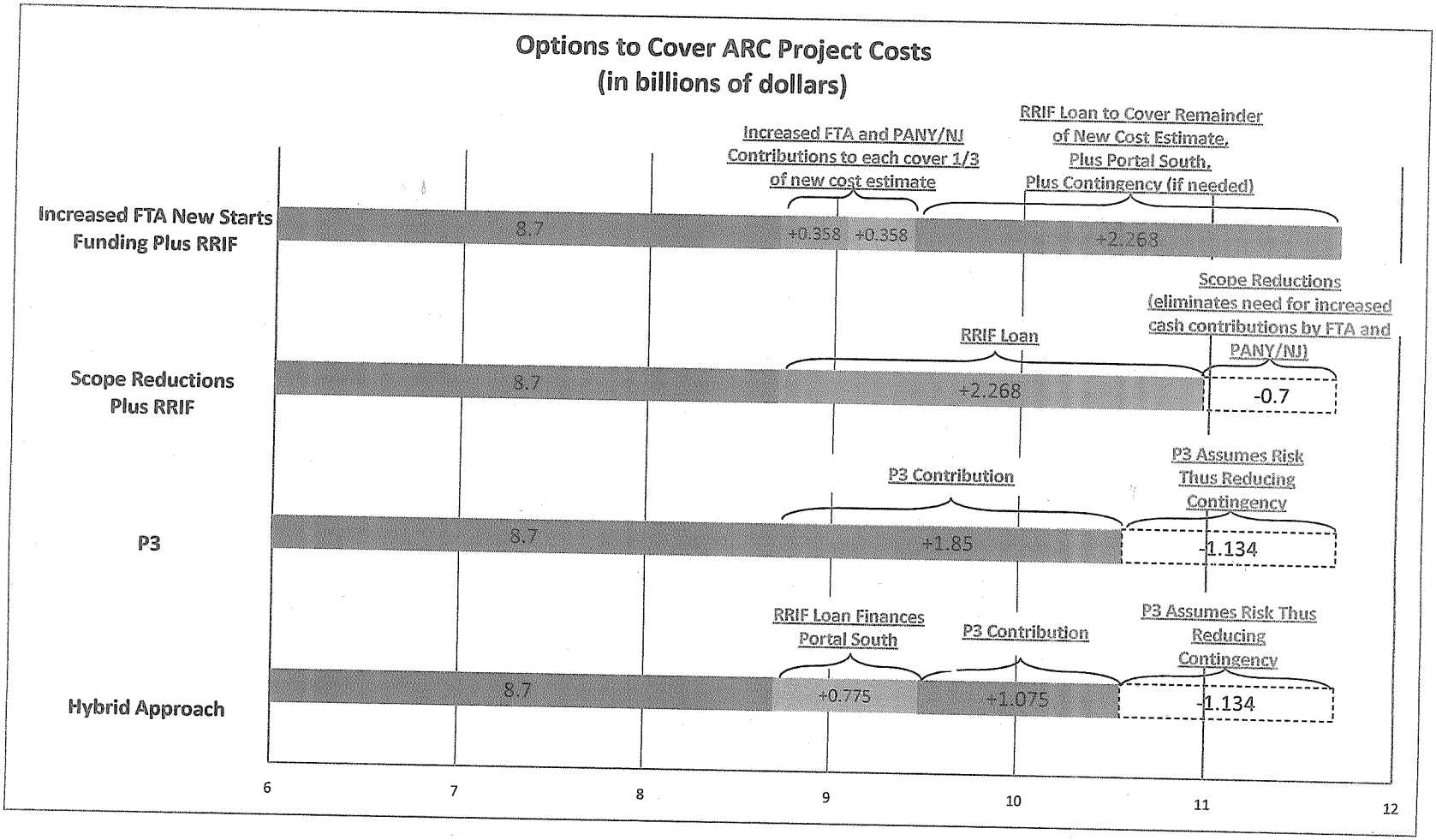
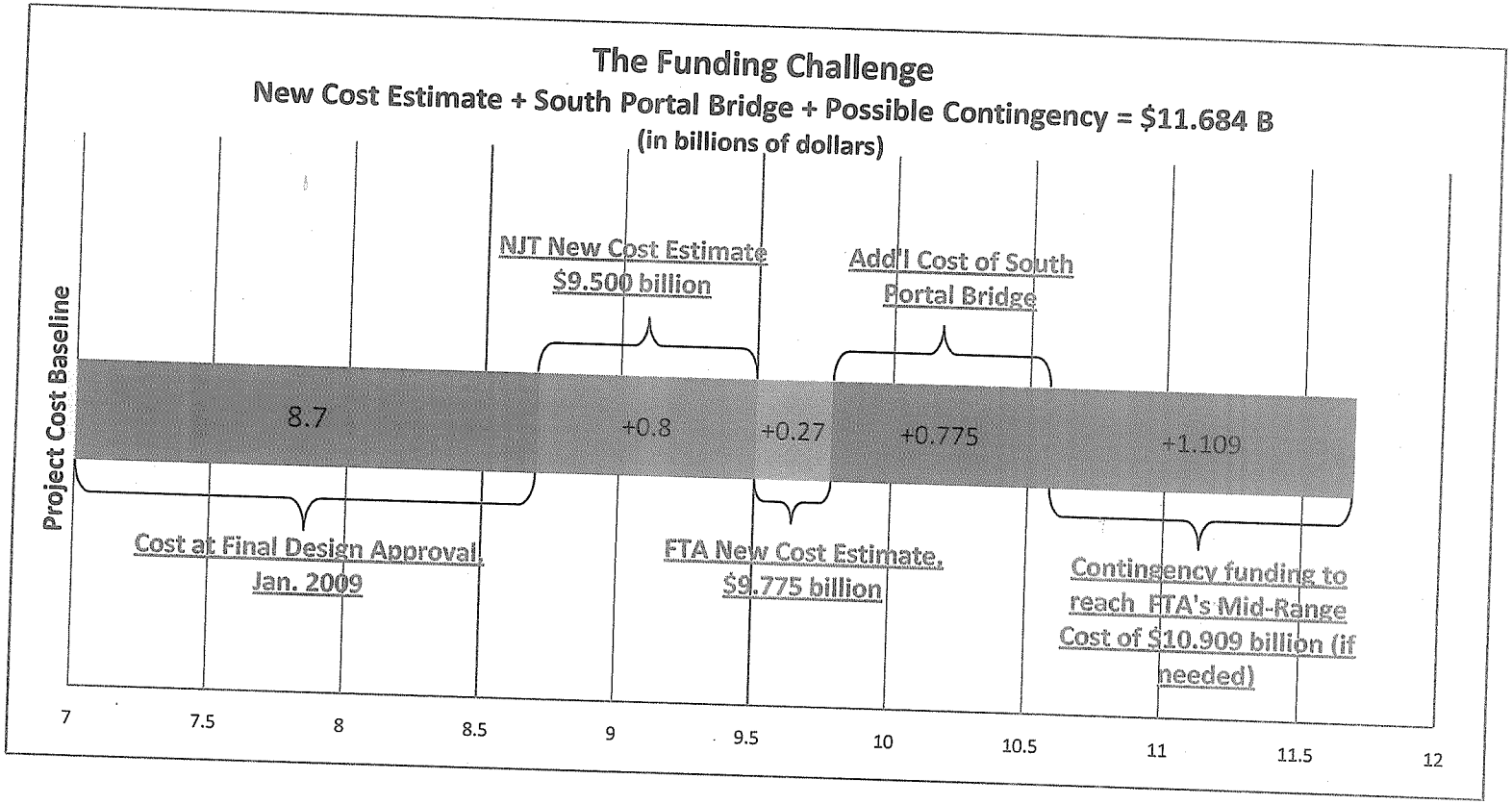
AGENCY DOCUMENT 36


Options to Cover ARC Project Costs
(in billions of dollars)
Increased FTA New Starts Funding Plus RRIF
Scope Reductions Plus RRIF
P3
Hybrid Approach
8.7
+0.358
+0.358
+2.268
Increased FTA and PANY/NJ Contributions to each cover 1/3 of new cost estimate
RRIF Loan to Cover Remainder of New Cost Estimate, Plus Portal South, Plus Contingency (if needed)
RRIF Loan
Scope Reductions (eliminates need for increased cash contributions by FTA and PANY/NJ)
-0.7
P3 Contribution
P3 Assumes Risk Thus Reducing Contingency
+1.85
-1.134
RRIF Loan Finances Portal South
P3 Contribution
P3 Assumes Risk Thus Reducing Contingency
+0.775
+1.075
-1.134
6
7
8
9
10
11
12

AGENCY DOCUMENT 37


The Funding Challenge
New Cost Estimate + South Portal Bridge + Possible Contingency = $11.684 B
(in billions of dollars)
Project Cost Baseline
8.7
+0.8
+0.27
+0.775
+1.109
NJT New Cost Estimate
$9.500 billion
Add'l Cost of South
Portal Bridge
Cost at Final Design Approval,
Jan. 2009
FTA New Cost Estimate,
$9.775 billion
Contingency funding to
reach FTA's Mid-Range
Cost of $10.909 billion (if
needed)
7
7.5
8
8.5
9
9.5
10
10.5
11
11.5
12

AGENCY DOCUMENT 38

DOT FTA

U.S. Department of Transportation

Federal Transit Administration

Application

Recipient ID:	1414
Recipient Name:	NEW JERSEY TRANSIT CORPORATION
Project ID:	NJ-96-X002-00
Budget Number:	1 - Budget Prior Approved
Project Information:	2009 ARRA 5307and 5340 Urbanized Area

Part 1: Recipient Information

Project Number:	NJ-96-X002-00
Recipient ID:	1414
Recipient Name:	NEW JERSEY TRANSIT CORPORATION
Address:	ONE PENN PLAZA EAST , NEWARK, NJ 07105 2246
Telephone:	(973) 491-7107
Facsimile:	(973) 461-4481

Union Information

Recipient ID:	1414
Union Name:	ATU - LOCAL 819
Address 1:	186 BROOKSIDE AVE.
Address 2:	
City:	IRVINGTON, NJ 07111 0011
Contact Name:	BEN EVANS
Telephone:	(973) 373-2332
Facsimile:	(973) 373-3380
E-mail:	BE819@YAHOO.COM
Website:	

Recipient ID:	1414
Union Name:	ATU - LOCAL 820
Address 1:	128 NORTH STREET
Address 2:	

City:	JERSEY CITY, NJ 07307 0000
Contact Name:	LOU CASTRO
Telephone:	(201) 792-0649
Facsimile:	(201) 963-4538
E-mail:	LOUCASTRO13@AOL.COM
Website:	

Recipient ID:	1414
Union Name:	ATU - LOCAL 821
Address 1:	283 Claremont Avenue
Address 2:	
City:	JERSEY CITY, NJ 07302 0000
Contact Name:	Earl Hardy, JR
Telephone:	(201) 233-9556
Facsimile:	(201) 309-2988
E-mail:	ETJC29@COMAST.NET
Website:	

Recipient ID:	1414
Union Name:	ATU - LOCAL 822
Address 1:	189 SPRUCE STREET
Address 2:	APT. 2B
City:	BLOOMFIELD, NJ 07003 0000
Contact Name:	MICHELE VIGH
Telephone:	(973) 956-7478
Facsimile:	(973) 956-7480
E-mail:	VIGH822@AOL.COM
Website:	

Recipient ID:	1414
Union Name:	ATU - LOCAL 823
Address 1:	610 SALEM AVE
Address 2:	
City:	ELIZABETH, NJ 07208 0000
Contact Name:	Nancy Spence
Telephone:	(908) 884-8221
Facsimile:	(908) 662-1900
E-mail:	NLBSPENCE@OPTONLINE.NET
Website:	

Recipient ID:	1414
Union Name:	ATU - LOCAL 824
Address 1:	1229 MENDOCINO COURT
Address 2:	
City:	LAKEWOOD, NJ 08701 0000
Contact Name:	JACK HILL
Telephone:	(732) 866-6930
Facsimile:	(NO) FAX-
E-mail:	RONDAPHILL@MSN.COM
Website:	

Recipient ID:	1414
Union Name:	ATU - LOCAL 825
Address 1:	33 SUMMIT AVE
Address 2:	
City:	WALDWICK, NJ 07950 0000
Contact Name:	RICHARD STARK
Telephone:	(201) 986-2249
Facsimile:	(201) 445-6370
E-mail:	FATHEADS7@HOTMAIL.COM
Website:	

Recipient ID:	1414
Union Name:	ATU - LOCAL 880
Address 1:	126 W. KINGS HWY.
Address 2:	
City:	MT. EPHRAIM, NJ 08059 0000
Contact Name:	JOE SULLIVAN
Telephone:	(856) 931-1488
Facsimile:	(856) 931-2285
E-mail:	ATULOCAL880@ATT.NET
Website:	

Recipient ID:	1414
Union Name:	TRANSPORT WORKER`S UNION - LOCAL 225
Address 1:	10-20 BANTA PLACE
Address 2:	ROOM 107
City:	HACKENSACK, NJ 07601 0000
Contact Name:	RICHARD VENTOLA
Telephone:	(201) 343-9412

Facsimile:	(210) 343-9484
E-mail:	TWU225@VERIZON.NET
Website:	

Recipient ID:	1414
Union Name:	UTILITY CO-WORKER`S ASSOCIATION
Address 1:	55 WASHINGTON STREET
Address 2:	
City:	BLOOMFIELD, NJ 07003 0000
Contact Name:	NANCY GUZMAN-FLANAGAN
Telephone:	(973) 748-0233
Facsimile:	(973) 748-7881
E-mail:	LOCAL601@COMCAST.NET
Website:	

Recipient ID:	1414
Union Name:	AMERICAN TRAIN DISPATCHERS ASS`N. (POWER SUPERVISORS)
Address 1:	219 Park Place
Address 2:	
City:	Irvington, NJ 07111 0000
Contact Name:	Tyrone Wilcher
Telephone:	(201) 246-2659
Facsimile:	
E-mail:	No email
Website:	

Recipient ID:	1414
Union Name:	AMERICAN RAILWAY & AIRWAY SUPERVISORS ASSOCIATION (M OF E)
Address 1:	3 RESEARCH PLACE
Address 2:	
City:	ROCKVILLE, MD 20850 0000
Contact Name:	JOSEPH DERILLO
Telephone:	(301) 948-4970
Facsimile:	
E-mail:	DERILLOJ@TCUNION.ORG
Website:	

Recipient ID:	1414
Union Name:	INT`L BROTHERHOOD OF BOILERMAKERS,IRONSHIP BUILDERS,BLACKSMITHS,FORGER
Address 1:	Po Box 943

Address 2:	
City:	Flatwood, KY 41139 0000
Contact Name:	Dan Hamilton
Telephone:	(606) 836-6610
Facsimile:	
E-mail:	no email
Website:	

Recipient ID:	1414
Union Name:	INTERNATIONAL BROTHERHOOD OF ELECTRICAL WORKERS (SUPERVISORS)
Address 1:	LOCAL 1573
Address 2:	16 WILLIS STREET
City:	KEANSBURG,, NJ 07734 0000
Contact Name:	JOHN MACDONALD
Telephone:	(914) 686-8489
Facsimile:	(914) 686-8598
E-mail:	JOHNNYSMACK@MSN.COM
Website:	

Recipient ID:	1414
Union Name:	BROTHERHOOD OF MAINTENANCE OF WAY EMPLOYEES
Address 1:	PO BOX 1238
Address 2:	
City:	TRENTON, NJ 08067
Contact Name:	SEAN GERIE
Telephone:	(609) 396-8487
Facsimile:	(609) 396-8489
E-mail:	CRSD2773@AOL.COM
Website:	

Recipient ID:	1414
Union Name:	BROTHERHOOD OF RAILROAD SIGNALMEN
Address 1:	56 SEELEY AVENUE
Address 2:	
City:	KEANSBURG, NJ 07734
Contact Name:	TERRY MAHER
Telephone:	(973) 522-3718
Facsimile:	
E-mail:	BRSLOCAL84@AOL.COM
Website:	

Recipient ID:	1414
Union Name:	BROTHERHOOD OF RAILWAY CARMEN-DIVISION OF TCU
Address 1:	1116 23RD STREET
Address 2:	
City:	NORTH BERGEN, NJ 07047
Contact Name:	Carlos SOSA
Telephone:	(201) 232-5966
Facsimile:	
E-mail:	CARLOS.M.SOSA@HOTMAIL.COM
Website:	

Recipient ID:	1414
Union Name:	INTERNATIONAL ASSOCIATION OF MACHINISTS AND AEROSPACE WORKERS
Address 1:	6 KNOLLWOOD DRIVE
Address 2:	
City:	BRANFORD, CT 06405
Contact Name:	JOHN LACEY
Telephone:	(203) 483-4241
Facsimile:	
E-mail:	JOHNLACEY1112@SBCGOBAL.NET
Website:	

Recipient ID:	1414
Union Name:	NATIONAL CONFERENCE OF FIREMEN & OILERS
Address 1:	4201 CHURCH ROAD
Address 2:	SUITE #7
City:	MT. LAUREL, NJ 08054
Contact Name:	DEAN DEVITA
Telephone:	(856) 778-4411
Facsimile:	
E-mail:	DEVITAD@NCFO.ORG
Website:	

Recipient ID:	1414
Union Name:	UNITED TRANSPORTATION UNION (T)
Address 1:	48 Main Street
Address 2:	Suite 2C
City:	Netcong, NJ 07857
Contact Name:	Patrick Reilly

Telephone:	(973) 527-7018
Facsimile:	
E-mail:	preilly@utulocal60.com
Website:	

Recipient ID:	1414
Union Name:	AMERICAN RAILWAY & AIRWAY SUPERVISORS ASSOCIATON (M OF E)
Address 1:	16 COVE ROAD
Address 2:	
City:	Mt. Arlington, NJ 07856
Contact Name:	MARTIN KLEIN
Telephone:	(973) 663-8397
Facsimile:	
E-mail:	martyk60@optimum.net
Website:	

Recipient ID:	1414
Union Name:	NJ TRANSIT MERCER ATU 540
Address 1:	600 SLOAN AVE
Address 2:	
City:	TRENTON, NJ 08619
Contact Name:	MICHAEL CRIBB
Telephone:	(609) 689-1300
Facsimile:	(609) 894-8481
E-mail:	BLANK2ME@VERIZON.NET
Website:	

Recipient ID:	1414
Union Name:	TRANSPORT WORKERS UNION
Address 1:	570 Taxter Street
Address 2:	
City:	Elmsford, ny 10523
Contact Name:	John Feltz
Telephone:	(914) 567-5262
Facsimile:	
E-mail:	no email
Website:	

Recipient ID:	1414
Union Name:	AMERICAN TRAIN DISPATCHERS ASSOCIATION

Address 1:	162 PALISADE AVE
Address 2:	APT 2
City:	GARFIELD, NJ 07026
Contact Name:	JOSE LANTIGUA JR
Telephone:	(973) 470-0357
Facsimile:	(NO) FAX-
E-mail:	JLANTIGUA72@HOTMAIL.COM
Website:	

Recipient ID:	1414
Union Name:	BROTHERHOOD OF LOCOMOTIVE ENGINEERS
Address 1:	
Address 2:	44 PADEREWSKI ROAD
City:	OAKRIDGE, NJ 07438
Contact Name:	DECKER DAVID
Telephone:	(973) 208-1998
Facsimile:	
E-mail:	NO EMAIL
Website:	

Recipient ID:	1414
Union Name:	INTERNATIONAL BROTHERHOOD OF ELECTRICAL WORKERS
Address 1:	239 MC CLELLAN STREET
Address 2:	
City:	PHILADELPHIA, PA 19148
Contact Name:	ARTHUR DAVIDSON
Telephone:	(845) 534-8853
Facsimile:	
E-mail:	AJDAVIDSONC7@AOL.COM
Website:	

Recipient ID:	1414
Union Name:	SHEET METAL WORKERS INTERNATIONAL ASSOCIATION
Address 1:	PO BOX 107
Address 2:	
City:	LAKE HOPATCONG, NJ 07849
Contact Name:	ANDREW MCMASTER
Telephone:	(973) 491-8736
Facsimile:	
E-mail:	MCVIDEO@VERIZON.NET

Website:	

