-2021 to reflect future mortality improvement. The mortality assumption was set by the plan sponsor.	The mortality tables were projected to July 1, 2020 under Scale MP-2019. The mortality tables were further adjusted to future years using generational projection under Scale MP-2019 to reflect future mortality improvement. The mortality assumption was set by the plan sponsor.
Plan Changes	None	None	None	None	None

This schedule is intended to show information for 10 years. Additional years will be displayed as they become available.

NOTES TO REQUIRED SUPPLEMENTARY SCHEDULES

Actuarial Assumptions and Methods

Non-Agreement Transit Employees Retirement Plan

Fiscal Year End	June 30, 2020	June 30, 2019	June 30, 2018	June 30, 2017	June 30, 2016
Actuarial Valuation	As of July 1, 2019	As of July 1, 2018	As of July 1, 2017	As of July 1, 2016	As of July 1, 2015
Actuarial Cost Method	Projected Unit Credit Cost Method	Projected Unit Credit Cost Method	Projected Unit Credit Cost Method	Projected Unit Credit Cost Method	Projected Unit Credit Cost Method
Amortization Method	Amortize the change in unfunded liabilities established after July 1, 2014 each over a 15-year period from date of origination.	Amortize the change in unfunded liabilities established after July 1, 2014 each over a 15-year period from date of origination.	Amortize the change in unfunded liabilities established after July 1, 2014 each over a 15-year period from date of origination.	Amortize change in unfunded liabilities established after July 1, 2014 each over a 15-year period from date of origination.	Level percentage of payroll, closed
Remaining Amortization Period	10 years remaining as of July 1, 2019 of the initial unfunded liabilities established as of July 1, 2014. Each subsequent change in the unfunded liability has one more year remaining.	11 years remaining as of July 1, 2018 of the initial unfunded liabilities established as of July 1, 2014. Each subsequent change in the unfunded liability has one more year remaining.	12 years remaining as of July 1, 2017 of the initial unfunded liabilities established as of July 1, 2014. Each subsequent change in the unfunded liability has one more year remaining.	13 years remaining as of July 1, 2016 of initial unfunded liabilities established as of July 1, 2014. Each subsequent change in unfunded has one more year remaining.	15 Years as of July 1, 2014
Asset Valuation Method	Market value of assets less unrecognized returns in each of the last five years. Unrecognized return is equal to the difference between the actual market return and the projected market return, and is recognized over a five-year period, further adjusted, if necessary, to be within 20% of the market value.	Market value of assets less unrecognized returns in each of the last five years. Unrecognized return is equal to the difference between the actual market return and the projected market return, and is recognized over a five-year period, further adjusted, if necessary, to be within 20% of the market value.	Market value of assets less unrecognized returns in each of the last five years. Unrecognized return is equal to the difference between the actual market return and the projected market return, and is recognized over a five-year period, further adjusted, if necessary, to be within 20% of the market value.	The actuarial value of assets will be the sum of (i) the prior year's actuarial value, (ii) net new money (i.e., contributions less benefit payments less administrative expenses), (iii) expected investment return on a market value basis, and (iv) 20% of each of the previous 5 years' gain/(loss) due to actual investment return greater/(less) than expected. The actuarial value of assets is further limited to not less than 80% nor greater than 120% of market value.	5-year smoothed market
Investment Rate of Return	7.50%, net of pension plan investment expense, including inflation.	7.50%, net of pension plan investment expense, including inflation.	7.50%, net of pension plan investment expense, including inflation.	7.50%, net of pension plan investment expense, including inflation	8.00%, net of pension plan investment expense, including inflation
Inflation	3.00%	3.00%	3.00%	3.00%	3.00%
Salary Increases	3.00% plus age and service-based merit increases	3.00% plus age and service-based merit increases	3.00% plus age and service-based merit increases	3.00% plus age and service-based merit increases	3.00% plus age and service-based merit increases
Mortality	The mortality tables were projected to July 1, 2019 under Scale MP-2019. The mortality tables were further adjusted to future years using generational projection under Scale MP-2019 to reflect future mortality improvement. The mortality assumption was set by the plan sponsor.	The mortality tables were projected to July 1, 2018 under Scale MP-2017. The mortality tables were further adjusted to future years using generational projection under Scale MP-2017 to reflect future mortality improvement. The mortality assumption was set by the plan sponsor.	The mortality tables were projected to July 1, 2017 under Scale MP-2017. The mortality tables were further adjusted to future years using generational projection under Scale MP-2017 to reflect future mortality improvement. The mortality assumption was set by the plan sponsor.	The mortality tables projected to July 1, 2016 under one-half Scale MP-2014 reasonably reflect the projected mortality experience of the Plan as of the measurement date. The mortality table was then further adjusted to future years using generational projection under one-half Scale MP-2014 to reflect future mortality improvement.	Based on the RP-2014 Blue Collar Mortality Tables for annuitants and non-annuitants. These tables are adjusted to future years using generational projection under one-half Scale MP-2014 to anticipate future mortality improvement
Plan Changes	None	None	None	None	None

