

DOT

U.S. Department of Transportation

FTA

Federal Transit Administration

Award

Federal Award Identification Number (FAIN)	NJ-44-X003-03
Temporary Application Number	NJ-44-X003-02
Award Name	Sandy 2 - Public Trans Emergency Relief
Award Status	Active (Executed)
Award Budget Number	0

Part 1: Recipient Information

Name: NEW JERSEY TRANSIT CORPORATION

Recipient ID	Recipient OST Type	Recipient Alias	Recipient DUNS
1414	State Agency	NEW JERSEY TRANSIT CORPORATION	038485140

Location Type	Address	City	State	Zip
Headquarters	ONE PENN PLAZA E	NEWARK	NJ	07105
Physical Address	ONE PENN PLAZA E	NEWARK	NJ	07105
Mailing Address	ONE PENN PLAZA EAST	NEWARK	NJ	07105

Union Information

Union Name	AMERICAN RAILWAY & AIRWAY SUPERVISORS ASSOCIATION (M OF E)
Address 1	3 RESEARCH PLACE
Address 2	
City	ROCKVILLE
State	Maryland
Zipcode	20850
Contact Name	JOSEPH DERILLO
Telephone	3019484970
Fax	3013307671
E-mail	DERILLOJ@TCUNION.ORG
Website	
Union Name	AMERICAN RAILWAY & AIRWAY SUPERVISORS ASSOCIATON (M OF E)
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Address 2	

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Zipcode	07856
Contact Name	MARTIN KLEIN
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Fax	
E-mail	martyk60@optimum.net
Website	
Union Name	AMERICAN TRAIN DISPATCHERS ASS'N. (POWER SUPERVISORS)
Address 1	102 FIRST AVE
Address 2	
City	RARITAN
State	New Jersey
Zipcode	08869
Contact Name	CHARLES SAUNIER
Telephone	2012462659
Fax	
E-mail	No email
Website	
Union Name	AMERICAN TRAIN DISPATCHERS ASSOCIATION
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State	New Jersey
Zipcode	07928
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Website	
Union Name	ATU - LOCAL 819
Address 1	186 BROOKSIDE AVE.
Address 2	
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Address 2	

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Zipcode	07730
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Union Name	ATU - LOCAL 821
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State	New Jersey
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Union Name	ATU - LOCAL 823
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Address 2	APT E3
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Website	
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Address 2	

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Zipcode	08701
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Union Name	ATU - LOCAL 825
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State	New Jersey
Zipcode	07950
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Union Name	ATU - LOCAL 880
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Address 2	
City	MT. EPHRAIM
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Website	
Union Name	BROTHERHOOD OF LOCOMOTIVE ENGINEERS
Address 1	
Address 2	44 PADEREWSKI ROAD
City	OAKRIDGE
State	New Jersey
Zipcode	07438
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E-mail	DCDJR@OPTOLINE.NET
Website	
Union Name	BROTHERHOOD OF MAINTENANCE OF WAY EMPLOYEES
Address 1	PO BOX 1238
Address 2	

City	TRENTON
State	New Jersey
Zipcode	08067
Contact Name	SEAN GERIE
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Website	
Union Name	BROTHERHOOD OF RAILROAD SIGNALMEN
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Address 2	
City	KEANSBURG
State	New Jersey
Zipcode	07734
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Union Name	BROTHERHOOD OF RAILWAY CARMEN-DIVISION OF TCU
Address 1	1116 23RD STREET
Address 2	
City	NORTH BERGEN
State	New Jersey
Zipcode	07047
Contact Name	Carlos SOSA
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Fax	
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Website	
Union Name	FOP LODGE #37
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Address 2	
City	MANAHAWKIN
State	New Jersey
Zipcode	00805
Contact Name	Vince D`Amato
Telephone	6092762917
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E-mail	vdamato@njtransit.com
Website	
Union Name	INT`L BROTHERHOOD OF BOILERMAKERS,IRONSHIP BUILDERS,BLACKSMITHS,FORGER
Address 1	17417 SE 121 Circle

Address 2	
City	Summerfield
State	Florida
Zipcode	34491
Contact Name	Frank May
Telephone	3523074093
Fax	
E-mail	
Website	https://www.boilermakers.org/structure/divisions/railroad

Union Name	INTERNATIONAL ASSOCIATION OF MACHINISTS AND AEROSPACE WORKERS
Address 1	6 KNOLLWOOD DRIVE
Address 2	
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Zipcode	06405
Contact Name	JOHN LACEY
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Fax	
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Website	

Union Name	INTERNATIONAL BROTHERHOOD OF ELECTRICAL WORKERS
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State	Pennsylvania
Zipcode	19148
Contact Name	ARTHUR DAVIDSON
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Fax	
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Website	

Union Name	INTERNATIONAL BROTHERHOOD OF ELECTRICAL WORKERS (SUPERVISORS)
Address 1	LOCAL 1573
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Zipcode	07734
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Union Name	LOCAL 419
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Website	
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Address 2	
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State	New Jersey
Zipcode	07033
Contact Name	RAY GREEVES
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Website	
Union Name	NATIONAL CONFERENCE OF FIREMEN & OILERS
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Address 2	10TH FLOOR
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State	District of Columbia
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Contact Name	JAMES FARRIGAN
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Website	
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Website	

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E-mail	CPHILLIPS@NJTRANSIT.COM
Website	njtransitpba304.com
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Union Name	TRANSPORT WORKER'S UNION - LOCAL 225
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Contact Name	RICHARD VENTOLA
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Zipcode	10523
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Fax	
E-mail	no email
Website	

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Address 2	3RD FLOOR
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State	New York
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E-mail	MARATEAA@TCUNION.ORG
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Union Name	UNITED TRANSPORTATION UNION (T)
Address 1	48 Main Street
Address 2	Suite 2C
City	Netcong
State	New Jersey
Zipcode	07857
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Fax	
E-mail	njtmike@aol.com
Website	
Union Name	UNITED TRANSPORTATION UNION (Y)
Address 1	2368 ELBERT AVENUE
Address 2	
City	NORTH BELMORE
State	New York
Zipcode	01110
Contact Name	MIKE MIELE
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Website	
Union Name	UTILITY CO-WORKER`S ASSOCIATION
Address 1	55 WASHINGTON STREET
Address 2	
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State	New Jersey
Zipcode	07003
Contact Name	NANCY GUZMAN-FLANAGAN
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Fax	9737487881
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Website	

Part 2: Award Information

Title: Sandy 2 - Public Trans Emergency Relief

FAIN	Award Status	Award Type	Date Created	Last Updated Date	From TEAM?
NJ-44-X003-03	Active (Executed)	Grant	3/24/2016	3/24/2016	Yes

Award Executive Summary

NJ-44-X003-03 - This is the third amendment to the grant.

FEDERAL TRANSIT ADMINISTRATION (FTA)
PUBLIC TRANSPORTATION EMERGENCY RELIEF PROGRAM (49 U.S.C. 5324)
CATALOG OF FEDERAL DOMESTIC ASSISTANCE (CFDA) NUMBER – 20.527

NJ TRANSIT is requesting Federal funds in the amount of \$8,420,000 from the Federal Transit Administration (FTA) Public Transportation Emergency Relief Program 2013 49 U.S.C. 5324 funds for the Hoboken Boiler and Terminal Repairs project. The project is a Recovery/Restoration project associated with Superstorm Sandy.

The total federal funding provided in this amendment, \$8,420,000, accounts for \$842,000 of credit from toll revenue expenditures (Transportation Development Credits) (90/10%). This amendment brings the grant to a total of \$293,727,555 and toll revenue expenditures (Transportation Development Credits) to a total of \$29,372,757.

The total non-Cat 1/2/3 Recovery and Restoration funds allocated are \$197,574,198; this consists of pro-rated Recovery funds in the amount of \$86,774,558 allocated in the March 29, 2013 Federal Register Notice, and additional Recovery and Restoration in the amount of \$110,799,640 allocated in the May 29, 2013 Federal Register Notice. Locally Prioritized Resiliency Funds in the amount of the \$106,199,045 were allocated in the May 29, 2013 Federal Register Notice.

The Governor of New Jersey declared Superstorm Sandy a State Emergency on October 27, 2012. The President declared the hurricane an Emergency Disaster on October 28, 2012. To date, NJ TRANSIT has been allocated a total of \$448,189,802 of Public Transportation Emergency Relief Funds in Response to Superstorm Sandy. NJ TRANSIT was allocated \$144,416,559 in the March 29, 2013 Federal Register Notice. This amount was awarded in grant NJ-44-X001 (Category 1/2/3) on May 2, 2013.

Funds in the amount of \$66,801,932 were awarded in NJ-44-X003 on June 6, 2014. Funds in the amount of \$147,086,600 were awarded in NJ-44-X003-01 on March 10, 2015. Funds in the amount of \$71,419,023 were awarded in NJ-44-X003-02 on August 27, 2015. Funds in the amount of \$8,420,000 are requested in this grant application. Recovery/Restoration funds in the amount of \$10,045,688 will be requested in a future grant application.

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The Discretionary Funding IDs are as follows:

-Discretionary ID: D2013-SAND-004

Total Allocation: \$144,416,559
Awarded in NJ-44-X001 - \$144,416,559
Deobligated in NJ-44-X001-01 - \$27,559,774
Requesting in Future Grants: \$27,559,774

-Discretionary ID: D2013-SAND-017
Total Allocation: \$86,774,558
Awarded in NJ-44-X003: \$24,801,932
Awarded in NJ-44-X003-01:\$61,972,626
Requesting in Future Grants: \$0

-Discretionary ID: D2013-SAND-020(recov.)
Total Allocation: \$110,799,640
Awarded in NJ-44-X003:\$0 -
Awarded in NJ-44-X003-01: \$23,974,974
Awarded in NJ-44-X003-02: \$68,358,978
Requesting in this Application: \$8,420,000
Requesting in Future Grants: \$10,045,688

-Discretionary ID: D2013-SAND-021(resil.)
Total Allocation: \$106,199,045
Awarded in NJ-44-X003: \$42,000,000
Awarded in NJ-44-X003-01: \$61,139,000
Awarded in NJ-44-X003-02: \$3,060,045
Requesting in Future Grants: \$0

The following action is requested in this application.

123-01 – RAIL - STATION/STOPS/TERMINALS (Recov)
12.34.03 - Terminal, Intermodal (Transit) (Recov) – Hoboken Boiler

This amendment increases the ALI by \$8,420,000 from \$4,639,000 to \$13,059,000. The Hoboken Boiler project, awarded in a previous amendment, is renamed the Hoboken Boiler and Terminal Repairs project. Funds in the ALI now include repairs to the Hoboken Ferry Terminal. The Hoboken Boiler and Hoboken Terminal repairs are combined into one project since Hoboken Terminal Boiler and the Ferry Ticketing Suite and Employee Facilities occupy or involve the same areas within the terminal. The projects are ready to be constructed within the same timeframe. Combining the two scopes allows for a single contractor to be responsible for scheduling, staging, and coordinating all construction activities in the common work site, and eliminating the potential for conflicts or delays if the work were to be performed by separate contractors.

PERIOD OF PERFMANCE

For the Hoboken Boiler and Terminal project in this amendment, Pre-award authority was exercised in November 2013. The estimated completion date for the project is September 2019.

RESEACH AND DEVELOPMENT

This Application does not include funds for Research and/or Development Activities.

INDIRECT COST RATE

Indirect Costs will be applied to the Hoboken Boiler and Terminal repair project in this application. A Cost Allocation Plan (CAP) is on file with the FTA which is currently under review. NJ TRANSIT is using the provisional rate of 86.53%.

NJ TRANSIT's procurement procedures are in compliance with all applicable Federal requirements.

NJ TRANSIT will comply with Buy America regulations for the projects in this grant.

A DBE utilization status report is attached in TrAMS and the status of achieving the goals will be updated quarterly.

NJ TRANSIT completed and submitted all applicable FTA templates: Attachment A "FTA Emergency Relief Program - Program of Projects (POP)" – required for all projects, Part B Resiliency Justification Statement – required for locally prioritized resiliency projects, and), Attachment C "Advisory Base Flood Elevation + 1 (ABFE +1) Analysis Template" – required for all projects, and flood maps – required for all projects.

WAIVER

Projects funded through the Disaster Relief Appropriations Act (DRA) of 2013 are subject to section 904(c) of that Act, which requires expenditure of funds within 24 months of grant obligation, unless this requirement is waived by the Office of Management and Budget (OMB). On July 9, 2013, the OMB granted waivers to the 24-month obligation requirement to programs funded under the DRA.

STIP

The project is included in the FY2016-2025 Statewide Transportation Improvement Program (STIP). The Federal Highway Administration and the Federal Transit administration approved the STIP on November 20, 2015. The STIP ID is T906, NJ TRANSIT System Repairs/Restoration.

On January 27, 2016, FTA approved a STIP modification that transferred funds in T906 from FY15 to FY16.

MATCH/TOLL CREDITS

TOLL CREDIT (Transportation Development Credits).

NJ TRANSIT is using Toll Credit (Transportation Development Credits) funds allocated from the NJ Department of Transportation in the amount of \$100 million for each year between 2006 through 2015 to match Federal Grants. NJDOT sent letters to NJ TRANSIT allocating the \$100 million in Toll Credit for each year for 2006 through 2014 on February 23, 2006, December 19, 2006, March 12, 2008, November 12, 2008, April 26, 2010, March 28, 2011, July 18, 2012, March 5, 2013, and January 14, 2014. On August 7, 2014, NJ TRANSIT was allocated an additional \$60.0 million bringing the total allocation for FY14 to \$160.0 million. On March 10, 2015, NJ TRANSIT was allocated \$160 million in Toll Credit to match federal grants. Prior year toll credit balances are reviewed at the FTA quarterly review meetings.

FEMA

NJ Transit has neither applied for nor received Federal Emergency Management Administration (FEMA) funds for the projects in this or other grant requests.

INSURANCE

NJ TRANSIT has submitted to its insurers for specific Sandy-related all-agency property damage, revenue loss and extra expense claims in a manner that seeks to maximize the recovery of proceeds consistent with policy terms and limits. To date, NJ TRANSIT has received unallocated payments from its insurers totaling \$100 million. NJ TRANSIT will work with FTA to agree to an amount to be allocated for transit recovery and the method NJ TRANSIT will use to allocate said funds to eligible recovery projects. NJ TRANSIT will comply with the National Flood Insurance Act of 1968 as amended and insure buildings and/or their contents funded under this grant that are within a special flood hazard area.

Contact Person:
Millicent Dondero

NJ TRANSIT
 Phone: (973) 491-7831
 MDONDERO@NJTRANSIT.COM
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Delinquent Federal Debt

No, my organization does not have delinquent federal debt.

Requires E.O. 12372 Review

No, this application does not require E.O. 12372 Review.

Subject to Pre-Award Authority

Yes, this application is subject to Pre-Award Authority.

Frequency of Milestone Progress Reports (MPR)

Quarterly

Frequency of Federal Financial Reports (FFR)

Quarterly

Award Point of Contact Information

FTA Point of Contact	Kay Nordstrom
Recipient Point of Contact	Lori Thompson

Award Budget Control Totals

Funding Source	Section of Statute	CFDA Number	Amount
49 USC 5324 - (MAP 21) Public Transportation Emergency Relief	5324	20527	\$293,727,555
Local			\$0
State			\$0
Other Federal			\$0
Total Eligible Cost			\$293,727,555
Adjustment Amount			\$0
Gross Award Cost			\$293,727,555

Award Budget

	Budget Item	FTA Amount	Non-FTA Amount	Total Eligible Amount	Quantity
122-01	RAIL TRANSITWAY LINES	\$164,821.00	\$0.00	\$164,821.00	0
	REHAB/RENOV LINE				
	12.24.03 EQUIP/STRUCTURE	\$164,821.00	\$0.00	\$164,821.00	0
	S				
122-02	RAIL TRANSITWAY LINES	\$1,326,252.00	\$0.00	\$1,326,252.00	0
	12.24.03 REHAB/RENOV LINE	\$1,326,252.00	\$0.00	\$1,326,252.00	0

		EQUIP/STRUCTURE S			
122-03	RAIL TRANSITWAY LINES	\$43,578,600.00	\$0.00	\$43,578,600.00	0
	REHAB/RENOV LINE 12.24.03 EQUIP/STRUCTURE S	\$43,578,600.00	\$0.00	\$43,578,600.00	0
123-00	RAIL - STATION/STOPS/TERMINALS	\$4,000,000.00	\$0.00	\$4,000,000.00	0
	TERMINAL, 12.34.03 INTERMODAL (TRANSIT)	\$4,000,000.00	\$0.00	\$4,000,000.00	0
123-01	RAIL - STATION/STOPS/TERMINALS	\$13,059,000.00	\$0.00	\$13,059,000.00	0
	TERMINAL, 12.34.03 INTERMODAL (TRANSIT)	\$13,059,000.00	\$0.00	\$13,059,000.00	0
123-02	RAIL - STATION/STOPS/TERMINALS	\$24,058,978.00	\$0.00	\$24,058,978.00	0
	TERMINAL, 12.34.03 INTERMODAL (TRANSIT)	\$24,058,978.00	\$0.00	\$24,058,978.00	0
124-00	SUPPORT EQUIP/FACILITIES (RAIL)	\$750,000.00	\$0.00	\$750,000.00	0
	12.42.11 PURCHASE - RAIL SUPPORT VEHICLES	\$750,000.00	\$0.00	\$750,000.00	0
124-01	SUPPORT EQUIP/FACILITIES (RAIL)	\$17,915,000.00	\$0.00	\$17,915,000.00	0
	REHAB/RENOV - 12.44.02 MAINTENANCE FACILITY	\$17,915,000.00	\$0.00	\$17,915,000.00	0
125-01	ELECTRIFCATION/POWER DISTRIB (RAIL)	\$23,700,000.00	\$0.00	\$23,700,000.00	0
	REHAB/RENOV 12.54.01 TRACTION POWER EQUIPMENT	\$23,700,000.00	\$0.00	\$23,700,000.00	0
125-02	ELECTRIFCATION/POWER DISTRIB (RAIL)	\$21,300,000.00	\$0.00	\$21,300,000.00	0
	REHAB/RENOV 12.54.01 TRACTION POWER EQUIPMENT	\$21,300,000.00	\$0.00	\$21,300,000.00	0
125-03	ELECTRIFCATION/POWER DISTRIB (RAIL)	\$6,610,045.00	\$0.00	\$6,610,045.00	0
	REHAB/RENOV 12.54.01 TRACTION POWER EQUIPMENT	\$6,610,045.00	\$0.00	\$6,610,045.00	0
125000	ELECTRIFCATION/POWER DISTRIB (RAIL)	\$23,000,000.00	\$0.00	\$23,000,000.00	0
	REHAB/RENOV 12.54.03 POWER DISTRIB SUBSTATION	\$23,000,000.00	\$0.00	\$23,000,000.00	0
126-00	SIGNAL/COMMUNICATION (RAIL)	\$14,700,000.00	\$0.00	\$14,700,000.00	0
	REHAB 12.64.02 COMMUNICATIONS SYSTEMS	\$14,700,000.00	\$0.00	\$14,700,000.00	0
126-01	SIGNAL/COMMUNICATION (RAIL)	\$10,285,000.00	\$0.00	\$10,285,000.00	0

		REHAB 12.64.02 COMMUNICATIONS SYSTEMS	\$10,285,000.00	\$0.00	\$10,285,000.00	0
126-02		SIGNAL/COMMUNICATION (RAIL)	\$27,445,000.00	\$0.00	\$27,445,000.00	0
		REHAB MISC 12.64.20 SIGNAL/COMM EQUIP	\$27,445,000.00	\$0.00	\$27,445,000.00	0
126-03		SIGNAL/COMMUNICATION (RAIL)	\$26,904,000.00	\$0.00	\$26,904,000.00	0
		REHAB 12.64.02 COMMUNICATIONS SYSTEMS	\$26,904,000.00	\$0.00	\$26,904,000.00	0
126-04		SIGNAL/COMMUNICATION (RAIL)	\$16,320,000.00	\$0.00	\$16,320,000.00	0
		REHAB/RENOV - 12.44.02 MAINTENANCE FACILITY	\$16,320,000.00	\$0.00	\$16,320,000.00	0
127-00		OTHER CAPITAL ITEMS (RAIL)	\$18,610,859.00	\$0.00	\$18,610,859.00	0
		PROJECT 12.79.00 ADMINISTRATION (RAIL)	\$18,610,859.00	\$0.00	\$18,610,859.00	0

Earmark and Discretionary Allocations

Earmark ID	Earmark Name	Amount Applied
D2013-SAND-020	NJ Transit - Round 2 Recovery	\$8,420,000

Sources of Federal Financial Assistance

UZA Code	Area Name	Account Class Code	FPC	Description	Amendment Amount	Cumulative Amount
340010	New York-- Newark, NY- NJ-CT	2013.44.44.4S.1	00	Recovery – Hurr Sandy Oct 2012	\$8,420,000	\$187,528,510
340010	New York-- Newark, NY- NJ-CT	2013.44.44.5S.1	03	Resiliency – Hurr Sandy Oct 2012	\$0	\$106,199,045

Part 3: Project Information

Project Title: Sandy 2 - Public Trans Emergency Relief

Project Number	Temporary Project Number	Date Created	Start Date	End Date
NJ-44-X003-03	N/A	3/24/2016	10/28/2012	10/12/2020

Project Location (Urbanized Areas)

UZA Code	Area Name
340010	New York--Newark, NY-NJ-CT

Congressional District Information

New Jersey	3	Thomas MacArthur
New Jersey	4	Christopher H Smith
New Jersey	5	Scott Garrett
New Jersey	6	Frank Pallone
New Jersey	7	Leonard Lance
New Jersey	8	Albio Sires
New Jersey	9	Bill Pascrell
New Jersey	10	Donald M Payne
New Jersey	11	Rodney P Frelinghuysen
New Jersey	12	Bonnie Watson Coleman

Project Budget Activity Line Items

Budget Activity Line Item: 12.24.03 - REHAB/RENOV LINE EQUIP/STRUCTURES-NLR-Tier 1 (Recovery)

Scope Name / Code	Line Item #	Custom Item Name	Activity	Quantity
RAIL TRANSITWAY LINES (122-01)	12.24.03	REHAB/RENOV LINE EQUIP/STRUCTURES	REHAB/RENOV LINE EQUIP/STRUCTURES	0

Extended Budget Description

1. SCOPE AND COST

NJ TRANSIT is requesting funds in the amount of \$164,821 for the Newark Light Rail (NLR) restoration. This line item funds expenses that were not eligible under categories 1, 2, and 3 and not funded by insurance. Funding for this line item is from Tier I. Funds will be matched with \$16,482 of credit from toll revenue expenditures (Transportation Development Credits).

Funding for this line item supports disposal of debris removed from rail tracks, replacing parts used to repair overhead catenary lines, and related activities along the Newark Light Rail Line following Superstorm Sandy. Costs include design, construction, project administration, construction management, and any other related costs required to complete the scope such as equipment and supplies. The Newark City Subway (Newark Light Rail) runs from north Newark to its terminus at Newark Penn Station.

A third party contractor will be used. Through a federally compliant competitive RFP process, NJ TRANSIT selected TranSystems as the vendor for design. A construction contractor has not been selected.

Some contracts and in-house work for restoration of NLR were included in Sandy Grant 1, NJ-44-X001. Details are listed in Grants.gov application. This line item represents work beyond that in the previous grant and is not a duplication of effort.

The catenary parts and wire are part of a system that has a useful life of twenty-five (25) years. If NJ TRANSIT disposes of, or discontinues using, an asset acquired with FTA grant funding prior to the end of its useful life, the remaining Federal interest will be returned to the FTA (per Circular 5010.1D).

2. RECOVERY AND RESILIENCY

Only recovery funds are being requested for this line item. If the line item is expanded in the grant amendment and is primarily recovery with integrated resiliency, NJ TRANSIT will identify the same in the extended budget description and include an appropriate non-add scope to reflect the resiliency activities and associated cost. The methodology for the cost split between recovery and resiliency will be included.

The FTA templates Attachment A and C and flood maps have been completed to demonstrate that the project meets the ABFE+1 requirement.

EMERGENCY RELIEF FUNDING CATEGORY
Pro-Rated Recovery (Tier 1)

3. RESILIENCY ANALYSIS

This line item is not being funded from the local priority resiliency allocation.

4. BASIS OF COST ESTIMATE

The cost estimate for this line item is based primarily on historical data, interpreted and adjusted by NJ TRANSIT in-house personnel, who have expertise in the subject matter, to reflect the specific scope of the work and other known factors such as escalation.

5. WORK SEPARATION / SCOPE

Design and construction will be performed by a third party. TranSystems was selected as the vendor for design. The construction vendor has not been selected as of grant submittal. While this project requires use of NJ TRANSIT's Signals & Communications, Electric Traction, and Track in-house forces, there are no in-house forces required in FY14. The project will be included in NJ TRANSIT's FY15 Force Account Plan.

6. PRE-AWARD AUTHORITY

For all expenses, including final design and construction, the pre-award authority date is October 27, 2012. Activities to date include project management activities.

7. CONTRACTS / VENDORS INFORMATION

The design vendor, TranSystems, has started conceptual design. The construction vendor has not been selected as of grant submittal. Vendor information will be provided in Monthly Progress Reports.

8. PRIOR FEDERAL FUNDING

NLR received funding from NJ-44-X001. This line item represents work beyond that in the previous grant and is not a duplication of effort.

9. COST BREAKDOWNS

The overall budget for the projects included in this line item is \$164,821

Design Services - \$10,000
Project Admin – In House - \$7,821
Contingency - \$4,000
Construction – In House - \$63,000
Construction – Services - \$50,000
Construction Management – Services - \$4,000
Flagging – In House - \$6,000
Purchase – Equipment - \$20,000
Total: \$164,821

10. SCHEDULED MILESTONES

The milestones are listed in the Milestone section of this grant.

11. INSURANCE

No insurance revenues have been received or are anticipated for the scope of this line item.

12. COORDINATION AND PERMITS

Permits for tree removals are not required. Catenary work does not require permits. No coordination with outside entities is required.

13. COST SHARING

The line item is not being implemented in conjunction with any entity that is an FTA recipient or recipient of Federal funding. The budget is fully funded by federal funds with matching toll credits in this line item.

14. PROCUREMENT METHODS

NJ TRANSIT will comply with all federal procurement statutes, regulations, and guidance as prescribed by FTA's program. As such, NJ TRANSIT has submitted a sole source justification for refurbishment of track switches, which has been attached to this grant. Additionally, NJ TRANSIT will comply with all Buy America requirements, as applicable.

URBANIZED AREA BREAKDOWN

The funds will be drawn from the following urbanized area:

MPO-NJTPA

NENJ – 340010 – \$164,821

STIP

The project is included in the FY2014-2023 Statewide Transportation Improvement Program (STIP). The Federal Highway Administration and the Federal Transit Administration approved the STIP on November 20, 2013. The STIP ID is T906-NJ TRANSIT System Repairs/Restoration, page IV-31.

NEPA

The project is a Class II Categorical Exclusion pursuant to 23 C.F.R Section 771.118 (c)(8) – Maintenance, rehabilitation, reconstruction of facilities.

Funding Source	Section of Statute	CFDA Number	Amount
49 USC 5324 - (MAP 21) Public Transportation Emergency Relief	5324	20527	\$164,821
Non-FTA Amount			\$0
Total Eligible Cost			\$164,821

Milestone Name	Est. Completion Date	Description
NTP Design -NLR -ROW	5/15/2013	Completed
100% Design - NLR - ROW	12/30/2014	
NTP - Construction - NLR - ROW	2/15/2015	
50% Complete - NLR - ROW	7/30/2015	
Project Complete i§CNLR - ROW	12/30/2015	
Closeout Complete i§CNLR - ROW	9/30/2016	

Budget Activity Line Item: 12.24.03 - REHAB/RENOV LINE EQUIP/STRUCTURES-HBLR-TIER 1(Recovery)

Scope Name / Code	Line Item #	Custom Item Name	Activity	Quantity
RAIL TRANSITWAY	12.24.03	REHAB/RENOV LINE	REHAB/RENOV LINE	0

LINES (122-02)

EQUIP/STRUCTURES

EQUIP/STRUCTURES

Extended Budget Description

1. SCOPE AND COST

NJ TRANSIT is requesting funds in the amount of \$1,326,252 for the Hudson-Bergen Light Rail (HBLR) restoration. This line item funds the repair/replacement of track components damaged by Superstorm Sandy and related activities. This line item funds expenses that were not eligible under categories 1, 2, and 3 and not funded by insurance. Funding for this line item is from Tier I. Funds will be matched with \$132,625 of credit from toll revenue expenditures (Transportation Development Credits).