Recipient ID:	1414
Union Name:	TRANSPORTATION COMMUNICATION INTERNATIONAL UNION
Address 1:	200 SUNRISE HIGHWAY
Address 2:	3RD FLOOR
City:	ROCKVILLE CENTRE, NY 11570
Contact Name:	MARATEA ART
Telephone:	(516) 536-8281
Facsimile:	
E-mail:	MARATEAA@TCUNION.ORG
Website:	

Recipient ID:	1414
Union Name:	UNITED TRANSPORTATION UNION (Y)
Address 1:	102-44 183 PLACE
Address 2:	
City:	HOLLIS, NY 11423
Contact Name:	MARK WOODSON
Telephone:	(718) 487-4276
Facsimile:	(NO) FAX-
E-mail:	NO EMAIL
Website:	

Recipient ID:	1414
Union Name:	POLICE
Address 1:	PBA Local #304
Address 2:	PO Box 1082
City:	Rahway, NJ 07065
Contact Name:	John Feehan
Telephone:	(732) 664-1062
Facsimile:	
E-mail:	pba34@comcast.net
Website:	njtransitpba304.com

Recipient ID:	1414
Union Name:	N.J. STATE JOINT COUNCIL - ATU
Address 1:	525 BOULEVARD
Address 2:	
City:	KENILWORTH, NJ 07033

Contact Name:	JOHN COSTA
Telephone:	(908) 276-4667
Facsimile:	(908) 276-4225
E-mail:	JCOSTAATU@GMAIL.COM
Website:	

Recipient ID:	1414
Union Name:	FOP LODGE #37
Address 1:	100 S. Broadway Ave.
Address 2:	
City:	Camden, NJ 08105
Contact Name:	Vince D`Amato
Telephone:	(856) 963-9210
Facsimile:	(856) 963-9244
E-mail:	vdamato@njtransit.com
Website:	

Part 2: Project Information

Project Type:	Grant
Project Number:	NJ-96-X002-00
Project Description:	2009 ARRA 5307and 5340 Urbanized Area
Recipient Type:	State Agency
FTA Project Mgr:	Ralph A. Branche, Jr.
Recipient Contact:	Peter Garino
New/Amendment:	None Specified
Amend Reason:	Initial Application
Fed Dom Asst. #:	20507
Sec. of Statute:	5307-4
State Appl. ID:	None Specified
Start/End Date:	Oct. 01, 2008 - Jun. 30, 2013
Recvd. By State:	Jun. 30, 2009
EO 12372 Rev:	Not Applicable
Review Date:	None Specified
Planning Grant?:	NO
Program Date (STIP/UPWP/FTA Prm Plan) :	Apr. 14, 2009

Gross Project Cost:	$298,703,208
Adjustment Amt:	$0
Total Eligible Cost:	$298,703,208
Total FTA Amt:	$298,703,208
Total State Amt:	$0
Total Local Amt:	$0
Other Federal Amt:	$0
Special Cond Amt:	$0
Special Condition:	None Specified
S.C. Tgt. Date:	None Specified
S.C. Eff. Date:	None Specified
Est. Oblig Date:	None Specified
Pre-Award Authority?:	Yes
Fed. Debt Authority?:	No
Final Budget?:	No

Program Page:	III - 2,4,53,43,63,
Application Type:	Electronic
Supp. Agreement?:	No
Debt. Delinq. Details:	

Urbanized Areas

UZA ID	UZA Name
340010	NEW YORK--NEWARK, NY-NJ-CT
340040	PHILADELPHIA, PA-NJ-DE-MD
340760	TRENTON, NJ
341480	ATLANTIC CITY, NJ
342300	VINELAND, NJ
343410	HIGHTSTOWN, NJ
344320	WILDWOOD--NORTH WILDWOOD--CAPE MAY, NJ

Congressional Districts

State ID	District Code	District Official
34	1	Robert E Andrews
34	2	Frank A LoBiondo
34	3	John H Adler
34	4	Christopher H Smith
34	5	Scott Garrett
34	6	Frank Pallone, Jr.
34	7	Leonard Lance
34	8	William J Pascrell, Jr.
34	9	Steven R Rothman
34	10	Donald M Payne
34	11	Rodney P Frelinghuysen
34	12	Rush D Holt
34	13	Albio Sires
34	14	DIST LOST IN 92 REDISTRICTING

Project Details

FEDERAL TRANSIT ADMINISTRATION
AMERICAN RECOVERY & REINVESTMENT ACT OF 2009
SECTION 5307/5340 URBANIZED AREA FORMULA
GRANT APPLICATION

NJ TRANSIT is requesting $298,703,208 of Federal Transit Administration (FTA) American Recovery & Reinvestment Act (ARRA) 2009 Funds allocated for Transit Capital Assistance under Section 5307 and Section 5340 Urbanized Area Formula Program.

Funds are being requested for the following projects:

-Bus Rolling Stock Rehabilitation $ 34,110,000
-Newark Penn Station Plaza West $ 2,000,000
-ACCESS LINK Vehicle Purchase Replacement - 47 Minibuses $ 3,710,255
-ACCESS LINK Vehicle Purchase Expansion - 90 Minibuses $ 7,104,744
-ACCESS LINK Vehicle Purchase Expansion - 24 Vans $ 1,321,000
-Atlantic City Jitney Vehicle Purchase Replacement - 30 Minibuses $ 2,250,000
-ACCESS LINK Vehicle Purchase Replacement - 57 Sedans $ 1,614,000
-Bus Shelters $ 2,500,000
-Lower Hack Drawbridge Rehabilitation û Phase II $ 30,000,000
-Enhanced Track Rehabilitation $ 4,703,209
-Pennsauken Transit Center $ 2,890,000
-Edison Station Park and Ride $ 11,000,000
-Plauderville Station/High-Level Platform $ 15,000,000
-Morristown Line Bi-Directional Signal Improvements $ 25,000,000
-River LINE Cab Signal System $ 24,000,000
-Commuter Rail Rolling Stock Rehabilitation $ 1,500,000
-Access to the RegionÆs Core Tonnelle Avenue Services/Final $ 20,000,000
-Access to the RegionÆs Core Professional Services/Final Design $110,000,000
Total $298,703,208

NJ TRANSIT, the Southeastern Pennsylvania Transportation Authority (SEPTA), the Delaware River Port Authority (DRPA), the Pennsylvania Department of Transportation (PADOT), the Delaware Department of Transportation (DELDOT) and the Maryland Transit Administration (MTA), have agreed to a fair and rational subregional allocation of the Fiscal Year 2009 ARRA Section 5307 and 5340 funds apportioned to the Philadelphia, PA-NJ-DE-MD urbanized area. In addition, NJ TRANSIT, New York and Connecticut have agreed to a fair and rational subregional allocation of the Fiscal Year 2009 ARRA Section 5307 and 5340 funds apportioned to the New York Newark NY-NJ-CT. A copy of the Split allocation notification letters that NJ TRANSIT sent to FTA is attached to the grant application in TEAM.

All of the project activities included in the grant are eligible to be funded using ARRA program funds. A Federal ratio of 100/0 will apply. NJ TRANSIT will not be expending one percent of the Fiscal Year 2009 ARRA Section 5307/5340 Urbanized Area Formula Program funds for transit security projects. Instead, NJ TRANSIT will be expending state funds (TTF) and Federal funds (Department of Homeland Security) for transit security projects in an amount equivalent to 1% of the 2009 ARRA Section 5307/5340 funds.

NJ TRANSIT will be using Pre-award authority for all of the projects. The funds will be drawn from the New Jersey Metropolitan Planning Organization (MPO) areas and the corresponding FTA Urbanized Areas (UZA) as indicated below:

NJ MPO: NJTPA - $258,517,000
FTA UZA 340010 - NENJ (New York--Newark, NY-NJ-CT) - $ 257,410,214($1,750,000 û TE)
FTA UZA 340630 - Phillipsburg (Allentown-Bethlehem, PA-NJ) û $1,106,786

NJ MPO: DVRPC û $30,972,247
FTA UZA 340040 - Camden (Philadelphia, PA-NJ-DE-MD) - $21,732,697($402,231 û TE)
FTA UZA 340760 - Trenton, NJ û $7,742,273($97,769 û TE)
FTA UZA 343410 - Hightstown, NJ û $1,497,277

NJ MPO: SJTPO û $9,213,961
FTA UZA 341480 - Atlantic City, NJ û $7,202,105($197,020- TE)
FTA UZA 342300 - Vineland/Millville (Vineland, NJ) û $1,269,548
FTA UZA 344320 - Cape May, NJ (Wildwood-North Wildwood-Cape May) û $742,308

Public Notice

The projects were published in North Jersey Transportation Planning AuthorityÆs (NJTPAÆs) public Notice on March 9-11, 2009 and the public was given an opportunity to comment on the projects at NJTPAÆs meeting on March 13, 2009. The projects were also published in Delaware Valley Regional Planning Commissionæs (DVRPCæs) Public Notice on February 4, 2009 and the Public was given an opportunity to comment at DVRPCÆs public meeting on February 26th, 2009. FTA UZA the projects were also published in South Jersey Transportation Planning OrganizationÆs (SJTPO's) Public Notice on March 9, 2009 and the Public was given an opportunity to comment at SJTPOÆs public meeting on March 16th, 2009.

STIP

The projects included in this grant application have been approved in NJTPO, DVRPC, and SJTPO TIPs and in New JerseyÆs approved STIP. With MPO approval of projects, NJ TRANSIT began working to advance projects as allowed for under the FTAÆs pre-award authority provisions.

Bus Rolling Stock Rehabilitation
11.14.01 û Fixed Guideway- Other Capital Programs- Preventive Maintenance
$34,110,000
The STIP Project ID No. is T135, on page III-7 of the FY2009 -2018 STIP as approved by FTA on 4/14/09.

Newark Penn Station Plaza West
11.31.03 û Bus - Station Stops/Terminals û Engineering & Design û Terminal, Intermodal
$2,000,000
The STIP project ID No. is T81, on page III-5 of the FY 2009 -2018 STIP as approved by FTA on 4/14/09.

ACCESS LINK Vehicle Purchase Replacement û 47 Minibuses
11.12.04 - Replacement - BUS <30 FT
$3,710,255
The STIP Project ID No. is T70 on page III-2 of the FY 2009-2018 as approved by FTA on 4/14/09.

ACCESS LINK Vehicle Purchase Expansion û 90 Minibuses
11.13.04 - Bus Expansion - BUS <30 FT
$7,104,744
The STIP Project ID No. is T70 on page III-2 of the FY 2009-2018 as approved by FTA on 4/14/09.

ACCESS LINK Vehicle Purchase Expansion - 24 Vans
11.13.04 û Bus Expansion - BUS <30 FT
$1,321,000
The project ID No. is T70 on page III-2 of the FY 2009-2018 as approved by FTA on 4/14/09.

Atlantic City Jitney Vehicle Purchase Replacement - 30 Minibuses
11.12.04 û Purchase û Expansion <30 FT (AC Jitneys)
$2,250,000
The STIP Project ID No. is T70 on page III-2 of the FY 2009-2018 as approved by FTA on 4/14/09.

ACCESS LINK Vehicle Purchase Replacement û 57 Sedans
11.12.16 - Replacement û Sedan/Station Wagon
$1,614,000
The STIP Project ID No. is T70 on page III-2 of the FY 2009-2018 as approved by FTA on 4/14/09.

Bus Shelters
11.93.02 û Bus - Transit Enhancements (TE) û Construction û Bus Shelters
$2,500,000
The project ID No. is T06, on page III-3 of the FY 2009-2018 as approved by FTA on 4/14/09.

Lower Hack Drawbridge Rehabilitation û Phase II
12.24.05 - Fixed Guideway ûTransit-Way Lines û Engineering & Design - Bridges
$30,000,000

The project ID No. is T05, on page III-3 of the FY 2009-2018 as approved by FTA on 4/14/09.

Enhanced Track Rehabilitation
12.24.03 û Rehab/Renov. Line/Equip/Structures
$4,703,209
The STIP Project ID No. is T42, on page III-11 of the FY 2009-2018 as approved by FTA on 4/14/09.

Pennsauken Transit Center
12.31.03 - Fixed Guideway û Station Stops/Terminals -Engineering & Design û Terminal, Intermodal
$2,890,000
The project ID No. is T55, on page III-6 of the FY 2009-2018 as approved by FTA on 4/14/09.

Edison Station Park and Ride
12.33.04 - Fixed Guideway - Station Stops/Terminals - Construction û Park & Ride Lot.
$11,000,000
The project ID No. is T55, on page III-6 of the FY 2009-2018 as approved by FTA on 4/14/09.

Plauderville Station/High-Level Platform
12.34.02 - Fixed Guideway - Station Stops/Terminals û Rehab/Renovation û RAIL STATION
$15,000,000
The project ID No. is T143, on page III-2 of the FY 2009-2018 as approved by FTA on 4/14/09.

Morristown Line Bi-Directional Signal Improvements
12.64.01 û Fixed Guideway û Rehab/Renovation Train Control/Signal System
$25,000,000
The project ID No. is T50, on page III-10 of the FY 2009-2018 as approved by FTA on 4/14/09.

River LINE Cab Signal System
12.64.01 û Signal&Comm/Rehab/Control/Signal Sys
$24,000,000
The project ID No. is T95, on page III-4 of the FY 2009-2018 as approved by FTA on 4/14/09.

Commuter Rail Rolling Stock Rehabilitation
12.7A.00 û Fixed Guideway - Other Capital Program- Preventive Maintenance
$1,500,000
The STIP Project ID No. is T39, on page III-8 of the FY 2009-2018 as approved by FTA on 4/14/09.

Access to the RegionÆs Core û Tonnelle Avenue Underpass
14.01.10 û Guideway & Track Elements
$20,000,000
The STIP Project ID No. is T97, on page III-1 of the FY 2009-2018 as amended by FTA on 4/14/09.

Access to the RegionÆs Core Professional Services for Final Design
14.08.80 - Professional Services
$110,000,000
The STIP Project ID No. is T97, on page III-1 of the FY 2009-2018 as approved by FTA on 4/14/09.

NEPA

Bus Rolling Stock Rehabilitation
The environmental classification is Class II (c) (14) û Bus & Rail Car Rehabilitation

Newark Penn Station Plaza West
The Environmental Classification for this project is Class II (c) 01 û Engineering/ Design/Planning/Tech Studies. NJ TRANSIT submitted a request for a Categorical Exclusion to FTA on March 30, 2009.

ACCESS LINK Vehicle Purchase Replacement û 47 Minibuses
The environmental classifications Class II (c)17 Purchase of vehicles.

ACCESS LINK Vehicle Purchase Expansion û 90 Minibuses

The environmental classifications Class II (c)17 Purchase of vehicles.

ACCESS LINK Vehicle Purchase Expansion - 24 Vans
The environmental classifications Class II (c)17 Purchase of vehicles.

Atlantic City Jitney Vehicle Purchase Replacement - 30 Minibuses
The environmental classifications Class II (c)17 Purchase of vehicles

ACCESS LINK Vehicle Purchase Replacement û 57 Sedans
The environmental classifications Class II (c)17 Purchase of vehicles.

Bus Shelters
The environmental classification is Class II (c)(8) û Install Shelters, fencing, & Amenities.

Bus shelters have been found by FTA (August 3, 2005) to satisfy the criteria for a categorical exclusion from NEPA, subject to consultation with the State Historic Preservation Office (SHPO) as required by Section 106 to ensure that each shelter proposed for installation is reviewed for its potential to have adverse effects on listed or eligible properties. To support the consultation, NJ TRANSITÆs Bus Stop Sign and Shelter Program will provide a review package to NJ TRANSITÆs Environmental Services in Capital Planning and Programs, which will consult with the SHPO concerning the potential for adverse effects, with copies of all correspondence to be provided to the FTA, and seeking FTA concurrence as to consulting parties and finding of effect. The package will include an installation diagram, photos of the surrounding area, and a maintenance agreement between the community and NJ TRANSIT. When Environmental Services completes the consultation process, and it has been determined that adverse effects will result from a shelter, a shelter will be ordered for installation. NJ TRANSIT will report quarterly to the FTA concerning the status of these reviews and completed bus shelter installations

Lower Hack Drawbridge Rehabilitation û Phase II
Class II(d)3 - On June 16, 2009, the Federal Transit Administration approved a Class II Categorical Exclusion (CE) pursuant to 23 C.F.R. Section 771.117 (D)3 ôBridge rehabilitation, reconstruction, or replacement or the construction of grade separation to replace existing at-grade railroad crossing.

Enhanced Track Rehabilitation
The environmental classification in is Class II (c)(18) û Track & Railbed maintenance/improvements.

Pennsauken Transit Center
The Environmental Classification for this project is Class II (c) 01 û Engineering/ Design/Planning/Tech Studies. NEPA approval is expected in the Fall of 2009.

Edison Rail Park and Ride
The environmental classification is Class II (d)(4), transportation parking facilities. The FTA issued a categorical exclusion finding on October 13, 2005.

Plauderville Station/High-Level Platform
The environmental classification in this application is Class II (d) (9) û Reconstruction of Rail & Buildings. Rehabilitation or reconstruction of existing rail and bus buildings and ancillary facilities where only minor amount of additional land are required and there is not a substantial increase in the number of users. The FTA approved the CE on 8/23/06.

Morristown Line Bi-Directional Signal Improvements
The Environmental Classification is Class II (c)(18) Track and Railbed Maintenance/Improvements

River LINE Cab Signal System
The environmental classification is Class II (c) (18) û Track and Railbed Maintenance/Improvements.

Commuter Rail Rolling Stock Rehabilitation
The environmental classification is Class II (c) (14) û Bus & Rail Car Rehabilitation

Access to the RegionÆs Core û Tonnelle Avenue Underpass
The FTA issued a Record of Decision (ROD) for ARC on January 14, 2009. A Letter of No Prejudice was issued on 5/12/2009.

Access to the Regions/Æ Core - Professional Services for Final Design
The FTA issued a Record of Decision (ROD) for ARC on January 14, 2009.

ARRA Certifications

NJ TRANSIT agrees to comply with reporting requirements and deadlines set out in section 1201(c) of Public Law 111û5.

NJ TRANSIT agrees to comply with reporting requirements and deadlines set out in section 1512 of Public Law 111û5.

NJ TRANSIT agrees to submit data to FTA that is accurate, objective and of the highest integrity in compliance with the requirements of Public Law 111-5.

NJ TRANSIT acknowledges that receipt of ARRA funds is a ææone-timeÆÆ disbursement that does not create any future obligation by the FTA to advance similar funding amounts.

NJ TRANSIT agrees that it or its sub-recipients will report any credible evidence that a principal, employee, agent, contractor, subrecipient, subcontractor, or other person has submitted a false claim under the False Claims Act or has committed a criminal or civil violation of law pertaining to fraud, conflict of interest, bribery, gratuity, or similar misconduct involving ARRA funds.
ARRA Purpose/Rationale

Bus Rolling Stock Rehabilitation

Purpose:
[X] To preserve and create jobs and promote economic recovery.
[X] To assist those affected negatively by the recession.
[ ] To provide investments needed to increase economic efficiency by spurring technological advances.
[X] To invest in transportation infrastructure that will provide long-term economic benefits.
[X] To stabilize State and local government budgets, in order to minimize reductions in essential services and counterproductive State and local tax increases.

Rationale:
[X] Project is ready to go (all applicable federal requirements are complete).
[X] Use of Recovery funds for this project frees up other FTA/State/local resources for other purposes.
[ ] Project is high local/regional priority.
[X] Project could not have been implemented without supplemental funding.
[ ] Funding accelerates completion and decreases over-all project costs.
[ ] Project provides equipment or facilities to increase transit ridership.
[X] Project is a needed investment to bring assets to a state of good repair.
[X] Project addresses immediate maintenance needs.

Newark Penn Station Plaza West

Purpose:
[X] To preserve and create jobs and promote economic recovery.
[X] To assist those affected negatively by the recession.
[ ] To provide investments needed to increase economic efficiency by spurring technological advances.
[X] To invest in transportation infrastructure that will provide long-term economic benefits.
[ ] To stabilize State and local government budgets, in order to minimize reductions in essential services and counterproductive State and local tax increases.

