



FEDERAL TRANSIT ADMINISTRATION

Public Transportation Emergency Relief Program

Notice of Funding Availability for Resilience Projects in Response to Hurricane Sandy

January 7, 2014



U.S. Department of Transportation
Federal Transit Administration

Agenda

- Introductory Remarks
- Overview of NOFA
- Applicant Eligibility
- Project Eligibility
- Minimum Requirements
- FEMA Flood Hazard Information
- Competitive Evaluation
- Evaluation Criteria
- Application Requirements and Forms
- Hazard Mitigation Cost Effectiveness Analysis
- Questions and Answers

Introductory Remarks

FTA Deputy Administrator Therese McMillan



FR Notice Sandy Resilience NOFA.pdf - Adobe Acrobat Pro
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Certified by Superintendent of Documents <pkisupport@gpo.gov>, United States Government Printing Office, certificate issued by VeriSign CA for Adobe CDS. Signature Panel

78486 Federal Register / Vol. 78, No. 248 / Thursday, December 26, 2013 / Notices

Issued on: December 16th, 2013.
Larry W. Minor,
Associate Administrator for Policy.
[FR Doc. 2013-30711 Filed 12-24-13; 8:45 am]
BILLING CODE 4910-EX-P

DEPARTMENT OF TRANSPORTATION
Federal Transit Administration

Notice of Funding Availability for Resilience Projects in Response to Hurricane Sandy

AGENCY: Federal Transit Administration (FTA), DOT.
ACTION: Notice of funding availability (NOFA).

SUMMARY: The Federal Transit Administration (FTA) announces the availability of approximately \$3 billion in funds under the Public Transportation Emergency Relief Program and the Disaster Relief Appropriations Act of 2013 for States, local governmental authorities, tribal governments and other FTA recipients impacted by Hurricane Sandy, which affected mid-Atlantic and northeastern states in October 2012. This announcement solicits proposals for resilience projects, defined as those projects designed and built to address current and future vulnerabilities to a public transportation facility or system due to future occurrence or recurrence of emergencies or major disasters that are likely to occur in the geographic area in which the public transportation

Balanced Budget and Emergency Deficit Control Act of 2011. FTA has previously allocated \$5.7 billion for recovery and resilience projects to public transportation agencies impacted by Hurricane Sandy. Additionally, the Disaster Relief Appropriations Act of 2013 permits the Secretary to transfer up to \$5.383 billion to other agencies to fund programs authorized under titles 23 and 49, United States Code, in order to carry out resilience projects in areas impacted by Hurricane Sandy. Under this authority, DOT transferred \$185 million to the Federal Railroad Administration (FRA).

The Moving Ahead for Progress in the 21st Century Act (MAP-21) authorized the Emergency Relief Program at 49 U.S.C. 5324. With the authorization of this program, Congress provided FTA with primary responsibility for Federal reimbursements for emergency response and recovery costs after an emergency or major disaster that affects public transportation systems. The Emergency Relief Program allows FTA to make grants for eligible public transportation capital and operating costs in the event of a natural disaster, such as a hurricane, that affects a wide area, including projects to protect public transportation assets from damage. Beginning in late October 2012, President Obama issued major disaster declarations for specified counties in the following States: Connecticut, Delaware, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island,

Prospective applicants must participate in the training. Dates and times of these offerings will be posted to FTA's Web site.

Complete proposals must be submitted no later than Friday, March 28, 2014 by 11:59 p.m. EST. All proposals must be submitted electronically through the *GRANTS.GOV* "APPLY" function. Any prospective applicant intending to submit a proposal should initiate the process of registering on the *GRANTS.GOV* site immediately to ensure completion of registration before the submission deadline. Instructions for submitting a proposal can be found on FTA's Web site at <http://www.fta.dot.gov> and in the "FIND" module of *GRANTS.GOV*.

FOR FURTHER INFORMATION CONTACT: the appropriate FTA Regional Office found at <http://www.fta.dot.gov> for application-specific information and other assistance needed in preparing a complete proposal. For program-specific questions about applying for the funds as outlined in this notice, please contact Adam Schildge, Office of Program Management, 1200 New Jersey Ave. SE., Washington, DC 20590, phone: (202) 366-0778, or email, FTASandyResilience@dot.gov. For legal questions, Bonnie Graves, Office of Chief Counsel, same address, phone: (202) 366-4011, or email, Bonnie.Graves@dot.gov. For questions about direct transfers (outside of the competitive process and this Notice) to other modes within the Department of

Overview of NOFA

Resilience:

A capability to anticipate, prepare for, respond to, and recover from significant multi-hazard threats with minimum damage to social well-being, the economy, and the environment.

