



APPENDIX B

Financial and Procedural Guidance,
Including the STIP Introduction



FY 2018 - 2027
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
INTRODUCTION

a. Overview

This document is the Statewide Transportation Improvement Program (STIP) for the State of New Jersey for federal fiscal years (FY) 2018 (beginning October 1, 2017) through 2027 (ending September 30, 2027).

The STIP serves two purposes. First, it presents a comprehensive, one-volume guide to major transportation improvements planned in the State of New Jersey. Second, it serves as the reference document, required under federal regulations (23 CFR 450.216), for use by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) in approving the expenditure of federal funds for transportation projects in New Jersey. The STIP is a valuable reference for implementing agencies such as the New Jersey Department of Transportation (NJDOT), New Jersey Transit Corporation (NJ TRANSIT), and all other parties interested in transportation issues in the state.

Federal legislation requires that each state develop one multimodal STIP for all areas of their state. In New Jersey, the STIP consists of a listing of statewide line items and programs, as well as three regional Transportation Improvement Programs (TIPs), which are developed by three Metropolitan Planning Organizations (MPOs) covering the state. Those three TIPs contain local and state highway projects, statewide line items and programs, and public transit and authority-sponsored projects.

This STIP conforms to, and in many cases exceeds, the specific requirements of the federal regulations:

1. It lists the priority projects programmed for the first four (4) years of the planning period. It also includes a priority list of projects to be funded over an additional six (6) years.
2. It is fiscally constrained for the entire 10 years (A detailed discussion of fiscal constraint issues is found in subsection "i").
3. It contains all regionally significant projects, regardless of funding source.
4. It contains all projects programmed for federal funds.
5. It contains, for information, state-funded projects.
6. It contains expansive descriptive information.

Finally, the STIP is a 10-year plan that is fiscally constrained based on federal resources remaining flat for the NJDOT and NJ TRANSIT. State resources were assumed to remain flat in FYs 2018 through 2027. State funding consists of the Transportation Trust Fund (TTF), and Port Authority of New York and New Jersey (PANYNJ) funding resources.

b. *Performance-based Planning and Asset Management*

The NJDOT implemented an Asset Management policy detailing the agency’s objectives and measures. This policy is the official institutional approach to managing infrastructure assets, and making capital investment decisions related to these assets. This approach serves to support and complement the 10-year Statewide Capital Investment Strategy (SCIS), the 10-year STIP, the annual Transportation Capital Program, and the biennial Study and Development Program.

The NJDOT recognizes that there are ever-increasing challenges to funding transportation improvements. Asset management offers an alternative to focusing solely on problem spots and/or the worst conditions. The NJDOT defines asset management as, “the systematic process of maintaining, upgrading, and operating physical assets cost-effectively”.

Recently, Performance-based Planning and Performance Management are terms used in relation to the broader use of performance to manage and improve the transportation system. Asset Management focuses on the subset of Performance-based Planning and Performance Management related to physical assets. However, the NJDOT has used, and is continuing to use, a Performance-based Planning approach to make capital investment choices. The NJDOT continues to seek out, and utilize, the best data and predictive models, to make the most effective, efficient and informed investment choices.

c. *Public Participation Process*

New Jersey is completely covered by its three MPOs: the Delaware Valley Regional Planning Commission (DVRPC); the South Jersey Transportation Planning Organization (SJTPPO); and the North Jersey Transportation Planning Authority (NJTPA). This STIP incorporates their three separate TIPs without modification.

Each MPO has a public participation process for their regional transportation plan, TIP and conformity determination. The state makes copies of the STIP available at each MPO public meeting, and representatives from the NJDOT and NJ TRANSIT are present to answer questions and concerns raised by the public about the programs. The public comment period for each MPO TIP, and the STIP, runs for 30 days.

d. *Statewide Transportation Plan*

The federal statewide planning rule requires that the STIP contain projects consistent with the statewide Long Range Transportation Plan (LRTP). New Jersey’s LRTP, *Transportation Choices 2030*, sets the direction for future investments. The SCIS shapes the investment priorities for this STIP. The SCIS functions as an instrument that links the LRTP to the 10-year capital plan (STIP), by connecting broad goals to specific investment choices. Within the context of an asset management approach, the SCIS guides the selection of projects and programs to reduce the backlog of deficiencies, to improve the condition of the transportation system and to achieve the

best possible performance. Thus, both the SCIS and the STIP serve as mechanisms to achieve the vision of the LRTP.

e. Conformity for MPO Plans and Programs

The MPO Regional Transportation Plans are subjected to conformity analysis in order to demonstrate that each plan conforms to the State Implementation Plan (SIP). Each MPO TIP must be consistent with their conforming plan, such that the regional emission analysis performed on the plan applies to their TIP. This determination means that the implementation of projects and programs in the MPO TIPs will have a positive impact, in the aggregate, on air quality. Since the STIP contains the three MPO TIPs without modification, the implementation of the STIP conforms to the regional transportation plans and will also have a positive impact on air quality.

f. Congestion Management Process

All projects in this STIP that will result in a significant increase in carrying capacity for single occupant vehicles are supported by a fully operational congestion management process, in place at each MPO.

g. Development of the STIP

This STIP is the product of months of staff work, and deliberations, involving the NJDOT, NJ TRANSIT, county and municipal transportation planners and engineers, other transportation providing agencies, the public, and elected officials at the state, county, and municipal levels. The main decision-making forums for selecting projects for this program were the state's three MPOs:

- NJTPA, covering Bergen, Essex, Hudson, Hunterdon, Middlesex, Monmouth, Morris, Ocean, Passaic, Somerset, Sussex, Union, and Warren counties;
- DVRPC, covering Burlington, Camden, Gloucester, and Mercer counties;
- SJTPO, covering Atlantic, Cape May, Cumberland, and Salem counties.

The process of building this STIP began in the fall of 2016, with intensive staff work by the NJDOT, NJ TRANSIT, and the MPOs.

All projects that were identified as potential candidates for inclusion in the regional TIPs of each of the three MPOs were subjected to intensive screening to verify project scope, status, schedule, and cost. The resulting "pool" of projects was analyzed independently by the NJDOT, NJ TRANSIT, and the MPOs. Each project was then assigned a priority-ranking, based on the extent to which it would advance identified regional and statewide objectives. Such objectives are set forth in; the STIP, the LRTP, the three MPO Regional Transportation Plans, the SCIS, air quality objectives, and the broad social and economic goals of the State Development and Redevelopment Plan. The NJDOT and NJ TRANSIT developed and circulated revenue projections, for planning purposes, to each of the MPOs, based on the best current assessment of available state, federal, and other funds. The NJDOT, NJ TRANSIT and each of the three MPOs

entered into intensive discussions to negotiate a list of deliverable transportation projects that best fit the composite statewide and regional priorities within a financially constrained program. These negotiated project lists were used as the basis for publishing the *Draft Transportation Capital Program Fiscal Year 2018* by the NJDOT and NJ TRANSIT in June 2017, and for preparing TIPs for further analysis by each of the MPOs. Projects in the STIP and three MPO's TIPs are consistent with the three MPO Regional Transportation Plans.

h. STIP Modifications and Amendments

The STIP may be modified or amended according to the procedures set forth in the Memorandum of Understanding (MOU) for TIP/STIP changes among the three MPOs, NJ TRANSIT, and the NJDOT. The MOU was fully executed in October 2012. STIP changes, once approved by the MPOs in concert with either NJ TRANSIT or the NJDOT, are forwarded to the FHWA and/or the FTA for their approval, when necessary. The modified and amended STIP is available for viewing through the *eSTIP* system, which is available on the NJDOT website.

i. Financial Plan

Federal law and regulations require that the STIP be fiscally constrained for the first four years. Specifically, "planned federal aid expenditures" cannot exceed "projected revenues." The major sources of funding identified in this document are: the FHWA, the FTA, the TTF and the PANYNJ. The NJDOT and its transportation planning partners (NJ TRANSIT, NJTPA, DVRPC, SJTPO, FHWA, and FTA) have developed an estimate of \$14,883.3 million in available state, federal and other revenues to support the state's transportation budget during the four fiscal years from 2018 through 2021. (For planning purposes, state revenues are estimated on the basis of state fiscal years, which begin on July 1, and federal revenues are estimated on the basis of federal fiscal years, which begin on October 1.)

In addition, the NJDOT and NJ TRANSIT have incorporated an additional six (6) years of constrained resources into the 10-year STIP. The 10-year total is estimated to be \$37,729.8 million. This amount constitutes the funding expected to be available to support the whole FY 2018 - FY 2027 STIP. These revenue estimates were developed cooperatively by the NJDOT, NJ TRANSIT, and New Jersey's three MPOs, in full consultation with the FHWA and the FTA, at a meeting held on December 5, 2016.

Tables 1 through 5 list these amounts by year and by funding category, and compares them to the actual amounts programmed in the TIPs and STIP. Following are the revenue assumptions used in developing these tables.