Rationale:
[X] Project is ready to go (all applicable federal requirements are complete).
[ ] Use of Recovery funds for this project frees up other FTA/State/local resources for other purposes.
[X] Project is high local/regional priority.
[X] Project could not have been implemented without supplemental funding.
[ ] Funding accelerates completion and decreases over-all project costs.
[X] Project provides equipment or facilities to increase transit ridership.

[ ] Project is a needed investment to bring assets to a state of good repair.
[ ] Project addresses immediate maintenance needs.

ACCESS LINK Vehicle Purchase Replacement û 47 Minibuses

Purpose:
[X] To preserve and create jobs and promote economic recovery.
[X] To assist those affected negatively by the recession.
[ ] To provide investments needed to increase economic efficiency by spurring technological advances.
[X] To invest in transportation infrastructure that will provide long-term economic benefits.
[X] To stabilize State and local government budgets, in order to minimize reductions in essential services and counterproductive State and local tax increases.

Rationale:
[X] Project is ready to go (all applicable federal requirements are complete).
[ ] Use of Recovery funds for this project frees up other FTA/State/local resources for other purposes.
[X] Project is high local/regional priority.
[X] Project could not have been implemented without supplemental funding.
[ ] Funding accelerates completion and decreases over-all project costs.
[X] Project provides equipment or facilities to increase transit ridership.
[X] Project is a needed investment to bring assets to a state of good repair.
[X] Project addresses immediate maintenance needs.

ACCESS LINK Vehicle Purchase Expansionû 90 Minibuses

Purpose:
[X] To preserve and create jobs and promote economic recovery.
[X] To assist those affected negatively by the recession.
[ ] To provide investments needed to increase economic efficiency by spurring technological advances.
[X] To invest in transportation infrastructure that will provide long-term economic benefits.
[X] To stabilize State and local government budgets, in order to minimize reductions in essential services and counterproductive State and local tax increases.

Rationale:
[X] Project is ready to go (all applicable federal requirements are complete).
[ ] Use of Recovery funds for this project frees up other FTA/State/local resources for other purposes.
[X] Project is high local/regional priority.
[X] Project could not have been implemented without supplemental funding.
[ ] Funding accelerates completion and decreases over-all project costs.
[X] Project provides equipment or facilities to increase transit ridership.
[X] Project is a needed investment to bring assets to a state of good repair.
[X] Project addresses immediate maintenance needs.

ACCESS LINK Vehicle Purchase Expansion - 24 Vans

Purpose:
[X] To preserve and create jobs and promote economic recovery.
[XFTA UZA] To assist those affected negatively by the recession.
[ ] To provide investments needed to increase economic efficiency by spurring technological advances.
[X] To invest in transportation infrastructure that will provide long-term economic benefits.
[X] To stabilize State and local government budgets, in order to minimize reductions in essential services and counterproductive State and local tax increases.

Rationale:
[X] Project is ready to go (all applicable federal requirements are complete).
[ ] Use of Recovery funds for this project frees up other FTA/State/local resources for other purposes.
[X] Project is high local/regional priority.

[X] Project could not have been implemented without supplemental funding.
[ ] Funding accelerates completion and decreases over-all project costs.
[X] Project provides equipment or facilities to increase transit ridership.
[X] Project is a needed investment to bring assets to a state of good repair.
[X] Project addresses immediate maintenance needs.

Atlantic City Jitney Vehicle Purchase Replacement - 30 Minibuses

Purpose:
[X] To preserve and create jobs and promote economic recovery.
[X] To assist those affected negatively by the recession.
[ ] To provide investments needed to increase economic efficiency by spurring technological advances.
[X] To invest in transportation infrastructure that will provide long-term economic benefits.
[X] To stabilize State and local government budgets, in order to minimize reductions in essential services and counterproductive State and local tax increases.

Rationale:
[X] Project is ready to go (all applicable federal requirements are complete).
[ ] Use of Recovery funds for this project frees up other FTA/State/local resources for other purposes.
[X] Project is high local/regional priority.
[X] Project could not have been implemented without supplemental funding.
[ ] Funding accelerates completion and decreases over-all project costs.
[X] Project provides equipment or facilities to increase transit ridership.
[X] Project is a needed investment to bring assets to a state of good repair.
[X] Project addresses immediate maintenance needs.

ACCESS LINK Vehicle Purchase Replacement û 57 Sedans

Purpose:
[X] To preserve and create jobs and promote economic recovery.
[X] To assist those affected negatively by the recession.
[ ] To provide investments needed to increase economic efficiency by spurring technological advances.
[X] To invest in transportation infrastructure that will provide long-term economic benefits.
[X] To stabilize State and local government budgets, in order to minimize reductions in essential services and counterproductive State and local tax increases.

Rationale:
[X] Project is ready to go (all applicable federal requirements are complete).
[ ] Use of Recovery funds for this project frees up other FTA/State/local resources for other purposes.
[X] Project is high local/regional priority.
[X] Project could not have been implemented without supplemental funding.
[ ] Funding accelerates completion and decreases over-all project costs.
[X] Project provides equipment or facilities to increase transit ridership.
[X] Project is a needed investment to bring assets to a state of good repair.
[X] Project addresses immediate maintenance needs.

Bus Shelters

Purpose:
[X] To preserve and create jobs and promote economic recovery.
[X] To assist those affected negatively by the recession.
[ ] To provide investments needed to increase economic efficiency by spurring technological advances.
[X] To invest in transportation infrastructure that will provide long-term economic benefits.
[ ] To stabilize State and local government budgets, in order to minimize reductions in essential services and

counterproductive State and local tax increases.

Rationale:
[X] Project is ready to go (all applicable federal requirements are complete).
[ ] Use of Recovery funds for this project frees up other FTA/State/local resources for other purposes.
[X] Project is high local/regional priority.
[X] Project could not have been implemented without supplemental funding.
[ ] Funding accelerates completion and decreases over-all project costs.
[X] Project provides equipment or facilities to increase transit ridership.
[X] Project is a needed investment to bring assets to a state of good repair.
[ ] Project addresses immediate maintenance needs.

Lower Hack Drawbridge Rehabilitation û Phase II

Purpose:
[X] To preserve and create jobs and promote economic recovery.
[X] To assist those affected negatively by the recession.
[ ] To provide investments needed to increase economic efficiency by spurring technological advances.
[X] To invest in transportation infrastructure that will provide long-term economic benefits.
[ ] To stabilize State and local government budgets, in order to minimize reductions in essential services and counterproductive State and local tax increases.

Rationale:
[X] Project is ready to go (all applicable federal requirements are complete).
[ ] Use of Recovery funds for this project frees up other FTA/State/local resources for other purposes.
[X] Project is high local/regional priority.
[X] Project could not have been implemented without supplemental funding.
[ ] Funding accelerates completion and decreases over-all project costs.
[ ] Project provides equipment or facilities to increase transit ridership.
[X] Project is a needed investment to bring assets to a state of good repair.
[ ] Project addresses immediate maintenance needs.

Enhanced Track Rehabilitation

Purpose:
[X] To preserve and create jobs and promote economic recovery.
[X] To assist those affected negatively by the recession.
[ ] To provide investments needed to increase economic efficiency by spurring technological advances.
[X] To invest in transportation infrastructure that will provide long-term economic benefits.
[ ] To stabilize State and local government budgets, in order to minimize reductions in essential services and counterproductive State and local tax increases.

Rationale:
[X] Project is ready to go (all applicable federal requirements are complete).
[X] Use of Recovery funds for this project frees up other FTA/State/local resources for other purposes.
[ ] Project is high local/regional priority.
[X] Project could not have been implemented without supplemental funding.
[ ] Funding accelerates completion and decreases over-all project costs.
[ ] Project provides equipment or facilities to increase transit ridership.
[X] Project is a needed investment to bring assets to a state of good repair.
[X] Project addresses immediate maintenance needs.

Pennsauken Transit Center Construction

Purpose:
[X] To preserve and create jobs and promote economic recovery.
[X] To assist those affected negatively by the recession.
[ ] To provide investments needed to increase economic efficiency by spurring technological advances.
[X] To invest in transportation infrastructure that will provide long-term economic benefits.
[ ] To stabilize State and local government budgets, in order to minimize reductions in essential services and counterproductive State and local tax increases.

Rationale:
[X] Project is ready to go (all applicable federal requirements are complete).
[ ] Use of Recovery funds for this project frees up other FTA/State/local resources for other purposes.
[X] Project is high local/regional priority.
[X] Project could not have been implemented without supplemental funding.
[ ] Funding accelerates completion and decreases over-all project costs.
[X] Project provides equipment or facilities to increase transit ridership.
[ ] Project is a needed investment to bring assets to a state of good repair.
[ ] Project addresses immediate maintenance needs.

Edison Station Park and Ride

Purpose:
[X] To preserve and create jobs and promote economic recovery.
[X] To assist those affected negatively by the recession.
[ ] To provide investments needed to increase economic efficiency by spurring technological advances.
[X] To invest in transportation infrastructure that will provide long-term economic benefits.
[ ] To stabilize State and local government budgets, in order to minimize reductions in essential services and counterproductive State and local tax increases.

Rationale:
[X] Project is ready to go (all applicable federal requirements are complete).
[X] Use of Recovery funds for this project frees up other FTA/State/local resources for other purposes.
[X] Project is high local/regional priority.
[X] Project could not have been implemented without supplemental funding.
[ ] Funding accelerates completion and decreases over-all project costs.
[X] Project provides equipment or facilities to increase transit ridership.
[ ] Project is a needed investment to bring assets to a state of good repair.
[ ] Project addresses immediate maintenance needs.

Plauderville Station/High-Level Platform

Purpose:
[X] To preserve and create jobs and promote economic recovery.
[X] To assist those affected negatively by the recession.
[ ] To provide investments needed to increase economic efficiency by spurring technological advances.
[X] To invest in transportation infrastructure that will provide long-term economic benefits.
[ ] To stabilize State and local government budgets, in order to minimize reductions in essential services and counterproductive State and local tax increases.

Rationale:
[X] Project is ready to go (all applicable federal requirements are complete).
[X] Use of Recovery funds for this project frees up other FTA/State/local resources for other purposes.
[X] Project is high local/regional priority.
[X] Project could not have been implemented without supplemental funding.
[ ] Funding accelerates completion and decreases over-all project costs.
[X] Project provides equipment or facilities to increase transit ridership.
[X] Project is a needed investment to bring assets to a state of good repair.
[ ] Project addresses immediate maintenance needs.

Morristown Line Bi-Directional Signal Improvements

Purpose:
[X] To preserve and create jobs and promote economic recovery.
[X] To assist those affected negatively by the recession.
[ ] To provide investments needed to increase economic efficiency by spurring technological advances.
[X] To invest in transportation infrastructure that will provide long-term economic benefits.
[ ] To stabilize State and local government budgets, in order to minimize reductions in essential services and counterproductive State and local tax increases.

Rationale:
[X] Project is ready to go (all applicable federal requirements are complete).
[ ] Use of Recovery funds for this project frees up other FTA/State/local resources for other purposes.
[X] Project is high local/regional priority.
[X] Project could not have been implemented without supplemental funding.
[ ] Funding accelerates completion and decreases over-all project costs.
[X] Project provides equipment or facilities to increase transit ridership.
[X] Project is a needed investment to bring assets to a state of good repair.
[ ] Project addresses immediate maintenance needs.

River LINE Cab Signal System

Purpose:
[X] To preserve and create jobs and promote economic recovery.
[X] To assist those affected negatively by the recession.
[X] To provide investments needed to increase economic efficiency by spurring technological advances.
[X] To invest in transportation infrastructure that will provide long-term economic benefits.
[ ] To stabilize State and local government budgets, in order to minimize reductions in essential services and counterproductive State and local tax increases.

Rationale:
[X] Project is ready to go (all applicable federal requirements are complete).
[ ] Use of Recovery funds for this project frees up other FTA/State/local resources for other purposes.
[X] Project is high local/regional priority.
[X] Project could not have been implemented without supplemental funding.
[ ] Funding accelerates completion and decreases over-all project costs.
[X] Project provides equipment or facilities to increase transit ridership.
[X] Project is a needed investment to bring assets to a state of good repair.
[ ] Project addresses immediate maintenance needs.

Commuter Rail Rolling Stock Rehabilitation

Purpose:
[X] To preserve and create jobs and promote economic recovery.
[X] To assist those affected negatively by the recession.
[ ] To provide investments needed to increase economic efficiency by spurring technological advances.

[X] To invest in transportation infrastructure that will provide long-term economic benefits.
[X] To stabilize State and local government budgets, in order to minimize reductions in essential services and counterproductive State and local tax increases.

Rationale:

[X] Project is ready to go (all applicable federal requirements are complete).
[ ] Use of Recovery funds for this project frees up other FTA/State/local resources for other purposes.
[ ] Project is high local/regional priority.
[X] Project could not have been implemented without supplemental funding.
[ ] Funding accelerates completion and decreases over-all project costs.
[ ] Project provides equipment or facilities to increase transit ridership.
[X] Project is a needed investment to bring assets to a state of good repair.
[X] Project addresses immediate maintenance needs.

Access to the RegionsÆ Core - Tonnelle Avenue Underpass

Purpose:
[X] To preserve and create jobs and promote economic recovery.
[X] To assist those affected negatively by the recession.
[ ] To provide investments needed to increase economic efficiency by spurring technological advances.
[X] To invest in transportation infrastructure that will provide long-term economic benefits.
[ ] To stabilize State and local government budgets, in order to minimize reductions in essential services and counterproductive State and local tax increases.

Rationale:
[X] Project is ready to go (all applicable federal requirements are complete).
[X] Use of Recovery funds for this project frees up other FTA/State/local resources for other purposes.
[X] Project is high local/regional priority.
[ ] Project could not have been implemented without supplemental funding.
[ ] Funding accelerates completion and decreases over-all project costs.
[X] Project provides equipment or facilities to increase transit ridership.
[X] Project is a needed investment to bring assets to a state of good repair.
[ ] Project addresses immediate maintenance needs.

Access to the RegionsÆ Core - Professional Services for Final Design

Purpose:
[X] To preserve and create jobs and promote economic recovery.
[X] To assist those affected negatively by the recession.
[ ] To provide investments needed to increase economic efficiency by spurring technological advances.
[X] To invest in transportation infrastructure that will provide long-term economic benefits.
[ ] To stabilize State and local government budgets, in order to minimize reductions in essential services and counterproductive State and local tax increases.

Rationale:
[X] Project is ready to go (all applicable federal requirements are complete).
[X] Use of Recovery funds for this project frees up other FTA/State/local resources for other purposes.
[X] Project is high local/regional priority.
[ ] Project could not have been implemented without supplemental funding.
[ ] Funding accelerates completion and decreases over-all project costs.
[X] Project provides equipment or facilities to increase transit ridership.
[X] Project is a needed investment to bring assets to a state of good repair.
[ ] Project addresses immediate maintenance needs.

Contact Person:
Karen F. Schrempp
Director, Grant Administration and Compliance
Phone: (973) 491-8057
KSCHREMPP@NJTRANSIT.COM

Earmarks

Earmark Details

Earmark ID	Earmark Name	Orig. Balance	Amount Applied
D2009-ERUF-0001	ARRA Urbanized Area Formula	$5,967,852,039	$298,703,208

Number of Earmarks: 1

Total Amount Applied: $298,703,208

Date Sent for Release: 8/5/2009 4:44:56 PM

Date Released: 8/14/2009

Security

No – We will not expend at least 1% of the 5307 funds in this grant application for security purposes.

3. Other, please describe below.

Part 3: Budget

Project Budget

	Quantity	FTA Amount	Tot. Elig. Cost
SCOPE			
111-00 BUS - ROLLING STOCK REHABILITATION	1	$34,110,000.00	$34,110,000.00
ACTIVITY			
11.14.01 REHAB/REBUILD 40-FT BUS: Bus Rolling Stock Rehabilitation	1	$34,110,000.00	$34,110,000.00
SCOPE			
113-00 BUS - STATION/STOPS/TERMINALS - NPS	0	$2,000,000.00	$2,000,000.00
ACTIVITY			
11.31.03 TERMINAL, INTERMODAL (TRANSIT) - Nwk Penn Station Plaza West	0	$2,000,000.00	$2,000,000.00
SCOPE			
117-00 OTHER CAPITAL ITEMS (BUS)	90	$7,104,744.00	$7,104,744.00

ACSLNK90			
ACTIVITY			
11.13.04 BUY <30-FT BUS FOR EXPANSION - Access Link 90	90	$7,104,744.00	$7,104,744.00
SCOPE			
117-01 OTHER CAPITAL ITEMS (BUS) ACSLNK24	24	$1,321,000.00	$1,321,000.00
ACTIVITY			
11.13.04 BUY <30-FT BUS FOR EXPANSION-Access Link 24	24	$1,321,000.00	$1,321,000.00
SCOPE			
117-02 OTHER CAPITAL ITEMS (BUS) JTNY30	30	$2,250,000.00	$2,250,000.00
ACTIVITY			
11.12.04 BUY REPLACEMENT <30 FT BUS	30	$2,250,000.00	$2,250,000.00
SCOPE			
117-03 OTHER CAPITAL ITEMS (BUS) ACSLNK57	57	$1,614,000.00	$1,614,000.00
ACTIVITY			
11.12.16 BUY REPL SEDAN/STATION WAGON - Access Link 57 Sedans	57	$1,614,000.00	$1,614,000.00
SCOPE			
117-04 OTHER CAPITAL ITEMS (BUS)	47	$3,710,255.00	$3,710,255.00
ACTIVITY			
11.12.04 BUY REPLACEMENT <30 FT BUS -Access Link 47	47	$3,710,255.00	$3,710,255.00
SCOPE			
119-00 TRANSIT ENHANCEMENTS (BUS)	175	$2,500,000.00	$2,500,000.00
ACTIVITY			
11.93.02 CONSTRUCTION - BUS SHELTERS	175	$2,500,000.00	$2,500,000.00
SCOPE			
122-00 RAIL TRANSITWAY LINES LWRHACK REHAB II	0	$30,000,000.00	$30,000,000.00
ACTIVITY			
12.24.05 REHAB/RENOV BRIDGES	0	$30,000,000.00	$30,000,000.00
SCOPE			
122-01 RAIL TRANSITWAY LINES - TRAK REHAB	0	$4,703,209.00	$4,703,209.00
ACTIVITY			
12.24.03 REHAB/RENOV LINE	0	$4,703,209.00	$4,703,209.00

EQUIP/STRUCTURES-Enhanced Track Rehab			
SCOPE			
123-00 RAIL-STATION/STOPS/TERMINALS PNSKN	0	$2,890,000.00	$2,890,000.00
ACTIVITY			
12.31.03 TERMINAL, INTERMODAL (TRANSIT)	0	$2,890,000.00	$2,890,000.00
SCOPE			
123-01 RAIL-STATION/STOPS/TERMINALS-EDSN	0	$11,000,000.00	$11,000,000.00
ACTIVITY			
12.33.04 CONSTRUCT PARK & RIDE FACILITY -Edison Park and Ride	0	$11,000,000.00	$11,000,000.00
SCOPE			
123-02 RAIL-STATION/STOPS/TERMINALS PLAUD	0	$15,000,000.00	$15,000,000.00
ACTIVITY			
12.34.02 REHAB/RENOV - RAIL STATION - Plauderville Station HLP	0	$15,000,000.00	$15,000,000.00
SCOPE			
126-00 SIGNAL/COMMUNICATION (RAIL) M&E SIG	0	$25,000,000.00	$25,000,000.00
ACTIVITY			
12.64.01 REHAB TRAIN CONTROL-SIGNAL SYS-Morristwn Bi-Directional	0	$25,000,000.00	$25,000,000.00
SCOPE			
127-00 OTHER CAPITAL ITEMS (RAIL) CABSIGNAL	0	$24,000,000.00	$24,000,000.00
ACTIVITY			
12.64.01 REHAB TRAIN CONTROL-SIGNAL SYS - River Line Cab Signal	0	$24,000,000.00	$24,000,000.00
SCOPE			
127-01 OTHER CAPITAL ITEMS (RAIL) REHAB	0	$1,500,000.00	$1,500,000.00
ACTIVITY			
12.7A.00 PREVENTIVE MAINTENANCE (RAIL)	0	$1,500,000.00	$1,500,000.00
SCOPE			
140-00 NEW START PROF SRVCS FINAL DESIGN	0	$20,000,000.00	$20,000,000.00
ACTIVITY			
14.01.10 GUIDEWAY & TRACK ELEMENTS - ARC Tonnelle Ave. Underpass	0	$20,000,000.00	$20,000,000.00

SCOPE			
140-01 NEW START PROF SRVCS FINAL DESIGN	0	$110,000,000.00	$110,000,000.00
ACTIVITY			
14.08.80 PROFESSIONAL SERVICES - ARC Final Design	0	$110,000,000.00	$110,000,000.00
		Estimated Total Eligible Cost:	**$298,703,208.00**
		Federal Share:	**$298,703,208.00**
		Local Share:	**$0.00**

OTHER (Scopes and Activities not included in Project Budget Totals)

None

SOURCES OF FEDERAL FINANCIAL ASSISTANCE

UZA ID	Accounting Classification	FPC	FY	SEC	Previously Approved	Amendment Amount	Total
340010	2009.26.96.91.1	00	2009	96	$0.00	$257,410,214.00	$257,410,214.00
340040	2009.26.96.91.1	00	2009	96	$0.00	$21,732,697.00	$21,732,697.00
340630	2009.26.96.91.1	00	2009	96	$0.00	$1,106,786.00	$1,106,786.00
340760	2009.26.96.91.1	00	2009	96	$0.00	$7,742,273.00	$7,742,273.00
341480	2009.26.96.91.1	00	2009	96	$0.00	$7,202,105.00	$7,202,105.00
342300	2009.26.96.91.1	00	2009	96	$0.00	$1,269,548.00	$1,269,548.00
343410	2009.26.96.91.1	00	2009	96	$0.00	$1,497,277.00	$1,497,277.00
344320	2009.26.96.91.1	00	2009	96	$0.00	$742,308.00	$742,308.00
						Total Previously Approved:	**$0.00**
						Total Amendment Amount:	**$298,703,208.00**
						Total from all Funding Sources:	**$298,703,208.00**

Alternative Fuel Codes

11.14.01	REHAB/REBUILD 40-FT BUS: Bus Rolling Stock Rehabilitation	Diesel Fuel
11.13.04	BUY <30-FT BUS FOR EXPANSION - Access Link 90	Diesel Fuel
11.13.04	BUY <30-FT BUS FOR EXPANSION-Access Link 24	Diesel Fuel
11.12.04	BUY REPLACEMENT <30 FT BUS	Diesel Fuel

11.12.16	BUY REPL SEDAN/STATION WAGON - Access Link 57 Sedans	Diesel Fuel
11.12.04	BUY REPLACEMENT <30 FT BUS -Access Link 47	Diesel Fuel

Extended Budget Descriptions

111-00	BUS - ROLLING STOCK REHABILITATION	1	$34,110,000.00	$34,110,000.00
11.14.01	REHAB/REBUILD 40-FT BUS: Bus Rolling Stock Rehabilitation	1	$34,110,000.00	$34,110,000.00

(BUS ROLLING STOCK REHABILITATION)

NJ TRANSIT is requesting $34,110,000 of Section 5307 funding under the ARRA for the Bus Rolling Stock Rehabilitation project.