Funding for this line item supports the repair/replacement of damaged track components such as rail resurfacing, rail lubricators, rail heaters, drainage swales; inlets, culverts and ballast washout from tracks on the HBLR due to Super Storm Sandy, and related activities. Costs include design, construction, project administration, construction management, and any other related costs required to complete the scope such as equipment and supplies. The location of the damage along the HBLR primarily occurred at the Caven Point Vehicle Storage Yard, extensively along the River Line Branch, and at the Richard St. Station –Traction Power Station Substation (TPSS) along the Bayonne Branch.

NJ TRANSIT anticipates all work will be performed by Twenty-First Century Rail Corp.

Similar work has already been performed under Sandy Grant 1, NJ-44-X001. Details are listed in Grants.gov application. This line item represents work beyond that in the previous grant and is not a duplication of effort.

The useful life of equipment being repaired is:

Rail Lubricators: ten (10) years

Rail Heaters: ten (10) years

Rail Switches: ten (10) years

If NJ TRANSIT disposes of, or discontinues using, an asset acquired with FTA grant funding prior to the end of its useful life, the remaining Federal interest will be returned to the FTA (per Circular 5010.1D).

2. RECOVERY AND RESILIENCY

Only recovery funds are being requested for this line item. If the line item is expanded in the grant amendment and is primarily recovery with integrated resiliency, NJ TRANSIT will identify the same in the extended budget description and include an appropriate non-add scope to reflect the resiliency activities and associated cost. The methodology for the cost split between recovery and resiliency will be included.

The FTA templates Attachment A and C and flood maps have been completed to demonstrate that the project meets the ABFE+1 requirement.

3. RESILIENCY ANALYSIS

This line item is not being funded from the local priority resiliency allocation.

4. BASIS OF COST ESTIMATE

The cost estimate for this line item is based primarily on historical data, interpreted and adjusted by NJ TRANSIT in-house personnel, who have expertise in the subject matter, to reflect the specific scope of the work and other known factors such as escalation.

5. WORK SEPARATION / SCOPE

NJ TRANSIT anticipates design and construction will be performed by Twenty-First Century Rail Corp.

6. PRE-AWARD AUTHORITY

For all expenses, including final design and construction, the pre-award authority date is October 27, 2012. Activities to date include project management activities.

7. CONTRACTS / VENDORS INFORMATION

Through a federally compliant, competitive RFP process, NJ TRANSIT selected Twenty-First Century Rail Corp, the Design, Build, Operate, Maintain (DBOM) contractor. Work under this line item will be assigned via a change order to the DBOM contract.

8. PRIOR FEDERAL FUNDING

HBLR received funding in NJ-44-X001 but this line item represents work beyond that in the previous grant and is not a duplication of effort.

9. COST BREAKDOWNS

The overall budget for the projects included in this line item is \$1,326,252.

- Design Services - \$90,000
- Project Admin – In House - \$40,252
- Project Admin – Services - \$70,000
- Contingency - \$100,000
- Construction – Services - \$896,000
- Construction Management – Services - \$70,000
- Flagging – In House - \$60,000

Total: \$1,326,252

10. SCHEDULED MILESTONES

The milestones are listed in the Milestone section in this grant.

11. INSURANCE

No insurance revenues have been received or are anticipated for the scope of this line item.

12. COORDINATION AND PERMITS

Federal or local permits are not required for this project. No coordination with outside entities is required.

13. COST SHARING

The line item is not being implemented in conjunction with any entity that is an FTA recipient or recipient of Federal funding.

14. PROCUREMENT METHODS

NJ TRANSIT will comply with all federal procurement statues, regulations, and guidance as prescribed by FTA's program. Additionally, NJ TRANSIT will comply with all Buy America requirements, as applicable.

URBANIZED AREA BREAKDOWN

The funds will be drawn from the following urbanized area: MPO-NJTPA
NENJ – 340010 – \$1,326,252

STIP

The project is included in the FY2014-2023 Statewide Transportation Improvement Program (STIP). The Federal Highway Administration and the Federal Transit Administration approved the STIP on November 20, 2013. The STIP ID is T906-NJ TRANSIT System Repairs/Restoration, page IV-31.

NEPA

The project is a Class II Categorical Exclusion pursuant to 23 C.F.R Section 771.118 (c)(8) – Maintenance, rehabilitation, reconstruction of facilities.

Funding Source	Section of Statute	CFDA Number	Amount
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49 USC 5324 - (MAP 21) Public Transportation Emergency Relief	5324	20527	\$1,326,252
Non-FTA Amount			\$0
Total Eligible Cost			\$1,326,252

Milestone Name	Est. Completion Date	Description
NTP Design i§C HBLR Track/ROW	5/30/2013	(Completed)
Design 100% -HBLR - Track/ROW	6/30/2015	
NTP Prim Cont-HBLR-Track/ROW	12/30/2015	
Proj Complete;§CHBLR-Track/ROW	12/30/2018	
Closeout Comp;§CHBLR-Track/R OW	9/30/2019	

Budget Activity Line Item: 12.34.03 - TERMINAL, INTERMODAL (TRANSIT)-Weehawken Ferry-Tier 1-Amen 2

Scope Name / Code	Line Item #	Custom Item Name	Activity	Quantity
RAIL - STATION/STOPS/TERMINALS (123-00)	12.34.03	TERMINAL, INTERMODAL (TRANSIT)	TERMINAL, INTERMODAL (TRANSIT)	0

Extended Budget Description

Amendment 2 - This ALI is being decreased

This amendment decreases the ALI by \$700,000 from \$4,700,000 to \$4,000,000. This amount represents the actual cost of the project. The \$700,000 will be transferred to 125-01 – 12.54.01 – Rehab/Renovate Traction Power Equipment – Bay Head Yard Substation Repair (Recovery/Restoration) which is a new ALI in this amendment.

Funds in the amount of \$4,700,000 were awarded for in NJ-44-X003-00 for the Weehawken Ferry Repairs project. The project involved dredging and related activities at the Weehawken Port Imperial Ferry Terminal dock area and channel to remove silt deposits created by Superstorm Sandy that reshaped the terminal docking area. This project is complete. The actual cost was \$700,000 less than originally anticipated.

1. SCOPE AND COST

NJ TRANSIT is requesting funding in the amount of \$4,700,000 to support the dredging of Weehawken Ferry Terminal which was silted as a result of Superstorm Sandy. This line item funds expenses that were not eligible under categories 1, 2, and 3 and not covered by insurance. Funding for this line item is from Tier I. Funds will be matched with \$470,000 of credit from toll revenue expenditures (Transportation Development Credits).

Funds for this line item support the dredging and related activities at the Weehawken Port Imperial Ferry Terminal dock area and channel to remove silt deposits created by Superstorm Sandy that reshaped the

terminal docking. Costs include design, construction, project administration, construction management, and any other related costs required to complete the scope such as equipment and supplies. The Port Imperial Ferry Terminal is an intermodal hub connecting with the Hudson Bergen Light Rail (HBLR) service to Tonnelle Avenue Park/Ride, PATH and NJ TRANSIT commuter busses to Bergen and Passaic counties. Dredging is required to repair the channel depth for unimpeded ferry operations. Overly shallow water causes silt to be ingested by the engines, clogging and degrading them prematurely. The project restores the depth of the channel to pre-Sandy conditions. The Terminal is off the coast of the city of Weehawken, built in the Hudson River with pedestrian ramps between the mainland and the terminal platform and the work of this project is located entirely within the Hudson River.

The useful life of the project is considered to be the normal maintenance cycle for dredging, which occurs once every ten (10) years. If NJ TRANSIT disposes of, or discontinues using, an asset acquired with FTA grant funding prior to the end of its useful life, the remaining Federal interest will be returned to the FTA (per Circular 5010.1D).

Through a federally compliant, competitive RFP, NJ TRANSIT selected Hatch Mott McDonald as the vendor for design. Through a federally compliant, competitive RFP, NJ TRANSIT selected Urban and also Joule Inc. as the vendor for construction management services. Through a federally compliant, competitive IFB, NJ TRANSIT procured Cashman Dredging as the dredging contractor.

2. RECOVERY AND RESILIENCY

Only recovery funds are being requested in this application. If the line item is expanded in the grant amendment and is primarily recovery with integrated resiliency, NJ TRANSIT will identify the same in the extended budget description and include an appropriate non-add scope to reflect the resiliency activities and associated cost. The methodology for the cost split between recovery and resiliency will be included.

The FTA templates Attachment A and C and flood maps have been completed to demonstrate that the project meets the ABFE+1 requirement.

3. RESILIENCY ANALYSIS

This line item is not being funded from the local priority resiliency allocation.

4. BASIS OF COST ESTIMATE

The cost is based on the project contract that was approved by the NJ TRANSIT Board of Directors in September 2013.

5. WORK SEPARATION / SCOPE

Design and construction will be completed by a third party. The vendor for design is Hatch Mott McDonald. The vendor for construction management services is Urban and also Joule Inc. The dredging contractor is Cashman Dredging.

6. PRE-AWARD AUTHORITY

For all expenses, including final design and construction, the pre-award authority date is October 27, 2012.

Activities to date include the following: The project was advertised in July 2013. The NJ TRANSIT Board of Directors approved the contract at the September 2013 board meeting. Notice-to-Proceed was issued in October 2013.

7. CONTRACTS / VENDORS INFORMATION

Through a federally compliant, competitive RFP, NJ TRANSIT selected Hatch Mott McDonald as the vendor for design. Through a federally compliant, competitive RFP, NJ TRANSIT selected Urban and also Joule Inc. as the vendor for construction management services. Through a federally compliant,

competitive IFB, NJ TRANSIT procured Cashman Dredging as the dredging contractor.

8. PRIOR FEDERAL FUNDING

This line item has not received any prior Federal funding, 5324, FEMA, or otherwise.

9. COST BREAKDOWNS

The overall budget for the projects included in this line item is \$4,700,000.

Design Services - \$190,000
Project Admin – In House - \$190,000
Project Admin – Services - \$24,000
Contingency - \$211,090
Construction – Services - \$4,000,000
Construction Management – Services - \$84,910

Total: \$4,700,000

10. SCHEDULED MILESTONES

The milestones are listed in the Milestone section in this grant.

11. INSURANCE

No insurance revenues have been received or are anticipated for the scope of this line item.

12. COORDINATION AND PERMITS

A DEP permit was issued to NJ TRANSIT in August 2013. An Army Corp permit modification was issued to NJ TRANSIT in December 2013.

13. COST SHARING

The line item is not being implemented in conjunction with any entity that is an FTA recipient or recipient of Federal funding.

14. PROCUREMENT METHODS

NJ TRANSIT will comply with all federal procurement statutes, regulations, and guidance as prescribed by FTA's program. Additionally, NJ TRANSIT will comply with all Buy America requirements, as applicable.

URBANIZED AREA BREAKDOWN

The funds will be drawn from the following urbanized area:

MPO-NJTPA
NENJ – 340010 – \$4,700,000

STIP

The project is included in the FY2014-2023 Statewide Transportation Improvement Program (STIP). The Federal Highway Administration and the Federal Transit Administration approved the STIP on November 20, 2013. The STIP ID is T906-NJ TRANSIT System Repairs/Restoration, page IV-31.

NEPA

The project is a Class II Categorical Exclusion pursuant to 23 C.F.R Section 771.118 (c)(8) – Maintenance, rehabilitation, reconstruction of facilities.

Funding Source	Section of Statute	CFDA Number	Amount
49 USC 5324 - (MAP 21) Public Transportation Emergency Relief	5324	20527	\$4,000,000
Non-FTA Amount			\$0

Total Eligible Cost	\$4,000,000
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Milestone Name	Est. Completion Date	Description
Brd Apprl Design-Weehawken	4/30/2013	(Completed)
NTP Design i§C Weehawken	5/30/2013	(Completed)
Environmental Serv - Weehawken	5/30/2013	(Completed)
Design 100% - Weehawken	6/15/2013	(Completed) (Hatch Mott McDonald)
Package to Procure-Weehawken	6/30/2013	(Completed)
Advertise -Weehawken	7/30/2013	(Completed)
DEP Permit Issued-Weehawken	8/26/2013	
Brd Appl Prim Cont-Weehawken	9/30/2013	(Completed)
NTP Primary Contract-Weehawken	11/7/2013	(Completed)
50% Complete i§CWeehawken	11/30/2013	(Completed)
Army Corp Permit Mod-Weehaw	12/27/2013	(Completed)
Project Complete i§CWeehawken	1/30/2014	Completed
Closeout Complete i§CWeehawke	12/30/2015	

Budget Activity Line Item: 12.79.00 - PROJECT ADMINISTRATION (RAIL)-Tier 1(Recov)Amend 2

Scope Name / Code	Line Item #	Custom Item Name	Activity	Quantity
OTHER CAPITAL ITEMS (RAIL) (127-00)	12.79.00	PROJECT ADMINISTRATION (RAIL)	PROJECT ADMINISTRATION (RAIL)	0

Extended Budget Description

Amendment 2

This amendment replaces the text under Section 9. – Cost Breakdowns from

Original Text

The remaining costs are anticipated to be funded by deobligated balances from NJ TRANSIT's Sandy grant NJ-44-X001 after NJ TRANSIT receives anticipated insurance proceeds for FTA funded line items. If insurance proceeds do not materialize as anticipated, and no other federal Sandy emergency relief funds are available, NJ TRANSIT would fund remaining costs from future FTA formula grants and/or available state TTF funding.

Revised Text

NJ TRANSIT will fund remaining cost from insurance proceeds, subject to FTA's review and approval of

proposed allocation of insurance proceeds. If insurance proceeds do not materialize as anticipated, and no other federal Sandy emergency relief funds are available, NJ TRANSIT would fund remaining costs from future FTA formula grants and/or available state TTF funding.

Amend 1. Administrative Amendment – Removal of Insurance Claims Services

Change text in original grant. In Section 1. Scope and Cost, third paragraph delete “insurance claims services.” Text should have been deleted in original grant.

Original Grant

1. SCOPE AND COST

NJ TRANSIT is requesting funds in the amount of \$18,610,859 to support program management and oversight. This line item funds expenses that were not eligible under categories 1, 2, and 3 and not covered by insurance. Funding for this line item is from Tier I. Funds will be matched with \$1,861,086 of credit from toll revenue expenditures (Transportation Development Credits).

Funding supports third party services including program management, integrity monitoring, and environmental services. This line item also supports in-house project management for activities that cover multiple ALIs.

Third party program management include services such as document control support; estimating and cost control support; QA/QC plan development and support; safety and risk management support; administrating and reporting support; insurance claims services; and PMP development.

Third party oversight services include integrity monitoring activities such as verifying that NJ TRANSIT has adequate staff for the capital program; verifying compliance with federal regulations and monitoring the program for waste and fraud.

Third party environmental services address matters related to resiliency, vulnerability, and sea level rise. Work includes preparation of topical white papers or research summaries, updating or revising work to date, review of recent relevant literature, serving as a key advisor, and coordination with the regulatory and academic communities.

STATUS

Through Federally compliant RFP Procurements, NJ TRANSIT selected HNTB to provide program management services; Hill International to provide oversight services; and BEM to provide environmental services.

2. RECOVERY AND RESILIENCY

Only recovery funds are being requested in this application.

EMERGENCY RELIEF FUNDING CATEGORY

Pro-Rated Recovery (Tier 1)

3. RESILIENCY ANALYSIS

This line item is not being funded from the local priority resiliency allocation.

4. BASIS OF COST ESTIMATE

The cost estimate for this line item is based primarily on historical data, interpreted and adjusted by NJ TRANSIT in-house personnel, who have expertise in the subject matter, to reflect the specific scope of the work and other known factors such as escalation.

5. WORK SEPARATION / SCOPE

Work will be performed by a third party and in-house forces. The vendors selected to date are HNTB, Hill International, and BEM.

6. PRE-AWARD AUTHORITY

The pre-award authority date is October 27, 2012. The activities that have taken place include development and management of Sandy Grant 1 and Grant 2 (POP), integrity monitoring, in-house and contractual support and oversight.

7. CONTRACTS / VENDORS INFORMATION

The vendors selected to date are HNTB, Hill International, and BEM. Vendor information will be provided in Monthly Progress Reports.

8. PRIOR FEDERAL FUNDING

The project received funding in NJ-44-X001 but this line item represents work beyond that in the previous grant and is not a duplicate of effort.

9. COST BREAKDOWNS

The overall budget for the projects included in this line item is \$31,000,000. Federal funds in the amount of \$18,610,859 are being requested in this application.

REQUESTED IN THIS APPLICATION

Environmental Services - \$1,500,000
Project Admin – In House - \$2,500,000
Project Admin – Services - \$12,560,859
Oversight Services - \$2,000,000
Purchase Materials - \$50,000

Total - \$18,610,859

TOTAL

Environmental Services - \$3,000,000
Project Admin – In House - \$2,950,000
Project Admin – Services - \$15,000,000
Oversight Services - \$10,000,000
Purchase Materials - \$50,000

Total - \$31,000,000

The total funds requested in this application are \$18,610,859. The remaining costs are anticipated to be funded by deobligated balances from NJ TRANSIT's Sandy grant NJ-44-X001 after NJ TRANSIT receives anticipated insurance proceeds for FTA funded line items. If insurance proceeds do not materialize as anticipated, and no other federal Sandy emergency relief funds are available, NJ TRANSIT would fund remaining costs from future FTA formula grants and/or available state TTF funding.

10. SCHEDULED MILESTONES

The milestones are listed in the Milestone section in this grant.

11. INSURANCE

No insurance revenues have been received or are anticipated for the scope of this line item.

12. COORDINATION AND PERMITS

Not Applicable

13. COST SHARING

The line item is not being implemented in conjunction with any entity that is an FTA recipient or recipient of Federal funding.

14. PROCUREMENT METHODS

NJ TRANSIT will comply with all federal procurement statues, regulations, and guidance as prescribed by FTA's program. Additionally, NJ TRANSIT will comply with all Buy America requirements, as applicable.

URBANIZED AREA BREAKDOWN

The funds will be drawn from the following urbanized area:

MPO-NJTPA

NENJ – 340010 – \$18,610,859

STIP

The project is included in the FY2014-2023 Statewide Transportation Improvement Program (STIP). The Federal Highway Administration and the Federal Transit Administration approved the STIP on November 20, 2013. The STIP ID is T906-NJ TRANSIT System Repairs/Restoration, page IV-31.

PRE-AWARD AUTHORITY

The pre-award authority date is October 27, 2012.

NEPA

The project is a Class II Categorical Exclusion pursuant to 23 C.F.R Section 771.118 (c)4 Planning and Administration activity.

Funding Source	Section of Statute	CFDA Number	Amount
49 USC 5324 - (MAP 21) Public Transportation Emergency Relief	5324	20527	\$18,610,859
Non-FTA Amount			\$0
Total Eligible Cost			\$18,610,859

Milestone Name	Est. Completion Date	Description
NTP iSC Program Management	10/28/2012	in-house - Completed
NTP iSC Program Management Ser	12/15/2012	Completed
NTP iSC Integrity Monitor	1/27/2013	Completed
NTP iSC Environmental Services	2/3/2013	Completed
Project Complete - Integrity	12/20/2019	Monitor
Project Complete iSC Program	12/30/2019	Management Services
Project Complete iSC Program	12/30/2019	Management
Project Complete iSC Environme	12/30/2019	Services
Closeout Complete - Program	9/30/2020	Management Services
Closeout Complete - Program	9/30/2020	Management

Budget Activity Line Item: 12.42.11 - PURCHASE - RAIL SUPPORT VEHICLES-Tier 2(LPR)FuelTrucksAmn 2
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Scope Name / Code	Line Item #	Custom Item Name	Activity	Quantity
SUPPORT EQUIP/FACILITIES (RAIL) (124-00)	12.42.11	PURCHASE - RAIL SUPPORT VEHICLES	PURCHASE - RAIL SUPPORT VEHICLES	0

Extended Budget Description

Amendment 2 - This ALI is being reduced

This amendment decreases the ALI by \$1,250,000 from \$2,000,000 to \$750,000. This amount represents the actual cost of the project. The funds will be transferred to -125-03 - 12.54.01 – Rehab/Renovate Traction Power Equipment – ROC Unit Substation which is also a LPR project and is a new ALI in this amendment.

The approved scope for fuel trucks in NJ-44-X003-00 is for the purchase up to 4 fuel trucks, at a cost of \$2,000,000 to provide NJ TRANSIT with the ability to fuel emergency generators, locomotives and other equipment in the event of a disruption to the regional fuel supply. The related equipment provides the capability to fuel locomotives, fixed fuel tanks and emergency generators as the various equipment have differing nozzle and filling requirements.

NJ TRANSIT recommends that the line item for this activity be modified to provide for the purchase of two fuel trucks with dual fueling (hose sizes) and high-rail capability to allow the vehicles to operate on rail and highways. The estimated cost of the two fuel trucks is \$750,000. The fuel trucks will be equipped with the necessary equipment and hoses to fuel diesel locomotives, fixed fuel tanks and emergency generators. NJ TRANSIT has determined that two fuel trucks with the dual fueling capabilities are sufficient to meet the operational requirements of fueling locomotives and other critical assets in the event of a disruption in the availability of fuel. The high-rail capability provides for more efficient access to critical facilities and terminals in the event local access roads are impassable.

1. SCOPE AND COST

NJ TRANSIT is requesting funds in the amount of \$2,000,000 to support the purchase of up to four (4) fuel trucks and related expenses. Funding for this standalone resiliency project is provided from Tier 2. Funds will be matched with \$200,000 of credit from toll revenue expenditures (Transportation Development Credits).

Funding for this line item supports the purchase of fuel trucks, support equipment, and related activities. Costs include design, acquisition, project administration, and any other related costs required to complete the scope such as equipment and supplies. These fuel trucks are intended to be used in cases where a permanent fueling location is rendered inoperable or inaccessible during a storm. If existing fixed fuel facilities in rail yards are inoperable, the fuel trucks can be filled at any commercial station and driven to the site where fuel is needed. The fuel trucks will also assist in pre-storm preparations by accelerating the pre-storm fueling of locomotives that are to be moved to predetermined safe haven locations. These locations have been selected based on the criteria of centralized location, low flood risk, and storage capacity. In addition, the fuel trucks will be able to service equipment at safe haven locations where fuel may be unavailable after a storm. The fuel trucks will be stored at locations not susceptible to flooding with connecting roadway that are also not at risk for flooding. When used, they will serve sites throughout the NJ TRANSIT service area.

The project is not a continuation of any previous section 5324 funded scope.

The useful life of the trucks is ten (10) years. If NJ TRANSIT disposes of, or discontinues using, an asset acquired with FTA grant funding prior to the end of its useful life, the remaining Federal interest will be returned to the FTA (per Circular 5010.1D).

2. RECOVERY AND RESILIENCY

This project is being funded from the local priority resiliency allocation.

3. RESILIENCY ANALYSIS

This project is being funded from the local priority resiliency allocation. The applicable FTA templates (Attachment A, Justification Statement (Part B), Attachment C and flood maps) have been completed and submitted to demonstrate that the project meets the ABFE+1 requirement. FTA provided preliminary resiliency approval February 24, 2014.

4. BASIS OF COST ESTIMATE

The cost estimate for this line item is based primarily on publicly available historical data, interpreted and adjusted by NJ TRANSIT in-house personnel, who have expertise in the subject matter, to reflect the specific scope of the work and other known factors such as escalation.

5. WORK SEPARATION / SCOPE

NJ TRANSIT will purchase the vehicles.

6. PRE-AWARD AUTHORITY

For all expenses, including final design and construction, the pre-award authority date is October 27, 2012. Activities to date include project management activities.

7. CONTRACTS / VENDORS INFORMATION

The vendor has not been selected as of grant submittal. The vendor will be procured through a federally compliant, competitive process. Vendor information will be provided in Monthly Progress Reports.

8. PRIOR FEDERAL FUNDING

This line item has not received any prior Federal funding, 5324, FEMA, or otherwise.

9. COST BREAKDOWNS

The overall budget for the projects included in this line item is \$2,000,000.

Project Admin – In House - \$10,000

Project Admin – Services - \$15,000

Contingency - \$100,000

Purchase Equipment – \$1,875,000

Total: \$2,000,000

10. SCHEDULED MILESTONES

The milestones are listed in the Milestone section in this grant.

11. INSURANCE

No insurance revenues have been received or are anticipated for the scope of this line item.

12. COORDINATION AND PERMITS

Federal or local permits are not required for this project. No coordination with outside entities is required.

13. COST SHARING

The line item is not being implemented in conjunction with any entity that is an FTA recipient or recipient of Federal funding.

14. PROCUREMENT METHODS

NJ TRANSIT will comply with all federal procurement statutes, regulations, and guidance as prescribed by FTA's program. Additionally, NJ TRANSIT will comply with all Buy America requirements, as applicable.

URBANIZED AREA BREAKDOWN

The funds will be drawn from the following urbanized area:

MPO-NJTPA

NENJ – 340010 – \$2,000,000

STIP

The project is included in the FY2014-2023 Statewide Transportation Improvement Program (STIP). The Federal Highway Administration and the Federal Transit Administration approved the STIP on November 20, 2013. The STIP ID is T901 - Meadows Maintenance Complex (MMC)/Rail Operating Center (ROC), pageIV-23.

NEPA

The project is a Class II Categorical Exclusion (CE) pursuant to 23 C.F.R. Section 771.118 (c)(7)-Acquisition, maintenance for vehicles/equipment .

Funding Source	Section of Statute	CFDA Number	Amount
49 USC 5324 - (MAP 21) Public Transportation Emergency Relief	5324	20527	\$750,000
Non-FTA Amount			\$0
Total Eligible Cost			\$750,000

Milestone Name	Est. Completion Date	Description
NTP Design - MMC Fuel Trucks	2/15/2014	
Design 100 Complete	9/30/2014	
NTP Primary Contract- MMC Fuel	9/30/2015	Trucks
Project Complete -MMC Fuel	2/28/2016	Trucks
Closeout Complete iSC MMC Fuel	11/30/2016	Trucks

Budget Activity Line Item: 12.54.03 - REHAB/REN POWER DIST SUBSTATION-Tier 2(LPR)Gladstone Amen 2

Scope Name / Code	Line Item #	Custom Item Name	Activity	Quantity
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ELECTRIFICATION/POWER DISTRIB (RAIL) (125000)	12.54.03	REHAB/RENOV POWER DISTRIB SUBSTATION	REHAB/RENOV POWER DISTRIB SUBSTATION	0
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Extended Budget Description

Amendment 2 -

This amendment increases federal funding for this ALI by \$13,000,000 from \$10,000,000 to \$23,000,000.

Funds are transferred from 126-00– 12.64.02 – Rehab Communication Systems - Interoperable Communications (LPR). Funds will continue to support the Gladstone Catenary project.

Funds in the amount of \$10,000,000 were awarded in NJ-44-X003-00 to support the Gladstone Catenary project. This project involves the replacement of up to 560 wood catenary poles with steel poles mounted on concrete foundations. The project scope remains the same.

In NJ-44-X003, funding included FTA funds in the amount of \$10,000,000 and TTF in the amount of \$15,000,000. The total amount of the project remains at \$25,000,000. The funding source has changed. FTA funds in the amount of \$23,000,000 support the project. TTF in the amount of \$2,000,000 also support the project.

The STIP ID for this project is T903 Rail Infrastructure Resiliency. FTA approved STIP modifications for T900 – Rail Rolling Stock Resiliency, T903 – Rail Infrastructure Resiliency, and T906 – System Repairs/Restoration for the Superstorm Sandy projects on June 5, 2015. The modifications reduced funding to STIP DBNUM T900 and increased funding to T903 and T906. Additional STIP administrative modifications were made to DBNUM T901 DBNUM T903 and T906 on July 15, 2015. The STIP modifications are attached in TEAM.

1. SCOPE AND COST

NJ TRANSIT is requesting funds in the amount of \$10,000,000 to make NJ TRANSIT’s Gladstone Line catenary system more resilient. Funding for this standalone resiliency line item is from Tier 2. Funds will be matched with \$1,000,000 of credit from toll revenue expenditures (Transportation Development Credits).