Resilience Project:

A project designed and built to address future vulnerabilities to a public transportation facility or system due to future recurrence of emergencies or major disasters that are likely to occur again in the geographic area in which the public transportation system is located; or projected changes in development patterns, demographics, or extreme weather or other climate patterns.

Source: 49 CFR Part 602.5: Interim Final Rule for the FTA Emergency Relief Program

Overview of NOFA

- Approximately \$3.0 billion available for resilience projects that protect transit assets against future disasters in the area affected by Hurricane Sandy
- Projects will be selected on a competitive basis, consistent with the criteria outlined in the notice
- If selected for funding, grantees must work with the appropriate FTA regional office to develop a grant application, and to assure Federal project requirements are met prior to incurring costs
- Resilience Projects selected under this NOFA are eligible for a maximum 75% Federal share, with a 25% non-Federal match.
- Non-Federal match may consist of an undistributed cash surplus, a replacement or depreciation cash fund or reserve, or new capital, or from available CDBG funds.

Overview of NOFA – Key Dates

- Notice of Funding Availability published – December 26, 2013
- Introductory Program Webinar (this session) – January 7, 2014
- Hazard Mitigation Cost-Effectiveness Training – January 21, 2014
 - Session 1 of 2. All applicants must attend one of two sessions. Registration required. This first session is offered online only.
- Hazard Mitigation Cost-Effectiveness Training – January 22, 2014
 - Session 2 of 2. All applicants must attend one of two sessions. Registration required. This session offered online or in-person in New York City.
- Applications Due – March 28, 2014
 - Application Package can be found at www.grants.gov by searching for keyword “Sandy”. Applicants must register on www.grants.gov **at least 2-4 weeks prior** to applying.

Applicant Eligibility

Applicant Eligibility Requirements:

- Project must be located within Hurricane Sandy affected counties in CT, DE, MD, MA, NH, NJ, NY, OH, PA, RI, VA, WV, DC, as evidenced by a Presidential declaration of major disaster in response to Hurricane Sandy

Eligible applicants include:

- (1) States and Indian tribes,
- (2) local governmental authorities and public transportation agencies that receive funding through FTA formula programs,
- (3) other entities responsible for an eligible public transportation capital project that enter into a sub-recipient arrangement with an existing FTA grantee, and
- (4) entities that provide intercity passenger rail service.*

*Projects that involve joint public transit and intercity passenger rail service will be administered under the provisions of (2) or (3) above.

Project Eligibility

- Capital projects that reduce the risk of damage to public transportation assets as a result of future natural disasters.
- Project examples:
 - elevating or relocating assets that are located in a special flood hazard area,
 - protecting assets vulnerable to high winds,
 - installing mitigation measures that prevent the intrusion of floodwaters into underground segments of a public transportation system
- FTA encourages innovative proposals, however, all projects must consist of proven and effective technologies.
- Project sponsor must demonstrate, as part of an overall system plan, how they will ensure protection and increase resilience of their existing assets before considering addition of redundant (new) infrastructure.

Minimum Requirements

1. Applicant is a current FTA recipient, is partnering with a current FTA recipient, or is an entity that provides intercity passenger rail service.
2. Applicant has identified the source for the required non-Federal cost share.
3. Project must be designed and built to be resilient to the best available FEMA flood hazard information as of February 1, 2014, plus one foot, as defined in this notice.
4. Applicant has participated in an FTA training session on Hazard Mitigation Cost Effectiveness (HMCE). Instructions and requirements regarding the HMCE analysis will be provided at these training sessions.

FEMA Flood Hazard Information

All projects must be designed and built to be resilient to the best available FEMA flood hazard information, plus one foot.