This project involves rehabilitation of NJ TRANSITÆs bus fleet. The scope includes replacement of the various bus components such as engines, transmissions, pumps, motors, differentials, turbos, compressors and generators. Rehabilitation also includes major body work, structural repairs, rebuilding fare collection, radio and communication equipment, and bus repainting, as needed.

NJ TRANSIT owns the buses. There are potentially 2,148 buses involved in this project. NJ TRANSIT will be managing this project. ARRA funding will be used for force account cost only including management staff time. The force account justification is based on union contracts, safety, and efficiency of operations. Materials will be purchased using state funds. None of the project work will conflict with FTA funded preventive maintenance. To avoid any conflict with FTA funded bus preventative maintenance, NJ TRANSIT has separate accounts for Labor, Fringe and Overhead Costs that will be charged to this Stimulus Project.

A Federal ratio of 100/0 will apply. NJ TRANSIT invoked Pre-award authority for this project on March 2009. The total cost of the project is $35,000,000.

The environmental classification is Class II (c) (14) û Bus & Rail Car Rehabilitation.
The STIP Project ID No. is T39, on page III-53 of the FY 2009-2018 as approved by FTA on 4/14/09.

NJ MPO: NJTPA - $32,064,000
FTA UZA 340010 NENJ - $30,957,214
FTA UZA 340630 Allentown-Bethlehem, PA-NJ - $1,106,786

NJ MPO: DVRPC - $1,368,999
FTA UZA: 340040 Camden - $1,239,499
FTA UZA: 343410 Hightstown - $129,500

NJ MPO : SJTPO - $677,001
FTA UZA: 341480 Atlantic City - $465,500
FTA UZA: 342300 Vineland/Millville - $125,001
FTA UZA: 344320 Cape May - $86,500

11.31.03	TERMINAL, INTERMODAL (TRANSIT) - Nwk Penn Station Plaza West	0	$2,000,000.00	$2,000,000.00

(NEWARK PENN STATION PLAZA WEST)

NJ TRANSIT is requesting $2,000,000 of Section 5307 funding under the ARRA to advance the preliminary engineering/NEPA work associated with the Newark Penn Station Plaza West project.

This project involves exterior pedestrian and traffic circulation improvements on the west side of Newark Penn Station in Newark, NJ. The scope includes construction of a mid-block roundabout and two-way traffic operation on Raymond Plaza West, and the realignment of Alling Street with Raymond Plaza West. Roadway improvements include crosswalks, traffic-calming speed tables, in-crosswalk warning lights, and increased drop-off and pick-up spaces with textured pavement. Pedestrian improvements include benches, way-finding signs, tree grates, pedestrian lighting, street, tree, and building uplighting, and plantings. The project scope also involves upgrading traffic signals and roadway lighting, a taxi queuing area, an intercity bus loading area and other related improvements.

Funding provided in this grant application will support preliminary engineering and development of the required environmental documentation. The preliminary engineering and development work will be performed by in-house and third party contractors. NJ TRANSIT will be using a third party contract for final design services The third party contractors will be developing the design package to go out to bid.

The total project cost is $18,117,000.The work will be performed by in-house and Third Party contractors. The estimated costs for third party contractors are: Environmental Service û 50,000; Design Services - $1,000,000; Construction Services - $11,000,000; Construction Management Services - $500,000; Utility Relocation Services - $1,000,000. NJ TRANSIT costs are: Project Administration In-House - $1,500,000; Construction Management In-House - $500,000. Remaining funds will be provided through future grant amendment for the project. State funds in the amount of $0.819M supported this project

A Federal ratio of 100/0 will apply. NJ TRANSIT invoked Pre-award authority for this project in March 2009

On July 2, 2009, the Federal Transit Administration, approved the project for a Class II Categorical Exclusion (CE) pursuant to 23 C.F.R. Section 771.117 (d).

The project ID No. is T81, on page III-43 of the FY 2009-2018 as approved by FTA on 4/14/09.

FUNDING
NJ MPO - NJTPA - $2,000,000
FTA UZA 340010 NENJ - $2,000,000

STATUS
3/6/2009 NTP for Traffic Study for CE preparation. Stantec Consulting (former Vollmer). Amount $41,821.69

4/25/2009 NTP for Engineering Assistance Change Order (03-052B). Gannet Fleming Transportation Engineers. The Contract Amount was $182,800.

11.13.04	BUY <30-FT BUS FOR EXPANSION - Access Link 90	90	$7,104,744.00	$7,104,744.00

(ACCESS LINK VEHICLE PURCHASE EXPANSION - 90 MINIBUSES)

NJ TRANSIT is requesting $7,104,744 of Section 5307 funding under the ARRA to purchase minibuses for NJ TRANSITÆs Access Link paratransit service.

This project involves the purchase of 90 minibuses for NJ TRANSITÆs Access Link service. Access Link is NJ TRANSITÆs paratransit service that is available for individuals who cannot use NJ TRANSITÆs regular bus service Ninety vehicles will be used to expand the fleet to meet growing demand for Access Link service.

The vehicles will be purchased over a two year period. The sedans will be maintained and operated by NJ TRANSITÆs Access Link service providers. The age/mileage criterion for replacement eligibility is 250K miles. NJ TRANSIT will manage this procurement. The estimated cost per vehicle is $74,452. NJ TRANSIT will oversee vehicle procurements, inspections, acceptance, pre-award and post-delivery audits. All vehicles delivered will be sent directly to 1 of 5 regional

facilities throughout the State of New Jersey. Each regional facility is a leased property by the contracted Service Provider. All vehicles are parked either indoors or parked outdoors within a gated area. All facilities have 24 hour surveillance for facility, vehicle parking and employee parking areas.

NJ TRANSIT Fleet Plan was approved on 5/13/2009. NJ TRANSIT will be amending the Fleet Plan to include Access Link in July 2009.

Vehicle locations will be:
Region 2 - First Transit - 1300 John Tipton Blvd, Pennsauken, NJ 08110
Region 3 û First Transit - 2703 Fire Road, Egg Harbor Township, NJ 08234
Region 4 û First Transit - 1012 Whitehead Road, Ewing, NJ 08638 and 2 Gowin Street, Sayreville, NJ 08872
Region 5 û MV Transportation - 624 Evans Street, Elizabeth, NJ 07201
Region 6 û First Transit - 540 Gotham Parkway, Carlstadt, NJ 07072

NJ TRANSITÆs Access Link service providers are:

MV Transportation û currently operating Region 5 (Elizabeth, NJ) and First Transit, Inc. û currently operates Region 2 (Pennsauken, NJ), Region 3 (Atlantic County, NJ), Region 4 (Ewing & Sayreville, NJ), Region 6 (Carlstadt, NJ).

A Federal ratio of 100/0 will apply. NJ TRANSIT invoked Pre-award authority for this project in March 2009.

The total project cost is $10,815,000 for both expansion and replacement buses: $3,710,255 funded in this line item and $7,104,744 funded in 11.13.04 Bus Expansion û Bus <30 FT (Access Link Vehicle Purchase û 90 Minibuses). Total Project Administration is estimated at $100,000 for both expansion and replacement.

The environmental classifications Class II (c)17 Purchase of vehicles.

The project ID No. is T70 on page III-2 of the FY 2009-2018 as approved by FTA on 4/14/09.

FUNDING
NJ MPO: NJTPA
FTA UZA: 340010 NENJ - $5,620,620

NJ MPO: DVRPC
FTA UZA: 340040 Camden - $789,416
FTA UZA: 343410 Hightstown - $394,708

NJ MPO: SJTPO
FTA UZA: 341480 Atlantic City - $300,000

STATUS
Bid awarded to Jersey Shore Bus Sales (PO# L-43168) û Starcraft awarded contract. The contract amount was $6,191,298. The base contract was for 102 vehicles with and option for up to 55 additional vehicles.

11.13.04	BUY <30-FT BUS FOR EXPANSION-Access Link 24	24	$1,321,000.00	$1,321,000.00

(ACCESS LINK VEHICLE PURCHASE EXPANSION - 24 VANS)

NJ TRANSIT is requesting $1,321,000 of Section 5307 funding under the ARRA to purchase vans for NJ TRANSITÆs Access Link paratransit service.

This project involves the purchase of 24 vans for NJ TRANSITÆs Access Link service. Access Link is NJ TRANSITÆs paratransit service that is available for individuals who cannot use NJ TRANSITÆs regular bus service. Twenty four vehicles will be used to expand the fleet to meet growing demand for Access Link service.

The vehicles will be purchased over a one year period. The sedans will be maintained and operated by NJ TRANSITÆs Access Link service providers. All vehicles delivered will be sent directly to 1 of 5 regional facilities throughout the State of New Jersey. Each regional facility is a leased property by the contracted Service Provider. All vehicles are parked either indoors or parked outdoors within a gated area. All facilities have 24 hour surveillance for facility, vehicle parking and employee parking areas.

NJ TRANSIT will oversee vehicle procurements, inspections, acceptance, and pre-award audit, and post-delivery audits. The estimated cost per vehicles is $48,000.

NJ TRANSIT Fleet Plan was approved on 5/13/2009. NJ TRANSIT will be amending the Fleet Plan to include Access Link in July 2009.

Vehicle locations will be:
Region 2 - First Transit - 1300 John Tipton Blvd, Pennsauken, NJ 08110
Region 3 û First Transit - 2703 Fire Road, Egg Harbor Township, NJ 08234
Region 4 û First Transit - 1012 Whitehead Road, Ewing, NJ 08638 and 2 Gowin Street, Sayreville, NJ 08872
Region 5 û MV Transportation - 624 Evans Street, Elizabeth, NJ 07201
Region 6 û First Transit - 540 Gotham Parkway, Carlstadt, NJ 07072

NJ TRANSITÆs Access Link service providers are:

MV Transportation û currently operating Region 5 (Elizabeth, NJ) and First Transit, Inc. û currently operates Region 2 (Pennsauken, NJ), Region 3 (Atlantic County, NJ), Region 4 (Ewing & Sayreville, NJ), Region 6 (Carlstadt, NJ).

A Federal ratio of 100/0 will apply. NJ TRANSIT invoked Pre-award authority for this project in March 2009.

The total project cost is $1,321,000. Project Admin expense is a total of $100,000.

The environmental classifications Class II (c)17 Purchase of vehicles.

The project ID No. is T70 on page III-2 of the FY 2009-2018 as approved by FTA on 4/14/09.

FUNDING
NJ MPO: NJTPA
FTA UZA: 340010 NENJ - $807,000

NJ MPO: DVRPC
FTA UZA: 340040 Camden - $147,000
FTA UZA: 340760 Trenton - $147,000
FTA UZA: 343410 Hightstown - $147,000

NJ MPO: SJTPO
FTA UZA: 341480 Atlantic City - $73,000

STATUS
Bid awarded to Shepard Bros. (PO# L-43126). The contract amount was $1,237,116. The Base contract was 24 vehicles with an option of up to 10 additional vehicles.

11.12.04	BUY REPLACEMENT <30 FT BUS	30	$2,250,000.00	$2,250,000.00

ATLANTIC CITY JITNEY VEHICLE PURCHASE 30 MINIBUSES)

NJ TRANSIT is requesting $2,250,000 of Section 5307 funding under the ARRA to purchase minibuses to replace vehicles in the Atlantic City Jitney fleet.

This project involves the purchase of minibuses to replace those in service in Atlantic City. NJ TRANSIT estimates at least 30 minibuses will be purchased, depending on the price of the buses. NJ TRANSIT contracts with Atlantic City Jitney Association to provide feeder bus service to the Atlantic City Rail station from destinations throughout Atlantic City. This existing fleet is over ten years old.

The Atlantic City Jitney Association currently provides fixed route transportation services for the Atlantic City community on four routes:

ROUTE 1 PINK û New Hampshire Avenue to Jackson Avenue, via Pacifica Avenue.
ROUTE 2 BLUE û The Marina Area û Trump Marina and HarrahÆs via Delaware Avenue to Pacific Avenue.
ROUTE 3 GREEN û The Marina Area- Trump Marina and HarrahÆs via Dr. Martin Luther King Blvd. to the Inlet on Pacific Avenue.
ROUTE 4 ORANGE û From Jackson Avenue to Indiana Avenue, to Atlantic Avenue to Michigan to the Bus Terminal, new Convention Center & Train Station. The Orange route only runs from 7 am to 7 pm.

The system of jitney routes in Atlantic City is an essential part of the CityÆs public transit network. One hundred and ninety (190) locally funded vehicles are used to run these routes.

The ACJAÆs existing fleet consists of 190 1997/1998 Chevy Champion minibuses with a 7-year useful life period. Each vehicle is individually owned and operated.

The owner/operators (all members of the ACJA) are regulated by the licenses issued by Atlantic City. ACJA shoulders responsibility for ensuring service quality, scheduling service and the performing other functions that benefit the ACJA at large. ACJA are the only operators that are authorized and licensed by the city to do this service. There is no contract for the ACJA operators to provide this service in Atlantic City.
NJ TRANSIT has evaluated the routes to ensure that there is no duplication of existing transit services.

The new vehicles will be maintained and operated by the Atlantic City Jitney Association which is located at 201 Pacific Avenue, Atlantic City, NJ 08401
NJ TRANSIT will have satisfactory continuing control over the use of the equipment through a subrecipient agreement.
NJ TRANSIT will be listed as the primary lien holder on the buses, which will be titled to the individual jitney franchise owner.
NJ TRANSIT will ensure that subrecipients maintain equipment by requiring subrecipients to develop a maintenance plan and through a routine oversight of subrecipients. NJ TRANSIT will perform inspection and acceptance on the buses. This scope includes administration expenses for the day-to-day management and oversight for the vehicles procurement, inspection, acceptance and delivery to Atlantic City.

NJ TRANSIT will oversee vehicle procurements, inspections, acceptance, and pre-award audit, and post-delivery audits. The approximate cost for NJ TRANSIT to perform inspection and acceptance of buses is $113,000. The fleet status for the Atlantic City Jitney fleet is attached.

A Federal ratio of 100/0 will apply. NJ TRANSIT invoked Pre-award authority for this project in March 2009. .

The total project cost is $2,250,000.

The environmental classifications Class II (c)17 Purchase of vehicles.
The project ID No. is T521 on page III-4 of the FY 2009-2018 as approved by FTA on 4/14/09.

SUBRECIPIENT CONTACT
Emanuel Mathioudakis, President
Atlantic City Jitney Association
201 Pacific Avenue
Atlantic City, NJ 08401
(609) 344-8642

Labor organizations that represent transit employees of the subrecipient:
None for the four Jitney Routes listed above.

Other transportation providers that operate in the service area of the subrecipient and labor organizations that represent

employees of these transportation providers:
ACJA û Rail Terminal Shuttle Service û Teamsters #331
Bacharach Institute-Non
Brigantine Senior Shuttle û None
Brigantine Cab û None
City of Margate û None
City of Ventnor û None
Hamilton Township û None
Kessler Memorial Hospital û None
Career Opportunities Development, Inc. û None;
Atlantic County Special Services û None
Lion Tours-None
Cape May County Fare Free Transportation û AFSCME
ARC of Atlantic County û None
CARING, Inc. û CWA Local 1040
Coach USA- None
Galloway Township û None
Safety Bus Association-Teamsters Local 331
Yellow Cab of Atlantic City û None
Five Mile Beach- Electric Railway Company û None
First Student Transportation-None
NJ TRANSIT û Union Information in TEAM

FUNDING
NJ MPO: SJTPO - $2,250,000
FTA UZA û 341480 û Atlantic City û $1,441,181
FTA UZA û 342300 û Vineland/Millville - $808,819

11.12.16	BUY REPL SEDAN/STATION WAGON - Access Link 57 Sedans	57	$1,614,000.00	$1,614,000.00

(ACCESS LINK VEHICLE PURCHASE REPLACEMENT- 57 SEDANS)

NJ TRANSIT is requesting $1,614,000 of Section 5307 funding under the ARRA to purchase sedans for NJ TRANSITÆs Access Link paratransit service.

This project involves the purchase of 57 Sedans for NJ TRANSITÆs Access Link service. Access Link is NJ TRANSITÆs paratransit service that is available for individuals who cannot use NJ TRANSITÆs regular bus service. These vehicles will allow NJ TRANSIT to replace 57 non-federally funded older vehicles in the fleet.

The vehicles will be purchased over a one year period. The sedans will be maintained and operated by NJ TRANSITÆs Access Link service providers. The age/mileage criterion for replacement eligibility is 200K miles. All of the vehicles being replaced meet the criteria of having over 200,000 miles.

NJ TRANSIT will oversee vehicle procurements, inspections, acceptance, pre-award audits, and post-delivery audits. The estimated cost per vehicles is $25,000. All vehicles delivered will be sent directly to 1 of 5 regional facilities throughout the State of New Jersey. Each regional facility is a leased property by the contracted Service Provider. All vehicles are parked either indoors or parked outdoors within a gated area. All facilities have 24 hour surveillance for facility, vehicle parking and employee parking areas.

NJ TRANSIT Fleet Plan was approved on 5/13/2009. NJ TRANSIT will be amending the Fleet Plan to include Access Link in July 2009.