NOTES TO REQUIRED SUPPLEMENTARY SCHEDULES

Actuarial Assumptions and Methods

Utility Workers' Union of America Employees Retirement Plan

Fiscal Year End	June 30, 2025	June 30, 2024	June 30, 2023	June 30, 2022	June 30, 2021
Actuarial Valuation	As of July 1, 2024	As of July 1, 2023	As of July 1, 2022	As of July 1, 2021	As of July 1, 2020
Actuarial Cost Method	Projected Unit Credit Cost Method	Projected Unit Credit Cost Method	Projected Unit Credit Cost Method	Projected Unit Credit Cost Method	Projected Unit Credit Cost Method
Amortization Method	Amortize the annual change in unfunded liabilities established after July 1, 2014 each over a 15-year period from date of origination.	Amortize the annual change in unfunded liabilities established after July 1, 2014 each over a 15-year period from date of origination.	Amortize the annual change in unfunded liabilities established after July 1, 2014 each over a 15-year period from date of origination.	Amortize the change in unfunded liabilities established after July 1, 2014 each over a 15-year period from date of origination.	Amortize the change in unfunded liabilities established after July 1, 2014 each over a 15-year period from date of origination.
Remaining Amortization Period	5 years as of July 1, 2024 of the initial unfunded liabilities as of July 1, 2014. Each subsequent change in unfunded liability has one more year remaining.	6 years as of July 1, 2023 of the initial unfunded liabilities as of July 1, 2014. Each subsequent change in unfunded liability has one more year remaining.	7 years as of July 1, 2022 of the initial unfunded liabilities as of July 1, 2014. Each subsequent change in unfunded liability has one more year remaining.	8 years as of July 1, 2021 of the initial unfunded liabilities as of July 1, 2014. Each subsequent change in unfunded liability has one more year remaining.	9 years remaining as of July 1, 2020 of the initial unfunded liabilities established as of July 1, 2014. Each subsequent change in the unfunded liability has one more year remaining.
Asset Valuation Method	Market value of assets less unrecognized returns in each of the last five years. Unrecognized return is equal to the difference between the actual market return and the expected return, and is recognized over a five-year period, further adjusted, if necessary, to be within 20% of the market value.	Market value of assets less unrecognized returns in each of the last five years. Unrecognized return is equal to the difference between the actual market return and the projected market return, and is recognized over a five-year period, further adjusted, if necessary, to be within 20% of the market value.	Market value of assets less unrecognized returns in each of the last five years. Unrecognized return is equal to the difference between the actual market return and the projected market return, and is recognized over a five-year period, further adjusted, if necessary, to be within 20% of the market value.	Market value of assets less unrecognized returns in each of the last five years. Unrecognized return is equal to the difference between the actual market return and the projected market return, and is recognized over a five-year period, further adjusted, if necessary, to be within 20% of the market value.	Market value of assets less unrecognized returns in each of the last five years. Unrecognized return is equal to the difference between the actual market return and the projected market return, and is recognized over a five-year period, further adjusted, if necessary, to be within 20% of the market value.
Investment Rate of Return	6.75%, net of pension plan investment expense, including inflation	6.75%, net of pension plan investment expense, including inflation	6.75%, net of pension plan investment expense, including inflation	7.00%, net of pension plan investment expense, including inflation	7.00%, net of pension plan investment expense, including inflation
Inflation	3.00%	3.00%	3.00%	3.00%	3.00%
Salary Increases	3.00% plus age and service-based merit increases	3.00% plus age and service-based merit increases	3.00% plus age and service-based merit increases	3.00% plus age and service-based merit increases	3.00% plus age and service-based merit increases
Mortality	The mortality tables were projected to July 1, 2024 under Scale MP-2021. The mortality tables were then further adjusted to future years using generational projection under Scale MP-2021 to reflect future mortality improvement. The mortality assumption was set by the plan sponsor in consultation with the auditor.	The mortality tables were projected to July 1, 2023 under Scale MP-2021. The mortality tables were then further adjusted to future years using generational projection under Scale MP-2021 to reflect future mortality improvement. The mortality assumption was set by the plan sponsor in consultation with the auditor.	The mortality tables were projected to July 1, 2022 under Scale MP-2021. The mortality tables were then further adjusted to future years using generational projection under Scale MP-2021 to reflect future mortality improvement. The mortality assumption was set by the plan sponsor in consultation with the auditor.	The mortality tables projected to July 1, 2021 under Scale MP-2021 reasonably reflect the projected mortality experience of the Plan as of the measurement date. The mortality tables were further adjusted to future years using generational projection under Scale MP-2021 to reflect future mortality improvement. The mortality assumption is set by the plan sponsor.	The mortality tables projected to July 1, 2020 under Scale MP-2019 reasonably reflect the projected mortality experience of the Plan as of the measurement date. The mortality tables were further adjusted to future years using generational projection under Scale MP-2019 to reflect future mortality improvement.
Plan Changes	None	None	None	None	Effective July 25, 2019, the monthly benefit amount for participants who have a retirement date effective on or before November 1, 2018 was increased by 2.5%.