The best available information is defined in the NOFA as the **WIDEST** geographic area covered by the Special Flood Hazard Area (i.e. 100-year flood zone), and the **HIGHEST** base flood elevation, as indicated on any of the following sources released by FEMA as of February 1, 2014:

- ☐ Flood Insurance Rate Map (FIRM) / Flood Insurance Study (FIS)
- ☐ Advisory Base Flood Elevations, plus one foot (ABFE+1)
- ☐ Preliminary FIRM / FIS
- ☐ Preliminary Work Maps

Competitive Evaluation

Evaluation Criteria:

- Hazard Mitigation Cost Effectiveness
- Project Implementation Strategy
- Protection of Most Essential and Vulnerable Infrastructure
- Local and Regional Planning Collaboration and Coordination
- Interdependency of the Public Transportation Resilience Project
- Local Financial Commitment
- Technical Capacity

Other Factors

Evaluation Criteria

Hazard Mitigation Cost Effectiveness

- ☐ Determines the probable value of a project based on both quantitative and qualitative information:
 - Asset value and useful life
 - Probability of future hazards affecting the asset
 - Potentially avoided damages and disruptions
 - Project cost and additional ongoing expenses
- ☐ Applicant must have information from historic disaster events of a known frequency (e.g. 50 or 100-year storm), or engineering estimates projecting damages from such an event occurring in the future.
- ☐ Applicant must then estimate the damages that would occur if the proposed project is completed (note that 100% protection may only be achieved through relocation).
- ☐ FTA will provide instruction and training on how to complete a HMCE analysis on January 21st and 22nd. The required analysis template will be distributed to participating applicants at these training sessions.

Evaluation Criteria

Project Implementation Strategy

- ☐ At a minimum, applicant must provide key project milestones and anticipated dates for:
 - NEPA compliance
 - Project Engineering & Design
 - Construction
 - Project Completion / In-Service
- ☐ Applicants must identify any critical dependencies that affect the project timeline or strategy and any potential variability in project costs.
- ☐ Applicants should describe how these have been considered in the implementation strategy and project budget, and should propose an appropriate contingency as part of the funding request.
- ☐ Projects will be evaluated based on the adequacy and completeness of the implementation strategy, and on how any critical dependencies or cost variability have been incorporated in the project implementation strategy.

Evaluation Criteria

Protection of Most Essential and Vulnerable Infrastructure:

- ❑ Applicants should identify those projects that are key to ensuring continued public transportation service, and must indicate the process used to prioritize individual projects.
- ❑ Applicants should provide data and information that illustrates how the protection of an existing asset – either individually or working synergistically with other proposed asset improvements – serves to protect functionality of the public transportation system as a whole from damage of future storm events, compared to discrete localized impacts.
- ❑ Projects will be evaluated based on the vulnerability of the asset to be protected, the criticality of the asset to existing public transportation service, and on the process or methodology used to prioritize assets for resilience improvements.

Evaluation Criteria

Local and Regional Planning Collaboration and Coordination:

- ☐ Applicants must provide documentation to show that proposed projects are the result of local or regional planning efforts.
- ☐ Applicants should also address the project scope and connectivity of the project within the broader regional public transportation system.
- ☐ Projects will be evaluated both on (i) the extent of local and regional planning, collaboration and coordination with local, state, and other Federal agencies that has influenced the identification and prioritization of the project, and (ii) on the connectivity of the project with other public transportation systems in the region, as evidenced by both planning efforts and the potential impact of the project on public transportation ridership in the region

Evaluation Criteria

Interdependency of the Public Transportation Resilience Project:

- ☐ Applications should discuss the interdependencies of the proposed public transportation project's resilience with other supporting infrastructure elements (e.g. flood management projects, power station improvements, etc.).
- ☐ This should include analysis on how a project will not shift risk to other infrastructure elements.
- ☐ FTA will take into account any coordinated efforts with other local or regional infrastructure resilience plans or infrastructure investment priorities.

Evaluation Criteria

Local Financial Commitment:

- ❑ Applicants must include a detailed project budget in their application, including a detailed breakdown of how the funds will be spent on each activity. If the project will be completed in individual segments or phases, a budget for each individual segment or phase must be included.
- ❑ Budget spending categories must be broken down between FTA discretionary resilience funding and other federal and non-federal sources, and applicants must identify how each funding source will be applied to the project. Additionally, applicants must identify any other sources of Federal funding included in the proposed project.
- ❑ FTA will evaluate applications in part on the viability and completeness of the project's financing proposal; evidence of the financial condition of the project sponsor; and the grant recipient's ability to manage grants.

Evaluation Criteria

Technical Capacity:

- ☐ FTA will evaluate applications on the applicant's demonstrated technical capacity to undertake the proposed project, including the applicant's experience undertaking projects of a similar scale or scope in the past.