Vehicle locations will be:
Region 2 - First Transit - 1300 John Tipton Blvd, Pennsauken, NJ 08110
Region 3 û First Transit - 2703 Fire Road, Egg Harbor Township, NJ 08234
Region 4 û First Transit - 1012 Whitehead Road, Ewing, NJ 08638 and 2 Gowin Street, Sayreville, NJ 08872
Region 5 û MV Transportation - 624 Evans Street, Elizabeth, NJ 07201

Region 6 û First Transit - 540 Gotham Parkway, Carlstadt, NJ 07072

NJ TRANSITÆs Access Link service providers are:

MV Transportation û currently operating Region 5 (Elizabeth, NJ) and First Transit, Inc. û currently operates Region 2 (Pennsauken, NJ), Region 3 (Atlantic County, NJ), Region 4 (Ewing & Sayreville, NJ), Region 6 (Carlstadt, NJ).

A Federal ratio of 100/0 will apply. NJ TRANSIT invoked Pre-award authority for this project in March 2009.

The total project cost is $1,614,000. Total Project Administration is estimated at $100,000.

The environmental classifications Class II (c)17 Purchase of vehicles.
The project ID No. is T70 on page III-2 of the FY 2009-2018 as approved by FTA on 4/14/09.

FUNDING
NJ MPO: NJTPA - $1,000,000
FTA UZA: 340010 NENJ - $1,000,000

NJ MPO: DVRPC - $281,157
FTA UZA: 340040 Camden - $187,438
FTA UZA: 343410 Hightstown - $93,719

NJ MPO: SJTPO- $332,843
FTA UZA: 344320 Cape May - $166,422
FTA UZA: 341480 Atlantic City - $166,421

STATUS
The contract was awarded to Ford of Cherry Hill. The contract amount was $1,568,754 (PO# û L-42939). The based contract was 57 vehicles with and option of 15 additional vehicles.

11.12.04	BUY REPLACEMENT <30 FT BUS -Access Link 47	47	$3,710,255.00	$3,710,255.00

ACCESS LINK VEHICLE PURCHASE REPLACMENT - 47 MINIBUSES)

NJ TRANSIT is requesting $3,710,255 of Section 5307 funding under the ARRA to purchase minibuses for NJ TRANSITÆs Access Link paratransit service.

This project involves the purchase of 47 minibuses for NJ TRANSITÆs Access Link service. Access Link is NJ TRANSITÆs paratransit service that is available for individuals who cannot use NJ TRANSITÆs regular bus service. These vehicles will allow NJ TRANSIT to replace 47 non-federally funded older vehicles in the fleet.

The vehicles will be purchased over a two year period. The sedans will be maintained and operated by NJ TRANSITÆs Access Link service providers. The criterion for replacement eligibility is 250K miles.

NJ TRANSIT will oversee vehicle procurements, inspections, acceptance, pre-award audits, and post-delivery audits. NJ TRANSIT will manage this procurement. The estimated cost per vehicle is $74,452. All vehicles delivered will be sent directly to 1 of 5 regional facilities throughout the State of New Jersey. Each regional facility is a leased property by the contracted Service Provider. All vehicles are parked either indoors or parked outdoors within a gated area. All facilities have 24 hour surveillance for facility, vehicle parking and employee parking areas.

NJ TRANSIT Fleet Plan was approved on 5/13/2009. NJ TRANSIT will be amending the Fleet Plan to include Access Link in July 2009.

Vehicle locations will be:
Region 2 - First Transit - 1300 John Tipton Blvd, Pennsauken, NJ 08110

Region 3 û First Transit - 2703 Fire Road, Egg Harbor Township, NJ 08234
Region 4 û First Transit - 1012 Whitehead Road, Ewing, NJ 08638 and 2 Gowin Street, Sayreville, NJ 08872
Region 5 û MV Transportation - 624 Evans Street, Elizabeth, NJ 07201
Region 6 û First Transit - 540 Gotham Parkway, Carlstadt, NJ 07072

NJ TRANSITÆs Access Link service providers are:

MV Transportation û currently operating Region 5 (Elizabeth, NJ) and First Transit, Inc. û currently operates Region 2 (Pennsauken, NJ), Region 3 (Atlantic County, NJ), Region 4 (Ewing & Sayreville, NJ), Region 6 (Carlstadt, NJ).

A Federal ratio of 100/0 will apply. NJ TRANSIT invoked Pre-award authority for this project in March 2009.

The total project cost is $10,815,000 for both expansion and replacement buses: $3,710,255 funded in this line item and $7,104,744 funded in 11.13.04 Bus Expansion û Bus <30 FT (Access Link Vehicle Purchase û 90 Minibuses. Total Project Administration is estimated at $100,000 for both expansion and replacement.

The environmental classifications Class II (c)17 Purchase of vehicles.

The project ID No. is T70 on page III-2 of the FY 2009-2018 as approved by FTA on 4/14/09.

FUNDING
NJ MPO: NJTPA- $2,572,380
FTA UZA: 340010 NENJ - $2,572,380

NJ MPO: DVRPC- $93,719
FTA UZA: 343410 Hightstown - $93,719

NJ MPO: SJTPO- $1,044,156
FTA UZA: 342300 Vineland/Millville - $210,728
FTA UZA: 344320 Cape May - $311,406
FTA UZA: 341480 Atlantic City -$522,022

STATUS
Bid awarded to Jersey Shore Bus Sales (PO# L-43168) û Starcraft awarded contract. The contract amount was $6,191,298. The base contract was for 102 vehicles with and option for up to 55 additional vehicles.

11.93.02	CONSTRUCTION - BUS SHELTERS	175	$2,500,000.00	$2,500,000.00

(BUS SHELTERS)

NJ TRANSIT is requesting $2,500,000 of Section 5307 Transit Enhancements (TE) funding under the ARRA for professional services for the installation of bus shelters throughout the state.

This project involves the siting, purchase and installation of approximately 175 bus shelters throughout the state of New Jersey. Shelters are installed state-wide at locations requested by the communities or private entities. Also included in this project is improvement to bus signage, passenger information display installation and lighting in bus boarding areas.

As part of this effort, a NJ TRANSIT Field Representative inspects the site, takes photos and measurements, and draws an installation diagram. A maintenance agreement is sent to the community and when the community endorses and returns it, an order is given to our contractor, who has 60 days to perform the work. Funds in this amendment will support these efforts.

Bus shelters have been found by FTA (August 3, 2005) to satisfy the criteria for a categorical exclusion from NEPA, subject to consultation with the State Historic Preservation Office (SHPO) as required by Section 106 to ensure that each shelter proposed for installation is reviewed for its potential to have adverse effects on listed or eligible properties. To

support the consultation, NJ TRANSITÆs Bus Stop Sign and Shelter Program will provide a review package to NJ TRANSITÆs Environmental Services in Capital Planning and Programs, which will consult with the SHPO concerning the potential for adverse effects, with copies of all correspondence to be provided to the FTA, and seeking FTA concurrence as to consulting parties and finding of effect. The package will include an installation diagram, photos of the surrounding area, and a maintenance agreement between the community and NJ TRANSIT. When Environmental Services completes the consultation process, and it has been determined that adverse effects will not result from a shelter, a shelter will be ordered for installation. NJ TRANSIT will report quarterly to the FTA concerning the status of these reviews and completed bus shelter installations.

A Federal ratio of 100/0 will apply. NJ TRANSIT will be using Pre-award authority for this project.

The total cost of the project is $2,500,000.

The environmental classification is Class (d) (8) û Install Shelters, fencing, & Amenities.

The project ID No. is T210, on page III-70 of the FY 2009-2018 as approved by FTA on 4/14/09.

FUNDING
NJ MPO: NJTPA - $1,750,000
FTA UZA: 340010 NENJ - $1,750,000

NJ MPO: DVRPC- $500,000
FTA UZA: 340760 Trenton - $97,769
FTA UZA: 340040 Camden - $402,231

NJ MPO: SJTPO - $250,000
FTA UZA: 341480 Atlantic City û $197,020
FTA UZA: 344320 Cape May - $52,980

STATUS
Contract 09-041X was awarded to Metro Clean Express Corporation for $1,291,779.00 which includes no future options.

12.24.05	REHAB/RENOV BRIDGES	0	$30,000,000.00	$30,000,000.00

LOWER HACK DRAWBRIDGE REHABILITATION - PHASE II

NJ TRANSIT is requesting $30,000,000 of Section 5307 funding under the ARRA to advance the rehabilitation work associated with the second phase of the Lower Hack Bridge Rehabilitation project.

This project involves the rehabilitation of NJ TRANSITÆs Lower Hack Vertical Lift Bridge (Drawbridge) over the Hackensack River, between Kearny and Jersey City, Hudson County, New Jersey. Lower Hack drawbridge is a three-track bridge that carries NJ TRANSITÆs Morris and Essex and Montclair Boonton Line trains over the Hackensack River. The project scope entails the complete rehabilitation of the existing structures including but not limited to repairs to the under deck of the concrete approach slabs, the concrete columns and the concrete balustrade, track and ballast removal, concrete slab repair and waterproofing, and structural steel repairs on the lift and tower spans.

Funding provided in this grant application will support preliminary engineering and development of the required environmental documentation.

A Federal ratio of 100/0 will apply. NJ TRANSIT will be using Pre-award authority for this project.

The total project cost is $30,000,000. The work will be performed by in-house and Third Party contractors. The estimated costs for third party contractors are: Design Services - $250,000; Construction Services - $20,000,000; Construction Management Services - $800,000. NJ TRANSIT costs are: Project Administration In-House - $252,000; Construction Management In-House - $550,000; Flagging In-House $2,242,000.Remaining funds will be provided through future ARRA grant actions once the NEPA finding is issued for the project.

On June 16, 2009, the Federal Transit Administration approved a Class II Categorical Exclusion (CE) pursuant to 23 C.F.R. Section 771.117 (D) ôBridge rehabilitation, reconstruction, or replacement or the construction of grade separation to replace existing at-grade railroad crossing.

The project ID No. is T50, on page III-63 of the FY 2009-2018 as approved by FTA on 4/14/09.

FUNDING
340010 û NENJ - $30,000,000

12.24.03	REHAB/RENOV LINE EQUIP/STRUCTURES- Enhanced Track Rehab	0	$4,703,209.00	$4,703,209.00

(ENHANCED TRACK REHABILITIATION)

NJ TRANSIT is requesting $4,703,209 of Section 5307 funding under the ARRA for professional services for the Enhanced Track Rehabilitation Project.

The Enhanced Track Rehabilitation Project involves installation of ties on NJ TRANSITÆs Atlantic City, Montclair and Main lines; Replacement of rail on NJ TRANSITÆs Morristown Line; Replacement of switches in Hoboken Terminal. If scheduling issues arise or funding allows additional work to be included, the following tasks could be added to the project: tie replacement on the NJCL, Morristown Line, and the Raritan Valley Line.

Other system-wide improvements includes any æas neededö improvements that
NJ TRANSIT will make due to unforeseen circumstances that arise. The project will be managed by NJ TRANSIT. The useful life of the switches in Hoboken Yard is 35 years. The useful life of ties is 30 to 35 years.

The total budget is $22 million. Force account labor is estimated at $18.85 million, material at $2.2 million and project administration at $950,000. The force account justification is based on union contracts, safety, and efficiency of operations. The FY 2009 Force Account Justification was sent to FTA on November 6, 2008. The supplemental Force Account information that FTA requested was sent to FTA on March 25, 2009. The project will be included in NJ TRANSIT FY2010 Force Account Plan. NJ TRANSIT will be submitting the FY2010 Force Account to FTA in July of 2009.

A Federal ratio of 100/0 will apply. NJ TRANSIT will be using Pre-award authority for this project.

Funds requested in this application are $4,703,209. The remaining funds will be included in NJ TRANSITÆs ARRA 5307 application.

The environmental classification in is Class II(c) 18 û Track & railbed maintenance/improvements.

The STIP Project ID No. is T42, on page III-69 of the FY 2009-2018 as approved by FTA on 4/14/09.

NJ MPO: NJTPA- $1,703,000
FTA UZA: 340010 NENJ - $1,703,000

NJ MPO: DVRPC - $2,000,209
FTA UZA: 340760 Trenton - $722,947
FTA UZA: 343410 Hightstown - $638,631
FTA UZA: 340040 - Camden - $638,631

NJ MPO: SJTPO- $1,000,000
FTA UZA: 341480 Atlantic City - $1,000,000

STATUS
Started tie distribution on the Atlantic City Line along with the installation of the ties. Advertised for materials to be used

on the Morristown Line rail replacement work along with switches and miscellanies track materials for Hoboken Terminal work.

The primary contract for track material was awarded to is Cleveland Track Material, Cleveland, OH. The contract amount is $24,960.00 (Bid No. 09-611) the contract covered the purchase of switch material, welded rail, switch timbers, cross ties, and other track material.

12.31.03	TERMINAL, INTERMODAL (TRANSIT)	0	$2,890,000.00	$2,890,000.00

PENNSAUKEN TRANSIT CENTER)

NJ TRANSIT is requesting $2,890,000 of Section 5307 funding under the ARRA for preliminary engineering/NEPA activities associated with the construction of the new Pennsauken Transit Center.

This Pennsauken Transit Center construction project involves the construction of a new intermodal station and parking facility in Pennsauken, NJ that will allow passengers from NJ TRANSITÆs River LINE light rail service to transfer to NJ TRANSITÆs Atlantic City Line commuter rail service as well as local bus service. The scope includes construction of an approximately 280 space surface parking facility; a single low-level River LINE light rail platform; two high-level platforms on the Atlantic City Line; stairs and two elevators that will allow access to the Atlantic City Line platforms; and a bus boarding area.

NJ TRANSIT will be implementing this project in two parts. The first is the River LINE project platform construction. The second part is Atlantic City Line Station and park and ride Construction.

The River Line platform construction will be implemented using a design build contractor methodology. In order to support this effort, assistance will be required from the existing Design Build Operate and Maintain (DBOM) contractor. The existing DBOM contract is a state contract that was competitively bid. Under the terms of the existing contract, Southern New Jersey Rail Group Inc. is responsible for operation, maintenance and system safety. NJ TRANSIT will execute a sole source contract for the rail force account and the necessary support work including flagging, inspection, design review, signaling, and other system integration. If NJ TRANSIT were to bid out this work to others, then the contractor would be relieved of all its operation performance obligations under the contract.

The Atlantic City Line Station and park and Ride construction will be constructed using a Design, Bid, Build contract methodology. NJ TRANSITÆs Rail Operation forces will be responsible for the signal work and will implement the system integration for the Atlantic City Line Station. There are two existing tracks along the right-of-way. NJ TRANSIT owns and has maintenance responsibility for one track. ConRail owns and has maintenance responsibility of the other track.

A Federal ratio of 100/0 will apply. NJ TRANSIT will be using Pre-award authority for this project.

The total project cost is $40,644,000. The work will be performed by in-house and Third Party contractors. Third party contractors will be used for Design Services - $600,000; Environmental Services - $100,000; Construction Services - $28,000,000; Construction Management Services - $1,000,000: Insurance Services - $100,000. NJ TRANSIT costs are: Design In-House - $1,000,000; Project Administration In-House - $1,000,000; Construction In-House - $2,500,000; Construction Management In-House - $500,000; Flagging In-House

Remaining funds will be provided through future ARRA grant actions once the NEPA finding is issued for the project. Previous State funding totals $201,000.

The Environmental Classification for this project is Class II (c) 01 û Engineering/ Design/Planning/Tech Studies.

The project ID No. is T300, on page III-71 of the FY 2009-2018 as approved by FTA on 4/14/09.

FUNDING
NJ MPO: DVRPC- $103,039
FTA UZA: 340040 Camden - $103,039

NJ MPO: SJTPO- $2,786,961
FTA UZA: 341480 Atlantic City - $2,786,961

12.33.04	CONSTRUCT PARK & RIDE FACILITY -Edison Park and Ride	0	$11,000,000.00	$11,000,000.00

EDISON STATION PARK AND RIDE)

NJ TRANSIT is requesting $11,000,000 of Section 5307 funding under the ARRA for the Edison Park and Ride project.

This project involves the construction of a supplemental parking facility to serve the increased commuter needs at NJ TRANSITÆs Edison Station. The station is located in the Township of Edison, Middlesex County, New Jersey. NJ TRANSITÆs Northeast Corridor commuter rail line serves the station as well as local bus. The scope includes construction of an approximately 475 space surface parking lot with new daily and monthly permit spaces on the outbound side of the existing station. The scope also includes vehicular access from Kilmer Road and an ADA compliant pedestrian walkway to Plainfield Avenue. The project will also reconfigure the existing parking lot adjacent to the station building to optimize available parking spaces, improve traffic flow, and create an attractive public space south of the station building.

A Federal ratio of 100/0 will apply. NJ TRANSIT will be using Pre-award authority for this project.

The Project Cost is $14,813,000. This request is for $11,000,000. Previous federal funding was received in Grant NJ-03-0163 in the amount of $971,779 of FY05 Section 5309 Bus and Bus Related Allocation funds for Final Design Costs. Previous State Funding is $2,841,000.

NJ TRANSIT will be providing oversight over the Third Party contractors. ContractorÆs costs are: Environmental Services - $15,000; Design Services - $775,000; Construction Services - $9,000,000; Construction Management Services - $75,000; Insurance Services - $50,000; Land Acquisition Services - $70,000. NJ TRANSITÆs costs are Project Administration In-House - $550,000; Construction Management In-House $350,000. There is no anticipated Force Account or Flagging cost associated with this project.

NJ TRANSIT owns the property where property will be constructed. NJ TRANSIT will be using in-house staff for construction management of this project. NJ TRANSIT will be using a third party contractor to design the project.

The environmental classification is Class II (d) (4), transportation corridor fringe parking facilities. The FTA issued a categorical exclusion finding on October 13, 2005.

The project ID No. is T55, on page III-48 of the FY 2009-2018 as approved by FTA on 4/14/09.

FUNDING
FTA MPO: NJTPAû $11,000,000
FTA UZA: 340010 NENJ û $11,000,000

STATUS
The construction contract was awarded to Petillo Inc. The contract amount was $4,698,000. The NTP date was 5/26/2009.

12.34.02	REHAB/RENOV - RAIL STATION - Plauderville Station HLP	0	$15,000,000.00	$15,000,000.00

(PLAUDERVILLE STA/ HIGH-LEVEL PLATFORM)

NJ TRANSIT is requesting is $15,000,000 Section 5307 funding under the ARRA for the Plauderville Station High-Level Platform project.

This project involves the installation of high-level platforms, canopies, heated shelters, and ramps at NJ TRANSITÆs Plauderville Station. Plauderville Station is located in Garfield, NJ and serves NJ TRANSITÆs Bergen County Commuter Rail LINE as well as local bus service. The new high-level platforms and ramps will allow boarding for persons with disabilities. The platforms will be constructed directly adjacent to the existing parking lot, reducing the walking distance between the parking and the low platform current boarding area.

A Federal ratio of 100/0 will apply. NJ TRANSIT will be using Pre-award authority for this project.

The total project $16,000,000. This request is for $15,000,000. Total previous Federal funding equals $7,733,402 which includes NJ-03-0152 ($5,483,402) and
NJ-15-X002 ($2,250,000). All but $1,000,000 of these previous grant funds will be reallocated via future budget revisions. Previous state funding includes $821,000.

NJ TRANSIT will be providing oversight of the third party contractors.
NJ TRANSITÆs estimated costs are: Project Administration In-House - $500,000; Construction Management In-House $600,000; Flagging In-House - $500,000; and Construction In-House - $500,000. Third party contractorÆs costs are: Environmental Services - $100,000, Design Services - $749,000; Construction Services - $10,000,000; and Construction Management Services - $400,000.

The environmental classification in this application is Class II (d) (9) û Reconstruction of Rail & Buildings. The FTA approved the CE on 8/23/06. The project ID No. is T143, on page III-3 of the FY 2009-2018 as approved by FTA on 4/14/09.

FUNDING
NJ MPO: NJTPA - $15,000,000
FTA UZA: 340010 NENJ - $15,000,000

STATUS
The construction contract was advertised on June 19th. Bids are due July 27, 2009.

12.64.01	REHAB TRAIN CONTROL-SIGNAL SYS-Morristwn Bi-Directional	0	$25,000,000.00	$25,000,000.00

(MORRISTOWN LINE BI-DIRECTIONAL SIGNAL IMPROVEMENTS)

NJ TRANSIT is requesting $25,000,000 of Section 5307 funding under the ARRA for Morristown Line Bi-Directional Signal Improvement contract.