This schedule is intended to show information for 10 years. Additional years will be displayed as they become available.

NOTES TO REQUIRED SUPPLEMENTARY SCHEDULES

Actuarial Assumptions and Methods

Utility Workers' Union of America Employees Retirement Plan

Fiscal Year End	June 30, 2020	June 30, 2019	June 30, 2018	June 30, 2017	June 30, 2016
Actuarial Valuation	As of July 1, 2019	As of July 1, 2018	As of July 1, 2017	As of July 1, 2016	As of July 1, 2015
Actuarial Cost Method	Projected Unit Credit Cost Method	Projected Unit Credit Cost Method	Projected Unit Credit Cost Method	Projected Unit Credit Cost Method	Projected Unit Credit Cost Method
Amortization Method	Amortize the change in unfunded liabilities established after July 1, 2014 each over a 15-year period from date of origination.	Amortize the change in unfunded liabilities established after July 1, 2014 each over a 15-year period from date of origination.	Amortize the change in unfunded liabilities established after July 1, 2014 each over a 15-year period from date of origination.	Amortize change in unfunded liabilities established after July 1, 2014 each over a 15-year period from date of origination.	Level percentage of payroll, closed
Remaining Amortization Period	10 years remaining as of July 1, 2019 of the initial unfunded liabilities established as of July 1, 2014. Each subsequent change in the unfunded liability has one more year remaining.	11 years remaining as of July 1, 2018 of the initial unfunded liabilities established as of July 1, 2014. Each subsequent change in the unfunded liability has one more year remaining.	12 years remaining as of July 1, 2017 of the initial unfunded liabilities established as of July 1, 2014. Each subsequent change in the unfunded liability has one more year remaining.	13 years remaining as of July 1, 2016 of initial unfunded liabilities established as of July 1, 2014. Each subsequent change in unfunded has one more year remaining.	15 Years as of July 1, 2014
Asset Valuation Method	Market value of assets less unrecognized returns in each of the last five years. Unrecognized return is equal to the difference between the actual market return and the projected market return, and is recognized over a five-year period, further adjusted, if necessary, to be within 20% of the market value.	Market value of assets less unrecognized returns in each of the last five years. Unrecognized return is equal to the difference between the actual market return and the projected market return, and is recognized over a five-year period, further adjusted, if necessary, to be within 20% of the market value.	Market value of assets less unrecognized returns in each of the last five years. Unrecognized return is equal to the difference between the actual market return and the projected market return, and is recognized over a five-year period, further adjusted, if necessary, to be within 20% of the market value.	The actuarial value of assets will be the sum of (i) the prior year's actuarial value, (ii) net new money (i.e., contributions less benefit payments less administrative expenses), (iii) expected investment return on a market value basis, and (iv) 20% of each of the previous 5 years' gain/(loss) due to actual investment return greater/(less) than expected. The actuarial value of assets is further limited to not less than 80% nor greater than 120% of market value.	5-year smoothed market
Investment Rate of Return	7.50%, net of pension plan investment expense, including inflation	7.50%, net of pension plan investment expense, including inflation.	7.50%, net of pension plan investment expense, including inflation	7.50%, net of pension plan investment expense, including inflation	8.00%, net of pension plan investment expense, including inflation
Inflation	3.00%	3.00%	3.00%	3.00%	3.00%
Salary Increases	3.00% plus age and service-based merit increases	3.00% plus age and service-based merit increases	3.00% plus age and service-based merit increases	3.00% plus age and service-based merit increases	3.00% plus age and service-based merit increases
Mortality	The mortality tables projected to July 1, 2019 under Scale MP-2019 reasonably reflect the projected mortality experience of the Plan as of the measurement date. The mortality tables were further adjusted to future years using generational projection under Scale MP-2019 to reflect future mortality improvement.	The mortality tables were projected to July 1, 2018 under Scale MP-2017. The mortality tables were further adjusted to future years using generational projection under Scale MP-2017 to reflect future mortality improvement. The mortality assumption was set by the plan sponsor.	The mortality tables projected to July 1, 2017 under Scale MP-2017 reasonably reflect the projected mortality experience of the Plan as of the measurement date. The mortality tables were further adjusted to future years using generational projection under Scale MP-2017 to reflect future mortality improvement.	The mortality tables projected to July 1, 2016 under one-half Scale MP-2014 reasonably reflect the projected mortality experience of the Plan as of the measurement date. The mortality table was then further adjusted to future years using generational projection under one-half Scale MP-2014 to reflect future mortality improvement.	Based on the RP-2014 Blue Collar Mortality Tables for annuitants and non-annuitants. These tables are adjusted to future years using generational projection under one-half Scale MP-2014 to anticipate future mortality improvement
Plan Changes	None	None	None	None	None

Schedules of NJ TRANSIT's Proportionate Share of the Net Pension Liability
For Cost-Sharing Multiple-Employer Defined Benefit Plans
Last Ten Fiscal Years *($ in millions):*

Public Employees Retirement System

Years Ended June 30,	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016
The Proportion of Net Pension Liability	0.10%	0.08%	0.08%	0.08%	0.08%	0.06%	0.06%	0.05%	0.05%	0.05%
The Proportionate Share of Net Pension Liability	$14.3	$11.2	$12.2	$8.8	$12.5	$11.1	$11.7	$12.7	$15.1	$11.3
Covered Payroll	$11.3	$10.0	$7.8	$5.9	$5.9	$5.5	$5.5	$4.6	$4.1	$3.8
Proportionate Share of Net Pension Liability as a Percentage of its Covered Payroll	126.5%	112.4%	157.1%	149.5%	213.8%	201.8%	212.7%	276.1%	368.3%	297.4%
Plan Fiduciary Net Position as a Percentage of Total Pension Liability	51.27%	48.5%	46.41%	51.52%	42.90%	42.04%	40.44%	36.78%	31.20%	38.21%

