

**NEW JERSEY TRANSIT CORPORATION  
FEDERAL FISCAL YEAR 2026 REQUEST FOR FEDERAL FINANCIAL ASSISTANCE**

The New Jersey Transit Corporation (NJ TRANSIT), under the Infrastructure Investment and Jobs Act, (IIJA), gives notice of its intent to apply for Federal Fiscal Year 2026 federal financial assistance, Federal Fiscal Year 2025, Federal Fiscal Year 2024 and Federal Fiscal Year 2023 carryover funds from the following programs: \$346.948 million under 49 U.S.C. Section 5307 for operating and capital assistance; \$350.376 million under Section 5337 State of Good Repair; \$39.136 million under Section 5339 Bus and Bus Facilities; \$18.160 million under 49 U.S.C. Sections 5310 Enhanced Mobility of Seniors and Individuals with Disabilities and Section 5311 Rural Transportation Program; \$314.607 million of Federal Highway Administration Flexible Funds; \$124.389 million of discretionary or competitive funding; \$3.980 million of Congressional Spending/Demo/Community Projects; for a total of \$1,197.596 million.

Federal operating assistance for Local Programs will be matched as required with funds provided by the State of New Jersey and local recipients in conformance with Federal and State guidelines. NJ TRANSIT intends to provide the non-Federal share of capital projects with transportation development credits, or funding available from the Transportation Trust Fund and other eligible sources. The Federal Fiscal Year 2026 Federal program is described below.

**FEDERAL FISCAL YEAR 2026 PROGRAM OF PROJECTS  
Proposed Section 5307 Urbanized Area Formula Program  
(Millions of Dollars)**

| <b>PROJECT</b>  | <b>FEDERAL</b>   |
|---|------------------|
| Articulated Bus Purchase – 60 Ft. (201)                               | 28.364           |
| Capital Lease Payments  | 39.517           |
| Cumberland County Bus Program   | 1.020            |
| Fare Collection and Fare Gate Modernization                           | 14.000           |
| Heavy Duty Vehicle Purchases  | 6.000            |
| Kearny Point Bus Garage   | 23.000           |
| Mechanical Equipment Inspection Improvements                          | 36.200           |
| Multi-Level I Overhaul and Retrofit Program (329)                     | 1.900            |
| Multi-Level III Purchase (113)  | 14.126           |
| Newark Light Rail Branch Brook Park & Penn Station Switch Replacement | 15.000           |
| Newark Light Rail Broad/Fulton St. Switch Replacement                 | 10.000           |
| Preventive Maintenance-Bus  | 105.315          |
| Preventive Maintenance-Rail   | 13.372           |
| Replacement of antiquated 105RE Rail on Lower M&E and RVL MP          | 8.000            |
| SGRP Brick Church Special Project                                     | 9.434            |
| Track, Bridge, Mobility and Capacity Improvements                     | 19.500           |
| Traction Power, Catenary and Control System Improvements              | 2.200            |
| <b>Total</b>  | <b>\$346.948</b> |

**Proposed Section 5337 State of Good Repair  
(Millions of Dollars)**

| <b>PROJECT</b>   | <b>FEDERAL</b>   |
|--|------------------|
| ALP-46A Electric Locomotive Overhaul (36)                  | \$30.248         |
| Kearny Junction #26.5 Switch Replacement                   | 2.000            |
| Multi-Level III Purchase (113)                             | 94.644           |
| Northern Rail Maintenance of Way Facility (Wood-Ridge MOW) | 5.000            |
| Preventive Maintenance-Rail                                | 215.314          |
| Secaucus-Meadowlands Transitway                            | 3.170            |
| <b>Total</b>   | <b>\$350.376</b> |

**Proposed Section 5339 Bus and Bus Facilities  
(Millions of Dollars)**

| <b>PROJECT</b>                      | <b>FEDERAL</b>  |
|-------------------------------------|-----------------|
| 40 Ft. Transit Bus Purchase (550)   | \$38.636        |
| Bus Shelter Maint./Upgrades Program | .500            |
| <b>Total</b>                        | <b>\$39.136</b> |

**Proposed Sections 5310 and 5311  
(Millions of Dollars)**

| <b>PROJECT</b>   | <b>FEDERAL</b>  |
|--|-----------------|
| Local - Enhanced Mobility of Seniors and Individuals with Disabilities | \$11.403        |
| Local - Rural Transit Program Contracts                                | 6.757           |
| <b>Total</b>   | <b>\$18.160</b> |