This project involves installation of a train traffic control system on the Morristown Line of NJ TRANSITÆs Morris and Essex Lines. This system allows for bi-directional train operation on this two-track segment between Summit and Denville. The scope also includes installation of a new interlocking on this segment to facilitate crossovers. The new Drew Interlocking will be located in Madison, NJ. The bi-directional signal system provides increased capacity and flexibility on NJ TRANSITÆs commuter rail system.

Work will be conducted by NJ TRANSITÆs in house signal and track forces. NJ TRANSITÆs in house forces will also design the signal systems.

A Federal ratio of 100/0 will apply. NJ TRANSIT invoked Pre-award authority for this project on March 2009.

The total project cost is $25,000,000. Previous State funding total $90,000.

NJ TRANSIT will provide oversight of third party contractors. Third party contractors costs are: Construction Services $500,000; Utility Relocation Services - $27,000; Traffic Mitigation Services - $67,000. NJ TRANSITÆs costs are: Design In-House - $1,604,000; Project Administration In-House û $67,000; and Construction In-House - $19,487,000. Flagmen are provided from within those forces so there are not separate flagging costs. The cost of flagging is included in the Construction In-House costs. This project will be implemented primarily with NJ TRANSITÆs In-House signal forces. The force account justification is based on union contracts, safety, and efficiency of operations. The project is included in NJ TRANSITÆs FY10 Force Account Plan.

FTA previously funded installation of ATC throughout NJ TRANSITÆs system. However, ATC on the Morris and Essex Line does not currently have bi-directional capabilities.

The useful life of the signals is estimated at 40 years.

The Environmental Classification is Class II (c)(18) Track and Railbed Maintenance/Improvements

The project ID No. is T50, on page III-63 of the FY 2009-2018 as approved by FTA on 4/14/09.

FUNDING

NJ MPO: NJTPA- $25,000,000
FTA UZA: 340010 NENJ - $25,000,000

STATUS
Advertised track material for Drew Interlocking. Advertised track material on 3/3/2009. NTP for track was 5/29/2009. Advertised Signal Material on 4/16/2009. NTP for Signal was 6/19/2009.

12.64.01	REHAB TRAIN CONTROL-SIGNAL SYS - River Line Cab Signal	0	$24,000,000.00	$24,000,000.00

NJ TRANSIT is requesting $24,000,000 of Section 5307 funding under the ARRA for professional services, design, purchase, and installation of an Automatic Train Control (ATC) signal system for the River LINE.

This project involves the design, purchase and installation of an Automatic Train Control (ATC) signal system for NJ TRANSITÆs 34 mile River LINE light rail system which provides service between Camden and Trenton, NJ. The River LINE was constructed with a signal system that relies upon signal towers along the track (wayside signals). An ATC system will permit the train operator to view the current signal restrictions from the cab of the light rail vehicle, rather than relying on wayside signals along the right-of-way. The ATC system provides a significant enhancement in managing train movements. In addition, Section 104 of the Rail Safety Act of 2008 mandates installation of ôPositive Train Controlö by 2015. An ATC signal system must be in place to permit NJ TRANSIT to meet this requirement.

NJ TRANSIT will bid out this project. However, in order to support this effort, assistance will be required from the existing Design, Build, Operate and Maintain (DBOM) contractor. Under the terms of the existing contract, The DBOM contractor is responsible for operation, maintenance, and system safety. If NJ TRANSIT were to bid out this work to others, then the contractor would be relieved of all its operation performance obligations under the contract.

The existing DBOM contract is a state contract that was competitively bid.
As such NJ TRANSIT will enter into a sole source contractual relationship for the rail force account and the necessary support work associated with the River LINE Cab Signal Project including flagging, inspection, design review, signaling on vehicle work, and other system integration.

NJ TRANSITÆs long range plan for the River Line system is to first upgrade the system to ATC and then upgrade the system to PTC. Since the FRA has not waived its jurisdiction on River Line, NJ TRANSIT will be required to upgrade to Positive Train Control consistent with FRA regulations.

A Federal ratio of 100/0 will apply. NJ TRANSIT invoked Pre-award authority for this project on March 2009.

The total cost of the project is $24,000,000.

The environmental classification is Class (c) (18) û Track and Railbed Maintenance/Improvements.

The project ID No. is T95, on page III-31 of the FY 2009-2018 as approved by FTA on 4/14/09.

FUNDING

NJ MPO: DVRPC- $24,000,000
FTA UZA: 340760 Trenton - $6,774,557
FTA UZA: 340040 Camden - $17,225,443

12.7A.00	PREVENTIVE MAINTENANCE (RAIL)	0	$1,500,000.00	$1,500,000.00

(COMMUTER RAIL ROLLING STOCK REHABILITATION)

NJ TRANSIT is requesting $1,500,000 of Section 5307 funding under the ARRA for professional services for the Commuter Rail Rolling Stock Rehabilitation Project which will take place in NJ TRANSITÆs Meadows Maintenance Complex in Kearny, New Jersey.

The Commuter Rail Rolling Stock Rehabilitation Project involves repairs and replacement of major systems within NJ TRANSITÆs passenger car fleet as well as the diesel and electric locomotive fleet. The car system rehabilitation includes electric propulsion, HVAC, cab signal, air brake, wheel axle, truck overhaul, electric door controls, toilets, display units and other electric components. Locomotive systems rehabilitation includes main engines, head end power units, air compressors, generators, alternators, brake assemblies, pantographs, transformers, terminal boards, electric switches gears, cooling fans and unit cylinder power assemblies.

The car and locomotive fleet covered under the proposed scope of work outlined in the project is as follows: Multi-Level Cab and Trailers; Comets II, III, IV and Vs Cabs, Coaches, and Trailers; and Arrow IIIs; Locomotives: Electrics: ALP44 and 46s; Diesels: F40PH2, GP40PH, PL42AC & P40; and Work Trains: MP20

NJ TRANSIT reported $171.4 M in vehicle maintenance expenses in its annual submission to the National Transit Database (NTD) for Fiscal Year 2008. In addition, the overhead rate on the labor portion of the FY08 Preventive Maintenance adds an additional $53.5 M to the eligible maintenance expenses, resulting in an eligible Preventive Maintenance amount of $224.9 M annually. NJ TRANSIT typically receives approximately $154 M in Sections 5307 and 5309 funds for Preventive Maintenance from the regular FTA program. ARRA funding will supplement the regular funding in Fiscal Years 2009 and 2010 by covering Preventive Maintenance expenses that are not covered by the regular program funding.

NJ TRANSIT will be managing this project. ARRA funding will be used for force account cost only. The force account justification is based on union contracts, safety, and efficiency of operations.

Materials will be purchased using state funds, 100% of the Federal funds will be going to labor. A Federal ratio of 100/0 will apply. NJ TRANSIT invoked Pre-award authority for this project on March 2009.

The total cost of the project is $35,804,000. NJ TRANSIT has requested $34,304,000 in the NJ TRANSIT Section 5309 ARRA grant.

The environmental classification is Class II (c) (14) û Bus & Rail Car Rehabilitation

The STIP Project ID No. is T39, on page III-53 of the FY 2009-2018 as approved by FTA on 4/14/09.

NJ MPO: DVRPC - $1,000,000
FTA UZA: 340040 Camden - $1,000,000

NJ MPO: SJTPO - $500,000

FTA UZA: 342300 Vineland/Millville - $125,000
FTA UZA: 344320 Cape May - $125,000

NJ MPO: SJTPO- $250,000
FTA UZA: 341480 Atlantic City - $250,000

14.01.10	GUIDEWAY & TRACK ELEMENTS - ARC Tonnelle Ave. Underpass	0	$20,000,000.00	$20,000,000.00

ACCESS TO THE REGIONÆS CORE - TONNELLE AVENUE UNDERPASS

NJ TRANSIT is requesting $20,000,000 of Section 5307 funding under the ARRA for Tonnelle Avenue Underpass.

This project involves a new underpass structure to carry Route 1&9 over the new Access to the RegionÆs Core tracks and modifications to the building located at 2001 Tonnelle Avenue. The work is located along Tonnelle Avenue just south of the Amtrak Northeast Corridor crossing and east of the Conrail Northern Branch. Project elements include new structure for Tonnelle Avenue over the proposed Access to the RegionÆs Core tracks; culverts with a new drainage system; retaining walls; wing walls for new bridge structure; and retaining walls connecting to the future Palisades Tunnels.

A Federal ratio of 100/0 will apply. NJ TRANSIT invoked Pre-award authority for this project on January 27, 2009. The total project cost is $30,296,000 including Design, Construction Management, Project Administration, and other soft costs. The Construction Services line item of the budget is $23,000,000. This request is for $20,000,000. An additional $3,000,000 is requested in the ARC ESWA grant for Construction Services.

Funding for Design, Construction Management, Project Administration and Other Professional Services associated with Tonnelle Avenue are covered in the Professional Services Line Item of this and other grants. Funding for contingency is funded from the Contingency Line item of the ARC ESWA grant.

The FTA issued a Record of Decision (ROD) for ARC on January 14, 2009. FTA approved Access to the RegionÆs Core into final design on January 27, 2009. Bids open April 16th. 2009. A Letter of No Prejudice was issued on 5/12/2009.

ARC is included on page 1 of Section 3 of the FY 2009-2018 as approved by FTA on 4/14/09.

NJ MPO: NJTPA - $20,000,000
FTA UZA: 340010 NENJ - $20,000,000

STATUS
LONP received on May 12, 2009. NJ TRANSITÆs Board approved construction, construction management, construction assistance, and owner-controlled insurance on May 13, 2009.

A construction services contract was awarded to Ferreira Construction Company, Inc. of Branchburg, NJ. The contract amount was $13,558,500. The NTP date was 6/8/2009. The contract had no options.

14.08.80	PROFESSIONAL SERVICES - ARC Final Design	0	$110,000,000.00	$110,000,000.00

(ACCESS TO THE REGIONÆS CORE- PROFESSIONAL SERVICES FOR FINAL DESIGN)

NJ TRANSIT is requesting $110,000,000 of Section 5307 funding under the ARRA for professional services for the Access to the RegionÆs Core (ARC) project during final design.

This project involves professional services expenses during final design of the Access to the RegionÆs Core (ARC) project. FTA approved ARC into final design on January 27, 2009. Activities include design and engineering expenses. The project scope also includes expenses for construction management associated with final design as well as costs

associated with project management activities.

A Federal ratio of 100/0 will apply. NJ TRANSIT invoked Pre-award authority for this project on January 27,2009.

The total project cost is $220,000,000. This request is for $110,000,000. Remaining funds will be provided through the ARC project.

The FTA issued a Record of Decision (ROD) for ARC on January 14, 2009. FTA approval received on January 27, 2009 for Final Design.

ARC is included on page 1 of Section 3 of the FY 2009-2018 as approved by FTA on 4/14/09.

NJ MPO: NJTPA- $110,000,000
FTA UZA: 340010 NENJ - $110,000,000

STATUS
ARC12--Manhattan Design 100% completed in February 2009. ARC07-Tonnelle Ave Underpass Design 100% Completed in March 2009. ARC09-Palisades Tunnels Design 100% completed in May 2009.

A final design and construction assistance design services contract was awarded to THE Partnership, a joint venture of Parsons Brinkerhoff, Inc., STV Inc. and DMJM Harris, Inc. of Newark, New Jersey. The total Contract value was $214,493,869 which includes PE. The most recent P.O. issued for $111,620,610.66 for Final Design work as of 2/1/2009.

A construction management contract was awarded to THE CM Consortium, a joint venture of Tishman Corporation, Parsons Corporation and Arup of Newark, NJ. The contract amount was for $14,000,000 for construction management services which include PE. The Date of initial award for PE was 2/22/2007. A change order #9 for Final Design was effective on 2/1/2009 for $5,882,198.

Changes since the Prior Budget

Unable to find change amount information.

Part 4. Milestones

11.14.01	REHAB/REBUILD 40-FT BUS: Bus Rolling Stock Rehabilitation	1	$34,110,000	$34,110,000

	Milestone Description	Est. Comp. Date
1.	NTP Primary: First Expenditure	Apr. 01, 2009
2.	25% Complete	Sep. 01, 2009
3.	50% Complete	Feb. 01, 2010
4.	75% Complete	May. 01, 2010
5.	Project Complete:	Jul. 30, 2010
	Final Expenditure	
6.	Closeout Complete	Jul. 30, 2010

11.31.03	TERMINAL, INTERMODAL (TRANSIT) - Nwk Penn Station Plaza West	0	$2,000,000	$2,000,000

	Milestone Description	Est. Comp. Date
1.	First Expenditure NEPA/PA	Oct. 01, 2008
	To Milestones	
2.	NTP Design(Contract or	Apr. 30, 2009
	or In-House)COMPLETED)	
3.	Environmental Complete	Jun. 30, 2009
4.	Design 100% Complete	Jul. 30, 2009
5.	Advertise Primary Contract	Aug. 15, 2009
6.	Board Approval Primary Contrac	Sep. 15, 2009
7.	Interim Milestones Added	Sep. 30, 2009
	Contract or In-House	
8.	NTP Primary	Oct. 30, 2009
	(Contract in-House)	

11.13.04	BUY <30-FT BUS FOR EXPANSION - Access Link 90	90	$7,104,744	$7,104,744

	Milestone Description	Est. Comp. Date
1.	RFP/IFB OUT FOR BID	Mar. 02, 2009
	Advertise Primary Contract	
2.	CONTRACT AWARDED	May. 13, 2009
	Board Approval Primary Contract	
3.	NTP PRIMARY	Jun. 01, 2009
4.	Interim Milestones Added	Aug. 01, 2009
	to Milestones	
5.	FIRST VEHICLE DELIVERED	Sep. 30, 2009
	50% Complete	
6.	ALL VEHICLES DELIVERED	Jun. 30, 2011
	Project Complete	
7.	CONTRACT COMPLETE	Jun. 30, 2012
	Closeout Complete	

11.13.04	BUY <30-FT BUS FOR EXPANSION- Access Link 24	24	$1,321,000	$1,321,000

	Milestone Description	Est. Comp. Date
1.	RFP/IFB OUT FOR BID	Mar. 02, 2009
	Advertise Primary Contract	
2.	CONTRACT AWARDED	May. 13, 2009

	Board Approval Primary Contract	
3.	NTP PRIMARY	Jun. 01, 2009
4.	Interim Milestones Added	Aug. 01, 2009
	to Milestones	
5.	FIRST VEHICLE DELIVERED	Sep. 30, 2009
	50% Complete	
6.	ALL VEHICLES DELIVERED	Jun. 30, 2010
	Project Complete	
7.	CONTRACT COMPLETE	Jun. 30, 2011
	Closeout Complete	

11.12.04 BUY REPLACEMENT <30 FT BUS 30 $2,250,000 $2,250,000

	Milestone Description	Est. Comp. Date
1.	RFP/IFB OUT FOR BID	Jul. 15, 2009
	Advertise Primary Contract: IFB	
2.	BOARD APPROVAL	Oct. 14, 2009
	Primary Contract	
3.	Interim Milestones Added	Oct. 30, 2009
	to Milestones	
4.	CONTRACT AWARDED	Nov. 30, 2009
	NTP Primary (Contract or In-House)	
5.	FIRST VEHICLE DELIVERED	Mar. 30, 2010
	50% Complete	
6.	ALL VEHICLES DELIVERED	Dec. 01, 2010
	Project Complete	
7.	CONTRACT COMPLETE	Dec. 01, 2010
8.	CLOSEOUT COMPLETE	Dec. 30, 2011

11.12.16 BUY REPL SEDAN/STATION WAGON - Access Link 57 Sedans 57 $1,614,000 $1,614,000

	Milestone Description	Est. Comp. Date
1.	RFP/IFB OUT FOR BID	Mar. 02, 2009
	Advertise Primary Contract	
2.	CONTRACT AWARDED	May. 13, 2009
	Board Approval Primary Contract	
3.	NTP Primary	Jun. 01, 2009
4.	Interim Milestones Added	Aug. 01, 2009

5.	FIRST VEHICLE DELIVERED	
	50% Complete	Sep. 30, 2009
6.	ALL VEHICLES DELIVERED	
	Project Complete	Jun. 30, 2010
7.	CONTRACT COMPLETE	
	Closeout Complete	Jun. 30, 2011

11.12.04 BUY REPLACEMENT <30 FT BUS -Access Link 47 — 47 — $3,710,255 — $3,710,255

	Milestone Description	Est. Comp. Date
1.	RFP/IFB OUT FOR BID	
	Advertise Primary Contract	Mar. 02, 2009
2.	CONTRACT AWARDED	
	Board Approval Primary Contract	May. 13, 2009
3.	NTP Primary	
4.	Interim Milestones	Jun. 01, 2009
	Added to Milestones	Aug. 01, 2009
5.	FIRST VEHICLE DELIVERED	
	50% Complete:	Sep. 30, 2009
6.	ALL VEHICLES DELIVERED	
	Project Complete:	Jun. 30, 2011
7.	CONTRACT COMPLETE	
	closeout Complete	Jun. 30, 2012

11.93.02 CONSTRUCTION - BUS SHELTERS — 175 — $2,500,000 — $2,500,000

	Milestone Description	Est. Comp. Date
1.	Advertise Early Action	
	Contract: Contract # 09-041X	Dec. 09, 2008
2.	Board Approval Early Action	
	Contract: Contract # 09-041X	Feb. 28, 2009
3.	NTP Early Action:	
	Contract # 09-041X	Mar. 01, 2009
4.	Advertise Primary Contract;	
	Contract # 09-076X	Mar. 10, 2009
5.	Board Approval Primary	
	Contract: Contract # 09-076X	Jun. 10, 2009
6.	NTP Primary:	
		Jul. 06, 2009

	Contract # 09-076X	
7.	Interim: Contract Complete	Dec. 30, 2009
	Contract # 09-041X	
8.	Project Complete:	Oct. 30, 2012
	Contract # 09-076X	
9.	Closeout Complete:	Dec. 30, 2012
	Contract # 09-076X	

12.24.05 REHAB/RENOV BRIDGES 0 $30,000,000 $30,000,000

	Milestone Description	Est. Comp. Date
1.	First Expenditure-NEPA/PE	Apr. 01, 2009
2.	Environmental Complete	Jun. 16, 2009
3.	100% Design Complete	Jun. 22, 2009
	Added to Milestones	
4.	Advertise Primary Contract	Jun. 30, 2009
5.	Board Approval Primary	Aug. 12, 2009
	Contract	
6.	NTP Primary	Nov. 01, 2009
	(Contract or In-House)(Advertise)	
7.	Interim Milestones Added	Feb. 01, 2010
	to Milestones	
8.	50% Complete	Jun. 15, 2010
9.	Project Complete	Apr. 30, 2011
10.	Closeout Complete	Jul. 01, 2011

12.24.03 REHAB/RENOV LINE EQUIP/STRUCTURES-Enhanced Track Rehab 0 $4,703,209 $4,703,209

	Milestone Description	Est. Comp. Date
1.	NTP Primary	Mar. 01, 2009
	(Contract or In-House)	
2.	Advertise Early Action	Mar. 03, 2009
	Contract: Advertise Materials	
3.	NTP Early Action	Jun. 12, 2009
	(Contract or In-House): Materials	
4.	Atlantic City Line Work	Aug. 01, 2009
	Complete	

5.	Montclair Line Work Complete	Sep. 30, 2009
6.	Main Line Work Complete	Oct. 30, 2009
7.	50% Complete	Dec. 30, 2009
8.	Morristown Work Complete	Feb. 28, 2010
9.	Hoboken Work Complete	Dec. 30, 2010
10.	Project Complete:	Dec. 31, 2010
11.	Closeout Complete	Jan. 30, 2011
	Complete Enhanced Track Project	

12.31.03 TERMINAL, INTERMODAL (TRANSIT) 0 $2,890,000 $2,890,000

	Milestone Description	Est. Comp. Date
1.	First Expenditure PE/NEPA	Oct. 01, 2008
2.	Submission EA to FTA	May. 14, 2009
	COMPLETED	
3.	FTA Approval to Release EA to	Jul. 30, 2009
	Public	
4.	Final Expenditure PE/NEPA	Sep. 30, 2009

