

State Department:

NJ TRANSIT

Name of Expenditure or Program:

Public Transportation Emergency Relief Program (Section 5324) for competitive resiliency projects to address current and future vulnerabilities to public transportation facilities or systems (Tier 3).

Amount:

\$ 1,276,022,811

Overview:

Through a thirteen-state competitive process, the Federal Transit Administration selected five NJ TRANSIT projects to receive Tier 3 funding to improve the resiliency of its rail and light rail systems by making the following improvements:

- Funding is provided to create a “microgrid” power generation and distribution system. NJ TRANSITGRID will be capable of supplying highly-reliable power during storms or other times when the centralized power grid is compromised. NJ TRANSITGRID will incorporate renewable energy, distributed generation, and other technologies to provide resilient power to key NJ TRANSIT stations, maintenance facilities, bus garages, and other buildings. NJ TRANSITGRID will also provide resilient electric traction power to allow NJ TRANSIT trains on critical corridors, including portions of the Northeast Corridor, to continue to operate even when the traditional grid fails. This project will directly benefit NJ TRANSIT and Amtrak.
- Funding is provided to replace the aged and deteriorated Raritan River Drawbridge on the North Jersey Coast Line (NJCL). The Raritan River Drawbridge was damaged by Superstorm Sandy. The drawbridge will be replaced with a more resilient structure that is less vulnerable to storm surge and flooding. This will enhance the reliability of the NJCL.
- Funding is provided to build the Delco Lead Safe Haven Storage and Re-Inspection Facility. The Delco Lead is located along the Northeast Corridor (NEC) adjacent to the CONRAIL “Delco Secondary”. The Safe Haven Storage will provide resilient storage that will protect equipment against damage resulting from a storm. The Service and Inspection Facility will facilitate the rapid return of equipment to service following a storm event.
- Funding is provided for the Train Controls infrastructure resiliency project. The project involves rail line resiliency efforts for certain assets that are vulnerable to storm events, including critical life-safety signal and communications systems. NJ TRANSIT’s ten commuter rail lines and the light rail lines were impacted by Superstorm Sandy. They lie

in coastal and inland floodplains where storms could overtop the trackbed and potentially flood and damage critical signal, power and communications systems used to control train speed, switches and track choice, and following distances for safe operations.

- Funding is provided to reduce the risk of flooding to Hoboken Rail Yard and the City by filling the deteriorated “Long Slip” inlet inside the rail yard. This project would also improve disaster response and recovery by constructing new elevated tracks and boarding areas on the filled area. The elevated position of these tracks and platforms will permit rapid recovery of commuter rail services to and from Hoboken Yard and its associated Hudson Bergen Light Rail (HBLR), Port Authority Trans-Hudson (PATH), and ferry service. It will allow continued passenger service while the yard is being decommissioned in preparation of a major storm, and again as the yard is being restored for passenger operation after the storm. This allows NJ TRANSIT to operate longer and recover more quickly from storm events.

Federal Department of Origin:

U.S. Department of Transportation, Federal Transit Administration (FTA)

Federal Requirements / Restrictions:

Projects must meet the requirements described in the FTA’s “Notice of Availability of Emergency Relief Funds in Response to Hurricane Sandy” as published in the Federal Register on December 26, 2013. Pursuant to this notice, FTA solicited proposals for resilience projects from eligible applicants. Eligible applicants had to be affected by Superstorm Sandy. Completed proposals had to be submitted to the FTA by March 28, 2014. The FTA will fund up to 75% of the projects cost.

Selection Standards:

Eligible projects under Tier 3 are those projects that reduce the risk of damage to public transportation assets from future natural disasters. Selection criteria used by the FTA to determine which projects would be funded included cost-effectiveness, estimated damages and losses from specifically identified hazards, the probabilities of these hazards occurring during the projected lifetime of the project, and the reduction of anticipated losses due to the resiliency investment. In addition, the FTA evaluated project implementation strategies, the degree that projects protected the most essential and vulnerable infrastructure, local and regional planning collaboration and coordination, the interdependency of the resiliency projects with other supporting infrastructure, local financial commitment and the technical capacity of the applicant to carry out the project. FTA announced on September 22, 2014 that the above projects were selected for funding from the Tier 3 program.

Other Notes: