

FEDERAL TRANSIT ADMINISTRATION

Public Transportation Emergency Relief Program

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

January 7, 2014



Agenda

- Introductory Remarks
- Overview of NOFA
- Applicant Eligibility
- Project Eligibility
- Minimum Requirements
- FEMA Flood Hazard Information

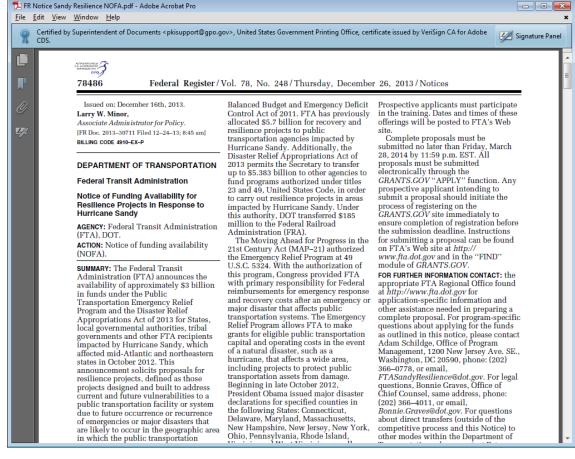
- Competitive Evaluation
- Evaluation Criteria
- Application Requirements and Forms
- Hazard Mitigation Cost Effectiveness Analysis
- Questions and Answers



Introductory Remarks

FTA Deputy Administrator Therese McMillan





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 <u>www.grants.gov</u> by searching for keyword "Sandy". Applicants must register on <u>www.grants.gov</u> <u>at least 2-4 weeks prior</u> 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 <u>existing</u> 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



Hazard Mitigation Cost Effectiveness

- Determines the probable value of a project based on both <u>quantitative</u> and <u>qualitative</u> 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.

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.



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.



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



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.



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.



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:

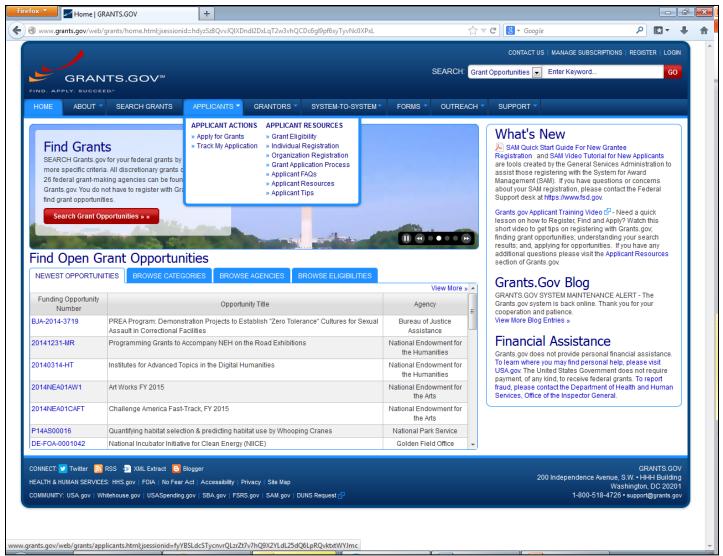
- 1. SF-424 Application for Federal Assistance (from Grants.gov)
- Hurricane Sandy Resilience Supplemental Form (from Grants.gov or FTA website)
- 3. Hazard Mitigation Cost Effectiveness Analysis
- 4. Supporting Documentation

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

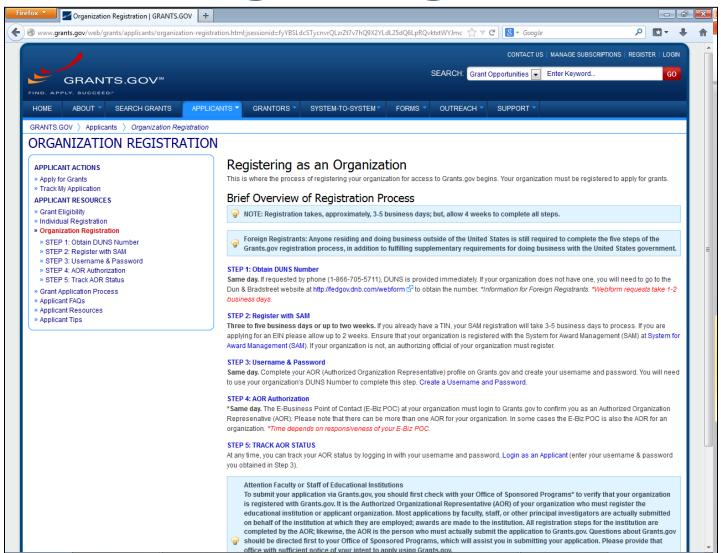
Contact FTA with any questions about the NOFA or Application Process.