Currently, there are 560 wood catenary poles on the Gladstone Line that are susceptible to damage from high winds, snow and ice. This project involves replacement of a portion of the wood poles, those in the worst condition, with steel poles mounted on concrete foundations. Funding for this line item supports the installation of concrete foundations adjacent to existing wood catenary poles, and the purchase and installation of up to 560 steel catenary poles. Costs include design, construction, project administration, construction management, and any other related costs required to complete the scope such as equipment and supplies. The Gladstone Branch runs from Summit to Gladstone Yard, through the municipalities of New Providence, Murray Hill, Berkeley Heights, Gillette, Stirling, Millington, Lyons, Basking Ridge, Bernardsville, Far Hills, Peapack and Gladstone.

The useful life for the foundations is twenty-five (25) years. The useful life for the steel poles is twenty-five (25) years. If NJ TRANSIT disposes of, or discontinues using, an asset acquired with FTA grant funding prior to the end of its useful life, the remaining Federal interest will be returned to the FTA (per Circular 5010.1D).

Through a federally compliant, competitive RFP, NJ TRANSIT selected Gannet Fleming Transportation Engineers as the vendor for design.

The concrete foundation vendor has not been selected nor has the vendor for steel poles. Final installation will be done by in-house forces. Both vendors will be procured through federally compliant IFBs. NJ TRANSIT in-house ET forces will be used for catenary work.

2. RECOVERY AND RESILIENCY

This project is being funded from the local priority resiliency allocation.

3. RESILIENCY ANALYSIS

This project is being funded from the local priority resiliency allocation. The applicable FTA templates (Attachment A, Justification Statement (Part B), Attachment C and flood maps) have been completed and submitted to demonstrate that the project meets the ABFE+1 requirement. FTA provided preliminary resiliency approval (February 24, 2014).

4. BASIS OF COST ESTIMATE

The cost estimate for this line item is based primarily on historical data, interpreted and adjusted by NJ TRANSIT in-house personnel, who have expertise in the subject matter, to reflect the specific scope of the work and other known factors such as escalation.

5. WORK SEPARATION / SCOPE

Design and construction will be performed by a third party. The design vendor is Gannet Fleming Transportation Engineers. A construction contractor has not been selected.

While this project requires use of NJ TRANSIT's Building and Bridges, Electric Traction, and Communication and Signals in-house forces for completion of rail infrastructure repairs, no in-house construction forces are required in FY14. The project will be included in NJ TRANSIT's FY15 Force Account Plan.

This project requires temporary bus service throughout the duration of construction.

6. PRE-AWARD AUTHORITY

For all expenses, including final design and construction, the pre-award authority date is October 27, 2012. Activities to date include project management activities.

Activities completed to date include the initiation of concept scoping.

7. CONTRACTS / VENDORS INFORMATION

Through a federally compliant, competitive RFP, NJ TRANSIT selected Gannet Fleming Transportation Engineers as the vendor for design services.

The concrete foundation vendor has not been selected nor has the vendor for steel poles. Both will be procured through federally compliant IFBs. Final installation will be done by in-house forces. NJ TRANSIT in-house ET forces will be used for catenary work.

8. PRIOR FEDERAL FUNDING

This line item has not received any prior Federal funding, 5324, FEMA, or otherwise.

9. COST BREAKDOWNS

The overall budget for the project in this item is \$25,000,000. Funds in the amount of \$10,000,000 are being requested in this application.

Design Services - \$769,000

Project Admin – In House - \$1,092,000

Project Admin – Services - \$893,000

Contingency - \$1,031,000

Construction – In House - \$3,126,000

Construction – Services - \$15,000,000
 Construction Management - Services - \$310,000
 Flagging – In House - \$1,300,000
 Insurance – Services - \$7,000
 Purchase Transportation Services - \$1,472,000

Total: \$25,000,000

Funds in the amount of \$15,000,000 of Transportation Trust Funds will also support the project.

10. SCHEDULED MILESTONES

The milestones are listed in the Milestone section in this grant.

11. INSURANCE

No insurance revenues have been received or are anticipated for the scope of this line item.

12. COORDINATION AND PERMITS

Federal or local permits are not required for this project. No coordination with outside entities is required.

13. COST SHARING

The line item is not being implemented in conjunction with any entity that is an FTA recipient or recipient of Federal funding.

14. PROCUREMENT METHODS

NJ TRANSIT will comply with all federal procurement statues, regulations, and guidance as prescribed by FTA's program. Additionally, NJ TRANSIT will comply with all Buy America requirements, as applicable.

URBANIZED AREA BREAKDOWN

The funds will be drawn from the following urbanized area:

MPO-NJTPA

NENJ – 340010 – \$10,000,000

STIP

The project is included in the FY2014-2023 Statewide Transportation Improvement Program (STIP). The Federal Highway Administration and the Federal Transit Administration approved the STIP on November 20, 2013. The STIP ID T903-Rail Infrastructure Resiliency, page IV-40.

NEPA

The project is a Class II Categorical Exclusion (CE) pursuant to 23 C.F.R. Section 771.118 (c)(8)-Maintenance, rehab, reconstruction of facilities.

Funding Source	Section of Statute	CFDA Number	Amount
49 USC 5324 - (MAP 21) Public Transportation Emergency Relief	5324	20527	\$23,000,000
Non-FTA Amount			\$0
Total Eligible Cost			\$23,000,000

Milestone Name	Est. Completion Date	Description
Package to Procurement-Glad-NTP Design ;§C	3/30/2013	stone Cantenary Poles (Completed)

Budget Activity Line Item: 12.64.02 - REHAB COMM SYSTEMSTier 2(LPR)-Interop Com Amen 2

Scope Name / Code	Line Item #	Custom Item Name	Activity	Quantity
SIGNAL/COMMUNICATION (RAIL) (126-00)	12.64.02	REHAB COMMUNICATIONS SYSTEMS	REHAB COMMUNICATIONS SYSTEMS	0

Extended Budget Description

Amendment 2 - This ALI is being reduced

This amendment decreases the ALI by \$15,300,000 from \$30,000,000 to \$14,700,000. Funds in the amount of \$13,000,000 will be transferred to 125-00 - 12.54.03 – Gladstone Catenary Project which is a LPR project and was awarded in NJ-44-X003-00. Funds in the amount of \$2,300,000 will be transferred to -125-03 - 12.54.01 – Rehab/Renovate Traction Power Equipment – ROC Unit Substation which is also a LPR project and is a new ALI in this amendment

Funds in the amount of \$30,000,000 were awarded for the Interoperable Communications Upgrade Project in NJ-44-X003-00. The \$30,000,000 awarded in NJ-44-X003-00 was to support upgrades to NJ TRANSIT's interoperable communications. Specifically, the funding was to support a consolidated Interoperable Communications Center for NJ TRANSIT Operations and Service at NJ TRANSIT's existing Maplewood General Office Building (GOB). The elements include an Emergency Operation Center (EOC) and Bus Control Center. Potential additions include a Rail Control Center (including new connections from Maplewood to existing wayside signal system infrastructure), Light Rail Control Center, Data Center, and Customer Communications. Access Link Control Center, a Policy Suite, upgrades to NJ TRANSIT Headquarters communication/control capabilities and related activities.

NJ TRANSIT recommends that \$14,700,000 be used to fund the EOC, which is the initial phase of the Interoperable Communications Center. The EOC will be a pre-identified location for designated NJ TRANSIT personnel and, if required, emergency responders from outside agencies to meet and develop strategies for coping with emergencies and major planned events. A major objective of the EOC will be to support Incident Command (IC). The EOC shall be staffed with the personnel necessary to make emergency management policy decisions. NJ TRANSIT has determined that the EOC will be located at its existing GOB. The funds will support design and construction work necessary for completion of the EOC, as well as project administration, construction management, and other project-related work.

The potential additions as noted in the grant and the bus control center can be added as later phases if funding becomes available.

1. SCOPE AND COST

NJ TRANSIT is requesting funds in the amount of \$30,000,000 to support upgrades to NJ TRANSIT's interoperable communications. Funding for this standalone resiliency line item is from Tier 2. Funds will be matched with \$3,000,000 of credit from toll revenue expenditures (Transportation Development Credits).

Funding for this line item supports a consolidated Interoperable Communication Center for NJ TRANSIT Operations and Service at NJ TRANSIT's existing Maplewood General Office Building (GOB). The elements include an Emergency Operations Center (EOC) and Bus Control Center. Potential additions include a Rail Control Center (including new connections from Maplewood to existing wayside signal system infrastructure) , Light Rail Control Center, Data Center, Customer Communications, Access Link Control Center, a Policy Suite, upgrades to NJ TRANSIT Headquarters communication/control

capabilities and related activities.

The GOB site has been selected for these critical functions as it is an existing NJ TRANSIT facility and is not in a floodplain. The work will include fit-out of spaces in the Maplewood GOB, with electrical and communication systems hardware and software for LAN electronics, security system, CATV/AV, PA system, and OC phone system and backup power.

The GOB is located at the intersection of Springfield Avenue and Boyden Avenue in Maplewood, NJ. Costs include design, construction, project administration, construction management, software, hardware, materials, and any other related costs required to complete the scope such as equipment and supplies.

Through a federally compliant, competitive RFP process, NJ TRANSIT selected Jacobs Engineering Group as the engineer for this project.

The useful life for the hardware is six (6) years and three (3) years for software. The useful life for associated infrastructure is ten (10) years. If NJ TRANSIT disposes of, or discontinues using, an asset acquired with FTA grant funding prior to the end of its useful life, the remaining Federal interest will be returned to the FTA (per Circular 5010.1D).

2. RECOVERY AND RESILIENCY

This project is being funded from the local priority resiliency allocation.

EMERGENCY RELIEF FUNDING CATEGORY

Local Priority Resiliency (Tier 2)

3. RESILIENCY ANALYSIS

This project is being funded from the local priority resiliency allocation. The applicable FTA templates (Attachment A, Justification Statement (Part B), Attachment C and flood maps) have been completed and submitted to demonstrate that project meets the ABFE+1 requirement. FTA provided preliminary resiliency approval February 24, 2014.

4. BASIS OF COST ESTIMATE

The cost estimate for this line item is based primarily on publically available historical data, interpreted and adjusted by NJ TRANSIT in-house personnel, who have expertise in the subject matter, to reflect the specific scope of the work and other known factors such as escalation.

NJ TRANSIT's police department, specifically the office of emergency management has personnel and consultants that have been involved with the construction of similar facilities.

5. WORK SEPARATION / SCOPE

Through a federally compliant, competitive RFP process, NJ TRANSIT selected Jacobs Engineering Group as the engineer for this project. The construction vendor has not been selected as of grant submittal.

While this project requires use of NJ TRANSIT's in-house Signals & Communications forces for completion of rail infrastructure repairs, no in-house construction forces are required in FY14. The project will be included in NJ TRANSIT's FY15 Force Account Plan.

6. PRE-AWARD AUTHORITY

For all expenses, including final design and construction, the pre-award authority date is October 27, 2012. Activities to date include project management activities.

7. CONTRACTS / VENDORS INFORMATION

Through a federally compliant, competitive RFP process, NJ TRANSIT selected Jacobs Engineering Group as the engineer for this project. The construction vendor has not been selected as of grant submittal. Vendor information will be provided in Monthly Progress Reports.

8. PRIOR FEDERAL FUNDING

This line item has not received any prior Federal funding, 5324, FEMA, or otherwise.

9. COST BREAKDOWNS

The overall budget for the projects included in this line item is \$30,050,000. Funds in the amount of \$30,000,000 are being requested in this application.

Design Services - \$2,104,000
Project Admin – In House - \$2,104,000
Project Admin – Services - \$1,604,000
Contingency – 3,003,000
Construction – In House - \$4,434,000
Construction – Services - \$16,000,000
Construction Management - Services - \$500,000
Flagging – In House - \$301,000

Total: \$30,050,000

Funds in the amount of \$50,000 of Transportation Trust Funds will also support the project.

10. SCHEDULED MILESTONES

The milestones are listed in the Milestone section in this grant.

11. INSURANCE

No insurance revenues have been received or are anticipated for the scope of this line item.

12. COORDINATION AND PERMITS

Department of Community Affairs permits will be required.

13. COST SHARING

The line item is not being implemented in conjunction with any entity that is an FTA recipient or recipient of Federal funding.

14. PROCUREMENT METHODS

NJ TRANSIT will comply with all federal procurement statues, regulations, and guidance as prescribed by FTA's program. Additionally, NJ TRANSIT will comply with all Buy America requirements, as applicable.

URBANIZED AREA BREAKDOWN

The funds will be drawn from the following urbanized area:

MPO-NJTPA

NENJ – 340010 – \$30,000,000

STIP

The project is included in the FY2014-2023 Statewide Transportation Improvement Program (STIP). The Federal Highway Administration and the Federal Transit Administration approved the STIP on November 20, 2013. The STIP ID T905-Interopational Communications Resiliency, page IV-15.

NEPA

The project is a Class II Categorical Exclusion (CE) pursuant to 23 C.F.R. Section 771.118 (c) (5) Action promoting safety, security, accessibility.

Milestone Name	Est. Completion Date	Description
NTP Design - Interoperable	5/30/2013	Communications (Completed)
Design 100% - Interoperable	5/30/2015	Communications
NTP Primary Contract- Inter-	3/30/2016	operable Communications
Project Complete ;§CInter-	12/30/2016	operable Communications
Closeout Complete ;§C Inter-	6/30/2017	operable Communications

Budget Activity Line Item: 12.34.03 - Terminal, Intermodal (transit)Hoboken Boiler & Terminal Repair - (recovery) Amend 3

Scope Name / Code	Line Item #	Custom Item Name	Activity	Quantity
RAIL - STATION/STOPS/TERMINALS (123-01)	12.34.03	TERMINAL, INTERMODAL (TRANSIT)	TERMINAL, INTERMODAL (TRANSIT)	0

Extended Budget Description

Amendment 3 – March 2015

1. SCOPE AND COST

This ALI is increased by \$8,420,000 from \$4,639,000 to \$13,059,000. The Hoboken Boiler project, awarded in a previous amendment, is renamed the Hoboken Boiler and Terminal Repairs project. Funds in the ALI now include repairs to the Hoboken Ferry Terminal. Funds will repair/replace assets damaged by Superstorm Sandy. The areas being rehabilitated at the Hoboken Terminal are ADA compliant.

The total federal funding provided in this amendment, \$8,420,000, accounts for \$842,000 of credit from toll revenue expenditures (Transportation Development Credits) (90/10%).

The total cost of the project is \$16,959,000. Funds in the amount of \$4,639,000 were awarded in NJ-44-X003-01. Funds in the amount of \$8,420,000 are requested in this application. Local funds in the amount of \$3,900,000 also support the project.

Costs for the Hoboken Boiler and Terminal Repairs project include design, project administration, construction, the purchase of necessary equipment and materials, and any other related costs required to complete the scope.

The following is included in the project scope:

1. A new terminal building hot water heating system including two (2) new boiler plants located above the flood zone with new gas fired boilers and the associated pumps and control equipment, new supply and return piping through the building and new radiators and heating units.
2. Demolition and removal of the damaged steam heating system equipment including boilers, pumps, control equipment, piping and radiators and heater units.
3. A new relocated Ferry Ticketing Suite and Employee Facilities to a higher elevation within the Terminal Building including new ticket windows and administrative offices protected by a new flood wall

and new employee locker rooms, bath rooms and break areas.

4. The former Ferry Ticketing Suite and Employee Facilities will be remediated and the interior will be demolished and cleaned up. Repairs will be made to the power, lighting and fire protection systems.

5. Equipment repairs and replacements and a new flood protection plank barrier system for the Ferry Operations Electrical Hut on finger Pier #2

6. Remediation, repairs and replacements to selected equipment, systems and structural elements on the Ferry Terminal platform and concourses including passenger information signs, radiant heaters, electrical power, communications, corridor walls and doors and anchor piles.

Justification: The Hoboken Terminal includes separate rail and ferry passenger waiting and boarding areas. The rail passenger waiting and ticket room and the adjacent terminal office, stock, security and passenger assistance areas are heated by a boiler plant housed in a shed at ground level to the immediate south of the main terminal building. The ferry terminal provides ticketing and waiting/boarding areas for passengers. Both the boiler and ferry terminal were damaged by salt water flooding by Superstorm Sandy and rendered inoperable. The terminal is currently heated by a mobile leased heating plant and the ferry ticketing function is housed in temporary trailers.

Hoboken Yard is in a coastal floodplain designated Zone AE on FEMA Preliminary Work Maps for coastal areas. The portion of the yard in which the Terminal and boiler building are located in the western portion of Hoboken Yard which is in a coastal floodplain designated Zone AE for which the 100-year storm BFE is 12 ft. NAVD 88

The new boiler equipment will be located on the second floor of the terminal building above the Design Flood elevation of 14.5 ft. (NAVD88) and the Ticketing windows and administrative offices will be elevated within the Terminal Building and protected by a new flood wall.

Reason for combining scope of Boiler and Terminal work: The Hoboken Terminal Boiler and the Ferry Ticketing Suite and Employee Facilities occupy or involve the same areas with the terminal. They are also ready to be constructed within the same timeframe. Combining the two scopes allows for a single contractor to be responsible for scheduling, staging, and coordinating all construction activities in the common work site, and eliminating the potential for conflicts or delays if the work were to be performed by separate contractors. It should be noted that the design for the two scopes has been prepared by a single designer (STV) for similar reasons. Additional benefits of the combination are that construction management, project administrative tasks, and need for coordination with normal station operations are reduced when having one construction contract to manage.

Design, construction, and construction management will be performed by third parties. Through a federally compliant RFP process, STV was selected as the contractor for design services. The construction contractor and construction manager have not been selected as of grant submittal.

The project is not a continuation of any previous Section 5324 funded scope.

The useful life for the project is 10 years for the boiler and 25 years for the building and structures. If NJ TRANSIT disposes of, or discontinues using, an asset acquired with FTA grant funding prior to the end of its useful life, the remaining Federal interest will be returned to the FTA (per Circular 5010.1D).

2. RECOVERY AND RESILIENCY

The type of fund being requested in this ALI is Recovery/Restoration. The total cost of the project is \$16,959,000. The total funding provided in this ALI is \$13,059,000 (\$4,639,000 - NJ-44-X003-01,

\$8,420,000 (requested in this amendment). Local funds in the amount of \$3,900,000 also support the project. Additional FTA grants will not be requested for this project.

EMERGENCY RELIEF FUNDING CATEGORY
Pro-Rated Recovery

3. RESILIENCY ANALYSIS

This ALI is not being funded from the local priority resiliency allocation.

Wherever feasible, elements are located at or above BFE+2.5'. For elements that cannot be raised (such as those necessarily at or below grade level) materials and components will be selected during design to be inherently resistant to, or otherwise protected against, damage by flooding, to the greatest extent possible in each case.

4. PRIOR FEDERAL FUNDING

Previous federal funding was not received for this ALI.

5. BASIS OF COST ESTIMATE

The cost estimate for this ALI is based primarily 100% Design.

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6. COST BREAKDOWNS

This ALI totals \$13,059,000. The following categories of expenses are specifically related to this ALI. These expenses do not duplicate expenses in ALI 12.79.00 and are tracked separately.

The following are cost funded by this ALI:

Environmental Services - \$30,000
Design – Services - \$2,587,000
Project Administration - In House - \$416,000
Project Administration - Services - \$1,155,000
Oversight - In House - \$35,000
Oversight - Services - \$145,000
Contingency - \$574,000
Construction - In House - \$166,000
Construction – Services - \$7,231,000
Construction Mgmt. - Services - \$685,000
Purchase - Equipment - \$27,000
Purchase – Materials - \$8,000

TOTAL: \$ 13,059,000

The following are total project costs

Environmental Services - \$40,000
Design – Services - \$3,360,000
Project Administration - In House - \$540,000
Project Administration - Services - \$1,500,000
Oversight - In House - \$45,000
Oversight - Services - \$188,000
Contingency - \$746,000
Construction - In House - \$215,000
Construction – Services - \$9,390,000
Construction Mgmt. - Services - \$890,000
Purchase - Equipment - \$35,000
Purchase – Materials - \$10,000

TOTAL: \$16,959,000

7. COST SHARING

The total cost of the project is \$16,959,000. The total federal funding provided in this application is \$8,420,000 which accounts for \$842,000 of credit from toll revenue expenditures (Transportation Development Credits) (90/10%). Funds in the amount of \$4,639,000 were awarded in NJ-44-X003-01. Local funds in the amount of \$3,900,000 also support the project.

This ALI is not being implemented in conjunction with any entity that is an FTA recipient or recipient of Federal funding.

8. WORK SEPARATION / SCOPE

Design, construction, and construction management will be performed by third parties. Through a federally compliant RFP process, STV was selected as the contractor for design services. The construction contractor and construction manager have not been selected as of grant submittal.

In-house construction forces are not required in FY2016 for this project. In-House construction forces may be required in FY 2017 and FY 2018 for temporary power tie-ins and permanent utility connections. This information will be included in the 2017 and 2018 force account plans.

9. CONTRACTS / VENDORS INFORMATION

Design, construction, and construction management will be performed by third parties. Through a federally compliant RFP process, STV was selected as the contractor for design services. The construction contractor and construction manager have not been selected as of grant submittal.

10. PRE-AWARD AUTHORITY

Pre-award authority was exercised in 2013. Activities to date include project management and design activities.

Designer: STV

Contract Amount: \$511,832 (Hoboken Boiler)

Contract Amount: \$776,792 (Ferry Terminal)

Contract Date: April 2015

11. SCHEDULED MILESTONES

If a line item is being increased, TrAMS will not allow new milestones to be added during the grant application stage. The milestones will be revised in the next monthly report.

The milestones are as follows:

NTP Design 04/18/2013

Environmental Complete 09/03/2014

Design 100% Complete 08/14/2015

Advertise Primary Contract 05/16/2016

NTP Primary (Contract) 01/05/2017

50% Complete 01/16/2018

Project Complete 10/17/2018

Closeout Complete 09/15/2019

Interim milestones will be added once the contract is awarded.

12. INSURANCE

No insurance revenues have been received for the scope for this line item.

13. COORDINATION AND PERMITS

Coordination with outside agency for this project is not required.

The required DCA permit has been submitted and is in the process of being approved. DEP Waterfront Permit in development.

14. PROCUREMENT METHODS

NJ TRANSIT will comply with all federal procurement statutes, regulations, and guidance as prescribed by FTA's program.

15. STIP

The project is included in the FY2016-2025 Statewide Transportation Improvement Program (STIP). The Federal Highway Administration and the Federal Transit administration approved the STIP on November 20, 2015. The STIP ID is T906, NJ TRANSIT System Repairs/Restoration.

On January 27, 2016, FTA approved a STIP modification that transferred funds from FY15 to FY16 for T906.

16. NEPA

This project is a Class II Categorical Exclusion pursuant to 23 CFR Section 771.118 (c)(8) maintenance, rehab, reconstruction of facilities. A Section 106 Review was completed and FTA determined in consultation with NJ SHPO determined that the project will conditionally have no adverse effect subject to conditions stated in its letter to NJ TRANSIT on November 5, 2014 (Boiler) and February 23, 2015 (Ferry). This project will not require a use of 4(f) resources; no 4(f) evaluation is required. Supporting documentation is attached inTrAMS.

URBANIZED AREA BREAKDOWN

The funds will be drawn from the following urbanized area:

MPO-NJTPA

NENJ – 340010 –\$8,420,000

Amendment 1 - This is a new ALI

1. SCOPE AND COST

NJ TRANSIT is requesting funds in the amount of \$4,639,000 for the Hoboken Boiler project to repair/replace assets damaged by Superstorm Sandy.

This line item funds expenses that were not eligible under categories 1, 2, and 3 and not covered by insurance. The resiliency component is fundamentally associated with or a part of a recovery project. Funding for this line item is from Tier 1. The total cost of the project is \$4,639,000. The total funding provided in this line item is \$4,639,000.

Funding for this line item supports design and construction related to repairs to the centralized Hoboken Boiler System which provides heat and hot water throughout the Hoboken Terminal Building. The repairs

include a replacement heating system using smaller boilers installed on upper floors at an elevation above the flood risk. The current design anticipates three separate boilers. The work includes the new boiler equipment; the associated utility work including new gas and power systems to each boiler unit; a new supply, distribution and return system, including equipment, controls and piping; building modifications to the Terminal Building to accommodate the new installations; and removal of the existing boiler and equipment. Costs include design, project administration, construction, the purchase of necessary equipment and materials, and any other related costs required to complete the scope. The Hoboken Rail Terminal is located at the Hudson River at the eastern face of the Hoboken Yard and the southeastern corner of the city of Hoboken.

A third party contractor will be used. Through a federally compliant RFP process, NJ TRANSIT selected STV as the design contractor. A construction contractor has not been selected. No other major contractors are required.

No contracts or in house work for this project were included in Sandy Grant 1, NJ-44-X001.

The useful life for the project is 10 years. If NJ TRANSIT disposes of, or discontinues using, an asset acquired with FTA grant funding prior to the end of its useful life, the remaining Federal interest will be returned to the FTA (per Circular 5010.1D).

2 RECOVERY AND RESILIENCY

The total cost of this project is \$4,639,000. (Tier 1-Damage - \$1,932,967/Tier 1 - Related Resiliency - \$2,706,033). Funds in the amount of \$4,639,000 are requested in this application. The resiliency component is fundamentally associated with or a part of a recovery project. The resiliency component of this restoration project includes the replacement of the existing steam boiler system (currently below flood elevation) with multiple hot water boilers located above the flood zone.

EMERGENCY RELIEF FUNDING CATEGORY Pro-Rated Recovery (Tier 1)

3. RESILIENCY ANALYSIS

This line item is not being funded from the local priority resiliency allocation. The major project components namely boilers and controls are located above ABFE+1. Parts of the heating distribution piping and devices (radiators) are necessarily located on the ground floor of the Terminal and are necessarily below ABFE+1.

4. BASIS OF COST ESTIMATE

The cost estimate for this line item is based primarily on 30% design.

5. WORK SEPARATION / SCOPE

Design, construction, and construction management will be performed by third party contractors. STV was selected as the contractor for design services. The construction contractor and construction management services have not been selected as of grant submittal.

In-house construction forces are not required for this project.

6. PRE-AWARD AUTHORITY

Pre-award authority was exercised on February 3, 2013. Activities to date include Project Management and design activities.

7. CONTRACTS / VENDORS INFORMATION

NJ TRANSIT selected STV as the design contractor. The 30% design package has been submitted and is under review. The construction contractor and construction manager contractor have not been selected. No other major contractors are required for this project. Vendor information will be provided in Monthly Progress Reports.

8. PRIOR FEDERAL FUNDING

Hoboken yard received funding from NJ-44-X001. This line item represents work beyond that of the previous grants and is not a duplication of effort.

There was no work under Grant 1 related to repair of the existing Hoboken Boiler system damaged by Superstorm Sandy. A substitute temporary heating plant has been leased under Grant 1 and is in use.

9. COST BREAKDOWNS

The overall budget for the projects included in this line item is \$4,639,000. The following category of expenses is specifically related to this ALI. These expenses do not duplicate expenses in A.L.I. 12.79.00 and are tracked separately.

Environmental Services - \$15,000
Design - Services - \$730,000
Project Administration - In House - \$310,000
Project Administration - Services - \$330,000
Oversight - Services - \$64,000
Contingency - \$880,000
Construction - Services - \$1,995,000
Construction Management - Services - \$215,000
Flagging - In House - \$100,000
Total: \$4,639,000

10. SCHEDULED MILESTONES

The milestones are listed in the Milestone section of this grant.

11. INSURANCE

No insurance revenues have been received for the scope of this line item.

12. COORDINATION AND PERMITS

Federal or local permits are not required for this project. DCA permits are required. NJ TRANSIT has not applied for the permits at the time of grant submittal. Permits will be applied for at the 90-100% document stage and expected duration is represented in the project schedule.

13. COST SHARING

The total cost of the project is \$4,639,000. The total funding provided in this line item is \$4,639,000 which accounts for \$463,900 of credit from toll revenue expenditures (Transportation Development Credits)(90/10%).

The line item is not being implemented in conjunction with any entity that is an FTA recipient or recipient of Federal funding.

14. PROCUREMENT METHODS

NJ TRANSIT will comply with all federal procurement statutes, regulations, and guidance as prescribed by FTA's program. Additionally, NJ TRANSIT will comply with all Buy America requirements.