1. Dollar amounts shown in federal funding categories are based, except as otherwise noted below, on the *Fixing America's Surface Transportation (FAST) Act* (Pub. L. No. 114-94) federal-aid apportionment tables, or equivalent data, obtained from the FHWA, the FTA, and the Federal Aviation Administration (FAA), as appropriate.
2. NJDOT's Cost Estimating Guideline provides the methodology for developing, documenting and reviewing construction cost estimates throughout the project

development process. Various cost estimating methods are used including historical bid-based estimating, analogous or similar project estimating, historical percentages estimating, and cost-based estimating. All NJDOT projects are to include inflation when providing future year construction cost estimates at 3%. The NJDOT uses AASHTO Project Cost Estimation software for preparing construction cost estimates to produce more accurate and consistent estimates throughout the engineering cycle.

3. Funds in the Surface Transportation Block Grant Program (STBGP) and Transportation Alternatives Program (TAP) categories are broken down into the allocations and minimums required by federal law.
4. "High Priority" funds and "demo" funds are shown only as authorized by federal legislation. These Congressional earmark projects are shown with the fund type "DEMO" in the STIP.
5. The state will provide \$2,000 million in FY 2018 and FY 2019 to support the capital program. For programming purposes, it is assumed that the NJDOT's share of state funds, or TTF, is \$1,324.0 million and \$1,240.0 million in FY 2018 and FY 2019, respectively. NJ TRANSIT's share of the TTF is \$676.0 million in FY 2018 and \$760.0 million in FY 2019.
6. The following transfers are programmed between the NJDOT and NJ TRANSIT:
 - a. For FYs 2018-2021, \$50 million (in FY2018) and \$75 million, (in FYs 2019-2021) of FHWA Congestion Management Air Quality (CMAQ) funds, and \$1 million of TAP funds are to be transferred annually for use by NJ TRANSIT;
 - b. For FY 2018, \$85 million of FHWA STBGP sub-allocated funds are to be flexed to NJ TRANSIT in return for \$85 million of TTF funds for local project support by the NJDOT;

FY 2018 marks the fifth and final year of the SWAP, or exchange of federal sub-allocated funds, for State or TTF funds among the MPOs and NJ TRANSIT. The elimination of this SWAP has no impact on overall funding for either the MPOs local highway program or NJ TRANSIT, as both have mutually agreed that it is not necessary for future program development.

Because New Jersey is classified as a "non-attainment" area with regard to air quality, certain project funding must meet a federal standard of "available or committed" revenue in FY 2018 and FY 2019 to be considered fiscally constrained. Such projects are those which are funded with federal resources, and all other "projects of regional significance" regardless of funding source. All federal funds in FY 2018 and FY 2019 are based on the current federal-aid apportionment tables' allocations, or equivalent data obtained from the FHWA, the FTA and the FAA, as appropriate, and are therefore considered available. All TTF funding for FY 2018 was appropriated July 1, 2017. Sufficient funds are available or committed to cover funding of projects and programs in the FY 2018 - FY 2019 period. New Jersey's transportation authorities also use their own revenues to fund various projects classified as "projects of regional significance." These projects are listed in Section VIII.

The state of New Jersey has made a significant commitment to public transportation through continued operating support from the state's general fund. Since the inception of NJ TRANSIT, the state has contributed nearly \$7,500 million of operating assistance, nearly \$3,200 million in

the last 10 years alone. During the same 10-year period, the state also has chosen to supplement that operating assistance with over \$1,000 million of funding, allocated to transportation operations from the state's general fund contribution, to the TTF.

With two notable exceptions, federal and state funds are not "allocated" to—that is, required to be spent within the boundaries of—the state's three MPOs. The first exception is for Surface Transportation Block Grant Program (STBGP) funds, some of which are required under a formula in federal regulations to be allocated directly to MPOs. These allocated funds are shown in the following tables as "STBGP-NJTPA," "STBGP-DVRPC," "STBGP-SJTPO," and "TAP." The second exception is Trust Fund state-aid funds, which are allocated on a county-by-county basis under a statutory and regulatory formula.

The actual budgeting of federal and state funds for projects within the MPO areas is a product of the development of the three regional TIPs, the STIP, and legislative approval of the annual Transportation Capital Program. On a statewide basis, the cost of projects programmed for a particular fiscal year must equal the planned resources for that year. Each project must also be assigned to a funding category that is appropriate for the project, and for which adequate funding is available. From year to year there may be significant variations in the amount of funds actually programmed within an MPO area, as needs and specific project implementation schedules dictate. These programming decisions are made on a cooperative basis with the participation of the NJDOT, NJ TRANSIT, local government representatives, other agencies (all of whom are members of the MPOs), the State Legislature, citizens' groups, and the general public.

For the purpose of defining a project line item estimate in the STIP, each item includes an estimate of independent contractor costs to produce the project, an estimate of implementing agency costs anticipated in support of the development and delivery of the project, and any payments to third parties regarding matters of right-of-way and utility relocations. The implementing agency costs include activities such as: inspection, testing, equipment and salary costs.

The current STIP and Capital Program provides funding for the NJDOT and NJ TRANSIT employee salaries, leave and fringe benefits, overhead, and other administrative costs which benefit the development and delivery of their transportation programs. This funding is provided from both federal-aid and state TTF sources, and these funds are allocated for multi-year and previously authorized project costs. Federal-aid in support of employee and administrative costs is programmed on an individual project basis. TTF funding is programmed as a single item under the heading of "Program Implementation Costs, NJDOT". For NJ TRANSIT, TTF funding is allocated to specific programs.

Table 6 shows the overall distribution of funds within the STIP, by MPO. Tables 7 through 10 provide detailed breakdowns of expenditures, by funding category, for each of the three MPOs, and for statewide programs.

j. Advance Construction Projects

Advance Construction (AC) is a procedure to advance a federally funded project phase into the current fiscal year and implement that phase with non-federal funds. The use of AC is subject to the availability of non-federal funds (e.g., state funds) in the year in which the project is to be implemented, and the availability of federal funds in the year in which the AC project is to be converted to a regular federal-aid project. AC projects are to be listed individually in the TIPs and STIP in both the year that the project is to be implemented and the year in which the conversion is to take place. Appropriate notification will be provided in the TIPs and STIP so it is clearly understood that these “other funds” are available and that future federal funds may be committed to these AC projects. Fiscal constraint must be maintained throughout this process for both the implementing and conversion years. The MPOs and the state agree that the inclusion of an AC project in the TIP/STIP, in the year the project is to be implemented, signifies that the project can be converted to federal funding when federal funds become available and the decision is made to convert.

k. Multi-Year Funding

Multi-year funding is an innovative financing technique to program and authorize only that portion of a given project phase necessary to support reimbursement of planned cash outlays for a given year. Remaining portions of the project phase are programmed in subsequent years. In the first fiscal year of funding for a multi-year funded phase of work, the NJDOT will only seek federal authorization for that portion of the federal funds shown in that fiscal year in the STIP. The remaining balance of funds, for that particular phase of work, will appear in the STIP in the fiscal year that the NJDOT intends to request federal authorization for the remaining funds needed for continuation/completion of the phase/project. Each multi-year federally funded project will be submitted to the FHWA with the condition that authorization to proceed is not a commitment or obligation to provide federal funds for that portion of the undertaking not fully funded herein. Fiscal constraint will be maintained at all times throughout this process.

In the event that sufficient federal funding is not available in any fiscal year to complete a multi-year funded phase of work, the NJDOT will take full responsibility to fund that portion of the phase of work, in accordance with applicable federal and New Jersey State law. In the event that state or other funding would not be available to complete a project, the project may be terminated or placed on hold until such time as funding is made available. In such cases, the NJDOT would need to comply with applicable federal and New Jersey State law, including, where applicable, providing a revised air quality conformity determination to the FHWA/FTA, and reimbursing the FHWA/FTA for any federal funds expended on the project.

Table 11 shows current, and future, fiscal year funding needed to complete multi-year federally funded highway projects. Table 11 contains NJDOT-led construction projects, ranging from just nearly \$19.5 million to over \$185 million in value. The federal multi-year construction level peaks in FY 2021, with approximately \$387.2 million of payments due. Table 12 shows current,

and future, fiscal year funding needed to complete multi-year state funded highway projects. The individual project pages in the STIP contain specific information for these projects, such as: a detailed project description, project funding source and a total estimated project cost. Table 13 shows current, and future, fiscal year funding and the estimated total funding needed to complete federal equipment lease payments for transit projects.

l. Non-Federal Match – Toll Credit

Toll Credits were created in the *Transportation Equity Act for the 21st Century (TEA-21)*, and are to be used as credits toward the non-federal matching share of programs authorized by Title 23 (except for the emergency relief program) and for transit programs authorized by Chapter 53 of Title 49.