**Proposed Federal Highway Authority Flex (FHWA)  
(Millions of Dollars)**

| <b>PROJECT</b>                                       | <b>FEDERAL</b> |
|--|----------------|
| Bus Garage Resiliency Assessment                     | \$2.810        |
| Delco Lead   | 33.820         |
| Essex-Hudson Greenway & Transitway                   | 27.307         |
| FHWA Ferry Boat Program                              | 1.800          |
| Hoboken Division Phase 1 Resiliency Project Planning | 3.200          |
| Hoboken Yard Improvement                             | 5.000          |
| Multi-Level III Purchase (113)                       | 32.202         |

|  |                  |
|--|------------------|
| NEC, RVL & NJCL Study                                      | 1.000            |
| Northern Rail Maintenance of Way Facility (Wood-Ridge MOW) | 60.000           |
| Passaic Terminal   | 15.000           |
| Portal North Bridge Multi-Level III Purchase               | 42.798           |
| Rail Right of Way Green Infrastructure Study               | 0.670            |
| Roselle Park Station                                       | 9.000            |
| Secaucus to Meadowlands Transitway                         | 80.000           |
| <b>Total</b>   | <b>\$314.607</b> |

**Proposed Discretionary/Competitive Funding  
(Millions of Dollars)**

| <b>PROJECT</b>   | <b>FEDERAL</b>   |
|--|------------------|
| Belford Ferry Terminal (Monmouth County)                   | \$4.000          |
| Bradley Beach Station Modernization                        | 14.514           |
| Floating Dock System (City of South Amboy)                 | 6.018            |
| New York Waterway Ferry Vessels                            | 6.328            |
| Northern Rail Maintenance of Way Facility (Wood-Ridge MOW) | 75.000           |
| Pascack Valley Line Station Modernization (Phase I)        | 18.187           |
| Paterson Station TOD Master Plan                           | 0.342            |
| <b>Total</b>   | <b>\$124.389</b> |

**Proposed Congressional Directed Spending/Demo/Community Projects  
(Millions of Dollars)**

| <b>PROJECT</b>   | <b>FEDERAL</b> |
|--|----------------|
| Edison Light Rail Project (Township of Edison)                         | 1.600          |
| Senior Bus Replacement Project (Glassboro County)                      | 0.880          |
| Zero Emission Downtown and Community Mobility (Township of Woodbridge) | 1.500          |
| <b>Total</b>   | <b>\$3.980</b> |

**A. Property Acquisition/Environmental, Economic, and Social Aspects**

Any property acquisition or relocation that may be required will be conducted in accordance with the appropriate provisions of the law and regulatory requirements. As required by statute, the social, economic, environmental, and relocation aspects of the projects will be investigated. If required under applicable laws and regulations, interim findings may be presented at a future public hearing and further public comment will be solicited. Prior to the implementation of any of the projects and to the extent required, NJ TRANSIT may prepare an Environmental Assessment or Environmental Impact Statement pursuant to Federal regulations. The availability of this document will be made known by publication in the same manner as this notice. NJ TRANSIT will adhere to all Federal statutes and regulations affecting structures or properties eligible for or on the National Register of Historic Places.

**B. Comprehensive Planning**

NJ TRANSIT projects are developed in coordination with the following planning organizations: The North Jersey Transportation Planning Authority (NJTPA), which is the designated Metropolitan Planning Organization (MPO) for the Northeast New Jersey urbanized area; the Delaware Valley Regional Planning Commission (DVRPC), which is the designated MPO for Camden, Mercer, Burlington, and Gloucester counties; and the South Jersey Transportation Planning Organization (SJTPO), which is the designated MPO for Cumberland, Salem, Atlantic, and Cape May counties. The MPOs are the forums for local decision-making concerning the proposed projects. The projects are developed in consultation with local elected officials, interested citizens, and providers of private bus services.

**C. Private Enterprise Participation**

Through the comprehensive planning process administered by the MPOs and ongoing communication with NJ TRANSIT's Office of Private Carrier Affairs, NJ TRANSIT continues to discuss with private carriers their participation in the capital program. In addition, NJ TRANSIT encourages, to the maximum extent possible, the participation of the private sector in the development and implementation of public transportation in the State of New Jersey.

**D. Senior Citizens and Individuals with Disabilities**

Services to be provided will be consistent with NJ TRANSIT's program of reduced interstate and intrastate rail and bus fares for senior citizens and individuals with disabilities. Every reasonable effort will be made to plan and design program elements involving facilities generally available to the public with careful consideration of the special needs of senior citizens and individuals with disabilities.

**E. Public Input**

NJ TRANSIT invites public comments on the above projects and its performance. Request for additional information on NJ TRANSIT's program of projects, written comments and/or requests for a public hearing should be sent to Elizabeth Paonessa, Senior Director, Grant Administration and Compliance, NJ TRANSIT, 283-299 Market Street, Newark, New Jersey 07102, or emailed to [FFY2026PublicNoticeRequestFederalFinancialAssistance@nitransit.com](mailto:FFY2026PublicNoticeRequestFederalFinancialAssistance@nitransit.com) by **June 2, 2026**.

Based on comments received in response to this notice and information made available, NJ TRANSIT may modify the above program before final submission to the Federal Transit Administration (FTA) and will make a determination, pursuant to FTA regulations, as to whether a public hearing is in order. The final program of projects funded by the approved Federal Fiscal Year 2026 Section 5307 and 5339(a) grants will be published on the NJ TRANSIT website.

Kris Kolluri  
President & CEO  
New Jersey Transit Corporation