Other Factors:

- ☐ Applications must clearly identify the location of the project and the types of public transportation services affected by the project.
- ☐ FTA may consider geographic diversity in the selection of projects.
- ☐ FTA may also consider diversity among project types, including the type of public transportation service protected by the resilience project (e.g. bus, rail, ferry).

Application Requirements

NOFA: <http://www.gpo.gov/fdsys/pkg/FR-2013-12-26/pdf/2013-30867.pdf>

Completed application must include:

1. SF-424 Application for Federal Assistance (from Grants.gov)
2. Hurricane Sandy Resilience Supplemental Form (from Grants.gov or FTA website)
3. Hazard Mitigation Cost Effectiveness Analysis
4. Supporting Documentation

Application must be submitted through grants.gov **by 11:59 PM EDT on March 28, 2014.** Late applications may not be accepted.

Contact FTA with any questions about the NOFA or Application Process.

Grants.gov Registration

The screenshot shows the Grants.gov homepage in a Firefox browser. The URL is www.grants.gov/web/grants/home.html. The page features a navigation bar with links like HOME, ABOUT, SEARCH GRANTS, APPLICANTS, GRANTORS, SYSTEM-TO-SYSTEM, FORMS, OUTREACH, and SUPPORT. A search bar is located at the top right. The main content area includes a 'Find Grants' section with a search button, a 'Find Open Grant Opportunities' section with filters for NEWEST OPPORTUNITIES, BROWSE CATEGORIES, BROWSE AGENCIES, and BROWSE ELIGIBILITIES, and a 'What's New' section with links to SAM Quick Start Guide, SAM Video Tutorial, and Grants.gov Applicant Training Video. A table of open grant opportunities is displayed below the filters.

Funding Opportunity Number	Opportunity Title	Agency
BJA-2014-3719	PREA Program: Demonstration Projects to Establish "Zero Tolerance" Cultures for Sexual Assault in Correctional Facilities	Bureau of Justice Assistance
20141231-MR	Programming Grants to Accompany NEH on the Road Exhibitions	National Endowment for the Humanities
20140314-HT	Institutes for Advanced Topics in the Digital Humanities	National Endowment for the Humanities
2014NEA01AW1	Art Works FY 2015	National Endowment for the Arts
2014NEA01CAFT	Challenge America Fast-Track, FY 2015	National Endowment for the Arts
P14AS00016	Quantifying habitat selection & predicting habitat use by Whooping Cranes	National Park Service
DE-FOA-0001042	National Incubator Initiative for Clean Energy (NIICE)	Golden Field Office

At the bottom of the page, there are links to CONNECT with Twitter, RSS, XML Extract, and Blogger. The footer also includes contact information for the Grants.gov system and the Federal Transit Administration (FTA).

Grants.gov Registration

The screenshot shows the Grants.gov website in a Firefox browser. The address bar displays the URL: www.grants.gov/web/grants/applicants/organization-registration.html. The page title is "Organization Registration | GRANTS.GOV". The Grants.gov logo is at the top left, with the tagline "FIND. APPLY. SUCCEED." below it. A search bar at the top right contains the text "Grant Opportunities" and "Enter Keyword...". A navigation menu below the logo includes links for HOME, ABOUT, SEARCH GRANTS, APPLICANTS (selected), GRANTORS, SYSTEM-TO-SYSTEM, FORMS, OUTREACH, and SUPPORT. The main content area is titled "ORGANIZATION REGISTRATION" and includes a sidebar with "APPLICANT ACTIONS" and "APPLICANT RESOURCES". The main text area is titled "Registering as an Organization" and provides a brief overview of the registration process, including a note about the timeline and a list of five steps: 1. Obtain DUNS Number, 2. Register with SAM, 3. Username & Password, 4. AOR Authorization, and 5. TRACK AOR STATUS. A callout box at the bottom provides additional information for faculty or staff of educational institutions.

Organization Registration | GRANTS.GOV

CONTACT US | MANAGE SUBSCRIPTIONS | REGISTER | LOGIN

SEARCH: Grant Opportunities Enter Keyword... GO

HOME ABOUT SEARCH GRANTS APPLICANTS GRANTORS SYSTEM-TO-SYSTEM FORMS OUTREACH SUPPORT

GRANTS.GOV > Applicants > Organization Registration

ORGANIZATION REGISTRATION

Registering as an Organization

This is where the process of registering your organization for access to Grants.gov begins. Your organization must be registered to apply for grants.