The amount of credit earned is based on revenues generated by the toll authority (i.e., toll receipts, concession sales, right-of-way leases or interest), including borrowed funds (i.e., bonds, loans) supported by this revenue stream, that are used by the toll authority to build, improve or maintain highways, bridges and/or tunnels that serve interstate commerce. The federal government has allowed state and local governments to use toll credits as part of the 20% local matching funds in regard to transit grants. This allowance results from the recognition that different modes of transportation are interconnected. Capital expenditures to reduce congestion in a particular corridor benefit all modes of transportation in that corridor, be they automobiles, transit buses, or a rail system.

New Jersey estimates that it will begin federal FY 2018 with a balance of \$5,257 million in available toll credits. Both the NJDOT and NJ TRANSIT use approximately \$275 million in toll credits each year, and earn \$900 million in additional toll credits annually. By the end of federal FY 2021, an estimated balance of \$7,757 million in toll credits is expected to be available.

Toll Credits Availability for Soft Match *				
(\$ in millions)				
	FFY 2018	FFY 2019	FFY 2020	FFY 2021
Toll Credit Starting Balance	\$5,257	\$5,882	\$6,507	\$7,132
New Toll Credits Earned	\$900	\$900	\$900	\$900
Toll Credits Used for Soft Match	(\$275)	(\$275)	(\$275)	(\$275)
Toll Credit Ending Balance	\$5,882	\$6,507	\$7,132	\$7,757

** Projected amounts for the NJDOT and NJ TRANSIT, assuming federal apportionments remain flat and requests for new toll credits remain steady.*

With the assumption that federal funds apportionments will continue to remain flat and a steady or increasing request for additional credits will continue, there is an expectation for the available balance of toll credits to accrue over the next 10 years. With new credits outpacing usage, New Jersey expects to have sufficient toll credits to continue to utilize the soft match of federal funds over the entire 10 year plan.

m. Maintaining the Federal Aid Highway System

The FHWA and the FTA expect states to adequately maintain facilities on the designated federal-aid system. In New Jersey, the federal-aid system includes transportation facilities under the jurisdiction of many agencies, including: the NJDOT, NJ TRANSIT, counties, certain municipalities and authorities. To date, the FHWA and FTA has not specified the levels at which the system(s) need(s) to be maintained. Prior to MAP-21, the FHWA and the FTA left that decision to the state agencies, MPOs, and local decision making processes. MAP-21 initiated a process to define asset management standards.

The NJDOT inspects all bridges in New Jersey over 20 feet in length every two years. Standards for measuring the condition of bridges have been established nationally, and the program carried out by the NJDOT provides a very good assessment of the health of all the state's bridges greater than twenty-feet long, regardless of owner. Under MAP-21 legislation, it is expected that states will be charged with meeting or making progress toward a minimum performance level of 90% sufficiency for bridges on the National Highway System (NHS). Bridges on the NHS include not only NJDOT owned bridges, but also bridges owned by counties and other jurisdictions.

There are 6,702 highway carrying bridges over 20 feet long in the state. The NJDOT and county and municipal governments own the largest portion of this population, followed by the New Jersey Turnpike Authority (NJTA) and NJ TRANSIT. Statewide, there are 580, or 8.65%, "structurally deficient" bridges, with the remaining 91.35% of bridges classified as "structurally acceptable" condition. It is important to note that a "structurally deficient" bridge does not equate to an unsafe bridge. If any bridge were deemed unsafe, the state would take immediate action to bring the bridge to a safe condition or close the bridge to traffic.

Annual investments, of approximately \$1,000 million, over the next ten years are planned for bridge rehabilitation and replacement projects. This work includes, but is not limited to; re-decking, seismic retrofitting, security measures, cleaning and repainting of structural steel, substructure repairs and other improvements. Additionally, preservation and maintenance funding will be provided for bridge repairs.

Performance at this investment level is expected to reduce the growth rate of the structural deterioration backlog, and maintain the present system condition level. Capital maintenance investments are also designated to improve the structural integrity of state owned bridge assets.

The state's road network consists of approximately 38,566 centerline miles of pavement. The NJDOT, the NJTA, and the SJTA maintain approximately 2,685 centerline miles, with the remaining pavement under the responsibility of counties, municipalities and other jurisdictions. Pavement system assets are placed into sub classes defined by the condition levels of "Good," "Fair," and "Deficient (Poor)." Approximately 70% of the NJDOT's, the NJTA's and the SJTA's pavement lane miles are in an acceptable condition (Good and Fair).

County-owned roads make up a large portion of the federal-aid system (20%). Each county is responsible for managing its own network of roads, which include facilities both on and off the federal-aid system, and each county may have its own way to measure performance and set condition targets. A similar situation applies to the toll facilities.

To get an adequate picture of the condition of the state's pavement on the federal-aid system, a consistent standard of measure(s) will be used across all jurisdictions. Under MAP-21 legislation, four measures of pavement condition have been established.

Bridges and pavements make up the largest investments on the federal-aid system, but it is important to recognize that there are other assets that need to be maintained, such as signing, lighting, guiderail and other roadway appurtenances. These assets are in a very good state of repair, and the NJDOT does not expect them to degrade significantly over the next 10 years. The NJDOT makes a concerted effort to address any items that are in a state of disrepair as quickly as possible.

n. Maintaining the Transit System

The FTA oversees NJ TRANSIT's system with respect to state of good repair. In 2009, the FTA conducted a thorough review of NJ TRANSIT's state of good repair efforts as part of the FTA's financial capacity assessment of the agency. That effort, for which the FTA engaged consultant support, included both a review of NJ TRANSIT's current infrastructure condition and the agency's 20 year capital program. The review concluded that NJ TRANSIT's infrastructure and rolling stock are, generally, in a state of good repair.

A total of 11 Port Authority of New York and New Jersey PATH Disaster Relief Funding programs are reinstated in the FY 2018-2027 STIP. As per FTA's request, funds must be shown in the fiscal year that the grant application is submitted. These programs include work to Substations and Track work Repair and Restoration.

o. How to use this document

The individual descriptions, found in Sections III through VII, provide detailed information for each project or program in the 10-year plan. The top portion for each project/program lists the project/program name (route and section) and the location of the project/program. The Project ID reference number is assigned at project inception and remains with that project until its completion. These are the same reference numbers used by the MPOs in their TIPs. Specific information contained within the detailed project/program description includes; county, municipality, MPO jurisdiction, mileposts (for state highway projects), structure number (for bridge projects), project sponsor, asset management category, air quality code used in the conformity determination process, and financial plan requirement. An explanation of the asset management categories and air quality codes can be found in the Glossary, located in Section XII of this document. The anticipated funding schedule for each project/program is displayed in the columns at the bottom of each project page. The phases of work and types of funds are further defined in the Glossary.

Table 1
Expenditures
NJDOT & NJ TRANSIT
(\$ millions)

Funding Category	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total
<i>NJDOT</i>											
Federal	\$972.4	\$1,037.7	\$1,049.4	\$1,087.1	\$1,102.0	\$1,127.0	\$1,154.3	\$1,182.4	\$1,211.2	\$1,240.9	\$11,164.3
Other	\$60.8	\$98.4	\$23.5	\$38.8	\$45.3	\$3.5	\$3.6	\$0.9	\$0.0	\$0.0	\$274.8
Transportation Trust Fund	\$1,324.0	\$1,240.0	\$1,240.0	\$1,240.0	\$1,240.0	\$1,240.0	\$1,240.0	\$1,233.0	\$1,233.0	\$1,233.0	\$12,463.0
<i>Subtotal NJDOT</i>	\$2,357.2	\$2,376.1	\$2,312.9	\$2,365.9	\$2,387.3	\$2,370.5	\$2,397.9	\$2,416.3	\$2,444.2	\$2,473.9	\$23,902.2
<i>NJ Transit</i>											
Federal	\$648.2	\$595.9	\$603.9	\$603.9	\$603.9	\$603.9	\$603.9	\$603.9	\$603.9	\$603.9	\$6,075.0
Match Funds	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$19.0
Other	\$38.6	\$55.6	\$36.4	\$23.5	\$23.5	\$23.5	\$23.5	\$23.5	\$23.5	\$23.5	\$295.1
Transportation Trust Fund	\$676.0	\$760.0	\$760.0	\$760.0	\$760.0	\$760.0	\$760.0	\$767.0	\$767.0	\$767.0	\$7,537.0
<i>Subtotal NJ Transit</i>	\$1,364.7	\$1,413.4	\$1,402.1	\$1,389.3	\$1,389.3	\$1,389.3	\$1,389.3	\$1,396.3	\$1,396.3	\$1,396.3	\$13,926.1
<i>Total</i>	\$3,721.9	\$3,789.5	\$3,715.1	\$3,755.2	\$3,776.6	\$3,759.8	\$3,787.2	\$3,812.6	\$3,840.5	\$3,870.2	\$37,828.3

Table 2
NJDOT Resources
(\$ millions)