Police and Firemen's Retirement System

Years Ended June 30,	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016
The Proportion of Net Pension Liability	0.86%	0.82%	0.79%	0.79%	0.73%	0.74%	0.66%	0.67%	0.63%	0.65%
The Proportionate Share of Net Pension Liability	$88.7	$91.0	$90.5	$57.4	$94.4	$90.1	$89.9	$102.9	$121.1	$107.6
The State's Proportionate Share of the Net Pension Liability Associated with NJ TRANSIT	17.5	16.8	16.1	16.1	14.6	14.2	12.2	11.5	10.1	9.4
Total	$106.2	$107.7	$106.6	$73.5	$109.0	$104.3	$102.1	$114.4	$131.2	$117.0
Covered Payroll	$34.3	$33.5	$32.1	$30.0	$28.3	$27.6	$25.4	$25.1	$22.7	$21.7
Proportionate Share of Net Pension Liability as a Percentage of its Covered Payroll	309.6%	321.9%	331.9%	245.2%	384.8%	377.9%	402.0%	455.7%	578.0%	539.2%
Plan Fiduciary Net Position as a Percentage of Total Pension Liability	67.53%	65.04%	63.29%	71.41%	58.78%	60.20%	57.91%	54.52%	48.55%	52.84%

This schedule is intended to show information for 10 years.

Schedules of Contributions for Cost-Sharing Multiple-Employer Defined Benefit Plans (UNAUDITED)
Last Ten Fiscal Years *($ in millions):*

Public Employees Retirement System

Years Ended June 30	Actuarially Determined Contributions	Contributions in Relation to the Actuarially Determined Contributions	Contribution Deficiency/ (Excess)	Covered Payroll	Contribution as a Percentage of Covered Payroll
2025	$1.4	$1.4	$—	$11.3	12.39%
2024	1.0	1.1	(0.1)	10.0	11.00
2023	1.0	1.0	—	7.8	12.82
2022	0.9	0.9	—	5.9	15.25
2021	0.8	0.9	(0.1)	5.9	15.25
2020	0.6	0.7	(0.1)	5.5	12.73
2019	0.6	0.7	—	5.5	12.73
2018	0.6	0.6	—	4.6	13.04
2017	0.6	0.6	—	4.1	14.63
2016	0.5	0.5	—	3.8	13.16

Police and Firemen's Retirement System

Years Ended June 30	Actuarially Determined Contributions	Contributions in Relation to the Actuarially Determined Contributions	Contribution Deficiency/ (Excess)	Covered Payroll	Contribution as a Percentage of Covered Payroll
2025	$11.9	$12.1	($0.2)	$34.3	35.28%
2024	11.0	11.2	(0.2)	33.5	33.43
2023	10.3	10.5	(0.2)	32.1	32.71
2022	9.2	9.6	(0.4)	30.0	32.00
2021	8.2	8.5	(0.3)	28.3	30.04
2020	7.4	8.4	(1.0)	27.6	30.43
2019	6.5	6.8	(0.3)	25.4	26.77
2018	6.2	6.2	—	25.1	24.70
2017	5.7	5.7	—	22.7	25.11
2016	5.5	5.5	—	21.7	25.35

See Notes to Supplementary Schedules.

Schedules of Changes in Total OPEB Liability and Related Ratios for NJ TRANSIT's (UNAUDITED) Sponsored Single-Employer Plan
Last Ten Fiscal Years *($ in millions):*