URBANIZED AREA BREAKDOWN

The funds will be drawn from the following urbanized area:

MPO-NJTPA

NENJ – 340010 – \$4,639,000

STIP

The project is included in the FY2014-2023 Statewide Transportation Improvement Program (STIP). The Federal Highway Administration and the Federal Transit Administration approved the STIP on November 20, 2013. FTA approved STIP modifications on February 12, 2014 for the Superstorm Sandy projects.

The STIP modifications are attached in TEAM. The STIP ID is T906-NJ TRANSIT System

Repairs/Restoration (\$1,932,967) and T902 – Rail Station Resiliency (\$2,706,033).

NEPA

The project is a Class II Categorical Exclusion pursuant to 23 C.F.R Section 771.118 (c)(8) Maintenance, rehabilitation, reconstruction of facilities.

A Section 106 review was completed by the SHPO and there was a “No Adverse Effect” determination for this line item.

Funding Source	Section of Statute	CFDA Number	Amount
49 USC 5324 - (MAP 21) Public Transportation Emergency Relief	5324	20527	\$13,059,000
Non-FTA Amount			\$0
Total Eligible Cost			\$13,059,000

Milestone Name	Est. Completion Date	Description
NTP-Env.Service-NEPA	2/3/2013	Hoboken Boiler - Amend. 1(Completed)
Board Approval Design Contract	3/13/2013	Hoboken Boiler - Amend. 1(Completed)
Concept Planning Complete	3/17/2013	Hoboken Boiler - Amend. 1(Completed)
NTP Design (Completed) -Hobo	4/18/2013	Hoboken Boiler - Amend 1
Comp.Env-Service	9/3/2014	Hoboken Boiler - Amend. 1(Completed)
Design 100% Complete-Hobo	5/15/2015	Hoboken Boiler - Amend. 1
NTP Primary-Contract-Hobo	4/7/2016	Hoboken Boiler - Amend. 1
50% Complete - Hobo	10/24/2016	Hoboken Boiler - Amend. 1
Project Complete - Hobo	6/15/2017	Hoboken Boiler - Amend. 1
Closeout Complete - Hobo	5/12/2018	Hoboken Boiler - Amend. 1

Budget Activity Line Item: 12.24.03 - REHAB/RENOV LINE EQUIP/STRUCTURES-HBLR-Tier 1(Recovery)Amen1

Scope Name / Code	Line Item #	Custom Item Name	Activity	Quantity
RAIL TRANSITWAY LINES (122-03)	12.24.03	REHAB/RENOV LINE EQUIP/STRUCTURES	REHAB/RENOV LINE EQUIP/STRUCTURES	0

Extended Budget Description

Amendment 1 - This is a new ALI

1. SCOPE AND COST

NJ TRANSIT is requesting funds in the amount of \$43,578,600 (Tier 1-Damage - \$41,958,600/Tier 1 - Related Resiliency - \$1,620,000) for Hudson Bergen Light (HBLR) project to repair/replace assets damaged during Superstorm Sandy.

This line item funds expenses that were not eligible under categories 1, 2, and 3 and not covered by insurance. The resiliency elements are closely associated with, and located in the footprint of a recovery

project. Funding for this line item is from Tier 1. The total cost the project is \$43,578,600. The total funding provided in this line item is \$43,578,600.

The elements of the project funded in this line item include the HBLR Vehicle Base Facility project, HBLR Signals and Communication project, and HBLR Traction Power/Station Distribution Power Repairs project.

A third party contractor will be used. Through a federally compliant procurement, NJ TRANSIT selected Twenty First Century Rail Corporation as the Design Build Operate and Maintain (DBOM) contractor. Construction Management services are required. A contractor for construction management services has not been selected as of grant submittal.

HBLR Vehicle Base Facility

Funding for this line item supports design and construction related to the replacement of damaged yard switch machines, auxiliary power repairs, and switch heater repairs at the HBLR Vehicle Base Facility (VBF). Also included are the purchase of a new Wheel Truing Machine and installation at the VBF, and the purchase of off-site wheel truing services, due to the damage of the existing Wheel Truing Machine. Costs include design, project administration, construction, the purchase of necessary equipment and materials, and any other related costs required to complete the scope. The Hudson Bergen Light Rail Vehicle Maintenance Facility is located adjacent to Caven Point Avenue in Jersey City, New Jersey.

No contracts or in house work for this project were included in Sandy Grant 1, NJ-44-X001.

The useful life for the HBLR Vehicle Base Facility project is 25 years.

HBLR Signals and Communication Project

Funding for this line item supports design and construction related to replacement of mainline switches, impedance bond boxes, repairs at grade crossings, replacement of communication components, installation of Mill Creek CIH, and testing of Signal Cable throughout the Sandy affected area and pending the results, a limited number of Signal Cables will be repaired as part of this project. Costs include design, project administration, construction, the purchase of necessary equipment and materials, and any other related costs required to complete the scope. This line item supports work located primarily along the Riverline South Branch of the HBLR.

Although no in-house work was included in Grant 1, some contracts were in Grant 1, NJ-44-X001. Details are listed in Grants.gov application. This line item represents work beyond that in the previous grant and is not a duplication of effort. The Work in Grant 1 consisted mainly of minimal/temporary repairs necessary to render operational those systems that had been damaged by Superstorm Sandy, by repairing or replacing components in-place and in-kind. Grant 1 work also included the purchase (fabrication and delivery) of the Mill Creek CIH, the installation of which is included in this project together with other work to make permanent repairs and replacements of damaged components which remain in place.

The useful life for the HBLR Signals and Communication project is 20 years.

HBLR Traction Power/Station Distribution Power Repairs Project

Funding for this line item supports design and construction related to partial replacement of Auxiliary Power Cable including associated testing; Station Power Distribution, including feeders and transformers, Traction Power Cable replacement for emergency repairs and Traction Power Cable testing system wide and, pending results, a limited number of Traction Power Cables will be repaired as part of this project. Costs include design, project administration, construction, the purchase of necessary equipment and materials, and any other related costs required to complete the scope. This line item supports work located primarily along the Riverline South Branch of the HBLR.

No contracts or in house work for this project were included in Sandy Grant 1, NJ-44-X001.

The useful life for the HBLR Traction Power/Station Distribution Power Repairs is 25 years. If NJ TRANSIT disposes of, or discontinues using, an asset acquired with FTA grant funding prior to the end of its useful life, the remaining Federal interest will be returned to the FTA (per Circular 5010.1D).

2. RECOVERY AND RESILIENCY

The total cost of the project is \$43,578,600. Funds in the amount of \$43,578,600 are requested in the application (Tier 1-Damage - \$41,958,600/Tier 1 - Related Resiliency - \$1,620,000). The resiliency elements are closely associated with, and located in the footprint of a recovery project. The methodology for the cost split between recovery and resiliency is based on a detailed cost estimate.

The resiliency elements of the HBLR Vehicle Base Facility include switch machine controls elevated above Design Flood Elevation and storage for critical parts.

The resiliency elements of the HBLR Signals and Communication consist of raising the Mill Creek Interlocking Central Instrument house (CIH).

EMERGENCY RELIEF FUNDING CATEGORY

Pro-Rated Recovery (Tier 1)

3. RESILIENCY ANALYSIS

This line item is not being funded from the local priority resiliency allocation.

Wherever feasible, elements are located at or above ABFE+1. For elements that cannot be raised (such as those necessarily at or below track level) materials and components will be selected during design to be inherently resistant to, or otherwise protected against, damage by flooding, to the greatest extent possible in each case.

4. BASIS OF COST ESTIMATE

The cost estimate for this line item is based primarily on detailed cost estimate and contractor proposals.

5. WORK SEPARATION / SCOPE

Design and construction will be performed by Twenty-First Century Rail Corp.

6. PRE-AWARD AUTHORITY

Pre-award authority was exercised on February 3, 2013. Activities to date include Project Management and design activities.

7. CONTRACTS / VENDORS INFORMATION

Through a federally compliant procurement, NJ TRANSIT selected Twenty First Century Rail Corporation as the Design Build Operate and Maintain (DBOM) contractor. The design is 90% complete. Work under this line item will be assigned via a change order to the DBOM contract. Construction Management services are required. A contractor has not been selected. Vendor information will be provided in Monthly Progress Reports.

8. PRIOR FEDERAL FUNDING

HBLR received funding from NJ-44-X001 and NJ-44-X003. This line item represents work beyond that in the previous grant and is not a duplication of effort.

9. COST BREAKDOWNS

The overall budget for HBLR Vehicle Base Facility is \$8,579,000. The following category of expenses is specifically related to this ALI. These expenses do not duplicate expenses in A.L.I. 12.79.00 and are tracked separately.

Environmental Services - \$10,000
Design - Services - \$400,000
Project Administration - In House-\$340,000
Project Administration – Services- \$500,000
Oversight - Services-\$225,000
Contingency-\$704,000
Construction – Services- \$5,500,000
Construction Management – Services-\$900,000
Total: \$8,579,000

The overall budget for HBLR Signals and Communications is \$9,815,600. The following category of expenses is specifically related to this ALI. These expenses do not duplicate expenses in A.L.I. 12.79.00 and are tracked separately.

Environmental Services -\$15,600
Design – Services -\$574,000
Project Administration - In House -\$480,000
Project Administration -\$700,000
Oversight – Services- \$257,000
Contingency - \$2,886,000
Construction - Services -\$4,253,000
Construction Management - Services -\$650,000
Total: \$9,815,600

The overall budget for HBLR Traction Power/Station Dist. Power is \$25,184,000. The following category of expenses is specifically related to this ALI. These expenses do not duplicate expenses in A.L.I. 12.79.00 and are tracked separately.

Environmental Services -\$20,000
Design - Services - \$792,000
Project Administration - In House- \$480,000
Project Administration – Services-\$775,000
Oversight – Services -\$700,000
Contingency - \$4,881,000
Construction - Services - \$15,536,000
Construction Mgmt. – Services- \$2,000,000
Total: \$25,184,000

10. SCHEDULED MILESTONES

The milestones are listed in the Milestone section of this grant.

11. INSURANCE

No insurance revenues have been received for the scope of this line item.

12. COORDINATION AND PERMITS

Federal or local permits are not required for this project. No coordination with outside entities is required.

13. COST SHARING

The total cost of the project is \$43,578,600. The total funding provided in this line item is \$43,578,600 which accounts for with \$4,357,860 of credit from toll revenue expenditures (Transportation Development Credits)(90/10%).

The line item is not being implemented in conjunction with any entity that is an FTA recipient or recipient of Federal funding

14. PROCUREMENT METHODS

NJ TRANSIT will comply with all federal procurement statutes, regulations, and guidance as prescribed by FTA's program. Additionally, NJ TRANSIT will comply with all Buy America requirements.

URBANIZED AREA BREAKDOWN

The funds will be drawn from the following urbanized area:

MPO-NJTPA

NENJ – 340010 - \$43,578,600

STIP

The project is included in the FY2014-2023 Statewide Transportation Improvement Program (STIP). The Federal Highway Administration and the Federal Transit Administration approved the STIP on November 20, 2013. FTA approved STIP modifications on February 12, 2014 for the Superstorm Sandy projects. The STIP modifications are attached in TEAM. The STIP ID is T906-NJ TRANSIT System Repairs/Restoration (\$41,958,600), and T904-Light Rail Resiliency (\$1,620,000).

NEPA

The combined NEPA determination for this line item is a Class II Categorical Exclusion pursuant to 23 C.F.R Section 771.118 (c)(8) – Maintenance, rehabilitation, reconstruction of facilities.

A Section 106 review was completed by the SHPO and there was a “No Adverse Effect” determination for this line item.

Funding Source	Section of Statute	CFDA Number	Amount
49 USC 5324 - (MAP 21) Public Transportation Emergency Relief	5324	20527	\$43,578,600
Non-FTA Amount			\$0
Total Eligible Cost			\$43,578,600

Milestone Name	Est. Completion Date	Description
NTP-Env.Service-NEPA	2/3/2013	HBLR-VBF - Amend. 1(Completed)
NTP-Env.Service-NEPA	2/3/2013	HBLR S&C - Amend. 1(Completed)
NTP-Env.Service-NEPA	2/3/2013	HBLR - Traction Power - Amend. 1(Completed)
NTP Design-HBLR-Trac Pwr	3/10/2013	HBLR-Traction Power - Amend 1 (Completed)
NTP Design-HBLR-VBF	6/3/2013	HBLR Vehicle Base Facility - Amend 1 (Completed)
NTP Design - HBLR-S&C	6/17/2013	HBLR - S&C - Amend 1 (Completed)
Comp.Env-Service-NEPA	2/19/2014	HBLR - Traction Power - Amend. 1(Completed)
Comp.Env-Service-NEPA	2/19/2014	HBLR-VBF - Amend. 1(Completed)
Comp.Env-Service-NEPA	2/19/2014	HBLR S&C - Amend. 1(Completed)
NTP Primary Cont-HBLR-VBF	3/25/2014	HBLR Vehicle Base Facility - PO for wheel true Machine Design/Build Amend 1 (Completed)
NTP Primary Contract-HBLR-S&C	11/30/2014	HBLR - S&C - Amend 1 (Completed)
Design 100% Com-	3/1/2015	HBLR-Traction Power - Amend 1

**Budget Activity Line Item: 12.64.02 - REHAB COMMUNICATIONS SYSTEMSTier1(Recov)Lwr
Hack-Kearny Am1**

Scope Name / Code	Line Item #	Custom Item Name	Activity	Quantity
SIGNAL/COMMUNICATION (RAIL) (126-01)	12.64.02	REHAB COMMUNICATIONS SYSTEMS	REHAB COMMUNICATIONS SYSTEMS	0

Extended Budget Description

Amendment 1 - This is a new ALI

1. SCOPE AND COST

NJ TRANSIT is requesting funds in the amount of \$10,285,000 for the M&E Signals: Meadows Interlocking Repair project to repair/replace assets damaged during Superstorm Sandy. This line item funds expenses that were not eligible under categories 1, 2, and 3 and are not funded by insurance. The resiliency portion of this line item is specifically tied to a recovery project and fundamentally integrated into the design of a recovery project. The total cost the project is \$10,285,000. The total funding provided in this line item is \$10,285,000.

Funding for this line item supports the design and installation of new signal devices, cabling, and associated systems on the Morris & Essex Lines at Meadows Interlocking. The Central Instrument Location (CIL) at Meadows Interlocking will be raised to provide greater resiliency from future storms. In addition, wiring, cables and other components that cannot be raised above the design flood elevation will be made more resilient with the use of waterproof components, connections and cabling. Costs include design, project administration, construction, the purchase of necessary equipment and materials, and any other related costs required to complete the scope. The project is located in Kearny, NJ.

A third party contractor will not be used. No contracts in house work were included in Sandy Grant 1, NJ-44-X001or NJ-44-X003.

The useful life for the project is 25 years. If NJ TRANSIT disposes of, or discontinues using, an asset acquired with FTA grant funding prior to the end of its useful life, the remaining Federal interest will be returned to the FTA (per Circular 5010.1D).

2. RECOVERY AND RESILIENCY

The total cost of this project \$10,285,000. Funds in the amount of \$10,285,000 are requested in this application (Tier 1-Damage - \$7,235,000/Tier 1 - Related Resiliency - \$3,050,000). The methodology for the cost split between recovery and resiliency is based on an estimate of the resiliency component. The resiliency components are fundamentally associated with or a part of a recovery project.

The resiliency components for this restoration project include raising components at a higher elevation and using inherently more resilient components.

EMERGENCY RELIEF FUNDING CATEGORY

Pro-Rated Recovery (Tier 1)

3. RESILIENCY ANALYSIS

This line item is not being funded from the local priority resiliency allocation. Wherever feasible, elements are located at or above ABFE+1. For elements that cannot be raised (such as those necessarily at or below track level) materials and components will be selected during design to be inherently resistant to, or otherwise protected against, damage by flooding, to the greatest extent possible in each case.

4. BASIS OF COST ESTIMATE

The cost estimate for this line item is based primarily on historical data, interpreted and adjusted by NJ TRANSIT in-house personnel who have expertise in the subject matter, to reflect the specific scope of the work and other known factors including escalation.

5. WORK SEPARATION / SCOPE

There is no third party work for this line item. This line item requires NJ TRANSIT non-rail in-house forces for design. The project is included in NJ TRANSIT's FY15 Force Account plan on page 221. While this project requires use of NJ TRANSIT's Signals & Communications and Electric Traction in-house forces, there are no in-house forces required in FY15. The project will be included in NJ TRANSIT's FY16 Force Account Plan.

6. PRE-AWARD AUTHORITY

Pre-award authority was exercised on February 3, 2013. Activities to date include Project Management and design activities.

7. CONTRACTS / VENDORS INFORMATION

Third party contractors are not required for this line item. Vendor information will be provided in Monthly Progress Reports.

8. PRIOR FEDERAL FUNDING

This line item has not received any prior Federal funding, 5324, FEMA, or otherwise.

9. COST BREAKDOWNS

The overall budget for the projects included in this line item is \$10,285,000. The following category of expenses is specifically related to this ALI. These expenses do not duplicate expenses in A.L.I. 12.79.00 and are tracked separately.

Environmental Services - \$15,000
Design - In House - \$900,000
Project Administration - In House - \$260,000
Project Administration – Services - \$290,000
Oversight - Services - \$240,000
Contingency - \$970,000
Construction - In House - \$4,710,000
Construction - Services - \$100,000
Construction Mgmt. – Services - \$200,000
Flagging - In House - \$200,000
Purchase Equipment - \$1,400,000
Purchase - Materials \$1,000,000
Total: \$10,285,000

10. SCHEDULED MILESTONES

The milestones are listed in the Milestone section of this grant.

11. INSURANCE

No insurance revenues have been received for the scope of this line item.

12. COORDINATION AND PERMITS

Federal or local permits are not required for this project. No coordination with outside entities is required.

13. COST SHARING

The total cost the project is \$10,285,000. The total funding provided in this line item is \$10,285,000 which accounts for \$1,028,500 of credit from toll revenue expenditures (Transportation Development Credits)(90/10%).

The line item is not being implemented in conjunction with any entity that is an FTA recipient or recipient of Federal funding.

14. PROCUREMENT METHODS

NJ TRANSIT will comply with all federal procurement statutes, regulations, and guidance as prescribed by FTA's program. Additionally, NJ TRANSIT will comply with all Buy America requirements.

URBANIZED AREA BREAKDOWN

The funds will be drawn from the following urbanized area:

MPO-NJTPA - \$10,285,000
 NENJ – 340010 – \$10,285,000

STIP

The project is included in the FY2014-2023 Statewide Transportation Improvement Program (STIP). The Federal Highway Administration and the Federal Transit Administration approved the STIP on November 20, 2013. FTA approved STIP modifications on February 12, 2014 for the Superstorm Sandy projects. The STIP modifications are attached in TEAM. The STIP ID is T906-NJ TRANSIT System Repairs/Restoration (\$7,235,000), and T903- Rail Infrastructure Resiliency (\$3,050,000).

NEPA

The project is a Class II Categorical Exclusion pursuant to 23 C.F.R Section 771.118 (c)(1) – Utility and similar appurtenance action.

A Section 106 review was completed by the SHPO and there was a “No Adverse Effect” determination for this line item.

Funding Source	Section of Statute	CFDA Number	Amount
49 USC 5324 - (MAP 21) Public Transportation Emergency Relief	5324	20527	\$10,285,000
Non-FTA Amount			\$0
Total Eligible Cost			\$10,285,000

Milestone Name	Est. Completion Date	Description
NTP-Env.Service-NEPA	2/3/2013	Lower Hack to Kearny -Amend. 1 (Completed)
NTP-Concept Design-Lower	6/1/2014	Hack to Kearny -Amend. 1 (Completed)
Comp.Env-Service-NEPA	11/25/2014	Lower Hack to Kearny -Amend. 1 (Completed)
Concept Planning Complete	9/29/2015	Lower Hack to Kearny -Amend. 1
NTP Design-Lower Hack	9/30/2015	Lower Hack to Kearny -Amend. 1
Design 100%-Lower Hack	6/30/2017	Lower Hack to Kearny -Amend. 1
NTP Primary Contract-Lower Hac	11/15/2017	Lower Hack to Kearny -Amend 1
50% Complete-Lower Hack	7/15/2018	Lower Hack to Kearny -Amend. 1
Project Complete-Lower		

**Budget Activity Line Item: 12.64.20 - REHAB MISC SIGNAL/COMM EQUIPTier1(Recov)NJCL
Upper Sign-Am1**

Scope Name / Code	Line Item #	Custom Item Name	Activity	Quantity
SIGNAL/COMMUNICATION (RAIL) (126-02)	12.64.20	REHAB MISC SIGNAL/COMM EQUIP	REHAB MISC SIGNAL/COMM EQUIP	0

Extended Budget Description

Amendment 1 - This is a new ALI

1. SCOPE AND COST

NJ TRANSIT is requesting funds in the amount of \$27,445,000 for NJCL: Upper Signal project to repair/replace assets damaged during Superstorm Sandy. This line item funds expenses that were not eligible under categories 1, 2, and 3 and are not funded by insurance. The resiliency portion of this line item is specifically tied to a recovery project and fundamentally integrated into the design of a recovery project. The total cost the project is \$ 27,445,000. The total funding provided in this line item is \$27,445,000.

Funding for this line item supports design and installation of new signal devices, cabling, and associated systems along a portion of the North Jersey Coast Line from the area around Rare Interlocking to the area around East Matawan Interlocking. Signal equipment will be raised to provide greater resiliency from future storms. In addition, wiring, cables and other components that cannot be raised above the design flood elevation will be made more resilient with the use of waterproof components, connections and cabling. Costs include design, project administration, construction, the purchase of necessary equipment and materials, and any other related costs required to complete the scope.

A third party contractor will not be used. No contracts or in-house work were included in Sandy Grant 1, NJ-44-X001.

The useful life for the project is 25 years. If NJ TRANSIT disposes of, or discontinues using, an asset acquired with FTA grant funding prior to the end of its useful life, the remaining Federal interest will be returned to the FTA (per Circular 5010.1D).

2. RECOVERY AND RESILIENCY

The total cost of this project \$27,445,000. Funds in the amount of \$27,445,000 are requested in this application (Tier 1-Damage - \$18,445,000/Tier 1 - Related Resiliency - \$9,000,000). The methodology for the cost split between recovery and resiliency is based on an estimate of resiliency components.

The resiliency component is fundamentally associated with or a part of a recovery project.

The resiliency components for this restoration project include raising components at a higher elevation and using inherently more resilient components. The estimated cost associated with the resiliency is \$9,000,000.

EMERGENCY RELIEF FUNDING CATEGORY
Pro-Rated Recovery (Tier 1)

3. RESILIENCY ANALYSIS

This line item is not being funded from the local priority resiliency allocation.

Wherever feasible, elements are located at or above ABFE+1. For elements that cannot be raised (such as those necessarily at or below track level) materials and components will be selected during design to be inherently resistant to, or otherwise protected against, damage by flooding, to the greatest extent

possible in each case.

4. BASIS OF COST ESTIMATE

The cost estimate for this line item is based primarily on historical data, interpreted and adjusted by NJ TRANSIT in-house personnel who have expertise in the subject matter, to reflect the specific scope of the work and other known factors including escalation.

5. WORK SEPARATION / SCOPE

There is no third party work for this line item. This line item requires NJ TRANSIT non-rail in-house forces for design and construction management. The project requires the use of NJ TRANSIT's in-house force for signals, design, and construction management. The project is included in NJ TRANSIT's FY15 Force Account plan on pages 148 and 219.

6. PRE-AWARD AUTHORITY

Pre-award authority was exercised on February 3, 2013. Activities to date include Project Management and design activities.

7. CONTRACTS / VENDORS INFORMATION

Third party contractors are not required for this line item. Vendor information will be provided in Monthly Progress Reports.

8. PRIOR FEDERAL FUNDING

This line item has not received any prior Federal funding, 5324, FEMA, or otherwise.

9. COST BREAKDOWNS

The overall budget for the projects included in this line item is \$27,445,000. The following category of expenses is specifically related to this ALI. These expenses do not duplicate expenses in A.L.I. 12.79.00 and are tracked separately.

Environmental - \$15,000
Design - In House - \$ 2,250,000
Project Administration - In House - \$350,000
Project Administration - Services - \$ 380,000
Oversight - Services - \$700,000
Contingency - \$2,950,000
Construction - In House - \$12,750,000
Construction - Services - \$250,000
Construction Mgmt. - In House - \$300,000
Construction Mgmt. - Services - \$750,000
Flagging - In House - \$500,000
Purchase - Equipment - \$3,750,000
Purchase - Materials - \$2,500,000
Total: \$27,445,000

10. SCHEDULED MILESTONES

The milestones are listed in the Milestone section of this grant.

11. INSURANCE

No insurance revenues have been received for the scope of this line item.

12. COORDINATION AND PERMITS

Federal or local permits are not required for this project. No coordination with outside entities is required.

13. COST SHARING

The total cost the project is \$ 27,445,000. The total funding provided in this line item is \$27,445,000

which accounts for \$2,744,500 of credit from toll revenue expenditures (Transportation Development Credits)(90/10%).

The line item is not being implemented in conjunction with any entity that is an FTA recipient or recipient of Federal funding.

14. PROCUREMENT METHODS

NJ TRANSIT will comply with all federal procurement statues, regulations, and guidance as prescribed by FTA's program. Additionally, NJ TRANSIT will comply with all Buy America requirements.

URBANIZED AREA BREAKDOWN

The funds will be drawn from the following urbanized area:

MPO-NJTPA

NENJ – 340010 – \$27,445,000

STIP

The project is included in the FY2014-2023 Statewide Transportation Improvement Program (STIP). The Federal Highway Administration and the Federal Transit Administration approved the STIP on November 20, 2013. FTA approved STIP modifications on February 12, 2014 for the Superstorm Sandy projects. The STIP modifications are attached in TEAM. The STIP ID is T906-NJ TRANSIT System Repairs/Restoration (\$18,445,000) and T903- Rail Infrastructure Resiliency (\$9,000,000).

NEPA

The project is a Class II Categorical Exclusion pursuant to 23 C.F.R Section 771.118 (c)(1) – Utility and similar appurtenance action.

A Section 106 review was completed by the SHPO and there was a “No Adverse Effect” determination for this line item.

Funding Source	Section of Statute	CFDA Number	Amount
49 USC 5324 - (MAP 21) Public Transportation Emergency Relief	5324	20527	\$27,445,000
Non-FTA Amount			\$0
Total Eligible Cost			\$27,445,000

Milestone Name	Est. Completion Date	Description
NTP-Env.Service-NEPA-NJCL	2/3/2013	Amend. 1 (Completed)
NTP-Concept Design-NJCL	6/1/2014	NJCL - Amend. 1 (Completed)
Comp.Env-Service-NEPA	11/25/2014	NJCL - Amend. 1 (Completed)
Concept Planning Complete	3/1/2015	NJCL - Amend. 1
NTP Design-NJCL	3/2/2015	NJCL: Upper Signal -Amend. 1
NTP-Primary Contract-NJCL	1/4/2016	NJCL: Upper Signal -Amend. 1
Design 100% Compl-NJCL	7/1/2016	NJCL: Upper Signal -Amend. 1
50% Complete-NJCL	1/16/2017	NJCL: Upper Signal - Amend. 1
Project Complete -NJCL	4/1/2018	NJCL: Upper Signal - Amend. 1

Budget Activity Line Item: 12.64.02 - REHAB COMMUNICATIONS SYSTEMSTier2(LPR)Hobo Yrd Sig Amen 1
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Scope Name / Code	Line Item #	Custom Item Name	Activity	Quantity
SIGNAL/COMMUNICATION (RAIL) (126-03)	12.64.02	REHAB COMMUNICATIONS SYSTEMS	REHAB COMMUNICATIONS SYSTEMS	0

Extended Budget Description

Amendment 1 - This is a new ALI

1. SCOPE AND COST

NJ TRANSIT is requesting funds in the amount of \$26,904,000 for the Hoboken Yard Signal Power project. This line item funds expenses that were not eligible under categories 1, 2, and 3 and are not funded by insurance. Funding for this standalone resiliency line item is from Tier 2. The total cost the project is \$26,904,000. The total funding provided in this line item is \$26,904,000.