Brief Overview of Registration Process

NOTE: Registration takes, approximately, 3-5 business days; but, allow 4 weeks to complete all steps.

Foreign Registrants: Anyone residing and doing business outside of the United States is still required to complete the five steps of the Grants.gov registration process, in addition to fulfilling supplementary requirements for doing business with the United States government.

STEP 1: Obtain DUNS Number

Same day. If requested by phone (1-866-705-5711), DUNS is provided immediately. If your organization does not have one, you will need to go to the Dun & Bradstreet website at <http://fedgov.dnb.com/webform> to obtain the number. **Information for Foreign Registrants. *Webform requests take 1-2 business days.*

STEP 2: Register with SAM

Three to five business days or up to two weeks. If you already have a TIN, your SAM registration will take 3-5 business days to process. If you are applying for an EIN please allow up to 2 weeks. Ensure that your organization is registered with the System for Award Management (SAM) at [System for Award Management \(SAM\)](#). If your organization is not, an authorizing official of your organization must register.

STEP 3: Username & Password

Same day. Complete your AOR (Authorized Organization Representative) profile on Grants.gov and create your username and password. You will need to use your organization's DUNS Number to complete this step. [Create a Username and Password.](#)

STEP 4: AOR Authorization

***Same day.** The E-Business Point of Contact (E-Biz POC) at your organization must login to Grants.gov to confirm you as an Authorized Organization Representative (AOR). Please note that there can be more than one AOR for your organization. In some cases the E-Biz POC is also the AOR for an organization. **Time depends on responsiveness of your E-Biz POC.*

STEP 5: TRACK AOR STATUS

At any time, you can track your AOR status by logging in with your username and password. [Login as an Applicant](#) (enter your username & password you obtained in Step 3).

Attention Faculty or Staff of Educational Institutions
To submit your application via Grants.gov, you should first check with your Office of Sponsored Programs* to verify that your organization is registered with Grants.gov. It is the Authorized Organizational Representative (AOR) of your organization who must register the educational institution or applicant organization. Most applications by faculty, staff, or other principal investigators are actually submitted on behalf of the institution at which they are employed; awards are made to the institution. All registration steps for the institution are completed by the AOR; likewise, the AOR is the person who must actually submit the application to Grants.gov. Questions about Grants.gov should be directed first to your Office of Sponsored Programs, which will assist you in submitting your application. Please provide that office with sufficient notice of your intent to apply using Grants.gov.

SF-424 Form

oppFTA-2013-006-TPM-cfda20.527.pdf - Adobe Acrobat Pro

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Tools Comment

Please fill out the following form. If you are a form author, choose Distribute from the Forms panel in the Tools Pane on the right to send it to your recipients. Highlight Existing Fields

GRANTS.GOV™ **Grant Application Package**

Opportunity Title: Notice of Funding Availability for Resilience Projects

Offering Agency: DOT/Federal Transit Administration

CFDA Number: 20.527

CFDA Description: Public Transportation Emergency Relief Program

Opportunity Number: FTA-2013-006-TPM

Competition ID:

Opportunity Open Date: 12/24/2013

Opportunity Close Date: 03/29/2014

Agency Contact: Adam Schildge
Program Manager
E-mail: adam.schildge@dot.gov
Phone: 202-366-0778

This opportunity is only open to organizations, applicants who are submitting grant applications on behalf of a company, state, local or tribal government, academia, or other type of organization.

Application Filing Name:

Select Forms to Complete

Mandatory

[SF424 Mandatory Form](#)

[Attachments](#)

Optional

Instructions

[Show Instructions >>](#)

This electronic grants application is intended to be used to apply for the specific Federal funding opportunity referenced here. If the Federal funding opportunity listed is not the opportunity for which you want to apply, close this application package by clicking on the "Cancel" button at the top of this screen. You will then need to locate the correct Federal funding opportunity, download its application and then apply.

SF-424 Form

oppFTA-2013-006-TPM-cfda20.527.pdf - Adobe Acrobat Pro

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Tools Comment

Please fill out the following form. If you are a form author, choose Distribute from the Forms panel in the Tools Pane on the right to send it to your recipients. Highlight Existing Fields

* Last Name:

Suffix:

* Title:

Organizational Affiliation:

* Telephone Number:

* Fax Number:

* Email:

* Signature of Authorized Representative:

* Date Signed:

Attach supporting documents as specified

Form Attachments:

Add Attachment

Delete Attachment

View Attachment

Done

Supplemental Form

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Please fill out the following form. If you are a form author, choose Distribute from the Forms panel in the Tools Pane on the right to send it to your recipients. Highlight Existing Fields

Reset Form v1.0 Validate Form

Applicant and Proposal Profile

Hurricane Sandy Competitive Resilience Program

This application form collects information from eligible applicants affected by Hurricane Sandy in areas for which a major disaster has been declared by President Obama under the Stafford Act. This information will be used for the purpose of allocating supplemental emergency funding through FTA's Public Transportation Emergency Relief Program.