12.33.04 CONSTRUCT PARK & RIDE FACILITY - Edison Park and Ride 0 $11,000,000 $11,000,000

	Milestone Description	Est. Comp. Date
1.	Design 100 Completed	Sep. 01, 2008
2.	Advertise Primary Contract	Mar. 03, 2009
	Advertise Primary Contract	
3.	Board Approval Primary	Apr. 08, 2009
	Board Approved Primary Contract: Facility	
4.	NTP Primary	May. 28, 2009
	(Contract or In-house)	
5.	Interim Milestones Added	Jul. 30, 2009
	To Milestones	
6.	50% Complete	Sep. 30, 2009
7.	Project Complete	Mar. 30, 2010
8.	Closeout Complete	Jun. 01, 2010

12.34.02 REHAB/RENOV - RAIL STATION - Plauderville Station HLP 0 $15,000,000 $15,000,000

	Milestone Description	Est. Comp. Date
1.	Design 100% Complete:	Apr. 15, 2009
	(COMPLETED)	
2.	Advertise Primary Contract: Fa	Jun. 19, 2009
	Advertise Primary Contract: Facility (COMPLETED)	
3.	Board Approved	Aug. 08, 2009
	Primary Contract: Facility	
4.	NTP Primary: Facility	Sep. 30, 2009
5.	Interim Milestones Added	Nov. 30, 2009
	to Milestones	
6.	50% Complete: Facility	Jun. 01, 2010
7.	Project Complete: Facility	Mar. 30, 2011
8.	Closeout Complete: Facility	Jun. 01, 2011

12.64.01	REHAB TRAIN CONTROL-SIGNAL SYS- Morristwn Bi-Directional	0	$25,000,000	$25,000,000

	Milestone Description	Est. Comp. Date
1.	Advertise Early Action Contrac	Mar. 03, 2009
	Switches(COMPLETED)	
2.	NTP Design: In-House	Apr. 01, 2009
	Contract or In-House(COMPLETED)	
3.	NTP Early Action	May. 29, 2009
	Contract or In-House: Switches	
4.	Interim Milestones Added	Nov. 01, 2009
5.	NTP Primary	Nov. 01, 2009
	Contract or In-House: Begin Construction	
6.	50% Complete	Dec. 01, 2009
7.	Interim: Constuction Complete	Dec. 31, 2010
	Drew Interlocking	
8.	Design 100% Complete	Dec. 31, 2011
9.	Project Complete:	Jun. 01, 2012
	Operational Use	
10.	Closeout Complete:	Sep. 30, 2012
	Closeout Complete	

12.64.01	REHAB TRAIN CONTROL-SIGNAL SYS - River Line Cab Signal	0	$24,000,000	$24,000,000

	Milestone Description	Est. Comp. Date
1.	Concept Planning Complete	Apr. 01, 2009
	Technical Scoping COMPLETED	
2.	Advertise Primary Contract	Aug. 14, 2009
3.	Board Approval	Nov. 11, 2009
	Primary Contract	
4.	NTP Primary	Dec. 10, 2009
	Contract or In-House	
5.	Interim Milestones Added	Dec. 10, 2009
	To Milestones	
6.	50 % Complete	Nov. 30, 2011
7.	Project Complete	Dec. 30, 2012
8.	Closeout Complete:	Aug. 01, 2013

12.7A.00 PREVENTIVE MAINTENANCE (RAIL) 0 $1,500,000 $1,500,000

	Milestone Description	Est. Comp. Date
1.	NTP Primary	Apr. 01, 2009
	(Contract or In-House): First Expenditure	
2.	25% Expenditure	Jun. 02, 2009
3.	50% Complete	Aug. 15, 2009
4.	75% Expenditure	Oct. 13, 2009
5.	100% Expenditure	Dec. 15, 2009
6.	Project Complete:	Jun. 30, 2010
	Final Expenditure	
7.	Closeout Complete Project	Jul. 30, 2010

14.01.10 GUIDEWAY & TRACK ELEMENTS - ARC 0 $20,000,000 $20,000,000
Tonnelle Ave. Underpass

	Milestone Description	Est. Comp. Date
1.	Advertise Primary Contract	Mar. 13, 2009
	(COMPLETED)	
2.	Design 100% Complete	Mar. 30, 2009
	(COMPLETED)	
3.	Board Approval	May. 13, 2009
	(COMPLETED)	

4.	NTP(COMPLETED)	Jun. 30, 2009
5.	Interim Milestones Added to Milestones	Aug. 30, 2009
6.	50% Complete	Oct. 23, 2010
7.	Substantial Completion	Feb. 12, 2012
8.	Closeout Complete	Jun. 12, 2012

14.08.80	PROFESSIONAL SERVICES - ARC Final Design	0	$110,000,000	$110,000,000

	Milestone Description	Est. Comp. Date
1.	First Expenditure	Jan. 27, 2009
2.	C12: Manhattan Tunnels	
	Final Design Complete(COMPLETED)	Mar. 23, 2009
3.	C7: Tonnelle Ave Bridge	
	Final Design Complete(COMPLETED)	Apr. 30, 2009
4.	C8: Palisades Tunnels	
	Final Design Complete(COMPLETED)	Jun. 22, 2009
5.	C10: Hudson River Tunnel	
	Final Design Complete	Sep. 21, 2009
6.	C3: Utility Relocation	
	Final Design Complete	Sep. 21, 2009
7.	C22: Kearny Yard Earth Work	
	Final Design Complete	May. 27, 2010
8.	C13: Excavate Dyer Ave Shaft	
	Final Design Complete	Jun. 17, 2010
9.	C16: Demolition, Shaft Exc A	
	Final Design Complete	Jun. 17, 2010
10.	C19: Station Entrances	
	Final Design Complete	Jan. 06, 2011
11.	Final Expenditure	Jan. 31, 2011
12.	C4: FRL St. to W. Croxton	
	Final Design Complete	Apr. 28, 2011
13.	C5: Croxton Yrd to Secaucus Rd	
	Final Design Complete	Jul. 28, 2011
14.	C15: Fan Plant Structures at 1	
	Final Design Complete	Aug. 11, 2011
15.	C17: NYSPE Station Finishes	
	Final Design Complete	Oct. 06, 2011

16.	C6: Secaucus Rd to W. Side o	
	Final Design Complete	Oct. 20, 2011
17.	C1Loop Track	
	Final Design Complete	Dec. 15, 2011
18.	C21: RR Systems NJ Loop	
	Final Design Complete	Jan. 26, 2012
19.	C9: Fan Plants at Tonnelle Ave	
	Final Design Complete	May. 31, 2012
20.	C2 West End Wye Track	
	Final Design Complete	Jul. 26, 2012
21.	C25: Furnish and Install fan	
	Final Design Complete	Oct. 04, 2012
22.	C20: Trackwork	
	Final Design Complete	Nov. 29, 2012
23.	C11: Fan Plants at Hudson	
	Final Design Complete	Jan. 17, 2013
24.	C14: Fan Plant Dyer Av	
	Final Design Complete	Oct. 10, 2013
25.	C23: Kearny Yard Civil Works	
	Final Design Complete	Nov. 28, 2013
26.	C24: Kearny Yard Buildings	
	Final Design Complete	Nov. 28, 2013
27.	C18: Fan Plant Structures	
	Final Design Complete	Dec. 19, 2013

Part 5. Environmental Findings

111304 BUY <30-FT BUS FOR EXPANSION - Access Link 90	90	$7,104,744	$7,104,744

Finding No. 1 - Class II(c)

111304 BUY <30-FT BUS FOR EXPANSION-Access Link 24	24	$1,321,000	$1,321,000

Finding No. 1 - Class II(c)

C17 - Purchase of vehicles

The purchase of vehicles by the applicant where the use of these vehicles can be accommodated by existing

facilities or by new facilities which themselves are within a CE.

111216 BUY REPL SEDAN/STATION WAGON - Access Link 57 Sedans	57	$1,614,000	$1,614,000

Finding No. 1 - Class II(c)

C17 - Purchase of vehicles

The purchase of vehicles by the applicant where the use of these vehicles can be accommodated by existing facilities or by new facilities which themselves are within a CE.

113103 TERMINAL, INTERMODAL (TRANSIT) - Nwk Penn Station Plaza West	0	$2,000,000	$2,000,000

Finding No. 1 - Class II(d)

Finding Details: FTA made a CE(d) NEPA finding on July 2, 2009.

123103 TERMINAL, INTERMODAL (TRANSIT)	0	$2,890,000	$2,890,000

Finding No. 1 - Class II(c)

C01 - Engineering/Design/Planning/Tech.Studies

Activities which do not involve or lead directly to construction, such as planning and technical studies; projects for training and research programs; planning activities eligible for assistance listed in 23 U.S.C. 134, 135, and 307(c); planning activities related to approval of a unified work program and any findings required in the planning process pursuant to 23 C.F.R. Part 450, activities for state planning and research programs pursuant to 23 C.F.R. Part 420; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed.\n\n

126401 REHAB TRAIN CONTROL-SIGNAL SYS-Morristwn Bi-Directional	0	$25,000,000	$25,000,000

Finding No. 1 - Class II(c)

C18 - Track & railbed maintenance/improvements

Track and railbed maintenance and improvements when carried out within the existing right-of-way.

122403 REHAB/RENOV LINE

EQUIP/STRUCTURES-Enhanced Track Rehab	0	$4,703,209	$4,703,209

Finding No. 1 - Class II(c)

C18 - Track & railbed maintenance/improvements
Track and railbed maintenance and improvements when carried out within the existing right-of-way.

123304 CONSTRUCT PARK & RIDE FACILITY -Edison Park and Ride	0	$11,000,000	$11,000,000

Finding No. 1 - Class II(d)

D04 - Transportation parking facilities
Transportation corridor fringe parking facilities.

126401 REHAB TRAIN CONTROL-SIGNAL SYS - River Line Cab Signal	0	$24,000,000	$24,000,000

Finding No. 1 - Class II(c)

C18 - Track & railbed maintenance/improvements
Track and railbed maintenance and improvements when carried out within the existing right-of-way.

123402 REHAB/RENOV - RAIL STATION - Plauderville Station HLP	0	$15,000,000	$15,000,000

Finding No. 1 - Class II(d)

D09 - Reconstruction of rail & bus buildings
Rehabilitation or reconstruction ofexisting rail and bus buildings and ancillary facilities where only minor amounts of additional land are required and there is not a substantial increase in the number of users.

111204 BUY REPLACEMENT <30 FT BUS	30	$2,250,000	$2,250,000

Finding No. 1 - Class II(c)

C17 - Purchase of vehicles
The purchase of vehicles by the applicant where the use of these vehicles can be accommodated by existing facilities or by new facilities which themselves are within a CE.

127A00 PREVENTIVE MAINTENANCE (RAIL) 0 $1,500,000 $1,500,000

Finding No. 1 - Class II(c)

C14 - Bus & rail car rehabilitation
Bus and rail car rehabilitation.

111401 REHAB/REBUILD 40-FT BUS: Bus Rolling Stock Rehabilitation 1 $34,110,000 $34,110,000

Finding No. 1 - Class II(c)

C14 - Bus & rail car rehabilitation
Bus and rail car rehabilitation.

140110 GUIDEWAY & TRACK ELEMENTS - ARC Tonnelle Ave. Underpass 0 $20,000,000 $20,000,000

Finding No. 1 - Class I

Draft EIS Date: None Specified
Final EIS Date: None Specified
FTA ROD Date: Jan. 14, 2009

Finding Details: The FTA issued a Record of Decision (ROD) for ARC on January 14, 2009. A Letter of No Prejudice was issued on 5/12/2009.

111204 BUY REPLACEMENT <30 FT BUS - Access Link 47 47 $3,710,255 $3,710,255

Finding No. 1 - Class II(c)

C17 - Purchase of vehicles
The purchase of vehicles by the applicant where the use of these vehicles can be accommodated by existing facilities or by new facilities which themselves are within a CE.

140880 PROFESSIONAL SERVICES - ARC Final Design 0 $110,000,000 $110,000,000

Finding No. 1 - Class I

Draft EIS Date: None Specified
Final EIS Date: None Specified
FTA ROD Date: Jan. 14, 2009

Finding Details: The FTA issued a Record of Decision (ROD) for ARC on January 14, 2009. A Letter of No Prejudice was issued on 5/12/2009.

119302 CONSTRUCTION - BUS SHELTERS	175	$2,500,000	$2,500,000

Finding No. 1 - Class II(c)

C08 - Install Shelters, fencing, & Amenities
Installation of fencing, signs, pavement markings, small passenger shelters, traffic signals, and railroad warning devices where no substantial land acquisition or traffic disruption will occur.

122405 REHAB/RENOV BRIDGES	0	$30,000,000	$30,000,000

Finding No. 1 - Class II(d)

D03 - Bridge rehabilitation
Bridge rehabilitation, reconstruction or replacement or the construction of grade separation to replace existing at-grade railroad crossings.

Finding Details: On June 16, 2009 FTA approved the Lower Hack project for a Class II Categorical Exclusion pursuant to 23 C.F.R. Section 771. (d)(3) "Bridge rehabilitation, reconstruction, or replacement or the construction of grade separation to replace existing at-grade railroad crossing.

Part 6: Fleet Status

Fixed Route

		Before	Change	After
I.	**Active Fleet**			
	A. Peak Requirement	0	0	0
	B. Spares	0	0	0
	C. Total (A+B)	0	0	0
	D. Spare Ratio (B/A)	0.00%	0.00%	0.00%
II.	**Inactive Fleet**			
	A. Other	0	0	0
	B. Pending Disposal	0	0	0
	C. Total (A+B)	0	0	0

III.	Total (I.C and II.C)	0	0	0

FLEET INFORMATION APPEARS IN ATTACHMENT.

Part 7. FTA Comments

General Review

Comment Title:	Env Findings Complete
Comment By:	Donald C Burns
Date Created:	Jul. 29, 2009
Date Updated:	None Specified
Ref Section:	Unknown
Comment:	The environmental findings section contains a finding for each ALI. Donald Burns Community Planner

Comment Title:	Need Environmental Findings
Comment By:	Nancy Danzig
Date Created:	Jun. 01, 2009
Date Updated:	None Specified
Ref Section:	Unknown
Comment:	Please enter the environmental findings for each activity. Thank you.

Comment Title:	DirofOpsPreliminary?s
Comment By:	Larry Penner
Date Created:	May. 19, 2009
Date Updated:	May. 19, 2009
Ref Section:	Unknown
Comment:	Please note the following preliminary comments based upon my review of your proposed grant as of May 6. Part 3 Budget Extended Budget Descriptionsà General Observationsà All projects should be consistently cross referencing as appropriate any previous FTA funding by grant number & amount, other FY 09 proposed FTA funding by either grant or program to be applied for this year along with any future FTA funding to be applied for in FY 2010 to give us the final overall total project cost. Individual project costs such as flagging, force account, project management, construction management or materials should also be identified. Any project components which will be 100% locally funded and not part of this grant should also be identified. When Third Party contractors will be performing work, please identify how you will be

providing oversight along with cost.

All vehicle procurements should identify criteria based on mileage and or age for replacement along with facility to be used for maintenance and operation of vehicle.

Any project utilizing $10 million dollars or more of Force Account requires submission of a Force Account Plan for review and approval by FTA. Any project utilizing Force Account below $10 million dollars should confirm that you have a Force Account Plan on file. FTA reserves the right to also request a copy of any Force Account Plan under $10 million on file and not submitted to FTA for review.

Interim project milestones should include when applicable advertisement, opening of bids, award of bids, notice to proceed, interim milestones by quantities, percentages or stages of completed work, critical path, beneficial use and project closeout. Completion of punch list along with release of retaininge is assumed to take place between beneficial use and project closeout.

For any contracts already awarded, please provide the vendor name, date of award, dollar amount and any available future option clauses.

Coordination with other FTA & non FTA, Amtrak or other projects should be identified.

Please identify which projects will be using Pre-Award Authority

Specific commentsà

11.14.01 Rehab/Rebuild 40-Ft Bus. Does any of this work conflict with or need to be coordinated with FTA funded preventative maintenance? If so, please explain how this would be managed to avoid any conflicts in work or financial management of work to be performed. Please provide a better description of how many NJT buses would or could be involved in this project. Since this project cost $35 million, a Force Account Plan will be needed to be submitted and reviewed by FTA. Please enter the date in TEAM when this document is submitted.

11.31.03 Terminal, Intermodal Terminal (Transit)

Is the ôpreliminary engineering and development work being performed in-house or by Third Party contractors? What is the current status of this work as of May 2009? If this work is Third Party, additional milestones will be needed under Part 4 Milestones to account for the Procurement process. Are there any other FTA funded earmarks or funding sources which may be applied for to support this project other than future ARRA grants?

11.13.04 Buy <30-Ft Bus for Expansion.
What were the age/mileage criteria based upon for replacement eligibility? Who will manage this procurement including inspection, acceptance, pre-award and post delivery audits? What is the cost and source of funding for this work? If it is part of the project, please add this information. Please provide the locations for these buses to be maintained and operated out of. Who are ôNJ TransitÆs Access Link service providersö? Under Part 6 Fleet Status, please provide fleet status for ôNJ Transit Access Linkö services.

11.13.04 Buy<30 Ft Bus for Expansion.
Who will manage this procurement including inspection, acceptance, pre-award and post delivery audits? What is the cost and source of funding for this work? If it is part of the project, please add this information. Please provide the locations for these buses to be maintained and operated out of. Who are ôNJ TransitÆs Access Link service providersö? Under Part 6 Fleet Status, please provide fleet status for ôNJ Transit Access Linkö services.

11.13.04 Buy <30 Ft. Bus For Expansion.

Under Part 6 Fleet Status, please provide fleet status for ôAtlantic City Jitneyö fleet. What is the approximate cost for ôNJ Transit to perform inspection and acceptance on buses? Please add this to the narrative.

11.13.16 Buy Sedan/Station Wagon Expansion.
What were the criteria based upon age/mileage for replacement eligibility? Who will manage this procurement including inspection, acceptance, pre-award and post delivery audits? What is the cost and source of funding for this work? If it is part of the project, please add this information. Please provide the locations for these buses to be maintained and operated out of. Who are ôNJ TransitÆs Access Link service providersö?
Under Part 6 Fleet Status, please provide fleet status for ôNJ Transit Access Linkö services

11.93.02 Construction û Bus Shelters.
What is the approximate cost for each project component including ôsiting, purchase, installation & NJT Field Represtative inspection etcö?
Milestones listed here should also be entered under Part 4 Milestones.

12.21.05 Engineering/Design Lower Hack Drawbridge.
Will this work be performed in-house or by Third Party contractors? If it is Third Party contractors, please add the approiate milestones to account for both procurement process and actual work to be performed. Also, please account for NJT oversight costs of contractor.

12.24.03 Rehab/Renovo Line Equipment and Structures.
Part 4 Milestones should reflect both procurement process and work to be performed by ôprofessional servicesö to be funded under this project.

12.31.03 Terminal, Intermodal (Transti)
Will this work be performed in-house or by Third Party contractors? If it is Third Party contractors, please add the approiate milestones to account for both procurement process and actual work to be performed. Also, please account for NJT oversight costs of contractor.

12.33.04 Construct Park & Ride Facility.

Who will be providing oversight over your Third Party contractors? What is the cost? Will there be the need for any Force Account or Flagging? IF so please identify the cost.

12.34.02 Rehab/Renovo ûRail Station.

Who will be providing oversight over your Third Party contractors? What is the cost? Will there be the need for any Force Account or Flagging? IF so please identify the cost

12.64.01 Rehab Train Control-Signal System
Please provide the approximate cost for each project component including ôprofessional services, design, purchase and installationö. How will NJT provide oversight of this project? What is the cost? Will there be any Force Account or Flagging? If so, please identify the costs. Will this project be coordinated with any other FTA or non FTA funded project on the River Line? What is the anticipated useful life of this investment? Who will be responsible for development of a maintenance plan? Did FTA fund any previous Automatic Train Control projects? If so, did you do any lessons learned which may be applied to this project?

12.7A00 Preventative Maintenance.
Please provide milestones under Part 4.

14.08.80 Professional Services û ARC Final design.
What are the approximate costs for design and engineering, construction management and project management activities? Please provide any costs and work which will be

performed by the Port Authority.

Part 4. Milestones.

