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Sheila Y. Oliver, Lieutenant Governor
Diane Gutierrez-Scaccetti, Commissioner
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Honorable Paul A. Sarlo
c/o Frank Haines
Legislative Budget and Finance Officer
Office of Legislative Services
State House Annex
PO Box 068
Trenton, New Jersey 08625-0068

Dear Chairman Sarlo:

As requested in your letter dated May 16, 2019, below you will find the New Jersey Transit Corporation's responses to questions raised by members of the committee during the May 9, 2019 Senate Budget and Appropriations Committee hearing.

Senator Ruiz:

Question #1 – Please provide information on funding levels, the number of projects, and the locations for projects under the program that funds art installations at Light Rail Stations.

Answer: See table below, which includes eight projects.

Project/Location	Project Cost	Fabrication Status	Installation Status
Garfield Station	\$23,200	TBA	TBA
Richard Street & Danforth	\$52,900	TBA	TBA
22nd Street Glass	\$30,160	Complete	Complete
Tonnelle Station (M. Angers)	\$10,000	Starting	TBA
22nd Street Mural	\$9,750	Complete	Complete
Jersey Avenue	\$15,000	Complete	Awaiting Date
Tonnelle Station (T. Nussbaum)	\$40,000	Started	TBA
MLK Station	\$23,200	Started	TBA
TOTAL COST	\$204,210		

Senator Ruiz:

Question #2 – Please describe agency vegetation management and maintenance practices at NJ Transit Light Rail stations. How frequently does staff clean stations and remove overgrown vegetation?

Answer:

HBLR & RiverLINE Vegetation Management – These two services are operated by a private contractor who is responsible for any brush/weed cutting and removal, which interferes with train movement and signal observation. The contractor is also responsible for the removal of dry weeds and grass which become a fire hazard. At a minimum, herbicide is applied semiannually to prevent vegetation growth from all track beds and other designated areas within the service property.

Newark City Subway Vegetation Management – A contractor is typically brought on-property for the cutting and removal of heavy brush for the spring/summer season. This season's initiative is underway and herbicide is applied at least semiannually.

HBLR, RiverLINE, and Newark City Subway Maintenance – NJ TRANSIT must maintain buildings, structures, stations, and facades in a state of good repair. All station shelters and waiting areas must also be maintained in safe and sanitary conditions at all times. Unusual or extreme situations will be corrected within four hours.

- Seating area/benches are wiped down, glass and windscreens spot cleaned, and litter removed daily. Benches are replaced or repaired as necessary.
- Platform waiting areas are cleaned and serviced daily, including swept platforms, ramps and sidewalks. Benches are also wiped down with a damp cloth.
 - Phones are disinfected; graffiti removed; trash and recycling emptied; and spills, food/wrappers, clothing, bird droppings are cleaned and removed.
- Landscape is inspected regularly to assure a neat and attractive appearance, and maintenance is performed on an as-needed basis.

Senator Singleton:

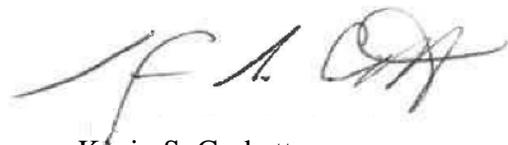
Question #3 – Please provide the full amount of overtime paid to Atlantic City Line conductors during the shutdown of service on the Atlantic City Line. Also please provide a comparison showing the cost of allowing conductors to perform overtime during that period rather than customer service employees that were filling a similar role while the line was closed.

Answer: NJ TRANSIT incurred \$187k in overtime on Atlantic City Rail Line conductors during the service shutdown. In order to provide passengers with continuity during the temporary shutdown and with conductors already familiar with the service layout and riders of that particular system, NJ TRANSIT was able to utilize those conductors to provide customer service support. Using the average overtime pay rate for customer service representatives and

associates, NJ TRANSIT would have incurred an estimated \$149k in overtime costs. Logistically, it was not feasible for NJ TRANSIT to fully utilize existing customer service staff without jeopardizing other customer service support functions in other parts of the overall transit system.

Should you require any additional information, please do not hesitate to contact my office at your convenience.

Sincerely,

A handwritten signature in black ink, appearing to read "K. S. Corbett", written in a cursive style.

Kevin S. Corbett
Executive Director