Section I. Applicant Information

Organization Legal Name:

FTA Recipient ID Number:

Applicant Type:

- ☐ State
- ☐ Tribe
- ☐ Existing FTA grantee (local governmental authority or public transit agency)
- ☐ Other entity as subrecipient to FTA grantee
- ☐ Entity responsible for intercity passenger rail project
- ☐ Other

If Other, Specify:

Area(s) of Service:

State (Select all that apply):

<input type="checkbox"/> Connecticut	<input type="checkbox"/> Maryland	<input type="checkbox"/> New Jersey	<input type="checkbox"/> Pennsylvania
<input type="checkbox"/> Delaware	<input type="checkbox"/> Massachusetts	<input type="checkbox"/> New York	<input type="checkbox"/> Rhode Island
<input type="checkbox"/> District of Columbia	<input type="checkbox"/> New Hampshire	<input type="checkbox"/> Ohio	<input type="checkbox"/> Virginia
			<input type="checkbox"/> West Virginia

Section II. Project Information (this section repeats per project)

Add Project

Project Title:
(Descriptive title of this project)

Project Location:
(Urbanized areas and specific counties)

Type of Project:
(Select all that apply)

- ☐ Rail (heavy rail, light rail, streetcar)
- ☐ Commuter Rail
- ☐ Intercity Passenger Rail
- ☐ Bus
- ☐ Ferry
- ☐ Other

If Other, Specify:

Page 1 of 4

Supplemental Form

sandysupplementalform.pdf (SECURED) - Adobe Acrobat Pro

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Please fill out the following form. If you are a form author, choose Distribute from the Forms panel in the Tools Pane on the right to send it to your recipients. Highlight Existing Fields

v1.0

Project Executive Summary:

[Text Area]

Does this project improve the resiliency of an asset damaged or destroyed by Hurricane Sandy? ☐ Yes ☐ No

Is this project compliant with FEMA's Best Available Flood Hazard Information Plus One Foot? ☐ Yes ☐ No

If Not Feasible, Please Explain Why (To Include Other Mitigation Measures):

[Text Area]

Describe how this project addresses each of the following evaluation criteria specified in the Notice of Funding Availability:

Hazard Mitigation Cost Effectiveness (HMCE) (Must Be Accompanied by HMCE Analysis):

[Text Area]

Project Implementation Strategy & Timeline:

[Text Area]

Protection of Most Essential & Vulnerable Infrastructure:

[Text Area]

Supplemental Form

sandysupplementalform.pdf (SECURED) - Adobe Acrobat Pro

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Please fill out the following form. If you are a form author, choose Distribute from the Forms panel in the Tools Pane on the right to send it to your recipients. Highlight Existing Fields

Budget Summary

Item Description	Total Cost	Federal Request	Local Share

Insert Item

Grand Total:

Sources For the Local Share:

Supplemental Form

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Please fill out the following form. If you are a form author, choose Distribute from the Forms panel in the Tools Pane on the right to send it to your recipients. Highlight Existing Fields

Project Scalability

Page 3 of 4

v1.0

Is Project scalable? ☐ Yes ☐ No

If Yes, specify minimum Federal funds necessary (optional):

Note: If Yes, a separate HMCE analysis is required for proposed scaled project.