Please refer to previous general overall grant comments. There is the need for additional interim milestones for a number of projects including: 11.14.01 RehabRebild 40-FT bus, 11.31.03 Terminal, Intermodal (Transit), 11.93.02 Construct Bus Shelters, 12.21.05 Engineering/Design Lower Hack Drawbridge and 140-00 New Start Professional Services Final Design.

Part 5. Environmental Findings

ôNo information foundö

Part 6 Fleet Status

ôNo information foundö

Please notify us when you have entered the appropriate information in response so we continue our review of your proposed Program of Projects.

Thanks

Larry Penner
Director
Office of Operations
And Program Management
May 18, 2009

FTA Internal

Comment Title:	Final Legal Concurrence
Comment By:	Maisie Grace
Date Created:	Aug. 13, 2009
Date Updated:	None Specified
Ref Section:	Unknown
Comment:	Grant has been modified to address my comments and I am concurring.

Comment Title:	FTA STIP Approval
Comment By:	Donald C Burns
Date Created:	Jul. 29, 2009
Date Updated:	None Specified
Ref Section:	Unknown
Comment:	Approval Stamp 4/14/2009

Comment Title:	Dir of Plng Comments
Comment By:	Nancy Danzig
Date Created:	Jul. 15, 2009
Date Updated:	None Specified

Ref Section:	Unknown
Comment:	The environmental findings have been placed in TEAM, as noted in my May 11 comments. The 1511 Certification has been submitted and posted.

Comment Title:	Returned to Recipient
Comment By:	Faye Ellison
Date Created:	Jun. 30, 2009
Date Updated:	None Specified
Ref Section:	Unknown
Comment:	Returned to Recipient 6/30/2009

Comment Title:	FTA Environment Concurrence
Comment By:	Donald C Burns
Date Created:	Jul. 29, 2009
Date Updated:	None Specified
Ref Section:	Unknown
Comment:	Approval Stamp 7/29/2009

Comment Title:	Prel Legal
Comment By:	Maisie Grace
Date Created:	May. 14, 2009
Date Updated:	None Specified
Ref Section:	Unknown
Comment:	This grant is not ready for my review and there are no recommendations for a number. THere are also a lot of budget errors.

Comment Title:	Development
Comment By:	Donald C Burns
Date Created:	Jul. 29, 2009
Date Updated:	None Specified
Ref Section:	Unknown
Comment:	Approval Stamp 7/29/2009

Comment Title:	Transport. Program Specialist
Comment By:	Madeline Duchatellier
Date Created:	Aug. 12, 2009
Date Updated:	None Specified
Ref Section:	Unknown
Comment:	Application Complete 8/12/2009

Comment Title:	FTA Engineering Concurrence
Comment By:	Ralph A Branche, Jr.

Date Created:	Aug. 04, 2009
Date Updated:	None Specified
Ref Section:	Unknown
Comment:	Approval Stamp 8/4/2009

Comment Title:	RCRO Comment
Comment By:	John H Prince
Date Created:	May. 11, 2009
Date Updated:	None Specified
Ref Section:	Unknown
Comment:	RCRO recommends a number if the grant application is completed.

Comment Title:	Planning
Comment By:	Nancy Danzig
Date Created:	Jul. 15, 2009
Date Updated:	None Specified
Ref Section:	Unknown
Comment:	Approval Stamp 7/15/2009

Comment Title:	Returned to Recipient
Comment By:	Faye Ellison
Date Created:	Aug. 11, 2009
Date Updated:	None Specified
Ref Section:	Unknown
Comment:	Returned to Recipient 8/11/2009

Comment Title:	Operations
Comment By:	Larry Penner
Date Created:	Jul. 06, 2009
Date Updated:	None Specified
Ref Section:	Unknown
Comment:	Approval Stamp 7/6/2009

Comment Title:	Transport. Program Specialist
Comment By:	Faye Ellison
Date Created:	Aug. 05, 2009
Date Updated:	None Specified
Ref Section:	Unknown
Comment:	Application Complete 8/5/2009

Comment Title:	Regional Admin Approval

Comment By:	Anthony G Carr
Date Created:	Aug. 18, 2009
Date Updated:	None Specified
Ref Section:	Unknown
Comment:	Approval Stamp 8/18/2009

Comment Title:	FTA Legal Concurrence
Comment By:	Maisie Grace
Date Created:	Aug. 13, 2009
Date Updated:	None Specified
Ref Section:	Unknown
Comment:	Approval Stamp 8/13/2009

Comment Title:	FTA Civil Rights Concurrence
Comment By:	John H Prince
Date Created:	Jul. 23, 2009
Date Updated:	None Specified
Ref Section:	Unknown
Comment:	Approval Stamp 7/23/2009

Comment Title:	Environmental Findings
Comment By:	Nancy Danzig
Date Created:	May. 11, 2009
Date Updated:	None Specified
Ref Section:	Unknown
Comment:	Please insert the Environmental Findings in the environmental findings section of the grant. Thank you.

Comment Title:	Updated Prel Legal
Comment By:	Maisie Grace
Date Created:	Jun. 12, 2009
Date Updated:	None Specified
Ref Section:	Unknown
Comment:	I have the following comments in order to recommend a number: 1.Project Details has missing dollar figures. 2.The vehicle expansion items do not state where the vehices will be stored which is necessary for an environmental finding. 3.Several of the projects have planning (c)(1) findings indicating that they are not for capital work. Only "capital" projects are eligible under ARRA. See Newark Penn Station Plaza West; Lower Hack Rehab;Pennsauken Transit Center;Professional Services-ARC. Pls verify the capital eligibility of these projects. 4.Explain why not spending 1% for security projects. 5.For the Edison Park and Ride, verify that the 2005 CE(D)is valid for this Supplemental parking facility.

	6.Note that there are still Budget Errors: 7.Missing Rec for a number.

Comment Title:	Environmental Findings Comp
Comment By:	Donald C Burns
Date Created:	Jul. 29, 2009
Date Updated:	None Specified
Ref Section:	Unknown
Comment:	The environmental findings have been inputted into the grant. Donald Burns Community Planner

Conditions of Award

Comment Title:	Bus Shelters
Comment By:	Donald C Burns
Date Created:	May. 18, 2009
Date Updated:	Jun. 22, 2009
Ref Section:	Unknown
Comment:	Bus shelters will not be placed in any National Historic district or adjacent to a historic/historic-eligible resource. Therefore Section 106 does not apply. If any proposed bus shelters require Section 106 review, FTA will look at these shelters individually and the NJ TRANSIT cannot receive federal funding prior to FTA completing the 106 process. The grantee will coordinate with the appropriate local preservation agency as well as with SHPO. Lastly, if bus shelters locations change from those currently planned where there is no historic eligibility or traffic or land acquisition impacts, subsequent review and approval by FTA will be required. Donald Burns Community Planner (212) 668-2203

Comment Title:	Special Conditions for ARRA
Comment By:	Ralph A Branche, Jr.
Date Created:	Jul. 21, 2009
Date Updated:	None Specified
Ref Section:	Unknown
Comment:	Special Provisions for Projects Financed Under the American Recovery and Reinvestment Act (Recovery Act). The Recipient agrees that the following provisions apply to American Recovery and Reinvestment Act of 2009 (Recovery Act) funds authorized under Pub. L. 111-5, February 17, 2009, and agrees to comply with the requirements thereof, except to the extent FTA determines otherwise in writing: a. Identification of Recovery Act Funding. A Grant Agreement or Cooperative Agreement financed with Recovery Act funds will indicate that the Recovery Act is the source of

funding as follows:
(1) If the ôCitation of Statute(s) Authoring Projectö of the underlying Grant Agreement displays ô49 USC 5307 û Urbanized Area - Economic Recovery,ö the Project or Projects are financed with Recovery Act funds appropriated for the Transit Capital Assistance for the Urbanized Area Formula Grant Program authorized by 49 U.S.C. º 5307.
(2) If the ôCitation of Statute(s) Authoring Projectö of the underlying Grant Agreement displays ô49 USC 5307 û Urbanized Area - Economic Recovery Flex,ö the Project or Projects are financed with Recovery Act appropriations for highways transferred to support the FTA Urbanized Area Formula Grant Program authorized by 49 U.S.C. º 5307.
(3) If the ôCitation of Statute(s) Authoring Projectö of the underlying Grant Agreement displays ô49 USC 5309 û New Starts - Economic Recovery,ö the Project is financed with Recovery Act appropriations for Capital Investment Grants authorized for Small Starts or New Starts by 49 U.S.C. ºº 5309(d) or (e), respectively.
(4) If the ôCitation of Statute(s) Authoring Projectö of the underlying Grant Agreement displays ô49 USC 5309 û Fixed Guideway - Economic Recovery,ö the Project is financed with Recovery Act appropriations for Fixed Guideway Infrastructure Investment for Modernization, authorized by 49 U.S.C. 5309(b)(2).
(5) If the ôCitation of Statute(s) Authoring Projectö of the underlying Grant Agreement ô49 USC 5311 û Nonurbanized Area - Economic Recovery,ö the Project is financed with Recovery Act appropriations for Transit Capital Assistance for the Nonurbanized Area Formula Program authorized by 49 U.S.C. º 5311.
(6) If the ôCitation of Statute(s) Authoring Projectö of the underlying Grant Agreement displays ô49 USC 5311 û Nonurbanized Area - Economic Recovery Flex,ö the Project or Projects are financed with Recovery Act appropriations for highways transferred to support the Nonurbanized Area Formula Grant Program authorized by 49 U.S.C. º 5311.
(7) If the ôCitation of Statute(s) Authoring Projectö of the underlying Grant Agreement or Cooperative Agreement displays ô77 û Transportation Investments for Greenhouse Gas & Energy Reduction ARRA,ö the Project is financed with Recovery Act funds specified for capital investments that will assist in reducing the energy consumption or greenhouse gas emissions of
their public transportation systems.
b. Identification of Project(s). The Project or Projects for which Recovery Act funding is provided are set forth in the RecipientÆs application and reflected in the Approved Project Budget.
c. Federal Requirements. In addition to applicable Recovery Act statutory and regulatory requirements, the Recipient agrees that applicable requirements of 49 U.S.C. chapter 53 apply to federally assisted transit projects financed with Recovery Act funds and the Recovery Act funding, except that the Federal share of the costs for which any Grant is made under this heading shall be, at the option of the recipient, up to 100 percent.
d. U.S. OMB Provisions. The Recipient agrees to comply with applicable provisions of U.S. Office of Management and Budget, ôRequirements for Implementing Sections 1512, 1605, and 1606 of the American Recovery and Reinvestment Act of 2009 for Financial Assistance Awards,ö 2 C.F.R. Part 176, 74 Fed. Reg. 18449 et seq., April 23, 2009. Specifically, the Recipient acknowledges and agrees to comply with the following provisions
(1) Reporting and Registration Requirements under Section 1512 of the Recovery Act.
(a) This award requires the recipient to complete projects or activities which are funded under the Recovery Act and to report on use of Recovery Act funds provided through this award. Information from these reports will be made available to the public.
(b) The Recipient agrees to submit the requisite reports no later than ten calendar days after each calendar quarter in which it receives the Federal assistance award funded in whole or in part by the Recovery Act.
(c) The Recipient agrees to maintain, and to require its first-tier subrecipients to maintain, current registrations in the Central Contractor Registration (http://www.ccr.gov) at all times during which they have active federal awards funded with Recovery Act funds. A Dun and Bradstreet Data Universal Numbering System (DUNS) Number (http://www.dnb.com) is one of the requirements for registration in the Central Contractor Registration.
(d) The recipient agrees to report the information described in section 1512(c) of the Recovery Act using the reporting instructions and data elements that will be provided online at http://www.FederalReporting.gov and ensure that any information that is pre-

filled is corrected or updated as needed.
(2) Buy America Requirements under Section 1605 of the Recovery Act. Statutory provisions of 49 U.S.C. Chapter 53 impose Buy America requirements sufficient for compliance with Section 1605 of the Recovery Act
(3) Wage Rate Requirements under Section 1606 of the Recovery Act. Statutory provisions of 49 U.S.C. Chapter 53 impose Wage Rate requirements involving construction, alteration, maintenance, or repair sufficient for compliance with Section 1606 of the Recovery Act.
(4) Recovery Act Transactions Listed in Schedule of Expenditures of Federal Awards and Recipient Responsibilities for Informing Subrecipients.
(a) To maximize the transparency and accountability of funds authorized under the Recovery Act as required by Congress and in accordance with 49 C.F.R. º 18.20 or 49 C.F.R. º 19.21, as applicable, the Recipient agrees to maintain records that identify adequately the source and application of Recovery Act funds.
(b) A Recipient covered by the Single Audit Act Amendments of 1996 and OMB Circular A-133, ôAudits of States, Local Governments, and Non-Profit Organizations,ö agrees to separately identify the expenditures for Federal awards under the Recovery Act on the Schedule of Expenditures of Federal Awards (SEFA) and the Data Collection Form (SF-SAC) required by OMB Circular A-133. The Recipient agrees to accomplish this by identifying expenditures for Federal awards made under Recovery Act separately on the SEFA, and as separate rows under Item 9 of Part III on the SF-SAC by CFDA number, and inclusion of the prefix ôARRA-ö in identifying the name of the Federal program on the SEFA and as the first characters in Item 9d of Part III on the SF-SAC.
(c) The Recipient agrees to separately identify to each subrecipient, and document at the time of subaward and at the time of disbursement of funds, the Federal award number, CFDA number, and amount of Recovery Act funds. When the Recipient awards Recovery Act funds for an existing program, the Recipient agrees to furnish sufficient information to each subrecipient that distinguishes the subawards of incremental Recovery Act funds from regular subawards under the existing program.
(d) The Recipient agrees to require each subrecipient to include on its SEFA information to specifically identify Recovery Act funding similar to the requirements for the recipient SEFA described above. This information is needed to allow the Recipient to properly monitor subrecipient expenditure of ARRA funds as well as oversight by FTA, DOT, Offices of Inspector General and the Government Accountability Office.
e. One-Time Funding. The Recipient acknowledges that receipt of Recovery Act funds is a ôone-timeö disbursement that does not create any future obligation by the FTA to advance similar funding amounts.
f. Integrity. The Recipient agrees that all data it submits to FTA in compliance with Recovery Act requirements will be accurate, objective, and of the highest integrity.
g. Violations of Law. The Recipient agrees that it and each of its subrecipients shall report to the U.S. DOT Inspector General or 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. ºº 3729 et seq., or has committed a criminal or civil violation of law pertaining to fraud, conflict of interest, bribery, gratuity, or similar misconduct involving Recovery Act funds.
h. Maintenance of Effort. A Recipient that is a State agrees to comply with the maintenance of effort certification it has made in compliance with Section 1201 of Recovery Act.
i. Emblems. The Recipient agrees to use signs and materials that display both the American Recovery and Reinvestment Act (Recovery Act) emblem and the Transportation Investment Generating Economic Recovery (TIGER) program emblem to identify its Project(s) financed with Recovery Act funds that are provided by U.S. DOT in a manner consistent with Federal guidance, and to include this provision in any subagreements, leases, third party contracts, or other similar documents used in connection with its Recovery Act Project(s).
j. Further Requirements. The Recipient agrees to comply with applicable future Federal requirements that may be imposed on the use of Recovery Act funds.

Part 8: Results of Reviews

The reviewer did not find any errors

Part 9: Agreement

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION

GRANT AGREEMENT
(FTA G-15, October 1, 2008)

On the date the authorized U.S. Department of Transportation, Federal Transit Administration (FTA) official's electronic signature is entered for this Grant Agreement, FTA has Awarded Federal assistance in support of the Project described below. Upon Execution of this Grant Agreement by the Grantee named below, the Grantee affirms this FTA Award, and enters into this Grant Agreement with FTA. The following documents are incorporated by reference and made part of this Grant Agreement:

(1) \"Federal Transit Administration Master Agreement,\" FTA MA(15), October 1, 2008, http://www.fta.dot.gov/documents/15-Master.pdf
(2) The Certifications and Assurances applicable to the Project that the Grantee has selected and provided to FTA, and
(3) Any Award notification containing special conditions or requirements, if issued.

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

FTA hereby awards a Federal grant as follows:

Project No: NJ-96-X002-00

Grantee: NEW JERSEY TRANSIT CORPORATION

Citation of Statute(s) Authorizing Project: 49 USC 5307 - Urbanized Area Formula - Economic Recovery

Estimated Total Eligible Cost (in U.S. Dollars): $298,703,208

Maximum FTA Amount Awarded [Including All Amendments] (in U.S. Dollars): $298,703,208

Amount of This FTA Award (in U.S. Dollars): $298,703,208

Maximum Percentage(s) of FTA Participation:

Percentages of Federal participation are based on amounts included in the Approved Project Budget, modified as set forth in the text following the Project Description.

U.S. Department of Labor Certification of Public Transportation Employee Protective Arrangements:

Original Project Certification Date: 8/13/2009

Project Description:

2009 ARRA 5307and 5340 Urbanized Area

The Project Description includes information describing the Project within the Project Application submitted to FTA, and the Approved Project Budget, modified by any additional statements displayed in this Grant Agreement, and, to the extent FTA concurs, statements in other documents including Attachments entered into TEAM-Web.

Bus shelters will not be placed in any National Historic district or adjacent to a historic/historic-eligible resource. Therefore Section 106 does not apply.

If any proposed bus shelters require Section 106 review, FTA will look at these shelters individually and the NJ TRANSIT cannot receive federal funding prior to FTA completing the 106 process. The grantee will coordinate with the appropriate local preservation agency as well as with SHPO.

Lastly, if bus shelters locations change from those currently planned where there is no historic eligibility or traffic or land acquisition impacts, subsequent review and approval by FTA will be required.

Donald Burns
Community Planner
(212) 668-2203

Special Provisions for Projects Financed Under the American Recovery and Reinvestment Act (Recovery Act).
The Recipient agrees that the following provisions apply to American Recovery and Reinvestment Act of 2009 (Recovery Act) funds authorized under Pub. L. 111-5, February 17, 2009, and agrees to comply with the requirements thereof, except to the extent FTA determines otherwise in writing:
a. Identification of Recovery Act Funding. A Grant Agreement or Cooperative Agreement financed with Recovery Act funds will indicate that the Recovery Act is the source of funding as follows:
(1) If the ôCitation of Statute(s) Authoring Projectö of the underlying Grant Agreement displays ô49 USC 5307 û Urbanized Area - Economic Recovery,ö the Project or Projects are financed with Recovery Act funds appropriated for the Transit Capital Assistance for the Urbanized Area Formula Grant Program authorized by 49 U.S.C. º 5307.
(2) If the ôCitation of Statute(s) Authoring Projectö of the underlying Grant Agreement displays ô49 USC 5307 û Urbanized Area - Economic Recovery Flex,ö the Project or Projects are financed with Recovery Act appropriations for highways transferred to support the FTA Urbanized Area Formula Grant Program authorized by 49 U.S.C. º 5307.
(3) If the ôCitation of Statute(s) Authoring Projectö of the underlying Grant Agreement displays ô49 USC 5309 û New Starts - Economic Recovery,ö the Project is financed with Recovery Act appropriations for Capital Investment Grants authorized for Small Starts or New Starts by 49 U.S.C. ºº 5309(d) or (e), respectively.
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their public transportation systems.
b. Identification of Project(s). The Project or Projects for which Recovery Act funding is provided are set forth in the RecipientÆs application and reflected in the Approved Project Budget.
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j. Further Requirements. The Recipient agrees to comply with applicable future Federal requirements that may be imposed on the use of Recovery Act funds.

Awarded By:

Mr. Anthony G Carr
Deputy Regional Administrator
FEDERAL TRANSIT ADMINISTRATION
U.S. DEPARTMENT OF TRANSPORTATION
08/18/2009

EXECUTION OF GRANT AGREEMENT

The Grantee, by executing this Grant Agreement, affirms this FTA Award; adopts and ratifies all statements, representations, warranties, covenants, and materials it has submitted to FTA; consents to this FTA Award; and agrees to all terms and conditions set forth in this Grant Agreement.

By executing this Grant Agreement, I am simultaneously executing any Supplemental Agreement that may be required to effectuate this Grant Agreement.

Executed by:
Karen Schrempp
Director, Grant Administration and Compl
NEW JERSEY TRANSIT CORPORATION
08/18/2009