Funding Category	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total
<i>Federal</i>											
FHWA: CMAQ	\$55.8	\$32.8	\$35.0	\$37.2	\$39.4	\$41.7	\$44.0	\$46.4	\$48.8	\$51.3	\$432.4
FHWA: Ferry	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$40.0
FHWA: High Priority	\$35.9	\$14.8	\$0.2	\$12.6	\$1.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$65.2
FHWA: NHFP	\$29.6	\$33.3	\$37.0	\$39.6	\$42.4	\$45.5	\$48.7	\$52.1	\$55.8	\$59.8	\$443.8
FHWA: NHFP Intermodal	\$3.0	\$3.4	\$3.8	\$4.0	\$4.3	\$4.6	\$5.0	\$5.3	\$5.7	\$6.1	\$45.3
FHWA: NHPP	\$549.5	\$560.9	\$572.6	\$584.5	\$596.6	\$608.9	\$621.5	\$634.4	\$647.5	\$660.9	\$6,037.6
FHWA: Off System Bridge	\$34.0	\$34.6	\$35.3	\$36.1	\$36.9	\$37.6	\$38.4	\$39.3	\$40.1	\$40.9	\$373.2
FHWA: Other Funds	\$1.6	\$1.6	\$1.6	\$1.7	\$1.7	\$1.7	\$1.8	\$1.8	\$1.8	\$1.9	\$17.3
FHWA: Rail-Hwy Crossing	\$6.1	\$6.2	\$6.3	\$6.4	\$6.6	\$6.7	\$6.9	\$7.0	\$7.2	\$7.3	\$66.7
FHWA: Safety	\$54.4	\$55.4	\$56.5	\$57.6	\$58.8	\$59.9	\$61.1	\$62.3	\$63.6	\$64.8	\$594.4
FHWA: SPR/PL	\$33.7	\$34.4	\$35.2	\$35.9	\$36.7	\$37.5	\$38.3	\$39.1	\$40.0	\$40.9	\$371.7
FHWA: STBGP-DVRPC	\$4.7	\$22.1	\$22.5	\$23.0	\$23.5	\$24.0	\$24.5	\$25.0	\$25.6	\$26.1	\$221.0
FHWA: STBGP-NJTPA	\$22.8	\$94.5	\$96.6	\$98.6	\$100.7	\$102.9	\$105.0	\$107.3	\$109.5	\$111.9	\$949.8
FHWA: STBGP-SJTPO	\$11.2	\$11.4	\$11.7	\$11.9	\$12.2	\$12.4	\$12.7	\$12.9	\$13.2	\$13.5	\$123.0
FHWA: STBGP-Statewide	\$101.6	\$103.4	\$105.6	\$107.9	\$110.2	\$112.5	\$114.9	\$117.3	\$119.8	\$122.4	\$1,115.5
FHWA: TAP	\$20.6	\$21.0	\$21.6	\$22.0	\$22.5	\$23.1	\$23.6	\$24.1	\$24.7	\$25.2	\$228.4
FTA: SPR/PL	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$38.9
<i>Subtotal Federal</i>	\$972.4	\$1,037.7	\$1,049.4	\$1,087.1	\$1,102.0	\$1,127.0	\$1,154.3	\$1,182.4	\$1,211.2	\$1,240.9	\$11,164.3
<i>Other</i>											
Other Funds	\$60.8	\$98.4	\$23.5	\$38.8	\$45.3	\$3.5	\$3.6	\$0.9	\$0.0	\$0.0	\$274.8
<i>Subtotal Other</i>	\$60.8	\$98.4	\$23.5	\$38.8	\$45.3	\$3.5	\$3.6	\$0.9	\$0.0	\$0.0	\$274.8
<i>TTF</i>											
State: TTF	\$1,324.0	\$1,240.0	\$1,240.0	\$1,240.0	\$1,240.0	\$1,240.0	\$1,240.0	\$1,233.0	\$1,233.0	\$1,233.0	\$12,463.0
<i>Subtotal TTF</i>	\$1,324.0	\$1,240.0	\$1,240.0	\$1,240.0	\$1,240.0	\$1,240.0	\$1,240.0	\$1,233.0	\$1,233.0	\$1,233.0	\$12,463.0
<i>NJDOT Total</i>	\$2,357.2	\$2,376.1	\$2,312.9	\$2,365.9	\$2,387.3	\$2,370.5	\$2,397.9	\$2,416.3	\$2,444.2	\$2,473.9	\$23,902.2

Table 3

NJDOT Expenditures

(\$ millions)

Funding Category	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total
<i>Federal</i>											
FHWA: CMAQ	\$44.1	\$42.2	\$43.2	\$50.2	\$46.2	\$67.3	\$41.4	\$58.1	\$41.4	\$39.6	\$473.4
FHWA: Ferry	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$40.0
FHWA: High Priority	\$35.9	\$14.8	\$0.2	\$12.6	\$1.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$65.2
FHWA: NHFP	\$29.6	\$33.3	\$37.0	\$39.6	\$42.4	\$45.5	\$48.7	\$52.1	\$55.8	\$59.8	\$443.8
FHWA: NHFP Intermodal	\$3.0	\$3.4	\$3.8	\$4.0	\$4.3	\$4.6	\$5.0	\$5.3	\$5.7	\$6.1	\$45.3
FHWA: NHPP	\$600.1	\$523.0	\$534.7	\$490.0	\$566.5	\$591.1	\$651.9	\$619.7	\$684.3	\$723.4	\$5,984.6
FHWA: Off System Bridge	\$4.0	\$11.8	\$4.5	\$15.6	\$4.6	\$10.2	\$4.8	\$12.4	\$4.8	\$9.4	\$82.0
FHWA: Other Funds	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$10.5
FHWA: Rail-Hwy Crossing	\$11.3	\$12.3	\$13.2	\$13.7	\$14.6	\$14.1	\$15.0	\$15.5	\$16.4	\$16.4	\$142.5
FHWA: Safety	\$41.2	\$52.3	\$62.6	\$78.0	\$45.7	\$45.9	\$45.7	\$48.5	\$45.7	\$45.7	\$511.1
FHWA: SPR/PL	\$34.4	\$35.2	\$36.0	\$36.0	\$36.0	\$36.0	\$36.0	\$36.0	\$36.0	\$36.0	\$357.7
FHWA: STBGP-DVRPC	\$8.1	\$32.6	\$25.3	\$27.2	\$26.3	\$28.1	\$27.0	\$29.1	\$28.1	\$30.2	\$262.0
FHWA: STBGP-NJTPA	\$22.8	\$94.5	\$96.6	\$98.6	\$100.7	\$102.9	\$105.0	\$107.3	\$109.5	\$111.9	\$949.8
FHWA: STBGP-SJTPO	\$11.8	\$12.2	\$12.2	\$12.7	\$12.7	\$13.2	\$13.2	\$13.7	\$13.8	\$14.2	\$129.5
FHWA: STBGP-Statewide	\$94.2	\$138.2	\$148.3	\$176.9	\$168.4	\$134.0	\$126.5	\$150.5	\$135.7	\$114.1	\$1,386.7
FHWA: TAP	\$23.0	\$23.0	\$23.0	\$23.0	\$23.0	\$25.2	\$25.2	\$25.2	\$25.2	\$25.2	\$241.1
FTA: SPR/PL	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$3.9	\$38.9
<i>Subtotal Federal</i>	\$972.4	\$1,037.7	\$1,049.4	\$1,087.1	\$1,102.0	\$1,127.0	\$1,154.3	\$1,182.4	\$1,211.2	\$1,240.9	\$11,164.3
<i>Other</i>											
Other Funds	\$60.8	\$98.4	\$23.5	\$38.8	\$45.3	\$3.5	\$3.6	\$0.9	\$0.0	\$0.0	\$274.8
<i>Subtotal Other</i>	\$60.8	\$98.4	\$23.5	\$38.8	\$45.3	\$3.5	\$3.6	\$0.9	\$0.0	\$0.0	\$274.8
<i>TTF</i>											
State: TTF	\$1,324.0	\$1,240.0	\$1,240.0	\$1,240.0	\$1,240.0	\$1,240.0	\$1,240.0	\$1,233.0	\$1,233.0	\$1,233.0	\$12,463.0
<i>Subtotal TTF</i>	\$1,324.0	\$1,240.0	\$1,240.0	\$1,240.0	\$1,240.0	\$1,240.0	\$1,240.0	\$1,233.0	\$1,233.0	\$1,233.0	\$12,463.0
<i>NJDOT Total</i>	\$2,357.2	\$2,376.1	\$2,312.9	\$2,365.9	\$2,387.3	\$2,370.5	\$2,397.9	\$2,416.3	\$2,444.2	\$2,473.9	\$23,902.2

Table 4
NJ TRANSIT Resources
(\$ millions)