Provide explanation of scalability with specific references to the budget line items above:


Provide explanation of scalability with specific references to the budget line items above (2000 characters)

Congressional Districts Affected by the Project

Congressional District

Congressional Representative

Insert Item



HMCE Analysis

The screenshot shows a Microsoft Excel spreadsheet titled "20140103_USDOT_FTA_HMCE_Tool_Beta-1.0 [Read-Only] - Microsoft Excel". The interface is divided into two main sections. On the left, the "U.S. Department of Transportation Federal Transit Administration Hazard Mitigation Cost Effectiveness Tool" is displayed. It includes a logo, a title, and a detailed description of the tool's purpose: "This tool may be used for benefit-cost analysis (BCA) of resiliency projects submitted to FTA for consideration for funding under the Public Transportation Emergency Relief Program and the Disaster Relief Appropriations Act of 2013 (Pub. L. 113-2) for States, local governmental authorities, tribal governments and other FTA recipients impacted by Hurricane Sandy, which affected mid-Atlantic and northeastern states in October 2012." It also explains that resiliency projects are designed to address vulnerabilities to future disasters and that the tool evaluates the cost-effectiveness of proposed projects based on a benefit-cost ratio (BCR). On the right, a sidebar contains the "FTA-HMCE Tool Version: 1.0 Beta" and "Build Date: 12/31/2013". Below this, a list of tabs is provided: "TAB 1 - Tool Information", "TAB 2 - Project Information & Cost Estimate", "TAB 3 - Pre-Resiliency Damages", "TAB 4 - Post-Resiliency Damages", and "TAB 5 - Benefit-Cost Ratio Results". A "Disclaimer" section is also present, stating "Disclaimer goes here." The bottom of the spreadsheet shows a navigation bar with tabs for "Introduction", "TAB 1 - Tool Info", "TAB 2 - Project Info & Cost", "TAB 3 - Pre-Res Damages", "TAB 4 - Post-Res Damages", and "TAB 5 - Benefit-Cost Ratio Results". The "Introduction" tab is currently selected.

20140103_USDOT_FTA_HMCE_Tool_Beta-1.0 [Read-Only] - Microsoft Excel

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U.S. Department of Transportation
Federal Transit Administration
Hazard Mitigation Cost Effectiveness Tool

This tool may be used for benefit-cost analysis (BCA) of resiliency projects submitted to FTA for consideration for funding under the Public Transportation Emergency Relief Program and the Disaster Relief Appropriations Act of 2013 (Pub. L. 113-2) for States, local governmental authorities, tribal governments and other FTA recipients impacted by Hurricane Sandy, which affected mid-Atlantic and northeastern states in October 2012.

Resiliency projects are those hazard mitigation projects designed and built to address vulnerabilities to a public transportation facility or system due to future recurrence of emergencies or major disasters that are likely to occur in the geographic area in which the public transportation system is located; or projected changes in development patterns, demographics, or extreme weather or other climate patterns. Resiliency projects belong to FTA Level 4 project costs under FTA's Superstorm Sandy Public Transit Projects. All proposed projects for funding are required to provide a cost-effectiveness evaluation leading to a benefit-cost ratio (BCR) for the proposed project. This information will be used by FTA to evaluate the cost-effectiveness of the proposed project in reducing an asset's and the public transportation system's vulnerabilities to future disasters. Consistent with Executive Order 12893, selection of projects for funding will be based in part on a systematic analysis of benefits and costs. In general, a BCR of one or greater indicates a project is cost-effective. However, there are additional considerations that may lead to some projects with a BCR of less than one to be considered cost-effective.

Applicants should provide information about the qualitative benefits of the proposed project under Tab 2 of this tool.

Quantitative information that applicants must submit includes the estimated damage and losses from specifically identified hazards (recorded historical and/or expected theoretical events) and the reduction in the anticipated losses after such an event as a result of the proposed project.

FTA will review the explanations and justifications provided to determine the reasonableness of the submitted information, as well as the source of the information.

FTA-HMCE Tool Version: 1.0 Beta
Build Date: 12/31/2013

Click on a tab title to go directly to it:

TAB 1 - Tool Information
TAB 2 - Project Information & Cost Estimate
TAB 3 - Pre-Resiliency Damages
TAB 4 - Post-Resiliency Damages
TAB 5 - Benefit-Cost Ratio Results

Disclaimer:
Disclaimer goes here.

Introduction TAB 1 - Tool Info TAB 2 - Project Info & Cost TAB 3 - Pre-Res Damages TAB 4 - Post-Res Damages TAB 5 - Benefit-Cost Ratio Results

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HMCE Analysis

20140103_USDOT_FTA_HMCE_Tool_Beta-1.0 [Read-Only] - Microsoft Excel

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A1

Project Information & Cost Estimate

Click on a tab title to go directly to it:

TAB 1 - Tool Information

TAB 2 - Project Information & Cost Estimate

TAB 3 - Pre-Resiliency Damages

TAB 5 - Benefit-Cost Ratio Results

Save As New Project Save Current Project Print This Tab

file:///C:/Users/adam.schilge/AppData/Local/Microsoft/Windows/Temporary Internet Files/Content.Outlook/21V5111Y/