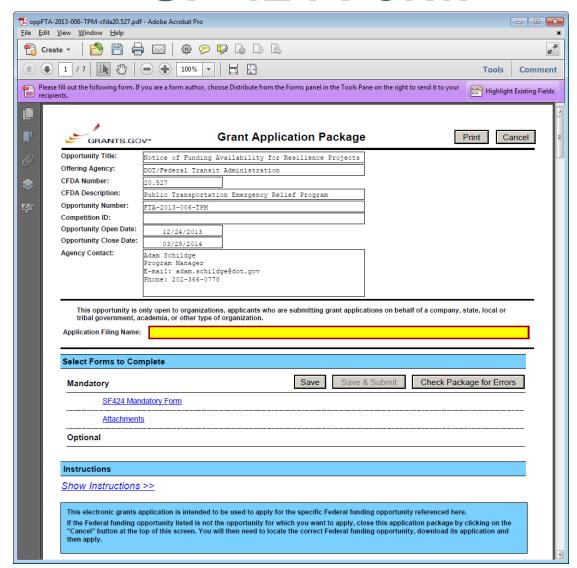
Grants.gov Registration



Grants.gov Registration

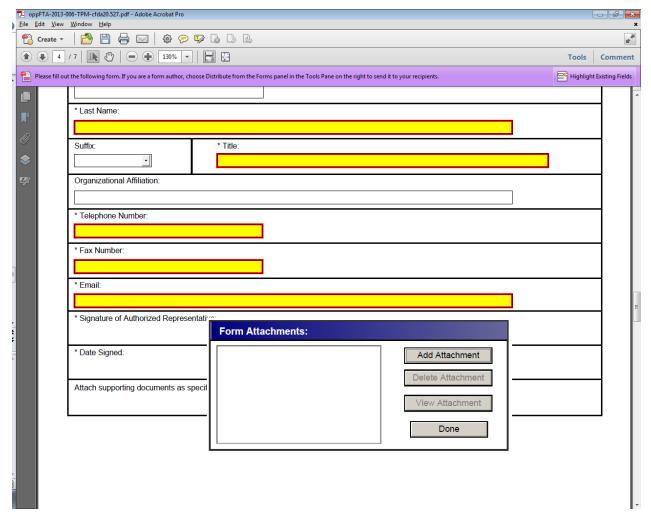


SF-424 Form

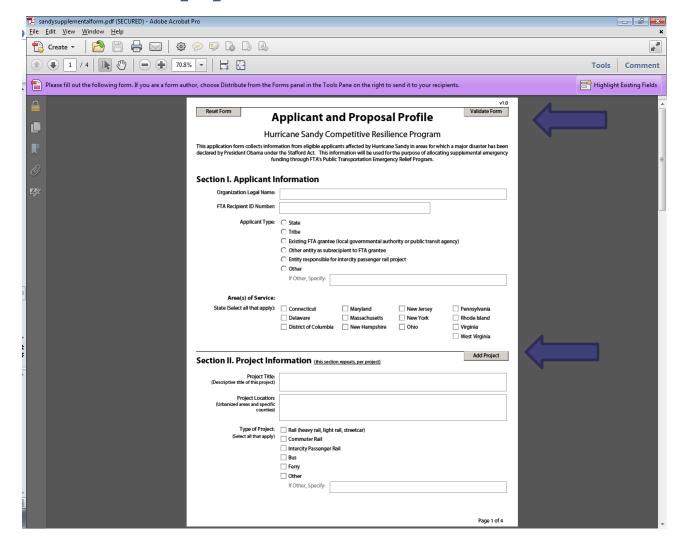




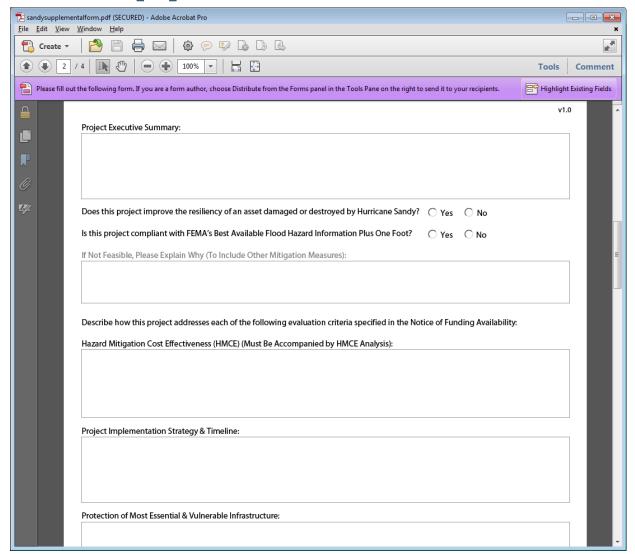
SF-424 Form



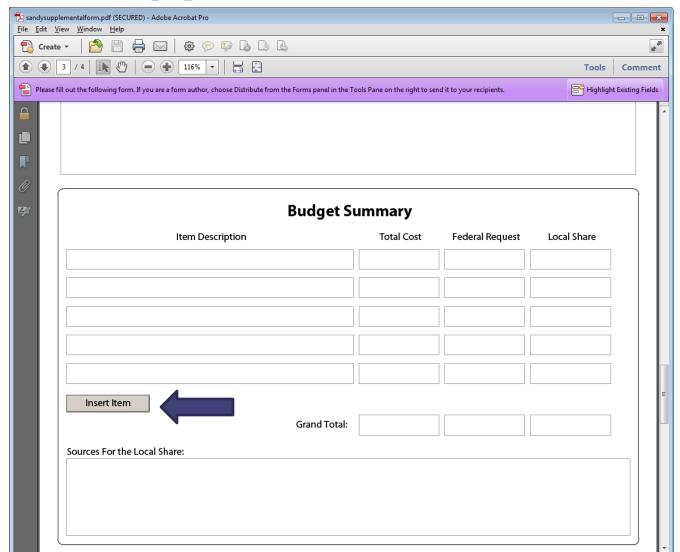




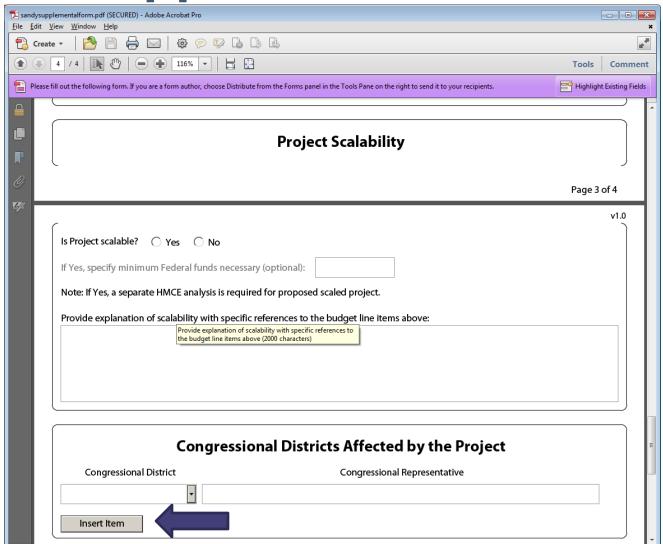






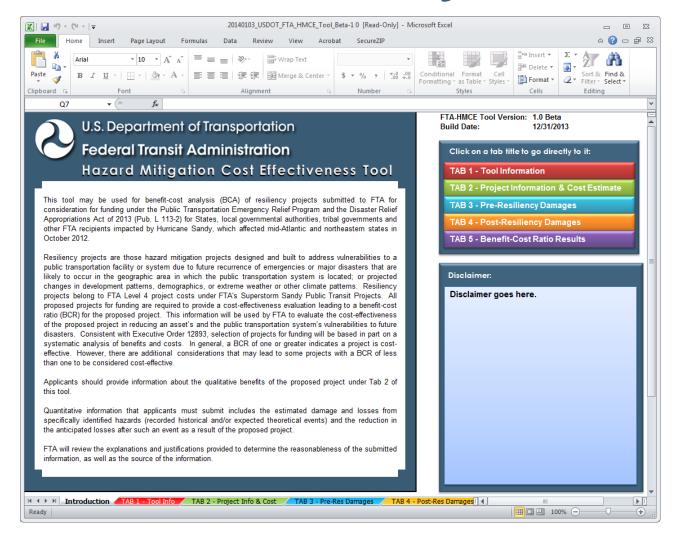








HMCE Analysis