Funding for this line item supports design and construction of modifications to the Hoboken Yard Signal Power Distribution system including raising components such as feeder and branch cables, transformers, and sectionalizing switches above the Design Flood Elevation. Modifications to existing poles and catenary structures and the installation of new poles are included to support the additional structural loads from the new aerial cabling and elevated equipment. Costs include design, project administration, construction, the purchase of necessary equipment and materials, and any other related costs required to complete the scope.

A third party contractor will be used. Through a federally compliant RFP process, NJ TRANSIT selected STV as the design contractor. A construction contractor and construction management services are required and have not been selected as of grant submittal.

No contracts or in-house work were included in Sandy Grant 1, NJ-44-X001.

The useful life for the project is 25 years. If NJ TRANSIT disposes of, or discontinues using, an asset acquired with FTA grant funding prior to the end of its useful life, the remaining Federal interest will be returned to the FTA (per Circular 5010.1D).

2. RECOVERY AND RESILIENCY

This project is being funded from the local priority resiliency allocation.

EMERGENCY RELIEF FUNDING CATEGORY

Local Priority Resiliency (Tier 2)

3. RESILIENCY ANALYSIS

This project is being funded from the local priority resiliency allocation. The applicable FTA templates (Attachment A, Justification Statement (Part B), Attachment C and flood maps) have been completed and submitted

Wherever feasible, elements are located at or above ABFE+1. For elements that cannot be raised (such as those necessarily at or below track level) materials and components will be selected during design to be inherently resistant to, or otherwise protected against, damage by flooding, to the greatest extent possible in each case.

FTA provided preliminary resiliency approval concurrent with grant approval.

4. BASIS OF COST ESTIMATE

The cost estimate for this line item is based primarily on a concept design, interpreted and adjusted by NJ Transit in-house personnel who have expertise in the subject matter, to reflect the specific scope of the work and other known factors including escalation.

5. WORK SEPARATION / SCOPE

Design and construction will be performed by a third party. STV was selected as the contractor for design services. The construction contractor and construction manager have not been selected as of grant submittal.

NJ TRANSIT's in-house forces are required for design. The project is included in NJ TRANSIT's FY15 Force Account plan on page 222.

While this project requires the use of NJ TRANSIT's in house Electric Traction forces for completion of rail infrastructure work, no in-house forces are required in FY15. The project will be included in NJ TRANSIT's FY16 Force Account Plan.

6. PRE-AWARD AUTHORITY

Pre-award authority was exercised on February 3, 2013. Activities to date include Project Management and design activities.

7. CONTRACTS / VENDORS INFORMATION

Through a federally compliant RFP process, NJ TRANSIT selected STV as the design contractor. STV has started PE. Construction Management services are required and have not been selected.

Vendor information will be provided in Monthly Progress Reports.

8. PRIOR FEDERAL FUNDING

Hoboken Yard received funding from NJ-44-X001. This line item represents work beyond that in the previous grant and is not a duplication of effort.

The Work in Grant 1 consisted of minimal/temporary repairs necessary to render operational those systems that had been damaged by Superstorm Sandy, by repairing or replacing components in-place and in-kind. The work under this project is intended to make permanent repairs and replacements of damaged components which remain in place, in a resilient manner, either raised above ABFE+1, or protected, or using materials inherently resistant to damage by flooding.

9. COST BREAKDOWNS

The overall budget for the projects included in this line item is \$26,904,000. The following category of expenses is specifically related to this ALI. These expenses do not duplicate expenses in A.L.I. 12.79.00 and are tracked separately.

Environmental Services -\$15,000
Design - Services - \$1,030,000
Project Administration - In House- \$420,000
Project Administration – Services- \$550,000
Oversight - Services - \$564,000
Contingency - \$2,946,000
Construction - In House - \$7,260,000
Construction - Services - \$7,000,000
Construction Mgmt. - Services - \$1,239,000
Flagging - In House- \$500,000
Purchase - Equipment - \$1,680,000
Purchase - Materials - \$3,700,000
Total: \$26,904,000

10. SCHEDULED MILESTONES

The milestones are listed in the Milestone section of this grant.

11. INSURANCE

No insurance revenues have been received for the scope of this line item.

12. COORDINATION AND PERMITS

Coordination with SHPO is required. DCA permits are required. NJ TRANSIT has not applied for the permits as of grant submittal. Permits will be applied for at the 90-100% document stage and expected duration is represented in the project schedule.

13. COST SHARING

The total cost the project is \$26,904,000. The total funding provided in this line item is \$26,904,000 which accounts for \$2,690,400 of credit from toll revenue expenditures (Transportation Development Credits)(90/10%).

The line item is not being implemented in conjunction with any entity that is an FTA recipient or recipient of Federal funding.

14. PROCUREMENT METHODS

NJ TRANSIT will comply with all federal procurement statues, regulations, and guidance as prescribed by FTA's program. Additionally, NJ TRANSIT will comply with all Buy America requirements.

URBANIZED AREA BREAKDOWN

The funds will be drawn from the following urbanized area:

MPO-NJTPA

NENJ – 340010 – \$26,904,000

STIP

The project is included in the FY2014-2023 Statewide Transportation Improvement Program (STIP). The Federal Highway Administration and the Federal Transit Administration approved the STIP on November 20, 2013. FTA approved STIP modifications on February 12, 2014 for the Superstorm Sandy projects. The STIP modifications are attached in TEAM. The STIP ID is T903- Rail Infrastructure Resiliency.

NEPA

The project is a Class II Categorical Exclusion pursuant to 23 C.F.R Section 771.118 (c)(1) – Utility and similar appurtenance action.

A Section 106 review was completed by the SHPO and there was a “No Adverse Effect” determination for this line item.

Funding Source	Section of Statute	CFDA Number	Amount
49 USC 5324 - (MAP 21) Public Transportation Emergency Relief	5324	20527	\$26,904,000
Non-FTA Amount			\$0
Total Eligible Cost			\$26,904,000

Milestone Name	Est. Completion Date	Description
NTP-Env.Service-NEPA	2/13/2013	Hoboken Yard Signal Power Supply Systems (Locally Prioritized Resiliency) - Amend. 1 (Completed)
NTP Design-Hobo Signal	4/24/2013	Hoboken Yard Signal Power Supply Systems (Locally

		Prioritized Resiliency) - Amend. 1 (Completed)
Comp. Env. Services-NEPA	5/2/2014	Hoboken Yard Signal Power Supply Systems (Locally Prioritized Resiliency) - Amend. 1 (Completed)
Design 100% Complete - Hobo Sig	12/24/2015	Hoboken Yard Signal Power Supply Systems (Locally Prioritized Resiliency) - Amend. 1
NTP Primary-Contract - Hobo Sig	10/7/2016	Hoboken Yard Signal Power Supply Systems (Locally Prioritized Resiliency) - Amend. 1
50% Complete-Hobo Signal	1/12/2018	Hoboken Yard Signal Power Supply Systems (Locally Prioritized Resiliency) - Amend. 1
Project Complete-Hobo Signal	1/24/2019	Hoboken Yard Signal Power Supply Systems (Locally Prioritized Resiliency) - Amend. 1
Closeout Complete - Hobo Signal	12/27/2019	Hoboken Yard Signal Power Supply Systems (Locally Prioritized Resiliency) - Amend. 1

Budget Activity Line Item: 12.44.02 - REHAB/RENOV- MAINT FACILITYTier2(LPR)Hobo-Sg/Term Amn 1

Scope Name / Code	Line Item #	Custom Item Name	Activity	Quantity
SIGNAL/COMMUNICATION (RAIL) (126-04)	12.44.02	REHAB/RENOV - MAINTENANCE FACILITY	REHAB/RENOV - MAINTENANCE FACILITY	0

Extended Budget Description

Amendment 1 - This is a new ALI

1. SCOPE AND COST

NJ TRANSIT is requesting funds in the amount of \$16,320,000 Hoboken: Relocate Signals to Terminal Tower . This line item funds expenses that were not eligible under categories 1, 2, and 3 and are not funded by insurance.

Funding for this standalone resiliency line item is from Tier 2. The total cost the project is \$16,320,000. The total funding provided in this line item is \$16,320,000

This project includes design and construction for the replacement and relocation of existing signal equipment at Hoboken Terminal. There are 24 existing wayside cases that contain control relays, track circuit equipment, transformers, and power equipment. This equipment will be replaced with new equipment. This project includes installing the new equipment at higher elevations to afford it better protection from potential surge waters. However, there is not enough room in the cases to install all of the equipment at higher elevations. It is also not feasible to move the transformers and power equipment to other locations as they need to be located near the tracks. In order to increase the elevations of the new control relays and track circuit equipment, they will be installed on the third floor of the site's Terminal Tower. By doing this, sufficient space will be created within the cases to allow the new transformers and power equipment to be installed approximately four feet higher than the existing equipment. New conduit and cable will also be installed from Terminal Tower to the wayside cases in order to provide the necessary equipment interface. Existing equipment that is being replaced will be stored for future use

A third party contractor will be used. Through a federally compliant RFP process, Allied Resources Staffing Solutions, Inc. has been selected as the Construction Manager.

No contracts or in-house work were included in Sandy Grant 1, NJ-44-X001 for this line item.

The useful life for the project is 25 Years. If NJ TRANSIT disposes of, or discontinues using, an asset acquired with FTA grant funding prior to the end of its useful life, the remaining Federal interest will be returned to the FTA (per Circular 5010.1D).

2. RECOVERY AND RESILIENCY

This project is being funded from the local priority resiliency allocation.

EMERGENCY RELIEF FUNDING CATEGORY

Locally Priority Resiliency (Tier 2)

3. RESILIENCY ANALYSIS

This project is being funded from the local priority resiliency allocation. The applicable FTA templates (Attachment A, Justification Statement (Part B), Attachment C and flood maps) have been completed and submitted. Wherever feasible, elements are located at or above ABFE+1 (signal equipment relocated to Terminal Tower and, where possible, power devices within Signal cases). For elements that cannot be raised (such as those necessarily at or below track level) materials and components will be selected during design to be inherently resistant to, or otherwise protected against, damage by flooding, to the greatest extent possible in each case.

FTA provided preliminary resiliency approval concurrent with grant approval.

4. BASIS OF COST ESTIMATE

The cost estimate for this line item is based primarily on historical data, interpreted and adjusted by NJ TRANSIT in-house personnel who have expertise in the subject matter, to reflect the specific scope of the work and other known factors including escalation.

5. WORK SEPARATION / SCOPE

Allied Resources Staffing Solutions, Inc. has been selected as a Construction Manager.

NJ TRANSIT in-house forces are required and include the Signals Department Design, Signals Construction, Electric Traction support, and there are non-rail in-house forces for construction management. The project is included in NJ TRANSIT's FY15 Force Account plan on pages 163 and 223.

6. PRE-AWARD AUTHORITY

Pre-award authority was exercised on February 3, 2013. Activities to date include Project Management and design activities.

7. CONTRACTS / VENDORS INFORMATION

Allied Resources Staffing Solutions, Inc. is supplying construction management activities. Vendor information will be provided in Monthly Progress Reports.

8. PRIOR FEDERAL FUNDING

Hoboken Yard received funding from NJ-44-X001. This line item represents work beyond that in the previous grants and is not a duplication of effort. The Work in Grant 1 consisted of minimal/temporary repairs necessary to render operational those systems that had been damaged by Superstorm Sandy, such as cleaning of drain systems and by repairing or replacing equipment. The work under this project is intended to make the facility resilient.

9. COST BREAKDOWNS

The overall budget for the projects included in this line item is \$16,320,000. The following category of expenses is specifically related to this ALI. These expenses do not duplicate expenses in A.L.I. 12.79.00 and are tracked separately.

Environmental Services - \$15,000

Design - In House - 1,000,000
 Project Administration - In House - \$300,000
 Project Administration - Services - \$480,000
 Oversight – Services - \$375,000
 Contingency - \$1,500,000
 Construction - In House - \$8,100,000
 Construction Mgmt. – In-House - \$100,000
 Construction Mgmt. – Services - \$450,000
 Flagging - In House - \$100,000
 Purchase – Equipment - \$2,400,000
 Purchase - Materials - \$1,500,000
 Total: \$16,320,000

10. SCHEDULED MILESTONES

The milestones are listed in the Milestone section of this grant.

11. INSURANCE

No insurance revenues have been received for the scope of this line item.

12. COORDINATION AND PERMITS

Federal or local permits are not required for this project. No coordination with outside entities is required.

13. COST SHARING

The total cost the project is \$16,320,000. The total funding provided in this line item is \$16,320,000 which accounts for \$1,632,000 of credit from toll revenue expenditures (Transportation Development Credits)(90/10%).

The line item is not being implemented in conjunction with any entity that is an FTA recipient or recipient of Federal funding.

14. PROCUREMENT METHODS

NJ TRANSIT will comply with all federal procurement statues, regulations, and guidance as prescribed by FTA's program. FTA approved a sole source justification on September 10, 2014. The approval is attached in TEAM. Additionally, NJ TRANSIT will comply with all Buy America requirements.

URBANIZED AREA BREAKDOWN

The funds will be drawn from the following urbanized area:

MPO-NJTPA

NENJ – 340010 – \$16,320,000

STIP

The project is included in the FY2014-2023 Statewide Transportation Improvement Program (STIP). The Federal Highway Administration and the Federal Transit Administration approved the STIP on November 20, 2013. FTA approved STIP modifications on February 12, 2014 for the Superstorm Sandy projects. The STIP modifications are attached in TEAM. The STIP ID is T903- Rail Infrastructure Resiliency.

NEPA

The project is a Class II Categorical Exclusion pursuant to 23 C.F.R Section 771.118 (c)(1) – Utility and similar appurtenance action.

A Section 106 review was completed by the SHPO and there was a “No Adverse Effect” determination for this line item.

Funding Source	Section of Statute	CFDA Number	Amount
49 USC 5324 - (MAP 21) Public Transportation Emergency Relief	5324	20527	\$16,320,000

Milestone Name	Est. Completion Date	Description
NTP-Env.Service-NEPA-Hobo	2/3/2013	Hoboken Relocate Signals to Terminal Tower (Locally Prioritized Resiliency) - Amend. 1(Completed)
Comp-Env.Service-NEPA	11/15/2013	Hoboken Relocate Signals to Terminal Tower (Locally Prioritized Resiliency) - Amend. 1(Completed)
NTP Design-Hobo Relocate	1/2/2014	Hoboken Relocate Signals to Terminal Tower (Locally Prioritized Resiliency) - Amend. 1(Completed)
NTP Primary Contract-Hobo Re	6/9/2014	(Actual start of NJ Transit Force Account Field Work) Hoboken Relocate Signals to Terminal Tower (Locally Prioritized Resiliency) - Amend. 1 (Completed)
Design 100% Comp-Hobo Reloc	5/1/2015	Hoboken Relocate Signals to Terminal Tower (Locally Prioritized Resiliency) - Amend. 1
50% Complete-Hobo Relocate	6/2/2015	Hoboken Relocate Signals to Terminal Tower (Locally Prioritized Resiliency) - Amend. 1
Project Complete-Hobo Relocate	9/1/2016	Hoboken Relocate Signals to Terminal Tower (Locally Prioritized Resiliency) - Amend. 1
Closeout Complete-Hobo Relocat	8/1/2017	Hoboken Relocate Signals to Terminal Tower (Locally Prioritized Resiliency) - Amend. 1

Budget Activity Line Item: 12.44.02 - REHAB/REN-MAIN FACIL-Tier2 (LPR)MMC/ROC Amend 1

Scope Name / Code	Line Item #	Custom Item Name	Activity	Quantity
SUPPORT EQUIP/FACILITIES (RAIL) (124-01)	12.44.02	REHAB/RENOV - MAINTENANCE FACILITY	REHAB/RENOV - MAINTENANCE FACILITY	0

Extended Budget Description

Amendment 1 - This is a new ALI

1. SCOPE AND COST

NJ TRANSIT is requesting funds in the amount of \$17,915,000 for the MMC/ ROC Building Flood Control project. This line item funds expenses that were not eligible under categories

1, 2, and 3 and are not funded by insurance. FTA funding for this standalone resiliency line item is from Tier 2. The total cost the project is \$17,915,000. The total funding provided in this line item is \$17,915,000.

Funding for this line item supports design and installation of systems and devices to prevent or reduce flooding from entering the Meadows Maintenance Facility (MMC), which consists of multiple buildings, and the Rail Operations Center (ROC), along the buildings` perimeters. Specifically, vulnerabilities in the foundation system and at openings within the building envelope, including openings for rolling stock will be targeted, as well as ancillary systems such as HVAC. Doors and other openings in the building envelope subject to flooding will be protected to prevent or reduce water infiltration in case of flooding. Flood mitigation equipment/doors will be installed at currently unprotected access doors. High volume pumps and deployable pumps (approximately 10 and 20 respectively; exact number is to be determined during design) will be installed to protect these key areas so that the specialized equipment and controls remain dry during a repeat storm and water can be pumped out rapidly afterwards if necessary. These resiliency improvements will protect the ROC and the MMC facilities during repeat storms so that they can continue to operate normally or to allow the rapid resumption of services once a storm is past. Costs include design, project administration, construction, the purchase of necessary equipment and materials, and any other related costs required to complete the scope.

Through a federally compliant RFP process, NJ TRANSIT selected Jacobs as the design contractor. The construction contractor and construction management services have not been selected as of grant submittal.

Some contracts and in-house work for this project were included in Sandy Grant 1, NJ-44-X001 for the MMC. Details are listed in Grants.gov application. This line item represents work beyond that in the previous grant and is not a duplication of effort. The Work in Grant 1 consisted of minimal/temporary repairs necessary to render operational those systems that had been damaged by Superstorm Sandy, such as cleaning of drain systems and by repairing or replacing MMC equipment. The work under this project is intended to make the facility resilient.

The useful life of the project's major components is 15 - 25 years. If NJ TRANSIT disposes of, or discontinues using, an asset acquired with FTA grant funding prior to the end of its useful life, the remaining Federal interest will be returned to the FTA (per Circular 5010.1D).

2. RECOVERY AND RESILIENCY

This project is being funded from the local priority resiliency allocation.

EMERGENCY RELIEF FUNDING CATEGORY

Locally Priority Resiliency (Tier 2)

3. RESILIENCY ANALYSIS

This project is being funded from the local priority resiliency allocation. The applicable FTA templates (Attachment A, Justification Statement (Part B), Attachment C and flood maps) have been completed and submitted. The MMC is an existing facility which cannot be raised. This project is intended to provide protections against flooding by sealing openings that are subject to flooding. Where feasible new components (such as electrical controls) are located above ABFE+1, Pumps are located in sumps (at low points).

FTA provided preliminary resiliency approval concurrent with grant approval.

4. BASIS OF COST ESTIMATE

The cost estimate for this line item is based on conceptual design.

5. WORK SEPARATION / SCOPE

Design and construction will be performed by a third party. NJ TRANSIT selected Jacobs as the design contractor. The construction contractor and construction management services have not been selected as of grant submittal.

NJ TRANSIT in-house forces are required and include Electric Traction Support. Non-rail in-house forces are required for construction management. The project is included in NJ TRANSIT's FY15 Force Account plan on page 173 and 225.

6. PRE-AWARD AUTHORITY

Pre-award authority was exercised on February 3, 2013. Activities to date include Project Management and design activities.

7. CONTRACTS / VENDORS INFORMATION

NJ TRANSIT selected Jacobs as the design contractor. The construction contractor and construction management services have not been selected as of grant submittal. Vendor information will be provided in Monthly Progress Reports.

8. PRIOR FEDERAL FUNDING

Some contracts and in-house work for the MMC were included in Sandy Grant 1, NJ-44-X001. This line item represents work beyond that in the previous grant and is not a duplication of effort. The Work in Grant 1 consisted of minimal/temporary repairs necessary to render operational those systems that had been damaged by Superstorm Sandy, such as cleaning of drain systems and by repairing or replacing MMC equipment. The work under this project is intended to make the facility resilient.

9. COST BREAKDOWNS

The overall budget for the projects included in this line item is \$17,915,000. The following category of expenses is specifically related to this ALI. These expenses do not duplicate expenses in A.L.I. 12.79.00 and are tracked separately.

Environmental Services - \$15,000
Design - Services - \$3,220,000
Project Administration - In House - \$460,000
Project Administration - Services - \$725,000
Oversight - Services - \$270,000
Contingency - \$2,550,000
Construction - In House - \$100,000
Construction – Services - \$8,470,000
Construction Mgmt. - In House - \$400,000
Construction Mgmt. - Services - \$720,000
Flagging - In House - \$985,000
Total: \$17,915,000

10. SCHEDULED MILESTONES

The milestones are listed in the Milestone section of this grant.

11. INSURANCE

No insurance revenues have been received for the scope of this line item

12. COORDINATION AND PERMITS

Coordination with outside agencies is not required.

Permits are required from DCA. The permits have not been applied for as of grant submittal. Permits will be applied for at the 90-100% document stage and expected duration is represented in the project schedule.

13. COST SHARING

The total cost the project is \$17,915,000. The total funding provided in this line item is \$17,915,000 which accounts for \$1,791,500 of credit from toll revenue expenditures (Transportation Development Credits)(90/10%).

The line item is not being implemented in conjunction with any entity that is an FTA recipient or recipient of Federal funding.

14. PROCUREMENT METHODS

NJ TRANSIT will comply with all federal procurement statues, regulations, and guidance as prescribed by FTA's program. Additionally, NJ TRANSIT will comply with all Buy America requirements.

URBANIZED AREA BREAKDOWN

The funds will be drawn from the following urbanized area:

MPO-NJTPA
NENJ – 340010 – \$17,915,000

STIP

The project is included in the FY2014-2023 Statewide Transportation Improvement Program (STIP). The Federal Highway Administration and the Federal Transit Administration approved the STIP on November 20, 2013. FTA approved STIP modifications on February 12, 2014 for the Superstorm Sandy projects. The STIP modifications are attached in TEAM. The STIP ID is T901 – Meadows Maintenance Complex (MMC)/Rail Operations Center (ROC) Resiliency.

NEPA

The project is a Class II Categorical Exclusion pursuant to 23 C.F.R Section 771.118 (c)(8) – Maintenance, rehabilitation, reconstruction of facilities.

A Section 106 review was completed by the SHPO and there was a “No Adverse Effect” determination for this line item.

Funding Source	Section of Statute	CFDA Number	Amount
49 USC 5324 - (MAP 21) Public Transportation Emergency Relief	5324	20527	\$17,915,000
Non-FTA Amount			\$0
Total Eligible Cost			\$17,915,000

Milestone Name	Est. Completion Date	Description
NTP-Env.Service-NEPA	2/3/2013	MMC/ROC ;§C (Locally Prioritized Resiliency) Amend.1 - Completed
NTP Design-MMC/ROC	4/17/2013	MMC/ROC ;§C (Locally Prioritized Resiliency) Amend.1 - (Completed)
Comp.-Env.Service-NEPA	2/19/2014	MMC/ROC ;§C (Locally Prioritized Resiliency) Amend.1 - (Completed)
Design 100% Complete - MMC/ROC	9/15/2015	MMC/ROC ;§C (Locally Prioritized Resiliency) Amend. 1
NTP Primary Contract-MMC/ROC	8/8/2016	MMC/ROC ;§C (Locally Prioritized Resiliency) Amend.1
50% Complete-MMC/ROC	4/20/2017	MMC/ROC ;§C (Locally Prioritized Resiliency) Amend.1
Project Complete-MMC/ROC	3/21/2018	MMC/ROC ;§C (Locally Prioritized Resiliency) Amend.1
Closeout Complete-MMC/ROC	2/18/2019	MMC/ROC ;§C (Locally Prioritized Resiliency) Amend.1

Budget Activity Line Item: 12.34.03 - TERMINAL, INTERMODAL (TRANSIT)(Recovery)Hobo Term Hse Amen 2

Scope Name / Code	Line Item #	Custom Item Name	Activity	Quantity
RAIL - STATION/STOPS/TERMINALS (123-02)	12.34.03	TERMINAL, INTERMODAL (TRANSIT)	TERMINAL, INTERMODAL (TRANSIT)	0

Extended Budget Description
Amendment 2 - This is a New ALI

Hoboken Terminal House Power Repair Project

1. SCOPE AND COST

Funds in the amount of \$24,058,978 (\$12,888,954-Recovery/Restoration Funds/\$11,170,024-Integrated Resiliency Funds) support the Hoboken Terminal House Power Repair project to repair/replace assets damaged during Superstorm Sandy. Funds will be matched with \$2,405,898 of credit from toll revenue expenditures (Transportation Development Credits).

This ALI funds expenses that were not eligible under categories 1, 2, and 3. The resiliency component is fundamentally associated with or a part of a recovery project. The total cost of the project is \$24,058,978. The total funding provided in this ALI is \$24,058,978.

Funding for this ALI supports the Hoboken Terminal House Power Supply located in the Immigrant Building at the Southeast area of the Hoboken Terminal. Costs include design, project administration, construction, the purchase of necessary equipment and materials, and any other related costs required to complete the scope.

This project involves the design and construction for the repair and replacement of the Hoboken Terminal House Power Supply (a.k.a. `Depot Substation`) including switch gear, transformers and associated relays, circuit breakers, power cables, electrical system components, and ancillary equipment. To improve the resiliency of the substation, it will be relocated above design flood elevation to the second floor of the Pullman & Immigrant building (a.k.a. `Immigrant` building), which is adjacent to the existing substation. The utility metering and isolation switch for the 13.2kV feed from Observer Highway will also be re-located to the second floor of the Immigrant building. The Immigrant building will be upgraded to meet structural requirements for the substation and all modifications will comply with SHPO requirements.

The Substation provides power to the Hoboken Terminal at 480V. The projected load is 1900kVA, the substation is double ended and utilizes 3000/3990(AA/FA) kVA transformers, and 4000amp main bus, main circuit breakers and bus tie breakers.

The justification for the request is the Hoboken Terminal House substation provides house power for Hoboken Terminal which services all NJ TRANSIT commuter rail lines operating from Hoboken, and was damaged by Superstorm Sandy. Replacement of the substation in a resilient manner in-place and in-kind is not feasible. The facility is located in the eastern portion of Hoboken Yard which is in a coastal floodplain designated Zone AE for which the 100-year storm BFE is 12 ft. NAVD 88. The facility is to be relocated to the second floor of the adjacent Pullman Immigrant building (16.08` NAVD 88), above the Design Flood Elevation of 14.5 feet at this site.

Design and construction are performed by a third party. Through a federally compliant RFP process, NJ TRANSIT selected Gannett Fleming as the contractor for design. The construction contractor and construction management contractor have not been selected as of grant submittal.

The project is not a continuation of any previous Section 5324 funded scope.

The useful life for the project is 30 years. If NJ TRANSIT disposes of, or discontinues using, an asset acquired with FTA grant funding prior to the end of its useful life, the remaining Federal interest will be returned to the FTA (per Circular 5010.1D).

2. RECOVERY AND RESILIENCY

The total cost of this project is \$24,058,978 (\$12,888,954-Recovery/Restoration Funds/\$11,170,024-Integrated Resiliency Funds). The methodology for the cost split between recovery and integrated resiliency is based on an estimate of resiliency components.

The resiliency component is fundamentally associated with or a part of a recovery project.

The resiliency components for this restoration project include raising components at a higher elevation and using inherently more resilient components. The estimated cost associated with the resiliency is \$11,170,024.

A cost estimate of the major cost components including substation replacement, structural repairs and SHPO related costs is attached in TEAM (Hoboken Terminal House Power Cost Estimate).

EMERGENCY RELIEF FUNDING CATEGORY

Pro-Rated Recovery

3. RESILIENCY ANALYSIS

This ALI is not being funded from the local priority resiliency allocation.

Wherever feasible, elements are located at or above ABFE+1. For elements that cannot be raised (such as those necessarily at or below grade level) materials and components will be selected during design to be inherently resistant to, or otherwise protected against, damage by flooding, to the greatest extent possible in each case.

4. PRIOR FEDERAL FUNDING

Previous federal funding was not received for this ALI.

5. BASIS OF COST ESTIMATE

The cost estimate for this ALI is based primarily on 60% Design.

6. COST BREAKDOWNS

The overall budget for expenses included in this ALI is \$24,058,978. The total funding provided in this ALI is \$24,058,978. The following category of expenses is specifically related to this ALI. These expenses do not duplicate expenses in ALI 12.79.00 and are tracked separately.