Funding Category	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total
<i>Federal</i>											
FHWA: CMAQ	\$50.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$725.0
FHWA: High Priority	\$4.0	\$2.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$6.0
FHWA: STBGP-DVRPC	\$15.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$15.0
FHWA: STBGP-NJTPA	\$70.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$70.0
FHWA: STP-Enhancement	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$10.0
FTA: Section 5307	\$295.7	\$301.9	\$308.3	\$308.3	\$308.3	\$308.3	\$308.3	\$308.3	\$308.3	\$308.3	\$3,063.7
FTA: Section 5310	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$72.0
FTA: Section 5311	\$4.2	\$4.2	\$4.2	\$4.2	\$4.2	\$4.2	\$4.2	\$4.2	\$4.2	\$4.2	\$42.0
FTA: Section 5337	\$186.1	\$189.3	\$192.5	\$192.5	\$192.5	\$192.5	\$192.5	\$192.5	\$192.5	\$192.5	\$1,915.6
FTA: Section 5339	\$15.0	\$15.3	\$15.7	\$15.7	\$15.7	\$15.7	\$15.7	\$15.7	\$15.7	\$15.7	\$155.7
<i>Subtotal Federal</i>	\$648.2	\$595.9	\$603.9	\$6,075.0							
<i>Other</i>											
Casino Revenue	\$17.5	\$17.5	\$17.5	\$17.5	\$17.5	\$17.5	\$17.5	\$17.5	\$17.5	\$17.5	\$175.2
Match Funds	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$19.0
Metro North	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$6.9
Operating	\$5.3	\$5.3	\$5.3	\$5.3	\$5.3	\$5.3	\$5.3	\$5.3	\$5.3	\$5.3	\$53.0
Other Funds	\$15.1	\$32.0	\$12.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$60.0
<i>Subtotal Other</i>	\$40.5	\$57.5	\$38.3	\$25.4	\$314.1						
<i>TTF</i>											
Transportation Trust Fund	\$676.0	\$760.0	\$760.0	\$760.0	\$760.0	\$760.0	\$760.0	\$767.0	\$767.0	\$767.0	\$7,537.0
<i>Subtotal TTF</i>	\$676.0	\$760.0	\$760.0	\$760.0	\$760.0	\$760.0	\$760.0	\$767.0	\$767.0	\$767.0	\$7,537.0
<i>NJ Transit Total</i>	\$1,364.7	\$1,413.4	\$1,402.1	\$1,389.3	\$1,389.3	\$1,389.3	\$1,389.3	\$1,396.3	\$1,396.3	\$1,396.3	\$13,926.1

Table 5

NJ TRANSIT Expenditures

(\$ millions)

Funding Category	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total
<u>Federal</u>											
FHWA: CMAQ	\$50.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$725.0
FHWA: High Priority	\$4.0	\$2.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$6.0
FHWA: STBGP-DVRPC	\$15.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$15.0
FHWA: STBGP-NJTPA	\$70.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$70.0
FHWA: STP-Enhancement	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$10.0
FTA: Section 5307	\$295.7	\$301.9	\$308.3	\$308.3	\$308.3	\$308.3	\$308.3	\$308.3	\$308.3	\$308.3	\$3,063.7
FTA: Section 5310	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$7.2	\$72.0
FTA: Section 5311	\$4.2	\$4.2	\$4.2	\$4.2	\$4.2	\$4.2	\$4.2	\$4.2	\$4.2	\$4.2	\$42.0
FTA: Section 5337	\$186.1	\$189.3	\$192.5	\$192.5	\$192.5	\$192.5	\$192.5	\$192.5	\$192.5	\$192.5	\$1,915.6
FTA: Section 5339	\$15.0	\$15.3	\$15.7	\$15.7	\$15.7	\$15.7	\$15.7	\$15.7	\$15.7	\$15.7	\$155.7
<i>Subtotal Federal</i>	\$648.2	\$595.9	\$603.9	\$6,075.0							
<u>Other</u>											
Casino Revenue	\$17.5	\$17.5	\$17.5	\$17.5	\$17.5	\$17.5	\$17.5	\$17.5	\$17.5	\$17.5	\$175.2
Match Funds	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$19.0
Metro North	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$6.9
Operating	\$5.3	\$5.3	\$5.3	\$5.3	\$5.3	\$5.3	\$5.3	\$5.3	\$5.3	\$5.3	\$53.0
Other Funds	\$15.1	\$32.0	\$12.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$60.0
<i>Subtotal Other</i>	\$40.5	\$57.5	\$38.3	\$25.4	\$314.1						
<u>TTF</u>											
Transportation Trust Fund	\$676.0	\$760.0	\$760.0	\$760.0	\$760.0	\$760.0	\$760.0	\$767.0	\$767.0	\$767.0	\$7,537.0
<i>Subtotal TTF</i>	\$676.0	\$760.0	\$760.0	\$760.0	\$760.0	\$760.0	\$760.0	\$767.0	\$767.0	\$767.0	\$7,537.0
<i>NJ Transit Total</i>	\$1,364.7	\$1,413.4	\$1,402.1	\$1,389.3	\$1,389.3	\$1,389.3	\$1,389.3	\$1,396.3	\$1,396.3	\$1,396.3	\$13,926.1

Table 6
Distribution of Funds by Metropolitan Planning Organization (MPO)
NJDOT
(\$ millions)

MPO	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total	Total (%)	Total* (%)
<i>MPO Distribution</i>													
DVRPC	\$323.3	\$337.1	\$297.2	\$327.7	\$302.6	\$240.3	\$162.9	\$160.8	\$180.8	\$163.1	\$2,495.7	10.4%	20.9%
NJTPA	\$942.7	\$873.6	\$784.2	\$834.2	\$964.6	\$909.4	\$837.5	\$833.1	\$795.5	\$827.1	\$8,602.0	36.0%	72.0%
SJTPO	\$102.8	\$104.2	\$123.3	\$74.2	\$64.0	\$91.8	\$64.9	\$76.0	\$69.7	\$72.0	\$842.8	3.5%	7.1%
	\$1,368.8	\$1,314.9	\$1,204.7	\$1,236.2	\$1,331.2	\$1,241.5	\$1,065.3	\$1,069.8	\$1,045.9	\$1,062.2	\$11,940.5	50.0%	100.0%
<i>Statewide Distribution</i>													
Statewide	\$988.4	\$1,061.2	\$1,108.2	\$1,129.7	\$1,056.1	\$1,129.0	\$1,332.6	\$1,346.5	\$1,398.3	\$1,411.7	\$11,961.7	50.0%	100.0%
	\$988.4	\$1,061.2	\$1,108.2	\$1,129.7	\$1,056.1	\$1,129.0	\$1,332.6	\$1,346.5	\$1,398.3	\$1,411.7	\$11,961.7	50.0%	100.0%
Total	\$2,357.2	\$2,376.1	\$2,312.9	\$2,365.9	\$2,387.3	\$2,370.5	\$2,397.9	\$2,416.3	\$2,444.2	\$2,473.9	\$23,902.2	100.0%	100.0%

*Excluding Statewide Programs

Table 7

Page 1 of 2

Delaware Valley Regional Planning Commission (DVRPC) Distribution of Funds - NJDOT & NJ TRANSIT

(Note: Does not include expenditures from "Statewide" Programs within region)

(\$ millions)

Funding Category	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total
<i>NJDOT</i>											
FHWA: CMAQ	\$4.0	\$2.0	\$4.0	\$2.0	\$4.0	\$6.1	\$4.2	\$2.2	\$4.2	\$2.5	\$35.2
FHWA: High Priority	\$16.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$16.2
FHWA: NHFP	\$29.6	\$33.3	\$37.0	\$39.6	\$42.4	\$45.5	\$24.0	\$24.0	\$24.0	\$0.0	\$299.4
FHWA: NHPP	\$138.9	\$143.4	\$134.0	\$127.6	\$114.5	\$87.0	\$33.9	\$36.0	\$54.9	\$60.9	\$930.9
FHWA: Off System Bridge	\$0.0	\$3.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$3.8
FHWA: Rail-Hwy Crossing	\$2.8	\$2.8	\$3.0	\$3.0	\$3.2	\$3.2	\$3.4	\$3.4	\$3.6	\$3.6	\$32.0
FHWA: Safety	\$3.0	\$5.8	\$3.0	\$8.5	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$44.3
FHWA: SPR/PL	\$2.4	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$25.2
FHWA: STBGP-DVRPC	\$8.1	\$32.6	\$25.3	\$27.2	\$26.3	\$28.1	\$27.0	\$29.1	\$28.1	\$30.2	\$262.0
FHWA: STBGP-Statewide	\$0.0	\$6.9	\$0.0	\$26.0	\$41.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$74.5
FHWA: TAP	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$14.0
FTA: SPR/PL	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$7.0
Other Funds	\$5.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$5.0
Transportation Trust Fund	\$111.1	\$101.9	\$86.2	\$89.2	\$61.8	\$61.8	\$61.8	\$57.4	\$57.4	\$57.4	\$746.1
<i>Total NJDOT</i>	\$323.3	\$337.1	\$297.2	\$327.7	\$302.6	\$240.3	\$162.9	\$160.8	\$180.8	\$163.1	\$2,495.7

Table 7

Page 2 of 2

Delaware Valley Regional Planning Commission (DVRPC) Distribution of Funds - NJDOT & NJ TRANSIT