	FOR THE YEARS ENDED JUNE 30,							
	2025	**2024**	**2023**	**2022**	**2021**	**2020**	**2019**	**2018**
Beginning Balance, June 30, as previously reported	**$1,305.6**	**$1,578.0**	**$1,427.6**	**$1,699.6**	**$1,637.9**	**$1,296.6**	**$1,098.5**	**$1,108.9**
Prior period adjustment (unaudited)	—	—	—	—	—	—	49.4	—
Beginning Balance, June 30, as restated	**1,305.6**	**1,578.0**	**1,427.6**	**1,699.6**	**1,637.9**	**1,296.6**	**1,147.9**	**1,108.9**
Changes for the year:								
Service cost	63.8	72.1	58.7	81.6	71.9	55.6	55.9	56.6
Interest	52.6	59.2	51.6	37.8	37.2	46.5	45.5	38.7
Plan changes	—	—	57.1	(11.5)	—	—	—	—
Economic/demographic gains (losses)	4.3	5.7	3.0	9.2	(5.1)	89.4	—	—
Changes of assumptions or other inputs	(149.6)	(353.3)	39.8	(330.2)	12.2	204.2	104.2	(48.2)
Benefit payments	(60.6)	(56.1)	(59.8)	(58.9)	(54.5)	(54.4)	(56.9)	(57.5)
Net changes	**(89.5)**	**(272.4)**	**150.4**	**(272.0)**	**61.7**	**341.3**	**148.7**	**(10.4)**
Ending Balance, June 30	**$1,216.1**	**$1,305.6**	**$1,578.0**	**$1,427.6**	**$1,699.6**	**$1,637.9**	**$1,296.6**	**$1,098.5**
Covered employee payroll	**$1,170.1**	**$1,126.4**	**$1,064.0**	**$947.3**	**$892.4**	**$854.2**	**$889.2**	**$859.4**
Total OPEB liability as a percentage of covered payroll	**103.93%**	**115.90%**	**148.31%**	**150.70%**	**190.45%**	**191.75%**	**145.82%**	**127.82%**

This schedule is intended to show information for 10 years. Additional years will be displayed as they become available.

Notes to Schedule
Changes in benefit terms: None

Changes in assumptions: The discount rate increased from 3.93% as of June 30, 2024 to 5.20% as of June 30, 2025, due to changes in the applicable municipal bond index.

This valuation reflects an update to the healthcare trend assumption, which resulted in an increase in the Total OPEB Liability by $28.7 million. In addition, the discount rate increased from 3.93% to 5.20%, which decreased the Total OPEB Liability by $178.4 million. The net effect of these changes was a decrease in the Total OPEB Liability due to assumption changes of $149.7 million.

Actuarial Assumptions and Methods for Sponsored Single-Employer OPEB Plan

Fiscal Year End	June 30, 2025	June 30, 2024	June 30, 2023	June 30, 2022	June 30, 2021	June 30, 2020	June 30, 2019	June 30, 2018