Design - In House -\$250,000
Design – Services -\$1,538,000
Project Administration - In House -\$500,000
Project Administration - Services -\$1,086,978
Oversight - In House -\$389,000
Contingency -\$6,504,000
Construction - In House -\$1,250,000
Construction - Services -\$9,058,000
Construction Mgmt - In House -\$400,000
Construction Mgmt - Services -\$1,583,000
Flagging In-House-\$1,000,000
Purchase – Materials -\$500,000

Total: \$24,058,978

7. COST SHARING

The total cost for the project included in this ALI is \$24,058,978.

The total funding provided in this ALI is \$24,058,978 which accounts for \$2,405,898 of credit from toll revenue expenditures (Transportation Development Credits) (90/10%).

This ALI is not being implemented in conjunction with any entity that is an FTA recipient or recipient of Federal funding.

8. WORK SEPARATION / SCOPE

Design and construction are performed by a third party. Through a federally compliant RFP process, Gannett Fleming was selected as the contractor for design. The construction contractor has not been

selected as of grant submittal.

While this project requires use of NJ TRANSIT's in-house Electric Traction forces, in-house Design, and in-house Construction Management, no in-house forces are required in FY15. The project will be included in NJ TRANSIT's FY16 Force Account Plan.

9 CONTRACTS / VENDORS INFORMATION

Design and construction are performed by a third party. Through a federally compliant RFP process, NJ TRANSIT selected Gannett Fleming as the contractor for design. The construction contractor and construction management contractor has not been selected as of grant submittal.

10. PRE-AWARD AUTHORITY

Pre-award authority was exercised on February 3, 2013. Activities to date include project management and design activities.

Designer: Gannett Fleming

Contract Amount: \$1,238,000

Contract Date: April 2013 - Limited Notice to Proceed (LNTP)

11. SCHEDULED MILESTONES

The milestones are listed in the Milestone section of this grant.

12. INSURANCE

No insurance revenues have been received for the scope for this line item.

13. COORDINATION AND PERMITS

Coordination with outside agency, PSE&G, is required. The status of the coordination with the agency is ongoing.

Permits required include DCA and NJDEP. NJ TRANSIT has not applied for the permits at the time of grant submittal. Permits will be applied for at the 90-100% document stage and expected duration is represented in the project schedule.

14. PROCUREMENT METHODS

NJ TRANSIT will comply with all federal procurement statutes, regulations, and guidance as prescribed by FTA's program. Additionally, NJ TRANSIT will comply with all Buy America requirements, as applicable.

15. STIP

The project is included in the FY2014-2023 Statewide Transportation Improvement Program (STIP). The Federal Highway Administration and the Federal Transit Administration approved the STIP on November 20, 2013.

The STIP ID's for this project are T903 (\$10.83 million) and T906 (\$12.889 million). FTA approved STIP modifications on 06/05/2015. Additional STIP administrative modifications were made to DBNUM T901, DBNUM T903, and DBNUM 906 on July 15, 2015. The STIP modifications are attached in TEAM.

16. NEPA

This project is a Class II Categorical Exclusion pursuant to 23 CFR Section 771.118 (c)(8) Maintenance, rehab, reconstruction of facilities. A Section 106 Review was completed and FTA determined in consultation with NJ SHPO that the project will conditionally have no adverse effect subject to conditions stated in NJ SHPO's letter to NJ Transit dated July 28, 2014. This project will not require a use of 4(f) resources, subject to NJ SHPO conditions; no 4(f) evaluation is required.

URBANIZED AREA BREAKDOWN

The funds will be drawn from the following urbanized area:
MPO-NJTPA - \$24,058,978

Funding Source	Section of Statute	CFDA Number	Amount
49 USC 5324 - (MAP 21) Public Transportation Emergency Relief	5324	20527	\$24,058,978
Non-FTA Amount			\$0
Total Eligible Cost			\$24,058,978

Milestone Name	Est. Completion Date	Description
NTP Environmental, NEPA	2/3/2013	(Completed)
NTP Design (LNTP) (Completed)	4/30/2013	
Environmental Complete (NEPA)	8/14/2014	(Completed)
Design 100% Complete	11/9/2015	
NTP Primary Contract	10/4/2016	
50% Complete	9/13/2017	
Project Complete	3/6/2019	
Closeout Complete	2/20/2020	

Budget Activity Line Item: 12.54.01 - REHAB/RENOV TRACTION POWER EQUIPMENT(Recovery)Bay Head Am 2

Scope Name / Code	Line Item #	Custom Item Name	Activity	Quantity
ELECTRIFICATION/POWER DISTRIB (RAIL) (125-01)	12.54.01	REHAB/RENOV TRACTION POWER EQUIPMENT	REHAB/RENOV TRACTION POWER EQUIPMENT	0

Extended Budget Description

Amendment 2 - This is a new ALI

Bay Head

1. SCOPE AND COST

Funds in the amount of \$23,700,000 (\$23,700,000-Recovery/Restoration) support the Bay Head Yard Substation Repair project to repair/replace assets damaged by Superstorm Sandy. This ALI funds expenses that were not eligible under categories 1, 2, and 3. The total cost of the project is \$23,700,000. The \$23,700,000 includes \$700,000 that is transferred from 123-00-12.34.03 Rehab/Renov. Terminal/Intermodal - Weehawken Ferry Repairs.

Funds in the amount of \$23,000,000 will be matched with \$2,300,000 of credit from toll revenue expenditures (Transportation Development Credits). The \$700,000 that is being transferred into this ALI is from a previously awarded ALI and was matched with Transportation Development Credit in grant NJ-44-X003-00.

Funding for this ALI supports the Bay Head Substation project. The existing Bay Head Substations are located on opposite sides of the parking and assembly area at the east side of Bay

Head Yard, adjacent to the crew quarters and administrative facility building. They are approximately 1,000 ft. south of Osborne Avenue, at the end of Twilight Road, in the town of Bay Head NJ. Costs include design, project administration, construction, the purchase of necessary equipment and materials, and any other related costs required to complete the scope.

This project involves the design and construction of a replacement Bay Head Yard Substation including switch-gear, transformers and all other associated power cable, devices, and controls. The Bay Head substation will be constructed on site. It is a brick façade over concrete masonry units, with concrete floors/foundations and steel deck/membrane roofing. The substation building is approximately 123'-2" long (includes 74'-8" long building + 48'-6" transformer enclosure) x 36'-2" wide x 26'-10" tall. The adjacent generator building is 37'-9" long x 18'-9" wide x 26'-10" tall. Substation building area is approximately 2,700 sq. ft.; Transformer area is approximately 1,380 sq. ft.; and Generator building area is approximately 710 sq. ft. This is subject to change as design finalizes and construction commences. It is solely for housing substation equipment and electrical distribution systems.

The replacement project will combine the functions of both existing substations into a single new substation. A redundant utility service feeder for the new substation will also be included. The Substation will be elevated to Design Flood Elevation or above, and utilize components designed to better withstand contact with salt water where elements cannot be raised, in a manner consistent with codes and standards.

The new substation will have two outdoor liquid filled 3750/4200 kVA transformers. The substation transformers will feed a 13.2kV switchgear line-up inside the new substation building which will power two wayside power unit substations and two building transformers for normal building house power supply. A new 800kW, 480Y/277V standby diesel generator system will be installed to supply standby building house power to replace the emergency generator damaged in Superstorm Sandy.

The justification for the request is Bay Head Yard Substation provides power for all Yard maintenance and operating facilities at Bay Head. The existing substations were damaged by Superstorm Sandy. One of the two was rendered inoperable; the other was substantially damaged and is operating in a compromised state. Replacement of the substations in a resilient manner, in-place and in-kind is not feasible. The facility is located in the eastern portion of Bay Head Yard, in a coastal floodplain designated Zone AE for which the 100-year storm BFE is 10 ft. NAVD 88. The facility is to be raised to a Design Flood Elevation of 12.5 ft. The existing substations will be demolished and disposed as part of the construction contract.

A third party contractor will be used. Through a federally compliant RFP process, Gannett Fleming was selected as the contractor for design services. The construction contractor and construction manager have not been selected as of grant submittal.

The project is not a continuation of any previous Section 5324 funded scope.

The useful life for the project is 25 years. If NJ TRANSIT disposes of, or discontinues using, an asset acquired with FTA grant funding prior to the end of its useful life, the remaining Federal interest will be returned to the FTA (per Circular 5010.1D).

2. RECOVERY AND RESILIENCY

The type of fund being requested in this ALI is Recovery/Restoration. The total cost of the project is \$23,700,000. The total funding provided in this ALI is \$23,700,000. Additional FTA grants will not be requested for this project.

EMERGENCY RELIEF FUNDING CATEGORY

Pro-Rated Recovery

3. RESILIENCY ANALYSIS

This ALI is not being funded from the local priority resiliency allocation.

Wherever feasible, elements are located at or above ABFE+1. For elements that cannot be raised (such as those necessarily at or below grade level) materials and components will be selected during design to be inherently resistant to, or otherwise protected against, damage by flooding, to the greatest extent possible in each case.

4. PRIOR FEDERAL FUNDING

Previous federal funding was not received for this ALI.

5. BASIS OF COST ESTIMATE

The cost estimate for this ALI is based primarily 60% Design.

6. COST BREAKDOWNS

The total funding provided in this ALI is \$23,700,000. The following categories of expenses is specifically related to this ALI. These expenses do not duplicate expenses in ALI 12.79.00 and are tracked separately.

Design - In House - \$125,000
Design - Services - \$1,700,000
Project Administration - In House - \$300,000
Project Administration - Services - \$900,000
Contingency - \$2,200,000
Construction - In House - \$1,000,000
Construction - Services - \$14,250,000
Construction Mgmt. - In House - \$325,000
Construction Mgmt. - Services - \$1,450,000
Demolition - Services - \$200,000
Flagging - In House - \$750,000
Purchase - Materials - \$500,000

Total: \$23,700,000

7. COST SHARING

The total cost of the project is \$23,700,000. The total funding provided in this line item is \$23,700,000 which accounts for \$2,370,000 of credit from toll revenue expenditures (Transportation Development Credits) (90/10%). The \$23,700,000 includes \$700,000 that is being transferred from 123-00-12.34.03 Rehab/Renov. Terminal/Intermodal - Weehawken Ferry Repairs. The \$700,000 was matched with Transportation Development Credits in NJ-44-X003.

This ALI is not being implemented in conjunction with any entity that is an FTA recipient or recipient of Federal funding.

8. WORK SEPARATION / SCOPE

Design, construction, and construction management are performed by a third party. Through a federally compliant RFP process, Gannett Fleming was selected as the contractor for design services. The construction contractor and construction manager have not been selected as of grant submittal.

While this project requires use of NJ TRANSIT's in-house Electric Traction forces, in-house Design, and in-house Construction Management, no in-house forces are required in FY15. The project will be included in NJ TRANSIT's FY16 Force Account Plan.

9. CONTRACTS / VENDORS INFORMATION

Design, construction, and construction management are performed by a third party. Through a federally compliant RFP process, Gannett Fleming was selected as the contractor for design services. The construction contractor and construction manager have not been selected as of grant submittal.

10. PRE-AWARD AUTHORITY

Pre-award authority was exercised on 2013. Activities to date include project management and design activities.

Designer: Gannett Fleming
Contract Amount: \$1,237,625
Contract Date: April 2013 - Limited Notice to Proceed (LNTP)

11. SCHEDULED MILESTONES

The milestones are listed in the Milestone section of this grant.

12. INSURANCE

No insurance revenues have been received for the scope for this line item.

13. COORDINATION AND PERMITS

Coordination with outside agency, Jersey Central Power and Light (JCP&L), is required. The status of the coordination with the agency is ongoing.

Permits required include DCA, NJDEP, and Soil Erosion Sediment Control (SESC). NJ TRANSIT has not applied for the permits at the time of grant submittal. Permits will be applied for at the 90-100% document stage and expected duration is represented in the project schedule.

14. PROCUREMENT METHODS

NJ TRANSIT will comply with all federal procurement statutes, regulations, and guidance as prescribed by FTA's program.

15. STIP

The project is included in the FY2014-2023 Statewide Transportation Improvement Program (STIP). The Federal Highway Administration and the Federal Transit Administration approved the STIP on November 20, 2013.

The STIP ID for this project is T906 - NJ Transit System Repairs/Restoration. FTA approved STIP modifications on June 5, 2015. Additional STIP administrative modifications were made to DNUM T906 on July 15, 2015. The STIP modifications are attached in TEAM.

16. NEPA

This project is a Class II Categorical Exclusion pursuant to 23 CFR Section 771.118 (c)(1) Utilities and similar appurtenance. A Section 106 Review was completed and FTA determined in consultation with NJ SHPO determined that the project will conditionally have no adverse effect subject to conditions stated in its letter to NJ Transit of April 2, 2014. This project will not require a use of 4(f) resources; no 4(f) evaluation is required.

URBANIZED AREA BREAKDOWN

The funds will be drawn from the following urbanized area:

MPO-NJTPA

NENJ – 340010 –\$23,700,000

Funding Source	Section of Statute	CFDA Number	Amount
49 USC 5324 - (MAP 21) Public Transportation Emergency Relief	5324	20527	\$23,700,000
Non-FTA Amount			\$0
Total Eligible Cost			\$23,700,000

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Budget Activity Line Item: 12.54.01 - REHAB/RENOV TRACTION POWER(Recovery)Henderson Amen 2

Scope Name / Code	Line Item #	Custom Item Name	Activity	Quantity
ELECTRIFICATION/POWER DISTRIB (RAIL) (125-02)	12.54.01	REHAB/RENOV TRACTION POWER EQUIPMENT	REHAB/RENOV TRACTION POWER EQUIPMENT	0

Extended Budget Description

Amendment 2 - This is a new ALI

Henderson St. Substation

1. SCOPE AND COST

Funds in the amount of \$21,300,000 (Recovery/Restoration) support the Henderson St. Substation Repair project to repair/replace assets damaged by Superstorm Sandy. This ALI funds expenses that were not eligible under categories 1, 2, and 3. The total cost of the project is \$21,300,000. Funds will be matched with \$2,130,000 of credit from toll revenue expenditures (Transportation Development Credits).

Funding in this ALI supports the Henderson Street Substation project that is located at the Hoboken Rail Terminal at the southeastern corner of the city of Hoboken along the Hudson River. Costs include design, project administration, construction, the purchase of necessary equipment and materials, and any other related costs required to complete the scope.

This project involves the design and construction of the replacement Henderson Street Substation in Hoboken, including switch-gear, transformers and all other associated power cable, devices, and controls. The replacement substation will be located at the site of the existing Hoboken Yard Boiler Building (boiler is decommissioned). Backup power will be included in the new facility. This work includes demolition of, the existing boiler building. New utility service feeders will be included in the replacement substation. The Substation will be elevated to Design Flood Elevation or above, and utilize components designed to better withstand contact with salt water where elements cannot be raised, in a manner consistent with codes and standards.

The new substation will consist of 13.2kV switchgear, with a new 1200 amp main-double tie-main bus/circuit breaker configuration. Three emergency generators are included in the new substation.

The justification for Henderson Street Substation project: Henderson is a medium voltage substation that provides power for various facilities throughout Hoboken Yard and Terminal (other than Traction power). The existing substation was damaged by Superstorm Sandy and is operating in a compromised state. Replacement of the substation in a resilient manner in-place and in-kind is not feasible. In addition, emergency back-up power to Henderson St. Substation was damaged. An explanation for the addition of three emergency generators for replacement back-up power is attached in TEAM.

The facility is currently located in the western portion of Hoboken Yard which is in a coastal floodplain designated Zone AE for which the 100-year storm BFE is 11 ft. NAVD 88. The new facility will be located within the existing Hoboken Yard Boiler Building at or above a Design Flood elevation of 13.5 ft.

A third party contractor will be used. Through a federally compliant RFP process, Gannett Fleming was selected as the contractor for design services. The construction contractor and construction manager have not been selected as of grant submittal.

The project is not a continuation of any previous Section 5324 funded scope.

The useful life for the project is 25 years. If NJ TRANSIT disposes of, or discontinues using, an asset acquired with FTA grant funding prior to the end of its useful life, the remaining Federal interest will be returned to the FTA (per Circular 5010.1D).

2. RECOVERY AND RESILIENCY

The type of funds being requested in This ALI is Recovery/Restoration. The total cost of the project is \$21,300,000. The total funding provided in this ALI is \$21,300,000. Additional FTA grants will not be requested for this project.

EMERGENCY RELIEF FUNDING CATEGORY

Pro-Rated Recovery

3. RESILIENCY ANALYSIS

This ALI is not being funded from the local priority resiliency allocation. Wherever feasible, elements are located at or above ABFE+1. For elements that cannot be raised (such as those necessarily at or below grade level) materials and components will be selected during design to be inherently resistant to, or otherwise protected against, damage by flooding, to the greatest extent possible in each case.

4. PRIOR FEDERAL FUNDING

Previous federal funding was not received for this ALI.

5. BASIS OF COST ESTIMATE

The cost estimate for this ALI is based primarily on 60% Design.

6. COST BREAKDOWNS

The overall budget for expenses included in this ALI is \$21,300,000

The following categories of expenses is specifically related to this ALI.

Design - In House - \$100,000
Design - Services - \$1,350,000
Project Administration - In House - \$250,000
Project Administration - Services - \$1,200,000
Oversight - Services - \$300,000
Contingency - \$2,325,000
Construction - In House - \$1,000,000
Construction - Services - \$12,000,000
Construction Mgmt. - In House - \$250,000
Construction Mgmt. - Services - \$1,625,000
Flagging - In House - \$150,000
Purchase - Materials \$750,000

Total: \$21,300,000

7. COST SHARING

The total cost of the project included in this ALI is \$21,300,000. The total funds requested in this ALI are \$21,300,000 which accounts for \$2,130,000 of credit from toll revenue expenditures (Transportation Development Credits) (90/10%).

This ALI is not being implemented in conjunction with any entity that is an FTA recipient or recipient of Federal funding.

8. WORK SEPARATION / SCOPE

Design, construction, and construction management are performed by a third party. Through a federally compliant RFP process, Gannett Fleming was selected as the contractor for design services. The construction contractor and construction manager have not been selected as of grant submittal.

While this project requires use of NJ TRANSIT's in-house Electric Traction forces, in-house Design, and in-house Construction Management, no in-house forces are required in FY15. The project will be included in NJ TRANSIT's FY16 Force Account Plan.

9. CONTRACTS / VENDORS INFORMATION

Design, construction, and construction management are performed by a third party. Through a federally compliant RFP process, Gannett Fleming was selected as the contractor for design services. The construction contractor and construction manager have not been selected as of grant submittal.

10. PRE-AWARD AUTHORITY

Pre-award authority was exercised on February 3, 2013. Activities to date include Project Management and design activities.

Designer: Gannett Fleming
Contract Amount: \$1,031,354
Contract Date: April 2013 - Limited Notice to Proceed (LNTP)

11. SCHEDULED MILESTONES

The milestones are listed in the Milestone section of this grant.

12. INSURANCE

No insurance revenues have been received for the scope for this line item.

13. COORDINATION AND PERMITS

Coordination with outside agency, PSE&G, is required. The status of the coordination with the agency is ongoing.

Permits required- DCA, NJDEP and Soil Erosion Sediment Control (SESC). NJ TRANSIT has not applied for the permits at the time of grant submittal. Permits will be applied for at the 90-100% document stage and expected duration is represented in the project schedule.

14. PROCUREMENT METHODS

NJ TRANSIT will comply with all federal procurement statutes, regulations, and guidance as prescribed by FTA's program. Additionally, NJ TRANSIT will comply with all Buy America requirements, as applicable

15. STIP

The project is included in the FY2014-2023 Statewide Transportation Improvement Program (STIP). The Federal Highway Administration and the Federal Transit Administration approved the STIP on November 20, 2013.

The STIP ID for this project is T906 - NJ Transit System Repairs/Restoration. FTA approved STIP modifications on June 5, 2015. Additional STIP administrative modifications were made to DNUM T906 on July 15, 2015. The STIP modifications are attached in TEAM.

16. NEPA

This project is a Class II Categorical Exclusion pursuant to 23 CFR Section 771.118 (c)(1) Utilities and similar appurtenance. A Section 106 Review was completed and FTA determined in consultation with NJ SHPO that the project will have no adverse effect on Section 106 Resources per NJ SHPO letter dated November 7, 2013. This project will not require a use of 4(f) resources; no 4(f) evaluation is required.

URBANIZED AREA BREAKDOWN

The funds will be drawn from the following urbanized area:

MPO-NJTPA

NENJ – 340010 –\$21,300,000

Funding Source	Section of Statute	CFDA Number	Amount
49 USC 5324 - (MAP 21) Public Transportation Emergency Relief	5324	20527	\$21,300,000
Non-FTA Amount			\$0
Total Eligible Cost			\$21,300,000

Milestone Name	Est. Completion Date	Description
NTP Environmental, NEPA	2/3/2013	(Completed)
NTP Design (LNTP) (Completed)	4/30/2013	
Environmental Complete (NEPA)	12/11/2013	(Completed)
Design 100% Complete	3/29/2016	
NTP Primary Contract	1/5/2017	
50% Complete	2/9/2018	
Project Complete	9/24/2019	
Closeout Complete	8/22/2020	

Budget Activity Line Item: 12.54.01 - REHAB/RENOV TRACTION POWER EQUIPMENT(LPR)ROC Sub Amend 2

Scope Name / Code	Line Item #	Custom Item Name	Activity	Quantity
ELECTRIFICATION/POWER DISTRIB (RAIL) (125-03)	12.54.01	REHAB/RENOV TRACTION POWER EQUIPMENT	REHAB/RENOV TRACTION POWER EQUIPMENT	0

Extended Budget Description

Amendment 2 - This is a new ALI

ROC Unit Substation

1. SCOPE AND COST

Funds in the amount of \$6,610,045 (LPR funds) support the Rail Operations Center (ROC) Unit Substation Project.

The \$6,610,045 includes funds in the amount of \$1,250,000 transferred from 124-00 – 12.42.11 – Purchase Rail Support Vehicles – Fuel Trucks (LPR). It also includes funds in the amount of \$2,300,000 transferred from 126-00– 12.64.02 – Rehab Communication Systems - Interoperable Communications (LPR). A total of \$3,550,000 is being transferred into this ALI. The remaining funds in the amount of \$3,060,045 are matched with \$306,005 of credit from toll revenue expenditures (Transportation Development Credits). The \$3,550,000 was matched with Transportation Development Credits in NJ-44-X003.

This ALI funds expenses that were not eligible under categories 1, 2, and 3 and are not funded by insurance. This project is a Locally Prioritized Resiliency project. The total project cost is \$6,610,045. The total funding provided in this ALI is \$6,610,045.

Funding for this ALI supports the Rail Operations Center (ROC) Unit Substation, located at the Meadows Maintenance Complex site in Kearny, NJ. Costs include project administration, construction, the purchase of necessary equipment and materials, and any other related costs required to complete the scope.

The justification for this request is the Rail Operations Center (ROC) monitors and controls all train movements throughout the system, and as such the facility requires reliable power at all times. The existing substation and emergency generator are susceptible to flooding. During Sandy, the water level reached just above the concrete pad of the equipment. Electrical components were not damaged, however to make the substation more resilient to future weather events it will be replaced with a new substation installed indoors at a higher elevation in its own dedicated building. The indoor location will provide a controlled environment to allow safe and expeditious maintenance, restoration of power and repairs in all-weather conditions and at any time of day.

The substation building is approximately 93'-0" long x 20'-0" wide x 23'-3" tall. The substation building area is approximately 1,860 sq. ft. This is subject to change as design finalizes and construction commences. The building is for housing substation equipment and electrical distribution systems. It is insulated precast concrete panels, similar to the existing MMC/ROC construction; with concrete floors/foundations and steel deck/membrane roofing. The building will be constructed on site. The substation design does utilize factory fabricated precast panel walls, but they will be erected and set in place on site on a cast-in-place foundation.

Construction service and construction management services are performed by a third party and will be selected through a federally compliant RFP process. The construction contractor and construction management contractor have not been selected as of grant submittal.

The project is not a continuation of any previous Section 5324 funded scope.

The useful life for the project is 30 years. If NJ TRANSIT disposes of, or discontinues using, an asset acquired with FTA grant funding prior to the end of its useful life, the remaining Federal interest will be returned to the FTA (per Circular 5010.1D).

2. RECOVERY AND RESILIENCY

This project is being funded from the local priority resiliency allocation.

EMERGENCY RELIEF FUNDING CATEGORY

Locally Prioritized Resiliency

3. RESILIENCY ANALYSIS

This project is being funded from the local priority resiliency allocation. The applicable FTA templates (Attachment A, Justification Statement (Part B), Attachment C and flood maps) have been completed and submitted.

NJ TRANSIT evaluated the asset in relation to FEMA BFE and incorporated findings and requirements into the NJT Resiliency Program Design Criteria used to guide the development of the Basis Of Design for the project.

FTA provided preliminary resiliency approval concurrent with grant approval.

4. PRIOR FEDERAL FUNDING

Previous federal funding was not received for this ALI.

5. BASIS OF COST ESTIMATE

The cost estimate for this ALI is based primarily 60% Design.

6. COST BREAKDOWNS

Overall budget for expenses included in this ALI is \$6,610,045. The total funding provided in this ALI is \$6,610,045. The following categories of expenses are specifically related to this ALI. These expenses do not duplicate expenses in ALI 12.79.00 and are tracked separately.

Project Administration - In House -\$10,000
Project Administration - Services -\$26,000
Oversight - Services -\$148,000
Contingency -\$443,045
Construction - In House -\$300,000
Construction - Services -\$5,492,000
Construction Mgmt - In House -\$15,000
Construction Mgmt - Services -\$26,000
Flagging - In House -\$50,000
Purchase - Materials -\$100,000

Total: \$6,610,045

7. COST SHARING

The total cost for the project included in this ALI is \$6,610,045. The total funding provided in this ALI is \$6,610,045. The \$6,610,045 includes funds in the amount of \$1,250,000 transferred from 124-00 – 12.42.11 – Purchase Rail Support Vehicles – Fuel Trucks (LPR). It also includes funds in the amount of \$2,300,000 transferred from 126-00– 12.64.02 – Rehab Communication Systems - Interoperable Communications (LPR). A total of \$3,550,000 is being transferred into this ALI. The remaining funds in the amount of \$3,060,045 are matched with \$306,005 of credit from toll revenue expenditures (Transportation Development Credits) (90/10%). The \$3,550,000 was matched with Transportation Development Credits in NJ-44-X003-00.

This ALI is not being implemented in conjunction with any entity that is an FTA recipient or recipient of Federal funding.

8. WORK SEPARATION / SCOPE

Design, construction, and construction management are performed by a third party. Gannett Fleming was selected as the contractor for design services. The construction contractor and construction manager contract have not been selected as of grant submittal.

While this project requires use of NJ TRANSIT's in-house Electric Traction forces, in-house Design, and in-house Construction Management, no in-house forces are required in FY15. The project will be included in NJ TRANSIT's FY17 Force Account Plan.

9. CONTRACTS / VENDORS INFORMATION

Design, construction, and construction management are performed by a third party. Through a federally compliant RFP process, NJ TRANSIT selected Gannett Fleming as the contractor for design services. The construction contractor and construction manager contractor have not been selected as of grant submittal.

10. PRE-AWARD AUTHORITY

NJ TRANSIT will not use pre-award authority for this line item.

11. SCHEDULED MILESTONES

The milestones are listed in the Milestone section of this grant.

12. INSURANCE

No insurance revenues have been received for the scope for this line item.

13. COORDINATION AND PERMITS

Coordination with outside agency, PSE&G is required. The status of the coordination with the agency is ongoing.

Permits required include DCA, NJDEP, USACE, and Hudson Essex Passaic Soil Conservation District (HEPSCD). NJ TRANSIT has not applied for the permits at the time of grant submittal. Permits will be applied for at the 90-100% document stage and expected duration is represented in the project schedule.

14. PROCUREMENT METHODS

NJ TRANSIT will comply with all federal procurement statutes, regulations, and guidance as prescribed by FTA's program. Additionally, NJ TRANSIT will comply with all Buy America requirements, as applicable.

15. STIP

The project is included in the FY2014-2023 Statewide Transportation Improvement Program (STIP). The Federal Highway Administration and the Federal Transit Administration approved the STIP on November 20, 2013.

The STIP ID for this project is T901 MMC/ROC Resiliency. STIP administrative modifications were made to DBNUM T901 on July 15, 2015. The STIP modifications are attached in TEAM."