(Note: Does not include expenditures from "Statewide" Programs within region)

(\$ millions)

Funding Category	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total
<i>NJ Transit</i>											
FHWA: CMAQ	\$2.9	\$4.4	\$4.4	\$4.4	\$4.4	\$4.4	\$4.4	\$4.4	\$4.4	\$4.4	\$42.5
FHWA: STBGP-DVRPC	\$15.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$15.0
FHWA: STP-Enhancement	\$0.0	\$0.0	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$1.8
FTA: Section 5307	\$35.6	\$40.1	\$41.3	\$40.0	\$41.4	\$41.8	\$47.6	\$45.4	\$45.4	\$47.4	\$426.0
FTA: Section 5310	\$1.7	\$1.7	\$1.7	\$1.7	\$1.7	\$1.7	\$1.7	\$1.7	\$1.7	\$1.7	\$16.6
FTA: Section 5311	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$9.7
FTA: Section 5337	\$11.6	\$11.4	\$12.1	\$12.1	\$12.5	\$13.5	\$13.5	\$13.5	\$13.5	\$13.5	\$127.0
FTA: Section 5339	\$0.6	\$0.6	\$0.7	\$3.6	\$3.6	\$3.6	\$3.6	\$3.6	\$3.6	\$3.6	\$27.1
Casino Revenue	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$40.3
Match Funds	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$4.4
Operating	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$12.2
Other Funds	\$1.1	\$1.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$2.2
Transportation Trust Fund	\$112.0	\$116.3	\$74.0	\$71.2	\$74.3	\$100.0	\$91.3	\$89.8	\$89.8	\$91.6	\$910.2
<i>Total NJ Transit</i>	\$187.1	\$182.1	\$141.1	\$139.9	\$144.7	\$171.7	\$168.9	\$165.2	\$165.2	\$169.0	\$1,634.9
Total	\$510.4	\$519.2	\$438.3	\$467.6	\$447.3	\$412.1	\$331.9	\$325.9	\$345.9	\$332.2	\$4,130.6

Table 8

Page 1 of 2

North Jersey Transportation Planning Authority (NJTPA) Distribution of Funds - NJDOT & NJ TRANSIT

(Note: Does not include expenditures from "Statewide" Programs within region)

(\$ millions)

Funding Category	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total
<i>NJDOT</i>											
FHWA: CMAQ	\$7.5	\$9.6	\$7.5	\$10.5	\$12.5	\$31.5	\$7.5	\$26.3	\$7.5	\$7.5	\$127.8
FHWA: High Priority	\$19.7	\$14.8	\$0.2	\$12.6	\$1.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$49.0
FHWA: NHFP Intermodal	\$1.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1.3
FHWA: NHPP	\$313.4	\$260.0	\$264.4	\$228.7	\$320.5	\$349.8	\$443.8	\$414.9	\$432.6	\$461.9	\$3,489.8
FHWA: Off System Bridge	\$0.0	\$0.0	\$0.0	\$6.9	\$0.0	\$1.1	\$0.0	\$3.0	\$0.0	\$0.0	\$11.0
FHWA: Rail-Hwy Crossing	\$6.5	\$7.5	\$8.0	\$8.5	\$9.0	\$8.5	\$9.0	\$9.5	\$10.0	\$10.0	\$86.5
FHWA: Safety	\$17.0	\$21.8	\$34.9	\$44.9	\$17.0	\$17.2	\$17.0	\$19.9	\$17.0	\$17.0	\$223.6
FHWA: SPR/PL	\$9.5	\$9.7	\$9.9	\$9.9	\$9.9	\$9.9	\$9.9	\$9.9	\$9.9	\$9.9	\$98.2
FHWA: STBGP-NJTPA	\$22.8	\$94.5	\$96.6	\$98.6	\$100.7	\$102.9	\$105.0	\$107.3	\$109.5	\$111.9	\$949.8
FHWA: STBGP-Statewide	\$0.0	\$12.0	\$26.2	\$50.9	\$19.5	\$0.7	\$17.3	\$32.6	\$0.0	\$0.0	\$159.2
FHWA: TAP	\$7.5	\$7.5	\$7.5	\$7.5	\$7.5	\$7.5	\$7.5	\$7.5	\$7.5	\$7.5	\$75.0
FTA: SPR/PL	\$2.9	\$2.9	\$2.9	\$2.9	\$2.9	\$2.9	\$2.9	\$2.9	\$2.9	\$2.9	\$29.2
Other Funds	\$55.8	\$98.4	\$23.5	\$38.8	\$45.3	\$3.5	\$3.6	\$0.9	\$0.0	\$0.0	\$269.8
Transportation Trust Fund	\$478.9	\$334.9	\$302.7	\$313.5	\$418.1	\$374.0	\$214.0	\$198.5	\$198.5	\$198.5	\$3,031.7
<i>Total NJDOT</i>	\$942.7	\$873.6	\$784.2	\$834.2	\$964.6	\$909.4	\$837.5	\$833.1	\$795.5	\$827.1	\$8,602.0

Table 8

Page 2 of 2

North Jersey Transportation Planning Authority (NJTPA) Distribution of Funds - NJDOT & NJ TRANSIT

(Note: Does not include expenditures from "Statewide" Programs within region)

(\$ millions)

Funding Category	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total
<i>NJ Transit</i>											
FHWA: CMAQ	\$46.5	\$69.7	\$69.7	\$69.7	\$69.7	\$69.7	\$69.7	\$69.7	\$69.7	\$69.7	\$673.5
FHWA: High Priority	\$4.0	\$2.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$6.0
FHWA: STBGP-NJTPA	\$70.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$70.0
FHWA: STP-Enhancement	\$1.0	\$1.0	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$7.6
FTA: Section 5307	\$249.1	\$249.5	\$254.2	\$255.8	\$254.0	\$253.7	\$245.9	\$248.9	\$248.9	\$246.1	\$2,506.0
FTA: Section 5310	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$50.4
FTA: Section 5311	\$2.9	\$2.9	\$2.9	\$2.9	\$2.9	\$2.9	\$2.9	\$2.9	\$2.9	\$2.9	\$29.4
FTA: Section 5337	\$171.9	\$175.3	\$177.6	\$177.6	\$177.1	\$176.0	\$176.0	\$176.0	\$176.0	\$176.0	\$1,759.3
FTA: Section 5339	\$14.3	\$14.5	\$14.8	\$11.0	\$11.0	\$11.0	\$11.0	\$11.0	\$11.0	\$11.0	\$120.3
Casino Revenue	\$12.3	\$12.3	\$12.3	\$12.3	\$12.3	\$12.3	\$12.3	\$12.3	\$12.3	\$12.3	\$122.7
Match Funds	\$1.3	\$1.3	\$1.3	\$1.3	\$1.3	\$1.3	\$1.3	\$1.3	\$1.3	\$1.3	\$13.3
Metro North	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$6.9
Operating	\$3.7	\$3.7	\$3.7	\$3.7	\$3.7	\$3.7	\$3.7	\$3.7	\$3.7	\$3.7	\$37.1
Other Funds	\$13.7	\$30.7	\$12.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$57.2
Transportation Trust Fund	\$547.7	\$623.8	\$666.0	\$669.2	\$665.8	\$631.6	\$643.3	\$652.3	\$652.3	\$649.9	\$6,402.0
<i>Total NJ Transit</i>	\$1,144.0	\$1,192.4	\$1,221.7	\$1,209.9	\$1,204.3	\$1,168.5	\$1,172.5	\$1,184.5	\$1,184.5	\$1,179.4	\$11,861.7
Total	\$2,086.8	\$2,066.1	\$2,005.9	\$2,044.1	\$2,168.9	\$2,078.0	\$2,010.0	\$2,017.6	\$1,980.0	\$2,006.4	\$20,463.6

Table 9

Page 1 of 2

South Jersey Transportation Planning Organization (SJTPO) Distribution of Funds - NJDOT & NJ TRANSIT

(Note: Does not include expenditures from "Statewide" Programs within region)

(\$ millions)

Funding Category	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total
<i>NJDOT</i>											
FHWA: CMAQ	\$9.8	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$26.9
FHWA: NHPP	\$24.4	\$12.8	\$28.5	\$1.0	\$4.9	\$32.0	\$5.0	\$11.7	\$12.0	\$15.0	\$147.3
FHWA: Rail-Hwy Crossing	\$2.0	\$2.0	\$2.2	\$2.2	\$2.4	\$2.4	\$2.6	\$2.6	\$2.8	\$2.8	\$24.0
FHWA: Safety	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$20.0
FHWA: SPR/PL	\$1.0	\$1.0	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$10.6
FHWA: STBGP-SJTPO	\$11.8	\$12.2	\$12.2	\$12.7	\$12.7	\$13.2	\$13.2	\$13.7	\$13.8	\$14.2	\$129.5
FHWA: STBGP-Statewide	\$0.0	\$20.0	\$0.0	\$0.0	\$0.0	\$0.2	\$0.0	\$6.5	\$0.0	\$0.0	\$26.7
FHWA: TAP	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$5.1
FTA: SPR/PL	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$2.7
Transportation Trust Fund	\$51.0	\$51.5	\$74.7	\$52.6	\$38.3	\$38.3	\$38.3	\$35.7	\$35.4	\$34.2	\$449.9
<i>Total NJDOT</i>	\$102.8	\$104.2	\$123.3	\$74.2	\$64.0	\$91.8	\$64.9	\$76.0	\$69.7	\$72.0	\$842.8