Valuation Date	July 1, 2023 for Bus and Rail July 1, 2024 for Non-Agreement and July 1, 2022 for Police	July 1, 2024 for Bus, Rail, Non-Agreement and Police	July 1, 2021 for Bus, Rail, Non-Agreement and July 1, 2023 for Police	July 1, 2021	July 1, 2019	July 1, 2019	July 1, 2017	July 1, 2017
Measurement Date	June 30, 2025	June 30, 2025	June 30, 2024	June 30, 2023	June 30, 2021	June 30, 2020	June 30, 2019	June 30, 2018
Salary increases, varies by age	3.16% - 4.84%	3.16% - 4.84%	3.16% - 4.84%	3.16% - 4.84%	3.16% - 4.84%	3.16% - 4.84%	3.00%	3.00%
Salary increases, varies by service	3.00% - 29.07%	3.00% - 29.07%	3.00% - 29.07%	—	—	—	—	—
Inflation rate	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	2.20%	2.20%
Discount rate	5.20%	3.93%	3.65%	3.54%	2.16%	2.21%	3.51%	3.87%
Healthcare cost trend rates								
Pre-65	Non-police: 7.2% for 2025, decreasing to 3.7% by 2074+ Police: 6.4% for 2025, decreasing to 3.7% by 2074+	Non-police: 6.9% for 2025, decreasing to 3.7% by 2074+ Police: 6.4% for 2025, decreasing to 3.7% by 2074+	Non-police: 6.2% for 2021, decreasing to 3.7% by 2073+ Police: 6.1% for 2023, decreasing to 3.7% by 2073+	5.80% for 2023, decreasing to 3.70% by 2081	6.3% for 2021, decreasing to 3.7% by 2094	6.7% for 2020, decreasing to 3.8% by 2042	5.40% for 2019 decreasing to an ultimate rate of 3.84% by 2075	5.50% for 2018 decreasing to an ultimate rate of 3.84% by 2075
Post-65	Non-agreement: 7.5% for 2025, decreasing to 3.7% by 2074+ Bus: 5.0% for 2025, decreasing to 3.7% by 2074+ Police: 6.0% for 2025, decreasing to 3.7% by 2074+	Non-agreement: 7.0% for 2025, decreasing to 3.7% by 2074+ Bus: 4.9% for 2025, decreasing to 3.7% by 2074+ Police: 7.1% for 2025, decreasing to 3.7% by 2074+	Non-agreement: 6.1% for 2021, decreasing to 3.7% by 2073+ Bus: 4.4% for 2021, decreasing to 3.7% by 2073+ Police: 5.8% for 2023, decreasing to 3.7% by 2073+	Non-agreement: 5.60% for 2023, decreasing to 3.70% by 2081; Bus: 4.00% for 2023, decreasing to 3.70% by 2081	Non-agreement: 6.2% for 2021, decreasing to 3.7% by 2094;	Non-agreement: 6.4% for 2020, decreasing to 3.8% by 2074;	5.40% for 2019 decreasing to an ultimate rate of 3.84% by 2075	5.50% for 2018 decreasing to an ultimate rate of 3.84% by 2075
Actuarial cost method	Entry Age Normal	Entry Age Normal	Entry Age Normal	Entry Age Normal	Entry Age Normal	Entry Age Normal	Entry Age Normal	Entry Age Normal