16. NEPA

This project is a Class II Categorical Exclusion pursuant to 23 CFR Section 771.118 (c)(8) Maintenance, rehab, reconstruction of facilities

A Section 106 Review was completed. FTA determined in consultation with NJ SHPO that the project will have no adverse effect (per letter with NJ SHPO approval stamp dated January 27, 2014). This project will not require a use of 4(f) resources; no 4(f) evaluation is required.

URBANIZED AREA BREAKDOWN

The funds will be drawn from the following urbanized area:

MPO-NJTPA - \$6,610,045

Funding Source	Section of Statute	CFDA Number	Amount
49 USC 5324 - (MAP 21) Public Transportation Emergency Relief	5324	20527	\$6,610,045
Non-FTA Amount			\$0
Total Eligible Cost			\$6,610,045

Milestone Name	Est. Completion Date	Description
NTP Environmental, NEPA (Compl	2/3/2013	
Environmental Complete (NEPA)	11/25/2013	(Completed)

Design 100% Complete	10/20/2015
NTP Primary Contract	5/5/2017
50% Complete	5/5/2017
Project Complete	7/17/2018
Closeout Complete	6/17/2019

Project Environmental Findings

Finding: Class 2C

Class Level Description

Categorical Exclusion Description

Type 08: Maintenance, rehabilitation, and reconstruction of facilities that occupy substantially the same geographic footprint and do not result in a change in functional use, such as: improvements to bridges, tunnels, storage yards, buildings, stations, and terminals; construction of platform extensions, passing track, and retaining walls; and improvements to tracks and railbeds.

Scope Name / Code	Line Item Number	Line Item Name	Quantity	FTA Amount	Total Eligible Cost
RAIL TRANSITWAY LINES (122-01)	12.24.03	REHAB/RENOV LINE EQUIP/STRUCTURES-NLR-Tier 1 (Recovery)	0	\$164,821.00	\$164,821.00

Finding: Class 2C

Class Level Description

Categorical Exclusion Description

Type 08: Maintenance, rehabilitation, and reconstruction of facilities that occupy substantially the same geographic footprint and do not result in a change in functional use, such as: improvements to bridges, tunnels, storage yards, buildings, stations, and terminals; construction of platform extensions, passing track, and retaining walls; and improvements to tracks and railbeds.

Scope Name / Code	Line Item Number	Line Item Name	Quantity	FTA Amount	Total Eligible Cost
RAIL TRANSITWAY LINES (122-02)	12.24.03	REHAB/RENOV LINE EQUIP/STRUCTURES-HBLR-TIER 1(Recovery)	0	\$1,326,252.00	\$1,326,252.00

Finding: Class 2C

Class Level Description

Categorical Exclusion Description

Type 08: Maintenance, rehabilitation, and reconstruction of facilities that occupy substantially the same geographic footprint and do not result in a change in functional use, such as: improvements to bridges, tunnels, storage yards, buildings, stations, and terminals; construction of platform extensions, passing track, and retaining walls; and improvements to tracks and railbeds.

Scope Name / Code	Line Item Number	Line Item Name	Quantity	FTA Amount	Total Eligible Cost
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RAIL - STATION/STOPS/TERMINAL S (123-00)	12.34.03	TERMINAL, INTERMODAL (TRANSIT)- Weehawken Ferry- Tier 1-Amen 2	0	\$4,000,000. 00	\$4,000,000.0 0
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Finding: Class 2C

Class Level Description

Categorical Exclusion Description

Type 04: Planning and administrative activities which do not involve or lead directly to construction, such as: training, technical assistance and research; promulgation of rules, regulations, directives, or program guidance; approval of project concepts; engineering; and operating assistance to transit authorities to continue existing service or increase service to meet routine demand.

Scope Name / Code	Line Item Number	Line Item Name	Quantity	FTA Amount	Total Eligible Cost
OTHER CAPITAL ITEMS (RAIL) (127-00)	12.79.00	PROJECT ADMINISTRATION (RAIL)- Tier 1(Recov)Amend 2	0	\$18,610,859. 00	\$18,610,859.0 0

Finding: Class 2C

Class Level Description

Categorical Exclusion Description

Type 07: Acquisition, installation, rehabilitation, replacement, and maintenance of vehicles or equipment, within or accommodated by existing facilities, that does not result in a change in functional use of the facilities, such as: equipment to be located within existing facilities and with no substantial off-site impacts; and vehicles, including buses, rail cars, trolley cars, ferry boats and people movers that can be accommodated by existing facilities or by new facilities that qualify for a categorical exclusion.

Scope Name / Code	Line Item Number	Line Item Name	Quantity	FTA Amount	Total Eligible Cost
SUPPORT EQUIP/FACILITIES (RAIL) (124-00)	12.42.11	PURCHASE - RAIL SUPPORT VEHICLES-Tier 2(LPR)FuelTrucksAmn 2	0	\$750,000.0 0	\$750,000.00

Finding: Class 2C

Class Level Description

Categorical Exclusion Description

Type 08: Maintenance, rehabilitation, and reconstruction of facilities that occupy substantially the same geographic footprint and do not result in a change in functional use, such as: improvements to bridges, tunnels, storage yards, buildings, stations, and terminals; construction of platform extensions, passing track, and retaining walls; and improvements to tracks and railbeds.

Scope Name / Code	Line Item Number	Line Item Name	Quantity	FTA Amount	Total Eligible Cost
ELECTRIFICATION/POWER DISTRIB (RAIL) (125000)	12.54.03	REHAB/REN POWER DIST SUBSTATION-	0	\$23,000,000. 00	\$23,000,000.0 0

Tier 2(LPR)Gladstone
Amen 2

Finding: Class 2C

Class Level Description

Categorical Exclusion Description

Type 05: Activities, including repairs, replacements, and rehabilitations, designed to promote transportation safety, security, accessibility and effective communication within or adjacent to existing right-of-way, such as: the deployment of Intelligent Transportation Systems and components; installation and improvement of safety and communications equipment, including hazard elimination and mitigation; installation of passenger amenities and traffic signals; and retrofitting existing transportation vehicles, facilities or structures, or upgrading to current standards.

Scope Name / Code	Line Item Number	Line Item Name	Quantity	FTA Amount	Total Eligible Cost
SIGNAL/COMMUNICATION (RAIL) (126-00)	12.64.02	REHAB COMM SYSTEMTier 2(LPR)-Interop Com Amen 2	0	\$14,700,000.00	\$14,700,000.00

Finding: Class 2C

Class Level Description

Categorical Exclusion Description

Type 08: Maintenance, rehabilitation, and reconstruction of facilities that occupy substantially the same geographic footprint and do not result in a change in functional use, such as: improvements to bridges, tunnels, storage yards, buildings, stations, and terminals; construction of platform extensions, passing track, and retaining walls; and improvements to tracks and railbeds.

Finding: Class 2C

Class Level Description

Categorical Exclusion Description

Type 08: Maintenance, rehabilitation, and reconstruction of facilities that occupy substantially the same geographic footprint and do not result in a change in functional use, such as: improvements to bridges, tunnels, storage yards, buildings, stations, and terminals; construction of platform extensions, passing track, and retaining walls; and improvements to tracks and railbeds.

Scope Name / Code	Line Item Number	Line Item Name	Quantity	FTA Amount	Total Eligible Cost
RAIL - STATION/STOPS/TERMINALS (123-01)	12.34.03	Terminal, Intermodal (transit)Hoboken Boiler & Terminal Repair - (recovery) Amend 3	0	\$13,059,000.00	\$13,059,000.00

Finding: Class 2C

Class Level Description

Categorical Exclusion Description

Type 08: Maintenance, rehabilitation, and reconstruction of facilities that occupy substantially the same geographic footprint and do not result in a change in functional use, such as: improvements to bridges, tunnels, storage yards, buildings, stations, and terminals; construction of platform extensions, passing track, and retaining walls; and improvements to tracks and railbeds.

Scope Name / Code	Line Item Number	Line Item Name	Quantity	FTA Amount	Total Eligible Cost
RAIL TRANSITWAY LINES (122-03)	12.24.03	REHAB/RENOV LINE EQUIP/STRUCTURES-HBLR-Tier 1(Recovery)Amen1	0	\$43,578,600.00	\$43,578,600.00

Finding: Class 2C

Class Level Description

Categorical Exclusion Description

Type 01: Acquisition, installation, operation, evaluation, replacement, and improvement of discrete utilities and similar appurtenances (existing and new) within or adjacent to existing transportation right-of-way, such as: utility poles, underground wiring, cables, and information systems; and power substations and utility transfer stations.

Scope Name / Code	Line Item Number	Line Item Name	Quantity	FTA Amount	Total Eligible Cost
SIGNAL/COMMUNICATION (RAIL) (126-01)	12.64.02	REHAB COMMUNICATIONS SYSTEMTier1(Recov)L wr Hack-Kearny Am1	0	\$10,285,000.00	\$10,285,000.00

Finding: Class 2C

Class Level Description

Categorical Exclusion Description

Type 01: Acquisition, installation, operation, evaluation, replacement, and improvement of discrete utilities and similar appurtenances (existing and new) within or adjacent to existing transportation right-of-way, such as: utility poles, underground wiring, cables, and information systems; and power substations and utility transfer stations.

Scope Name / Code	Line Item Number	Line Item Name	Quantity	FTA Amount	Total Eligible Cost
SIGNAL/COMMUNICATION (RAIL) (126-02)	12.64.20	REHAB MISC SIGNAL/COMM EQUIPTier1(Recov)NJCL Upper Sign-Am1	0	\$27,445,000.00	\$27,445,000.00

Finding: Class 2C

Class Level Description

Categorical Exclusion Description

Type 01: Acquisition, installation, operation, evaluation, replacement, and improvement of discrete utilities and similar appurtenances (existing and new) within or adjacent to existing transportation right-of-way, such as: utility poles, underground wiring, cables, and information systems; and power substations and utility transfer stations.

Scope Name / Code	Line Item Number	Line Item Name	Quantity	FTA Amount	Total Eligible Cost
SIGNAL/COMMUNICATION (RAIL) (126-03)	12.64.02	REHAB COMMUNICATIONS SYSTEMSTier2(LPR)Hobo Yrd Sig Amen 1	0	\$26,904,000.00	\$26,904,000.00

Finding: Class 2C

Class Level Description

Categorical Exclusion Description

Type 01: Acquisition, installation, operation, evaluation, replacement, and improvement of discrete utilities and similar appurtenances (existing and new) within or adjacent to existing transportation right-of-way, such as: utility poles, underground wiring, cables, and information systems; and power substations and utility transfer stations.

Scope Name / Code	Line Item Number	Line Item Name	Quantity	FTA Amount	Total Eligible Cost
SIGNAL/COMMUNICATION (RAIL) (126-04)	12.44.02	REHAB/RENOV- MAINT FACILITYTier2(LPR)Hobo -Sg/Term Amn 1	0	\$16,320,000.00	\$16,320,000.00

Finding: Class 2C

Class Level Description

Categorical Exclusion Description

Type 08: Maintenance, rehabilitation, and reconstruction of facilities that occupy substantially the same geographic footprint and do not result in a change in functional use, such as: improvements to bridges, tunnels, storage yards, buildings, stations, and terminals; construction of platform extensions, passing track, and retaining walls; and improvements to tracks and railbeds.

Scope Name / Code	Line Item Number	Line Item Name	Quantity	FTA Amount	Total Eligible Cost
SUPPORT EQUIP/FACILITIES (RAIL) (124-01)	12.44.02	REHAB/REN-MAIN FACIL-Tier2 (LPR)MMC/ROC Amend 1	0	\$17,915,000.00	\$17,915,000.00

Finding: Class 2C

Class Level Description

Categorical Exclusion Description

Type 08: Maintenance, rehabilitation, and reconstruction of facilities that occupy substantially the same geographic footprint and do not result in a change in functional use, such as: improvements to bridges, tunnels, storage yards, buildings, stations, and terminals; construction of platform extensions, passing track, and retaining walls; and improvements to tracks and railbeds.

Scope Name / Code	Line Item Number	Line Item Name	Quantity	FTA Amount	Total Eligible Cost
RAIL - STATION/STOPS/TERMINALS (123-02)	12.34.03	TERMINAL, INTERMODAL (TRANSIT) (Recovery)Hobo Term Hse Amen 2	0	\$24,058,978.00	\$24,058,978.00

Finding: Class 2C

Class Level Description

Categorical Exclusion Description

Type 01: Acquisition, installation, operation, evaluation, replacement, and improvement of discrete utilities and similar appurtenances (existing and new) within or adjacent to existing transportation right-of-way, such as: utility poles, underground wiring, cables, and information systems; and power substations and utility transfer stations.

Scope Name / Code	Line Item Number	Line Item Name	Quantity	FTA Amount	Total Eligible Cost
ELECTRIFICATION/ POWER DISTRIB (RAIL) (125-01)	12.54.01	REHAB/RENOV TRACTION POWER EQUIPMENT(Recovery)Bay Head Am 2	0	\$23,700,000.00	\$23,700,000.00

Finding: Class 2C

Class Level Description

Categorical Exclusion Description

Type 01: Acquisition, installation, operation, evaluation, replacement, and improvement of discrete utilities and similar appurtenances (existing and new) within or adjacent to existing transportation right-of-way, such as: utility poles, underground wiring, cables, and information systems; and power substations and utility transfer stations.

Scope Name / Code	Line Item Number	Line Item Name	Quantity	FTA Amount	Total Eligible Cost
ELECTRIFICATION/ POWER DISTRIB (RAIL) (125-02)	12.54.01	REHAB/RENOV TRACTION POWER(Recovery)Henderson Amen 2	0	\$21,300,000.00	\$21,300,000.00

Finding: Class 2C**Class Level Description****Categorical Exclusion Description**

Type 08: Maintenance, rehabilitation, and reconstruction of facilities that occupy substantially the same geographic footprint and do not result in a change in functional use, such as: improvements to bridges, tunnels, storage yards, buildings, stations, and terminals; construction of platform extensions, passing track, and retaining walls; and improvements to tracks and railbeds.

Scope Name / Code	Line Item Number	Line Item Name	Quantity	FTA Amount	Total Eligible Cost
ELECTRIFICATION/ POWER DISTRIB (RAIL) (125-03)	12.54.01	REHAB/RENOV TRACTION POWER EQUIPMENT(LPR)ROC Sub Amend 2	0	\$6,610,045. 00	\$6,610,045.0 0

Part 4: Fleet Details

No fleet data exists for this application.

Part 5: FTA Review Comments**FTA Review Internal Comments****Comment By Donald Burns**

Comment Type Environmental Concurrence

Date 4/20/2016

Comment

Comment By Ralph Branche

Comment Type Technical Concurrence

Date 4/20/2016

Comment Need to return back to grantee for updated changes

Comment By Lynn Bailey

Comment Type Civil Rights Concurrence

Date 4/21/2016

Comment

Comment By Ralph Branche

Comment Type Technical Concurrence

Date 5/3/2016

Comment I concur with the movement of this grant

Comment By Donald Burns

Comment Type Environmental Concurrence

Date 5/3/2016

Comment

Comment By Stephen Goodman

Comment Type Ad Hoc Review

Date 5/3/2016

Comment My preliminary comments were addressed.

Comment By Lynn Bailey

Comment Type Civil Rights Concurrence

Date 5/4/2016

Comment The grant does not include new/rehab construction or vehicle purchases. CR review is not required.

Comment By Michael Culotta

Comment Type Ad Hoc Review

Date 5/19/2016

Comment Preliminary legal review is complete.

Comment By Donald Burns

Comment Type Environmental Concurrence

Date 5/26/2016

Comment

Comment By Donald Burns

Comment Type Planning Concurrence

Date 6/1/2016

Comment

Comment By Stephen Goodman

Comment Ad Hoc Review

Type

Date 6/2/2016

Comment I concur per the grant application checklist 5/31/16.

Comment By Darreyl Davis

Comment Type Operations Concurrence

Date 6/2/2016

Comment Stephen Goodman, PE, Director of the Hurricane Sandy Recovery Office has concurred.

Comment By Michael Culotta

Comment Type Legal Concurrence

Date 6/3/2016

Comment

Comment By Anthony Carr

Comment Type RA Concurrence

Date 6/6/2016

Comment

Application Review Comments

Comment By Daniel Moser

Comment Type Environmental Findings

Date 4/27/2016

Project Title Sandy 2 - Public Trans Emergency Relief

Project Number NJ-44-X003-03

Comment Environmental Review and Section 106 Review complete. The projects will have no impact on Section 106 Resources subject to the conditions of the attached NJ SHPO concurrence letters ("SHPO concur Ferry" and "SHPO concur Boiler").

STIP Review complete. STIP FTA approval letter. Project is funded under eSTIP Project ID T906 (attached in TrAMS grant application).

Application Review Comments

Comment By Michael Culotta

Comment Type Application Details

Date 5/19/2016

Comment Conditions of Award for FTA's Public Transportation Emergency Relief Program Grants

The Recipient agrees that the following Conditions of Award apply to grants for projects funded under the Second Allocation of the Public Transportation Emergency Relief Program (Emergency Relief Program). These Conditions of Award supersede any conflicting provisions of this Grant Agreement and applicable Master Agreement, unless FTA determines otherwise in writing:

1. This award is authorized by 49 U.S.C. § 5324, which established FTA's Emergency Relief Program with funding made available under the Disaster Relief Appropriations Act, 2013, Public Law 113-2, January 29, 2013, which provides funding for transit systems affected by Hurricane Sandy. This grant supports the following projects described in FTA's Federal Register Notice "Second Allocation of Public Transportation Emergency Relief Funds in Response to Hurricane Sandy: Response, Recovery & Resiliency" 78 FR 32296, May 29, 2013, and the subsequent correction notice published on June 4, 2013, 78 FR 33467:

a. Recovery and Rebuilding Projects in response to damage caused by Hurricane Sandy, and

b. Local Priority Resiliency Projects.

2. FTA Notice. The Recipient agrees to follow FTA's Federal Register Notice "Second Allocation of Public Transportation Emergency Relief Funds in Response to Hurricane Sandy: Response, Recovery & Resiliency" 78 FR 32296, May 29, 2013, and the subsequent correction notice published on June 4, 2013, 78 FR 33467; Federal Register Notice, February 6, 2013, pertaining to the Emergency Relief Program Grants, and any later revision of the FTA Notice; any future FTA notices of Emergency Relief Program funding availability; and FTA's Emergency Relief Program Final Rule, except as FTA determines otherwise in writing.

3. Eligible Projects – Limitations. Funding under this Grant Agreement may be used only for projects determined eligible for funding under FTA's Emergency Relief Program, and may not be used for projects determined ineligible.

4. Federal Share. The specific Federal share for this Project is identified on this Grant Agreement. As the Recipient may request, the Federal share may be up to Ninety (90) percent of the net project cost.

5. Federal Emergency Management Agency Funding Assistance. If the Recipient receives Federal funding from the Federal Emergency Management Agency (FEMA) through the Robert T. Stafford Disaster Relief and Emergency Assistance Act for any portion of a project activity approved for FTA funding under this Grant Agreement, the Recipient agrees to:

a. Provide written notification to FTA, and

b. Reimburse FTA for any Federal share that duplicates funding provided by FEMA.

6. Insurance.

a. If a Recipient, a Recipient's third party contractor, or a Recipient's third party subcontractor receives insurance proceeds for any portion of a project activity prior to the receipt of FTA Emergency Relief funds, then the Recipient shall provide written notification to the FTA and reduce its request for FTA Emergency Relief funds by the amount of insurance proceeds allocated for the project activity,

b. If the Recipient, a Recipient's contractor, or a Recipient's subcontractor receives insurance proceeds for any portion of a project activity after FTA obligates funding under this Grant Agreement, then the Recipient shall:

(1) Provide written notification to FTA in a timely manner, and

(2) If applicable, reimburse FTA for any Federal share that duplicates funding provided through insurance proceeds,

c. If the Recipient, a Recipient's third party contractor, or a Recipient's third party subcontractor receives insurance proceeds that are allocated based on damage to specific assets, the provisions of FTA's Circular 5010.1D will apply,

d. If the Recipient receives insurance proceeds that are unallocated to any project activities, FTA and the Recipient will agree to an amount of insurance proceeds to be allocated to transit recovery and to reduce the Federal share for this project accordingly. The Recipient agrees to allocate those amounts by one of the following options:

(1) Reduce FTA participation proportionally for all projects (based on the ratio of transit-allocated insurance to total transit damages),

(2) Apply proceeds to individual projects that are eligible for FTA funds, or

(3) Apply proceeds to projects on a first-come, first served basis after the allocation is determined,

e. The Recipient agrees to submit monthly Insurance Proceeds Reports (IPR) to FTA, no later than thirty (30) calendar days after the end of each calendar month, which include, at a minimum, the following information:

(1) The insurance policies that cover the Recipient for any damage sustained by Hurricane Sandy,

(2) Each insurance claim that the Recipient submitted in connection with damage sustained by Hurricane Sandy, for capital and operating costs, from October 29, 2012, through the date of the IPR,

(3) The status of each insurance claim that the Recipient submitted in connection with damage sustained by Hurricane Sandy from October 29, 2012, through the date of the IPR,

(4) The total amount of insurance proceeds that the Recipient received in connection with damage sustained by Hurricane Sandy, for capital and operating costs, from October 29, 2012, through the date of the IPR,

(5) The status of the Recipient's allocation of any insurance proceeds from October 29, 2012, through the date of the IPR,

(6) If the Recipient allocated insurance proceeds, then the Recipient shall identify whether it allocated insurance proceeds towards an FTA funded project activity or a non-FTA funded project activity, and

(7) If the Recipient allocated insurance proceeds towards an FTA funded project activity, then the Recipient shall identify that project activity by Project Number and Activity Line Item, and the Recipient shall identify the status of any grant action taken to adjust the Federal share, accordingly.

7. Useful Life.

- a. As authorized by 49 U.S.C. § 5324(d)(1) and FTA Circular 5010.1D, FTA's useful life requirements do not apply to any assets that were destroyed or seriously damaged as a result of Hurricane Sandy and were taken out of service prior to the end of their useful lives, and
- b. If the Recipient receives insurance proceeds for an asset and does not replace that asset, then FTA's useful life requirements apply, and the recipient must reimburse FTA the remaining Federal interest in that asset in accordance with FTA Circular 5010.1D,
- c. If the Recipient disposes of a previously FTA funded asset that was damaged during Hurricane Sandy and receives more than \$5,000 for the asset, the Recipient will promptly notify FTA and reimburse FTA for its proportionate share in accordance with FTA Circular 5010.1D.

8. Expenditure Authority.

- a. Section 904(c) of the Disaster Relief Appropriations Act of 2013, requires that grantees receiving funds appropriated under the Act must expend those funds within 24 months of the point of obligation, absent a waiver from the Office of Management and Budget (OMB). On July 9, 2013, OMB waived the 24 month expenditure requirement for grantees receiving funds from FTA's \$10,349,300,000 appropriation, therefore the 24 month requirement does not apply to this Grant Agreement,
- b. The Recipient agrees to expend funds received as expeditiously as possible and to return to FTA any of those Federal funds not expended following the completion of the project activities identified in this Grant Agreement.

9. Oversight Requirements.

- a. The Recipient agrees to maximize the transparency and accountability of funds authorized under the Disaster Relief Appropriations Act, 2013, and in accordance with all applicable Federal regulations, the Recipient agrees to maintain records that identify adequately the source and application of these funds,
- b. The Recipient understands and agrees that Division A, section 904(b) of the Disaster Relief Appropriations Act, 2013, provides that "[A]ll programs and activities receiving funds under this division shall be deemed to be 'susceptible to significant improper payments' for purposes of the Improper Payments Information Act of 2002 (31 U.S.C. § 3321 note), notwithstanding section 2(a) of such Act," and
- c. The Recipient agrees:
 - (1) To comply with any oversight requirements, and any periodic changes to those requirements, that FTA establishes,
 - (2) To have an Integrity Monitor in place if it has or will receive at least \$100 million in funding from the Disaster Relief Appropriations Act, 2013 and to provide a copy of the integrity monitor implementation plan to FTA prior to drawing down funds,
 - (3) To submit monthly Federal Financial Reports to FTA, no later than thirty (30) calendar days after the end of each calendar month, through FTA's Transportation Electronic Award and Management (TEAM) system,

(4) To submit monthly Milestone Progress Reports to FTA, no later than thirty (30) calendar days after the end of each calendar month, through FTA's TEAM system, and

(5) That information contained in these reports may be made available to the public.

10. Floodplain Management.

a. The Recipient agrees to follow Executive Order 11988, as amended, Floodplain Management, and any other guidance that FTA develops or amends regarding floodplain management, except as FTA determines otherwise in writing,

b. The Recipient agrees that it will not use FTA funds for any construction activity or any permanent repairs in an area delineated as a "special flood hazard area," or equivalent, as labeled in FEMA's most recent and current data source, unless, prior to seeking FTA funds for such action, the Recipient designs or modifies its actions in manner that minimizes potential harm to or within the floodplain,

c. The Recipient agrees that it will use the "best available information" as identified by FEMA, which includes advisory data such as Advisory Base Flood Elevations (ABFE), preliminary and final Flood Insurance Rate Maps (FIRM), and Flood Insurance Studies,

d. If FTA and the Recipient determine that FEMA data is unavailable or insufficiently detailed, then other Federal, State, or local data may be used as the "best available information," and

e. If an FTA funded project activity is located in a floodplain, then the "best available information" requires a minimum baseline standard for elevation of no less than that found in FEMA's ABFEs, where available, plus one foot (ABFE+1), or if that is not available, then a minimum baseline standard for elevation of no less than FIRM plus one foot (FIRM+1).

11. Record Retention. The Recipient agrees to maintain records, including but not limited to all invoices, contracts, time sheets, and other evidence of expenses, which support and validate its funding requests.

12. Integrity. The Recipient agrees that all data that it submits to FTA in connection with this Grant Award will be accurate, objective, and of the highest integrity.

13. Outside Agreements. The Recipient agrees to expeditiously develop and execute any outside agreements, including any inter-agency agreements or any other third party agreements, that are necessary to the completion of any project activities.

14. One-Time Funding. The Recipient acknowledges that receipt of funds through this Grant Agreement is a one-time disbursement that does not create any future obligation by FTA to advance similar funding amounts.

15. Violations of Law. The Recipient agrees that it and each of its subrecipients must report to the United States Department of Transportation Inspector General and any other appropriate Inspector General any credible evidence that a principal, employee, agent, contractor, subrecipient, subcontractor, or other person has submitted a false claim under the False Claims Act, 31 U.S.C. § 3729 et seq., or has committed a criminal or civil violation of law pertaining to fraud, waste, abuse, conflict of interest, bribery, gratuity, or similar misconduct involving funds awarded in this Grant Agreement.

16. Future Requirements. The Recipient agrees to comply with applicable future Federal requirements that may be imposed on the use of funds disbursed through the Disaster

Relief Appropriations Act, 2013, and FTA's Public Transportation Emergency Relief Program regulations and guidance.

Application Review Comments

Comment By Ralph Branche

Comment Type FTA Post Review Comments for Grantee

Date 4/21/2016

Comment Returning to the grantee.

Comment By Ralph Branche

Comment Type FTA Post Review Comments for Grantee

Date 5/20/2016

Comment Please add information related to Sandy Toolkit...

Application Review Comments

Comment By Michael Culotta

Comment Type Special Conditions

Date 6/3/2016

Comment Conditions of Award for FTA's Public Transportation Emergency Relief Program Grants

The Recipient agrees that the following Conditions of Award apply to grants for projects funded under the Second Allocation of the Public Transportation Emergency Relief Program (Emergency Relief Program). These Conditions of Award supersede any conflicting provisions of this Grant Agreement and applicable Master Agreement, unless FTA determines otherwise in writing:

1. This award is authorized by 49 U.S.C. § 5324, which established FTA's Emergency Relief Program with funding made available under the Disaster Relief Appropriations Act, 2013, Public Law 113-2, January 29, 2013, which provides funding for transit systems affected by Hurricane Sandy. This grant supports the following projects described in FTA's Federal Register Notice "Second Allocation of Public Transportation Emergency Relief Funds in Response to Hurricane Sandy: Response, Recovery & Resiliency" 78 FR 32296, May 29, 2013, and the subsequent correction notice published on June 4, 2013, 78 FR 33467:

a. Recovery and Rebuilding Projects in response to damage caused by Hurricane Sandy, and

b. Local Priority Resiliency Projects.