Table 9

Page 2 of 2

South Jersey Transportation Planning Organization (SJTPO) Distribution of Funds - NJDOT & NJ TRANSIT

(Note: Does not include expenditures from "Statewide" Programs within region)

(\$ millions)

Funding Category	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total
<i>NJ Transit</i>											
FHWA: CMAQ	\$0.6	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$9.0
FHWA: STP-Enhancement	\$0.0	\$0.0	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.6
FTA: Section 5307	\$11.0	\$12.4	\$12.8	\$12.5	\$12.8	\$12.8	\$14.7	\$14.0	\$14.0	\$14.7	\$131.6
FTA: Section 5310	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$5.0
FTA: Section 5311	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$2.9
FTA: Section 5337	\$2.6	\$2.6	\$2.8	\$2.8	\$2.9	\$3.1	\$3.1	\$3.1	\$3.1	\$3.1	\$29.4
FTA: Section 5339	\$0.2	\$0.2	\$0.2	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$8.2
Casino Revenue	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$12.3
Match Funds	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$1.3
Operating	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$3.7
Other Funds	\$0.3	\$0.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.7
Transportation Trust Fund	\$16.3	\$19.9	\$20.0	\$19.6	\$19.9	\$28.4	\$25.4	\$24.9	\$24.9	\$25.5	\$224.8
<i>Total NJ Transit</i>	\$33.5	\$38.8	\$39.4	\$39.5	\$40.3	\$49.0	\$47.9	\$46.6	\$46.6	\$47.9	\$429.5
Total	\$136.3	\$143.0	\$162.7	\$113.8	\$104.3	\$140.8	\$112.8	\$122.6	\$116.3	\$119.9	\$1,272.3

Table 10
Statewide Programs
Distribution of Funds - NJDOT
(\$ millions)

Funding Category	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total
<i>NJDOT</i>											
FHWA: CMAQ	\$22.8	\$28.8	\$29.8	\$35.8	\$27.8	\$27.8	\$27.8	\$27.8	\$27.8	\$27.8	\$283.5
FHWA: Ferry	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$4.0	\$40.0
FHWA: NHFP	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$24.7	\$28.1	\$31.8	\$59.8	\$144.4
FHWA: NHFP Intermodal	\$1.8	\$3.4	\$3.8	\$4.0	\$4.3	\$4.6	\$5.0	\$5.3	\$5.7	\$6.1	\$44.0
FHWA: NHPP	\$123.4	\$106.8	\$107.9	\$132.7	\$126.6	\$122.4	\$169.3	\$157.1	\$184.8	\$185.7	\$1,416.6
FHWA: Off System Bridge	\$4.0	\$8.0	\$4.5	\$8.7	\$4.6	\$9.1	\$4.8	\$9.4	\$4.8	\$9.4	\$67.2
FHWA: Other Funds	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$10.5
FHWA: Safety	\$19.2	\$22.7	\$22.7	\$22.7	\$22.7	\$22.7	\$22.7	\$22.7	\$22.7	\$22.7	\$223.3
FHWA: SPR/PL	\$21.5	\$22.0	\$22.5	\$22.5	\$22.5	\$22.5	\$22.5	\$22.5	\$22.5	\$22.5	\$223.6
FHWA: STBGP-Statewide	\$94.2	\$99.3	\$122.1	\$100.0	\$107.2	\$133.2	\$109.1	\$111.3	\$135.7	\$114.1	\$1,126.3
FHWA: TAP	\$13.6	\$13.6	\$13.6	\$13.6	\$13.6	\$15.8	\$15.8	\$15.8	\$15.8	\$15.8	\$147.0
Transportation Trust Fund	\$682.9	\$751.6	\$776.4	\$784.7	\$721.7	\$765.9	\$925.9	\$941.4	\$941.7	\$942.9	\$8,235.3
<i>Total NJDOT</i>	\$988.4	\$1,061.2	\$1,108.2	\$1,129.7	\$1,056.1	\$1,129.0	\$1,332.6	\$1,346.5	\$1,398.3	\$1,411.7	\$11,961.7

Table 11

Page 4 of 4

NJDOT Multi-year Funded Federal Projects (\$ millions)

Project Name (ID #)	MPO Phase	Fund	Prior FYs	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total	
Route 280, Route 21 Interchange Improvements (DBNUM: 00314; UPC: 003140)															
	NJTPA	CON	NHPP	\$62.700										\$62.700	
Route 280, WB Ramp over 1st & Orange Streets, Newark Subway & NJ Transit (DBNUM: 12318; UPC: 123180)															
	NJTPA	CON	NHPP			\$12.000	\$12.000							\$24.000	
Route 287/78, I-287/202/206 Interchange Improvements (DBNUM: 04389; UPC: 043890)															
	NJTPA	CON	NHPP	\$20.000	\$12.200									\$32.200	
Route 295/38, Missing Moves, Mount Laurel (DBNUM: 191A; UPC: 009050)															
	DVRPC	CON	NHFP -HWY						\$24.000	\$24.000	\$24.000			\$72.000	
	DVRPC	ROW	NHPP				\$8.000	\$12.000						\$20.000	
Route 295/42, Missing Moves, Bellmawr (DBNUM: 355A; UPC: 950541)															
	DVRPC	CON	NHPP		\$53.000	\$53.000	\$54.000							\$160.000	
Route 295/42/I-76, Direct Connection, Contract 3 (DBNUM: 355D; UPC: 113020)															
	DVRPC	CON	NHFP -HWY	\$55.514	\$29.607	\$33.308								\$118.429	
	DVRPC	CON	NHPP	\$74.486	\$33.393	\$3.692								\$111.571	
Route 295/42/I-76, Direct Connection, Contract 4 (DBNUM: 355E; UPC: 113030)															
	DVRPC	CON	NHPP				\$12.991	\$10.367	\$32.558	\$4.549				\$60.465	
	DVRPC	CON	NHFP -HWY				\$37.009	\$39.633	\$42.442	\$45.451				\$164.535	
Federal Multi-year Funding Total				\$249.5	\$170.5	\$230.4	\$360.0	\$387.2	\$373.7	\$296.5	\$200.8	\$144.9	\$161.5	\$81.9	\$2,656.8

Table 13

NJ TRANSIT Federal Equipment Lease Payments (\$ millions)

Project Name (ID #)	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Total
Bus Acquisition Program (DBNUM: T111)											
<i>Note: Annual lease payments 1371 Cruiser buses through FY 2016.</i>											
	\$1.000										\$1.000
Hudson-Bergen LRT System MOS II (DBNUM: T89)											
<i>Note: Costs anticipated to run through FY 2016 for vehicle leases.</i>											
	\$17.000										\$17.000
Rail Rolling Stock Procurement (DBNUM: T112)											
<i>Note: Annual Lease payments for 200 Comet V through FY 2016, 29 Electric Locomotives through FY 2016, 33 Diesel Locomotives through FY 2016, 22 Dual Power Locomotives through 2022.</i>											
	\$104.000	\$48.000	\$48.000	\$48.000	\$48.000	\$48.000	\$21.000				\$365.000



NJ TRANSIT FY2015 TRIENNIAL REVIEW

DVRPC FY2018 TIP for New Jersey



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION II
New Jersey,
New York

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November 4, 2015

Ms. Veronique Hakim
Executive Director
NJ TRANSIT Headquarters
One Penn Plaza East
Newark, NJ 07105-2246

Re: Federal Transit Administration FY 2015 Triennial Review – Final Report

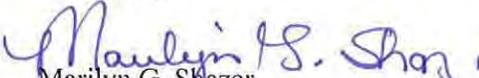
Dear Ms. Hakim:

The enclosed final report documents the Federal Transit Administration's (FTA) Triennial Review of the New Jersey Transit Corporation (NJ TRANSIT), in Newark, New Jersey. This review is required by Chapter 53 of Title 49, United States Code, Section 5307. Although not an audit, the Triennial Review is the FTA's assessment of NJ TRANSIT's compliance with federal requirements, determined by examining a sample of grant management and program implementation practices. As such, the Triennial Review is not intended as, nor does it constitute, a comprehensive and final review of compliance with grant requirements.

The Triennial Review focused on NJ TRANSIT's compliance in 17 areas. As part of this year's Triennial Review of NJ TRANSIT, FTA incorporated Enhanced Review Modules (ERMs) in three specific areas: Financial Management and Capacity (Financial Management), Title VI, and Procurement. The purpose of the ERMs is to conduct a more comprehensive review of underlying or contributing issues identified during the pre-assessment stage of the Triennial Review. No deficiencies were found with the FTA requirements in 16 areas. Deficiencies were found in one area: Equal Employment Opportunity (EEO). NJ TRANSIT had no repeat deficiencies from the 2012 Triennial Review.