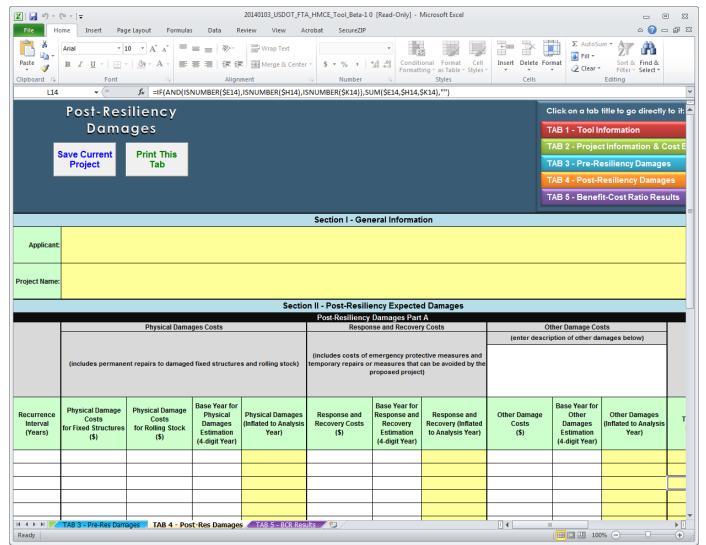


HMCE Analysis

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Primary Hazard Protected by Project:	○ Flood ○ Hurricane ○ Wind ⑤ Snow/Ice							
Secondary Hazard(s) Protected by Project:	Flood Hurricane Wind Snow/Ice							
Brief Project Description:	TAB 1 - Tool Info	AB 2 - Project	Info & Cost		100%		→ [



HMCE Analysis





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.