This schedule is intended to show information for 10 years. Additional years will be displayed as they become available.

SUPPLEMENTARY INFORMATION

New Jersey Transit Corporation
Combining Statements of Fiduciary Net Position Pension Trust Funds *(in thousands):*
As of June 30, 2025

	ATU	TERP	UWUA	TOTAL
Assets:				
Investments at Fair Value or NAV	$1,839,448	$871,404	$8,201	$2,719,053
Receivables:				
Accrued Interest and Dividends	2,923	2,065	22	5,010
Employee Contributions	775	102	1	878
Medicare Reimbursements	225	—	1	226
Total Receivables	3,923	2,167	24	6,114
Total Assets	**1,843,371**	**873,571**	**8,225**	**2,725,167**
Liabilities:				
Accounts Payable and Accrued Expenses	18,005	17,325	196	35,526
Total Liabilities	**18,005**	**17,325**	**196**	**35,526**
Fiduciary Net Position:				
Net Position Restricted for Pensions	**$1,825,366**	**$856,246**	**$8,029**	**$2,689,641**

New Jersey Transit Corporation
Combining Statements of Changes in Fiduciary Net Position Pension Trust Funds *(in thousands):*
Year Ended June 30, 2025

	ATU	TERP	UWUA	TOTAL
Additions:				
Investment Income (Loss):				
Net Appreciation in Fair Value of Investments	$167,807	$72,211	$646	$240,664
Interest and Dividend Income	34,007	20,124	201	54,332
Investment Fees	(3,056)	(1,432)	(15)	(4,503)
Total Investment Income	198,758	90,903	832	290,493
Contributions:				
Employer	81,501	50,496	272	132,269
Employees	18,554	1,351	12	19,917
Total Contributions	100,055	51,847	284	152,186
Other Receipts	243	20	4	267
Total Additions	**299,056**	**142,770**	**1,120**	**442,946**
Deductions:				
Benefits Paid to Participants	118,797	67,072	586	186,455
Actuarial and Professional Fees	530	353	29	912
Total Deductions	**119,327**	**67,425**	**615**	**187,367**
Net Increase	**179,729**	**75,345**	**505**	**255,579**
Fiduciary Net Position:				
Beginning of Year	1,645,637	780,901	7,524	2,434,062
Net Position Restricted for Pensions	**$1,825,366**	**$856,246**	**$8,029**	**$2,689,641**

TRANSIT

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