Section I - Applicant Information

Applicant: Address Line 1: Address Line 2: City: Select State: Select State Zip: Phone 1: Ext: Phone 2: Ext:

Section II - Project Information

Project Name: Application Date: Select Analysis Year: Select Year

Primary Transit Mode Protected by Project: ☒ Subway/Inner City Rail ☐ Bus ☐ Light/Commuter Rail ☐ Ferry ☐ Intercity Passenger Rail ☐ Other If Primary Transit Mode is "Other," please specify:

Secondary Transit Mode(s) Protected by Project: ☐ Subway/Inner City Rail ☐ Bus ☒ Light/Commuter Rail ☐ Ferry ☒ Intercity Passenger Rail ☐ Other If Secondary Transit Mode is "Other," please specify:

Primary Hazard Protected by Project: ☐ Flood ☐ Hurricane/Coastal Storm ☒ Wind ☒ Snow/Ice Storm

Secondary Hazard(s) Protected by Project: ☐ Flood ☒ Hurricane/Coastal Storm ☒ Wind ☐ Snow/Ice Storm

Brief Project Description:

Introduction TAB 1 - Tool Info TAB 2 - Project Info & Cost TAB 3 - Pre-Resiliency Damages

Ready 100%

HMCE Analysis

20140103_USDOT_FTA_HMCE_Tool_Beta-1.0 [Read-Only] - Microsoft Excel

File Home Insert Page Layout Formulas Data Review View Acrobat SecureZIP

Clipboard Font Alignment Number Styles Cells Editing

L14 =IF(AND(ISNUMBER(\$E14),ISNUMBER(\$H14),ISNUMBER(\$K14)),SUM(\$E14,\$H14,\$K14),"")

Post-Resiliency Damages

Save Current Project Print This Tab

Click on a tab title to go directly to it:

- TAB 1 - Tool Information
- TAB 2 - Project Information & Cost E
- TAB 3 - Pre-Resiliency Damages
- TAB 4 - Post-Resiliency Damages
- TAB 5 - Benefit-Cost Ratio Results

Section I - General Information

Applicant:

Project Name:

Section II - Post-Resiliency Expected Damages

Post-Resiliency Damages Part A

Recurrence Interval (Years)	Physical Damages Costs				Response and Recovery Costs			Other Damage Costs			Total
	Physical Damage Costs for Fixed Structures (\$)	Physical Damage Costs for Rolling Stock (\$)	Base Year for Physical Damages Estimation (4-digit Year)	Physical Damages (Inflated to Analysis Year)	Response and Recovery Costs (\$)	Base Year for Response and Recovery Estimation (4-digit Year)	Response and Recovery (Inflated to Analysis Year)	Other Damage Costs (\$)	Base Year for Other Damages Estimation (4-digit Year)	Other Damages (Inflated to Analysis Year)	

TAB 3 - Pre-Res Damages TAB 4 - Post-Res Damages TAB 5 - BCR Results

HMCE Analysis Training

- **All applicants must participate in at least one offering of this training:**
 - **Session #1: January 21, 2014**, 9 AM – 12:30 PM via webinar or in DC / FTA HQ with limited capacity for in person participants: Participants must register in advance by sending an email with the subject “HMCE Training - 1” to **FTASandyResilience@dot.gov**. Registered participants will receive an email prior to the webinar with the link and phone number to connect to the webinar
 - **Session #2: January 22, 2014**, 9 AM – 12:30 PM in New York City and via webinar. Participants must register in advance by sending an email with the subject “HMCE Training - 2” to **FTASandyResilience@dot.gov**. Registered participants will receive an email prior to the webinar with the link and phone number to connect to the webinar

Questions and Answers

Thank you!

- For further application-specific information and other assistance needed in preparing a complete proposal, contact the appropriate FTA Regional Office found at www.fta.dot.gov. (Regions 1, 2, and 3)
- For program-specific questions about applying for the funds as outlined in this notice, please contact **Adam Schildge**, Office of Program Management, 1200 New Jersey Ave. SE., Washington, DC 20590, phone: (202) 366–0778, or email, FTASandyResilience@dot.gov.
- For legal questions, **Bonnie Graves**, Office of Chief Counsel, same address, phone: (202) 366–4011, or email, Bonnie.Graves@dot.gov.