2. FTA Notice. The Recipient agrees to follow FTA's Federal Register Notice "Second Allocation of Public Transportation Emergency Relief Funds in Response to Hurricane Sandy: Response, Recovery & Resiliency" 78 FR 32296, May 29, 2013, and the subsequent correction notice published on June 4, 2013, 78 FR 33467; Federal Register Notice, February 6, 2013, pertaining to the Emergency Relief Program Grants, and any

later revision of the FTA Notice; any future FTA notices of Emergency Relief Program funding availability; and FTA's Emergency Relief Program Final Rule, except as FTA determines otherwise in writing.

3. Eligible Projects – Limitations. Funding under this Grant Agreement may be used only for projects determined eligible for funding under FTA's Emergency Relief Program, and may not be used for projects determined ineligible.

4. Federal Share. The specific Federal share for this Project is identified on this Grant Agreement. As the Recipient may request, the Federal share may be up to Ninety (90) percent of the net project cost.

5. Federal Emergency Management Agency Funding Assistance. If the Recipient receives Federal funding from the Federal Emergency Management Agency (FEMA) through the Robert T. Stafford Disaster Relief and Emergency Assistance Act for any portion of a project activity approved for FTA funding under this Grant Agreement, the Recipient agrees to:

a. Provide written notification to FTA, and

b. Reimburse FTA for any Federal share that duplicates funding provided by FEMA.

6. Insurance.

a. If a Recipient, a Recipient's third party contractor, or a Recipient's third party subcontractor receives insurance proceeds for any portion of a project activity prior to the receipt of FTA Emergency Relief funds, then the Recipient shall provide written notification to the FTA and reduce its request for FTA Emergency Relief funds by the amount of insurance proceeds allocated for the project activity,

b. If the Recipient, a Recipient's contractor, or a Recipient's subcontractor receives insurance proceeds for any portion of a project activity after FTA obligates funding under this Grant Agreement, then the Recipient shall:

(1) Provide written notification to FTA in a timely manner, and

(2) If applicable, reimburse FTA for any Federal share that duplicates funding provided through insurance proceeds,

c. If the Recipient, a Recipient's third party contractor, or a Recipient's third party subcontractor receives insurance proceeds that are allocated based on damage to specific assets, the provisions of FTA's Circular 5010.1D will apply,

d. If the Recipient receives insurance proceeds that are unallocated to any project activities, FTA and the Recipient will agree to an amount of insurance proceeds to be allocated to transit recovery and to reduce the Federal share for this project accordingly. The Recipient agrees to allocate those amounts by one of the following options:

(1) Reduce FTA participation proportionally for all projects (based on the ratio of transit-allocated insurance to total transit damages),

(2) Apply proceeds to individual projects that are eligible for FTA funds, or

(3) Apply proceeds to projects on a first-come, first served basis after the allocation is determined,

e. The Recipient agrees to submit monthly Insurance Proceeds Reports (IPR) to FTA, no later than thirty (30) calendar days after the end of each calendar month, which include, at a minimum, the following information:

(1) The insurance policies that cover the Recipient for any damage sustained by Hurricane Sandy,

(2) Each insurance claim that the Recipient submitted in connection with damage sustained by Hurricane Sandy, for capital and operating costs, from October 29, 2012, through the date of the IPR,

(3) The status of each insurance claim that the Recipient submitted in connection with damage sustained by Hurricane Sandy from October 29, 2012, through the date of the IPR,

(4) The total amount of insurance proceeds that the Recipient received in connection with damage sustained by Hurricane Sandy, for capital and operating costs, from October 29, 2012, through the date of the IPR,

(5) The status of the Recipient's allocation of any insurance proceeds from October 29, 2012, through the date of the IPR,

(6) If the Recipient allocated insurance proceeds, then the Recipient shall identify whether it allocated insurance proceeds towards an FTA funded project activity or a non-FTA funded project activity, and

(7) If the Recipient allocated insurance proceeds towards an FTA funded project activity, then the Recipient shall identify that project activity by Project Number and Activity Line Item, and the Recipient shall identify the status of any grant action taken to adjust the Federal share, accordingly.

7. Useful Life.

a. As authorized by 49 U.S.C. § 5324(d)(1) and FTA Circular 5010.1D, FTA's useful life requirements do not apply to any assets that were destroyed or seriously damaged as a result of Hurricane Sandy and were taken out of service prior to the end of their useful lives, and

b. If the Recipient receives insurance proceeds for an asset and does not replace that asset, then FTA's useful life requirements apply, and the recipient must reimburse FTA the remaining Federal interest in that asset in accordance with FTA Circular 5010.1D,

c. If the Recipient disposes of a previously FTA funded asset that was damaged during Hurricane Sandy and receives more than \$5,000 for the asset, the Recipient will promptly notify FTA and reimburse FTA for its proportionate share in accordance with FTA Circular 5010.1D.

8. Expenditure Authority.

a. Section 904(c) of the Disaster Relief Appropriations Act of 2013, requires that grantees receiving funds appropriated under the Act must expend those funds within 24 months of the point of obligation, absent a waiver from the Office of Management and Budget (OMB). On July 9, 2013, OMB waived the 24 month expenditure requirement for grantees receiving funds from FTA's \$10,349,300,000 appropriation, therefore the 24 month requirement does not apply to this Grant Agreement,

b. The Recipient agrees to expend funds received as expeditiously as possible and to return to FTA any of those Federal funds not expended following the completion of the project activities identified in this Grant Agreement.

9. Oversight Requirements.

a. The Recipient agrees to maximize the transparency and accountability of funds authorized under the Disaster Relief Appropriations Act, 2013, and in accordance with all applicable Federal regulations, the Recipient agrees to maintain records that identify adequately the source and application of these funds,

b. The Recipient understands and agrees that Division A, section 904(b) of the Disaster Relief Appropriations Act, 2013, provides that “[A]ll programs and activities receiving funds under this division shall be deemed to be ‘susceptible to significant improper payments’ for purposes of the Improper Payments Information Act of 2002 (31 U.S.C. § 3321 note), notwithstanding section 2(a) of such Act,” and

c. The Recipient agrees:

(1) To comply with any oversight requirements, and any periodic changes to those requirements, that FTA establishes,

(2) To have an Integrity Monitor in place if it has or will receive at least \$100 million in funding from the Disaster Relief Appropriations Act, 2013 and to provide a copy of the integrity monitor implementation plan to FTA prior to drawing down funds,

(3) To submit monthly Federal Financial Reports to FTA, no later than thirty (30) calendar days after the end of each calendar month, through FTA’s Transportation Electronic Award and Management (TEAM) system,

(4) To submit monthly Milestone Progress Reports to FTA, no later than thirty (30) calendar days after the end of each calendar month, through FTA’s TEAM system, and

(5) That information contained in these reports may be made available to the public.

10. Floodplain Management.

a. The Recipient agrees to follow Executive Order 11988, as amended, Floodplain Management, and any other guidance that FTA develops or amends regarding floodplain management, except as FTA determines otherwise in writing,

b. The Recipient agrees that it will not use FTA funds for any construction activity or any permanent repairs in an area delineated as a “special flood hazard area,” or equivalent, as labeled in FEMA’s most recent and current data source, unless, prior to seeking FTA funds for such action, the Recipient designs or modifies its actions in manner that minimizes potential harm to or within the floodplain,

c. The Recipient agrees that it will use the “best available information” as identified by FEMA, which includes advisory data such as Advisory Base Flood Elevations (ABFE), preliminary and final Flood Insurance Rate Maps (FIRM), and Flood Insurance Studies,

d. If FTA and the Recipient determine that FEMA data is unavailable or insufficiently detailed, then other Federal, State, or local data may be used as the “best available information,” and

e. If an FTA funded project activity is located in a floodplain, then the “best available

information" requires a minimum baseline standard for elevation of no less than that found in FEMA's ABFEs, where available, plus one foot (ABFE+1), or if that is not available, then a minimum baseline standard for elevation of no less than FIRM plus one foot (FIRM+1).

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16. Future Requirements. The Recipient agrees to comply with applicable future Federal requirements that may be imposed on the use of funds disbursed through the Disaster Relief Appropriations Act, 2013, and FTA's Public Transportation Emergency Relief Program regulations and guidance.

Part 6: Agreement

**UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION**

**GRANT AGREEMENT
(FTA G-22, October 1, 2015)**

On the date the authorized U.S. Department of Transportation, Federal Transit Administration (FTA) official signs this Grant Agreement, FTA has obligated and awarded federal assistance as provided below. Upon execution of this Grant Agreement by the Recipient named below, the Recipient affirms this FTA Award, enters into this Grant Agreement with FTA, and binds its compliance with the terms of this Grant Agreement.

The following documents are incorporated by reference and made part of this Grant Agreement:

- (1) "Federal Transit Administration Master Agreement," FTA MA(22), October 1, 2015, <http://www.fta.dot.gov>,
- (2) The Certifications and Assurances applicable to the FTA Award that the Recipient has selected and provided to FTA, and
- (3) Any Award notification containing special conditions or requirements, if issued.

WHEN THE TERM "FTA AWARD" OR "AWARD" IS USED, EITHER IN THIS GRANT AGREEMENT OR THE APPLICABLE MASTER AGREEMENT, "AWARD" ALSO INCLUDES ALL TERMS AND CONDITIONS SET FORTH IN THIS GRANT AGREEMENT

FTA OR THE FEDERAL GOVERNMENT MAY WITHDRAW ITS OBLIGATION TO PROVIDE FEDERAL ASSISTANCE IF THE GRANTEE DOES NOT EXECUTE THIS GRANT AGREEMENT WITHIN 90 DAYS FOLLOWING THE DATE OF THIS FTA AWARD SET FORTH HEREIN.

FTA AWARD

Federal Transit Administration (FTA) hereby awards a Federal grant as follows:

Recipient Information

Recipient Name: NEW JERSEY TRANSIT CORPORATION

Recipient ID: 1414

DUNS No: 038485140

Award Information

Federal Award Identification Number: NJ-44-X003-03

Award Name: Sandy 2 - Public Trans Emergency Relief

Award Executive Summary:

NJ-44-X003-03 - This is the third amendment to the grant.

FEDERAL TRANSIT ADMINISTRATION (FTA)
PUBLIC TRANSPORTATION EMERGENCY RELIEF PROGRAM (49 U.S.C. 5324)
CATALOG OF FEDERAL DOMESTIC ASSISTANCE (CFDA) NUMBER – 20.527

NJ TRANSIT is requesting Federal funds in the amount of \$8,420,000 from the Federal Transit Administration (FTA) Public Transportation Emergency Relief Program 2013 49 U.S.C. 5324 funds for the Hoboken Boiler and Terminal Repairs project. The project is a Recovery/Restoration project associated with Superstorm Sandy.

The total federal funding provided in this amendment, \$8,420,000, accounts for \$842,000 of credit from toll revenue expenditures (Transportation Development Credits) (90/10%). This amendment brings the grant to a total of \$293,727,555 and toll revenue expenditures (Transportation Development Credits) to a total of \$29,372,757.

The total non-Cat 1/2/3 Recovery and Restoration funds allocated are \$197,574,198; this consists of pro-rated Recovery funds in the amount of \$86,774,558 allocated in the March 29, 2013 Federal Register Notice, and additional Recovery and Restoration in the amount of \$110,799,640 allocated in the May 29, 2013 Federal Register Notice. Locally Prioritized Resiliency Funds in the amount of the \$106,199,045 were allocated in the May 29, 2013 Federal Register Notice.

The Governor of New Jersey declared Superstorm Sandy a State Emergency on October 27, 2012. The President declared the hurricane an Emergency Disaster on October 28, 2012. To date, NJ TRANSIT has been allocated a total of \$448,189,802 of Public Transportation Emergency Relief Funds in Response to Superstorm Sandy. NJ TRANSIT was allocated \$144,416,559 in the March 29, 2013 Federal Register Notice. This amount was awarded in grant NJ-44-X001 (Category 1/2/3) on May 2, 2013.

Funds in the amount of \$66,801,932 were awarded in NJ-44-X003 on June 6, 2014. Funds in the amount of \$147,086,600 were awarded in NJ-44-X003-01 on March 10, 2015. Funds in the amount of \$71,419,023 were awarded in NJ-44-X003-02 on August 27, 2015. Funds in the amount of \$8,420,000 are requested in this grant application.

Recovery/Restoration funds in the amount of \$10,045,688 will be requested in a future grant application.

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The Discretionary Funding IDs are as follows:

-Discretionary ID: D2013-SAND-004

Total Allocation: \$144,416,559
Awarded in NJ-44-X001 - \$144,416,559
Deobligated in NJ-44-X001-01 - \$27,559,774
Requesting in Future Grants: \$27,559,774

-Discretionary ID: D2013-SAND-017
Total Allocation: \$86,774,558
Awarded in NJ-44-X003: \$24,801,932
Awarded in NJ-44-X003-01: \$61,972,626
Requesting in Future Grants: \$0

-Discretionary ID: D2013-SAND-020(recov.)
Total Allocation: \$110,799,640
Awarded in NJ-44-X003: \$0 -
Awarded in NJ-44-X003-01: \$23,974,974
Awarded in NJ-44-X003-02: \$68,358,978
Requesting in this Application: \$8,420,000
Requesting in Future Grants: \$10,045,688

-Discretionary ID: D2013-SAND-021(resil.)
Total Allocation: \$106,199,045
Awarded in NJ-44-X003: \$42,000,000
Awarded in NJ-44-X003-01: \$61,139,000
Awarded in NJ-44-X003-02: \$3,060,045
Requesting in Future Grants: \$0

The following action is requested in this application.

123-01 – RAIL - STATION/STOPS/TERMINALS (Recov)
12.34.03 - Terminal, Intermodal (Transit) (Recov) – Hoboken Boiler

This amendment increases the ALI by \$8,420,000 from \$4,639,000 to \$13,059,000. The Hoboken Boiler project, awarded in a previous amendment, is renamed the Hoboken Boiler and Terminal Repairs project. Funds in the ALI now include repairs to the Hoboken Ferry Terminal. The Hoboken Boiler and Hoboken Terminal repairs are combined into one project since Hoboken Terminal Boiler and the Ferry Ticketing Suite and Employee Facilities occupy or involve the same areas within the terminal. The projects are ready to be constructed within the same timeframe. Combining the two scopes allows for a single contractor to be responsible for scheduling, staging, and coordinating all construction activities in the common work site, and eliminating the potential for conflicts or delays if the work were to be performed by separate contractors.

PERIOD OF PERFORMANCE

For the Hoboken Boiler and Terminal project in this amendment, Pre-award authority was exercised in November 2013. The estimated completion date for the project is September 2019.

RESEARCH AND DEVELOPMENT

This Application does not include funds for Research and/or Development Activities.

INDIRECT COST RATE

Indirect Costs will be applied to the Hoboken Boiler and Terminal repair project in this application. A Cost Allocation Plan (CAP) is on file with the FTA which is currently under review. NJ TRANSIT is using the provisional rate of 86.53%.

NJ TRANSIT's procurement procedures are in compliance with all applicable Federal requirements.

NJ TRANSIT will comply with Buy America regulations for the projects in this grant.

A DBE utilization status report is attached in TrAMS and the status of achieving the goals will be updated quarterly.

NJ TRANSIT completed and submitted all applicable FTA templates: Attachment A "FTA Emergency Relief Program - Program of Projects (POP)" – required for all projects, Part B Resiliency Justification Statement – required for locally prioritized resiliency projects, and), Attachment C "Advisory Base Flood Elevation + 1 (ABFE +1) Analysis Template" – required for all projects, and flood maps – required for all projects.

WAIVER

Projects funded through the Disaster Relief Appropriations Act (DRA) of 2013 are subject to section 904(c) of that Act, which requires expenditure of funds within 24 months of grant obligation, unless this requirement is waived by the Office of Management and Budget (OMB). On July 9, 2013, the OMB granted waivers to the 24-month obligation requirement to programs funded under the DRA.

STIP

The project is included in the FY2016-2025 Statewide Transportation Improvement Program (STIP). The Federal Highway Administration and the Federal Transit Administration approved the STIP on November 20, 2015. The STIP ID is T906, NJ TRANSIT System Repairs/Restoration.

On January 27, 2016, FTA approved a STIP modification that transferred funds in T906 from FY15 to FY16.

MATCH/TOLL CREDITS

TOLL CREDIT (Transportation Development Credits).

NJ TRANSIT is using Toll Credit (Transportation Development Credits) funds allocated from the NJ Department of Transportation in the amount of \$100 million for each year between 2006 through 2015 to match Federal Grants. NJDOT sent letters to NJ TRANSIT allocating the \$100 million in Toll Credit for each year for 2006 through 2014 on February 23, 2006, December 19, 2006, March 12, 2008, November 12, 2008, April 26, 2010, March 28, 2011, July 18, 2012, March 5, 2013, and January 14, 2014. On August 7, 2014, NJ TRANSIT was allocated an additional \$60.0 million bringing the total allocation for FY14 to \$160.0 million. On March 10, 2015, NJ TRANSIT was allocated \$160 million in Toll Credit to match federal grants. Prior year toll credit balances are reviewed at the FTA quarterly review meetings.

FEMA

NJ Transit has neither applied for nor received Federal Emergency Management Administration (FEMA) funds for the projects in this or other grant requests.

INSURANCE

NJ TRANSIT has submitted to its insurers for specific Sandy-related all-agency property damage, revenue loss and extra expense claims in a manner that seeks to maximize the recovery of proceeds consistent with policy terms and limits. To date, NJ TRANSIT has received unallocated payments from its insurers totaling \$100 million. NJ TRANSIT will work with FTA to agree to an amount to be allocated for

transit recovery and the method NJ TRANSIT will use to allocate said funds to eligible recovery projects. NJ TRANSIT will comply with the National Flood Insurance Act of 1968 as amended and insure buildings and/or their contents funded under this grant that are within a special flood hazard area.

Contact Person:
 Millicent Dondero
 NJ TRANSIT
 Phone: (973) 491-7831
 MDONDERO@NJTRANSIT.COM
 ?

Total Award Budget: \$293,727,555.00
Amount of Federal Assistance Obligated for This FTA Action (in U.S. Dollars): \$8,420,000.00
Amount of Non-Federal Funds Committed to This FTA Action (in U.S. Dollars): \$0.00
Total FTA Amount Awarded and Obligated (in U.S. Dollars): \$293,727,555.00
Total Non-Federal Funds Committed to the Overall Award (in U.S. Dollars): \$0.00

Award Budget Control Totals

(The Budget includes the individual Project Budgets (Scopes and Activity Line Items) or as attached)

Funding Source	Section of Statute	CFDA Number	Amount
49 USC 5324 - (MAP 21) Public Transportation Emergency Relief	5324	20527	\$293,727,555
Local			\$0
State			\$0
Other Federal			\$0
Total Eligible Cost			\$293,727,555
Adjustment Amount			\$0
Gross Award Cost			\$293,727,555

U.S. Department of Labor Certification of Public Transportation Employee Protective Arrangements:

Original Certification Date:
 Amendment 3 Certification Date: N/A

TERMS AND CONDITIONS

Special Conditions

Comment By Michael Culotta

Comment Type	Special Conditions
Date	6/3/2016
Comment	Conditions of Award for FTA's Public Transportation Emergency Relief Program Grants

The Recipient agrees that the following Conditions of Award apply to grants for projects funded under the Second Allocation of the Public Transportation Emergency Relief Program (Emergency Relief Program). These Conditions of Award supersede any conflicting provisions of this Grant Agreement and applicable Master Agreement, unless FTA determines otherwise in writing:

1. This award is authorized by 49 U.S.C. § 5324, which established FTA's Emergency Relief Program with funding made available under the Disaster Relief Appropriations Act, 2013, Public Law 113-2, January 29, 2013, which provides funding for transit systems affected by Hurricane Sandy. This grant supports the following projects described in FTA's Federal Register Notice "Second Allocation of Public Transportation Emergency Relief Funds in Response to Hurricane Sandy: Response, Recovery & Resiliency" 78 FR 32296, May 29, 2013, and the subsequent correction notice published on June 4, 2013, 78 FR 33467:

a. Recovery and Rebuilding Projects in response to damage caused by Hurricane Sandy, and

b. Local Priority Resiliency Projects.

2. FTA Notice. The Recipient agrees to follow FTA's Federal Register Notice "Second Allocation of Public Transportation Emergency Relief Funds in Response to Hurricane Sandy: Response, Recovery & Resiliency" 78 FR 32296, May 29, 2013, and the subsequent correction notice published on June 4, 2013, 78 FR 33467; Federal Register Notice, February 6, 2013, pertaining to the Emergency Relief Program Grants, and any later revision of the FTA Notice; any future FTA notices of Emergency Relief Program funding availability; and FTA's Emergency Relief Program Final Rule, except as FTA determines otherwise in writing.

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4. Federal Share. The specific Federal share for this Project is identified on this Grant Agreement. As the Recipient may request, the Federal share may be up to Ninety (90) percent of the net project cost.

5. Federal Emergency Management Agency Funding Assistance. If the Recipient receives Federal funding from the Federal Emergency Management Agency (FEMA) through the Robert T. Stafford Disaster Relief and Emergency Assistance Act for any portion of a project activity approved for FTA funding under this Grant Agreement, the Recipient agrees to:

a. Provide written notification to FTA, and

b. Reimburse FTA for any Federal share that duplicates funding provided by FEMA.

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b. If the Recipient, a Recipient's contractor, or a Recipient's subcontractor receives insurance proceeds for any portion of a project activity after FTA obligates funding under this Grant Agreement, then the Recipient shall:

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(2) If applicable, reimburse FTA for any Federal share that duplicates funding provided through insurance proceeds,

c. If the Recipient, a Recipient's third party contractor, or a Recipient's third party subcontractor receives insurance proceeds that are allocated based on damage to specific assets, the provisions of FTA's Circular 5010.1D will apply,

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(1) Reduce FTA participation proportionally for all projects (based on the ratio of transit-allocated insurance to total transit damages),

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(1) The insurance policies that cover the Recipient for any damage sustained by Hurricane Sandy,

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(7) If the Recipient allocated insurance proceeds towards an FTA funded project activity, then the Recipient shall identify that project activity by Project Number and Activity Line Item, and the Recipient shall identify the status of any grant action taken to adjust the Federal share, accordingly.

7. Useful Life.

a. As authorized by 49 U.S.C. § 5324(d)(1) and FTA Circular 5010.1D, FTA's useful life requirements do not apply to any assets that were destroyed or seriously damaged as a result of Hurricane Sandy and were taken out of service prior to the end of their useful

lives, and

b. If the Recipient receives insurance proceeds for an asset and does not replace that asset, then FTA's useful life requirements apply, and the recipient must reimburse FTA the remaining Federal interest in that asset in accordance with FTA Circular 5010.1D,

c. If the Recipient disposes of a previously FTA funded asset that was damaged during Hurricane Sandy and receives more than \$5,000 for the asset, the Recipient will promptly notify FTA and reimburse FTA for its proportionate share in accordance with FTA Circular 5010.1D.

8. Expenditure Authority.

a. Section 904(c) of the Disaster Relief Appropriations Act of 2013, requires that grantees receiving funds appropriated under the Act must expend those funds within 24 months of the point of obligation, absent a waiver from the Office of Management and Budget (OMB). On July 9, 2013, OMB waived the 24 month expenditure requirement for grantees receiving funds from FTA's \$10,349,300,000 appropriation, therefore the 24 month requirement does not apply to this Grant Agreement,

b. The Recipient agrees to expend funds received as expeditiously as possible and to return to FTA any of those Federal funds not expended following the completion of the project activities identified in this Grant Agreement.

9. Oversight Requirements.

a. The Recipient agrees to maximize the transparency and accountability of funds authorized under the Disaster Relief Appropriations Act, 2013, and in accordance with all applicable Federal regulations, the Recipient agrees to maintain records that identify adequately the source and application of these funds,

b. The Recipient understands and agrees that Division A, section 904(b) of the Disaster Relief Appropriations Act, 2013, provides that "[A]ll programs and activities receiving funds under this division shall be deemed to be 'susceptible to significant improper payments' for purposes of the Improper Payments Information Act of 2002 (31 U.S.C. § 3321 note), notwithstanding section 2(a) of such Act," and

c. The Recipient agrees:

(1) To comply with any oversight requirements, and any periodic changes to those requirements, that FTA establishes,

(2) To have an Integrity Monitor in place if it has or will receive at least \$100 million in funding from the Disaster Relief Appropriations Act, 2013 and to provide a copy of the integrity monitor implementation plan to FTA prior to drawing down funds,

(3) To submit monthly Federal Financial Reports to FTA, no later than thirty (30) calendar days after the end of each calendar month, through FTA's Transportation Electronic Award and Management (TEAM) system,

(4) To submit monthly Milestone Progress Reports to FTA, no later than thirty (30) calendar days after the end of each calendar month, through FTA's TEAM system, and

(5) That information contained in these reports may be made available to the public.

10. Floodplain Management.

- a. The Recipient agrees to follow Executive Order 11988, as amended, Floodplain Management, and any other guidance that FTA develops or amends regarding floodplain management, except as FTA determines otherwise in writing,
 - b. The Recipient agrees that it will not use FTA funds for any construction activity or any permanent repairs in an area delineated as a “special flood hazard area,” or equivalent, as labeled in FEMA’s most recent and current data source, unless, prior to seeking FTA funds for such action, the Recipient designs or modifies its actions in manner that minimizes potential harm to or within the floodplain,
 - c. The Recipient agrees that it will use the “best available information” as identified by FEMA, which includes advisory data such as Advisory Base Flood Elevations (ABFE), preliminary and final Flood Insurance Rate Maps (FIRM), and Flood Insurance Studies,
 - d. If FTA and the Recipient determine that FEMA data is unavailable or insufficiently detailed, then other Federal, State, or local data may be used as the “best available information,” and
 - e. If an FTA funded project activity is located in a floodplain, then the “best available information” requires a minimum baseline standard for elevation of no less than that found in FEMA’s ABFEs, where available, plus one foot (ABFE+1), or if that is not available, then a minimum baseline standard for elevation of no less than FIRM plus one foot (FIRM+1).
11. Record Retention. The Recipient agrees to maintain records, including but not limited to all invoices, contracts, time sheets, and other evidence of expenses, which support and validate its funding requests.
 12. Integrity. The Recipient agrees that all data that it submits to FTA in connection with this Grant Award will be accurate, objective, and of the highest integrity.
 13. Outside Agreements. The Recipient agrees to expeditiously develop and execute any outside agreements, including any inter-agency agreements or any other third party agreements, that are necessary to the completion of any project activities.
 14. One-Time Funding. The Recipient acknowledges that receipt of funds through this Grant Agreement is a one-time disbursement that does not create any future obligation by FTA to advance similar funding amounts.
 15. Violations of Law. The Recipient agrees that it and each of its subrecipients must report to the United States Department of Transportation Inspector General and any other appropriate Inspector General any credible evidence that a principal, employee, agent, contractor, subrecipient, subcontractor, or other person has submitted a false claim under the False Claims Act, 31 U.S.C. § 3729 et seq., or has committed a criminal or civil violation of law pertaining to fraud, waste, abuse, conflict of interest, bribery, gratuity, or similar misconduct involving funds awarded in this Grant Agreement.
 16. Future Requirements. The Recipient agrees to comply with applicable future Federal requirements that may be imposed on the use of funds disbursed through the Disaster Relief Appropriations Act, 2013, and FTA’s Public Transportation Emergency Relief Program regulations and guidance.

Awarded By:
Anthony Carr
Supervisor
FEDERAL TRANSIT ADMINISTRATION
U.S. DEPARTMENT OF TRANSPORTATION
Contact Info: Anthony.Carr@dot.gov
Award Date: 6/14/2016 10:51 AM EDT

EXECUTION OF THE GRANT AGREEMENT

Upon full execution of this Grant Agreement by the Recipient, the Effective Date will be the date FTA or the Federal Government awarded Federal assistance for this Grant Agreement. By executing this Grant Agreement, the Recipient intends to enter into a legally binding agreement in which the Recipient:

- (1) Affirms this FTA Award,
- (2) Adopts and ratifies all of the following information it has submitted to FTA:
 - (a) Statements,
 - (b) Representations,
 - (c) Warranties,
 - (d) Covenants, and
 - (e) Materials,
- (3) Consents to comply with the requirements of this FTA Award, and
- (4) Agrees to all terms and conditions set forth in this Grant Agreement.

Executed By:
lthompson@njtransit.com
Acting Chief, Capital Programming and Ad
NEW JERSEY TRANSIT CORPORATION
6/14/2016 11:38 AM EDT