Thank you and your staff for your cooperation and assistance during this Triennial Review. We realize that the review involved considerable effort, time and planning. If you have any questions concerning the review or the documentation required, please contact Mr. John Susino at (212) 668-2280 or by email at john.susino@dot.gov.

Thank you,


Marilyn G. Shazor
Regional Administrator

Enclosure

cc: Neil Yellin, NJT (via email), Jacqueline Halldow, NJT (via email), Michael Gonnella, NJT (via email), Warren Hersh, NJT (via email), Joyce Zuczek, NJT (via email), Stephen Santoro, NJT (via email), Lori Thompson, NJT (via email), Anthony G. Carr, FTA (via email), Michael Culotta, FTA, (via email), Darreyl Davis, FTA (via mail), John Susino, FTA (via email), Rosie Luperena, FTA (via email), Lynn Bailey, FTA (via email), Mike Baker, AdSTM, Inc. (via email)

FINAL REPORT

FY 2015 TRIENNIAL REVIEW

of the

New Jersey Transit Corporation

[NJ TRANSIT]

Newark, NJ

Recipient ID: 1414

Performed for:

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION
REGION II**

Prepared by:

Mike Baker

Advanced Systems Technology & Management, Inc.

under subcontract to Qi Tech, LLC

Scoping Meeting Date: January 29, 2015

Site Visit Dates: September 29 – October 2, 2015

Final Report Date: November 4, 2015

Table of Contents

I. Executive Summary	1
II. Review Background and Process	2
1. Background	2
2. Process	2
3. Metrics.....	3
III. Grantee Description.....	4
IV. Results of the Review	19
1. Financial Management and Capacity	19
2. Technical Capacity.....	19
3. Maintenance.....	19
4. Americans with Disabilities Act	19
5. Title VI	20
6. Procurement	20
7. Disadvantaged Business Enterprise	22
8. Legal	22
9. Satisfactory Continuing Control	22
10. Planning/Program of Projects	22
11. Public Comment on Fare Increases and Major Service Reductions	23
12. Half Fare	23
13. Charter Bus	23
14. School Bus	23
15. Security	24
16. Drug Free Workplace and Drug and Alcohol Program	24
17. Equal Employment Opportunity	24
V. Summary of Findings.....	25
VI. Attendees.....	26
VII. Appendices	30

I. Executive Summary

This report documents the Federal Transit Administration's (FTA) Triennial Review of New Jersey Transit Corporation (NJ TRANSIT). The review team was led by Mike Baker of AdSTM, Inc.; assisted by Keith Carlson, Margaret Merhoff, and Grace Stegall of AdSTM, along with Craig Woodall and Gwen Larson of Qi Tech, LLC. During the site visit, administrative and statutory requirements were discussed and documents were reviewed. NJ TRANSIT's transit facilities were toured to provide an overview of activities related to FTA-funded projects.

The Triennial Review focused on NJ TRANSIT's compliance in 17 areas. As part of this year's Triennial Review of NJ TRANSIT, FTA incorporated Enhanced Review Modules (ERMs) in three areas: Financial Management and Capacity (Financial Management), Title VI, and Procurement. The purpose of the ERMs is to conduct a more comprehensive review of underlying or contributing issues identified during the pre-assessment stage of the Triennial Review. Deficiencies were found in the area listed below.

Review Area	Deficiencies	
	Code	Description
Equal Employment Opportunity (EEO)	D-144	Failure to obtain EEO plans from subrecipients/contractors

II. Review Background and Process

1. Background

The United States Code, Chapter 53 of Title 49, requires the FTA of the United States Department of Transportation (USDOT) to perform reviews and evaluations of Urbanized Area Formula Grant activities at least every three years. This requirement is contained in 49 U.S.C. 5307(f)(2). This review was performed in accordance with FTA procedures (published in FTA Order 9010.1B, April 5, 1993). At least once every three years, the Secretary shall review and evaluate completely the performance of a grantee in carrying out its program, specifically referring to compliance with statutory and administrative requirements.

The Triennial Review includes a review of the grantee's compliance in 17 areas. The basic requirements for each of these areas are summarized in Section IV.

This report presents the findings from the Triennial Review of NJ TRANSIT. The review concentrated on procedures and practices employed during the past three years; however, coverage was extended to earlier periods as needed to assess the policies in place and the management of grants. The specific documents reviewed are referenced in this report and are available at FTA's regional office or at the grantee's office.

2. Process

The Triennial Review process includes a pre-review assessment, a review scoping meeting with the FTA regional office, and an on-site visit to the grantee's location. The review scoping meeting was conducted with the Region II Office on January 29, 2015. Necessary files retained by the regional office were sent to the reviewer electronically. A grantee information request and review package was sent to NJ TRANSIT advising it of the site visit and indicating information that would be needed and issues that would be discussed. The site visit to NJ TRANSIT occurred on September 29-October 2, 2015.

The onsite portion of the review began with an entrance conference, at which the purpose of the Triennial Review and the review process were discussed. The remaining time was spent discussing administrative and statutory requirements and reviewing documents. A tour of NJ TRANSIT's transit facilities was conducted to provide an overview of activities related to FTA-funded projects. Reviewers visited the MMC facility, the Westmont and Pennsauken RR Stations, and the Jersey Avenue Light Rail and Switching facility. A sample of maintenance records for FTA-funded vehicles and equipment was also examined during the site visit. Upon completion of the review, a summary of preliminary findings was provided to NJ TRANSIT at an exit conference. The individuals participating in the review are listed in Section VI of this report.

3. Metrics

The metrics used to evaluate whether a grantee is meeting the requirements for each of the areas reviewed are:

- *Not Deficient*: An area is considered not deficient if, during the review, no findings were noted with the grantee's implementation of the requirements.
- *Deficient*: An area is considered deficient if any of the requirements within the area reviewed were not met.
- *Not Applicable*: An area can be deemed not applicable if, after an initial assessment, the grantee does not conduct activities for which the requirements of the respective area would be applicable.

III. Grantee Description

Organization

NJ TRANSIT is New Jersey's statewide public transportation corporation, serving 7,495,000 residents over 5,325 square miles and providing nearly 250 million unlinked passenger trips each year. The corporation is the nation's third largest transit provider.

The New Jersey Public Transportation Act of 1979 established NJ TRANSIT in the executive branch of the state government. The Act constituted NJ TRANSIT as an instrumentality of the state exercising public and essential governmental functions and deemed the powers exercised by NJ TRANSIT as an essential state governmental function. The Act placed NJ TRANSIT within the New Jersey Department of Transportation, but stated that the corporation should operate independently from the department. The governor designated NJ TRANSIT as the recipient for FTA funds, established to "acquire, operate and contract for transportation service in the public interest."

NJ TRANSIT is governed by a seven-member board of directors, comprising the Commissioner of the Department of Transportation, a representative from the Treasurer's Office, a representative from the Governor's Office, and four members from the public. The Governor appoints all seven board members. The Commissioner of the Department of Transportation serves as the board chair.

NJ TRANSIT's bylaws give the executive director, who answers to the board, the requisite authority to act on behalf of the board of directors. Annually, the board of directors authorizes the executive director to apply to FTA for funds.

Several transit advisory committees provide the agency with additional input from the public. These include the Delaware Valley Regional Planning Commission, the Special Services Advisory Committee, the ADA Task Force, the North Jersey Transit Advisory Committee, and the South Jersey Transit Advisory Committee.

Services

NJ TRANSIT provides commuter rail, light rail, hybrid-rail, fixed-route bus, ADA complementary paratransit service, van pool services; and administers community mobility programs.

Commuter Rail. The NJ TRANSIT commuter rail network consists of 13 lines and branches that serve 163 stations in 138 communities, and operates in excess of 700 daily trains. Twelve lines serve the New York City metropolitan area. One line, the Atlantic City Line, serves Philadelphia's 30th Street Station. NJ TRANSIT maintains its fleet of over 180 active diesel and electric locomotives and over 1,000 active rail cars at the Meadows Maintenance Complex located near Newark. Daily servicing and running repairs are also performed at final terminals. In addition to operating its own service, NJ TRANSIT is contracted by the Metropolitan Transportation Authority to operate service from Hoboken Terminal to Port Jervis in New York

State via the Main/Bergen County Line and on the New York state portion of the Pascack Valley Line up to Spring Valley.

Light Rail. NJ TRANSIT has three light rail networks - Newark Light Rail, Hudson-Bergen Light Rail (HBLR), and River LINE. The 6.5-mile Newark Light Rail has two lines serving 17 stations. Both Newark Light Rail lines serve downtown Newark and terminate at Newark's Penn Station. The 20-mile Hudson-Bergen Light Rail links the growing cities along the Hudson Waterfront, with three lines serving 24 stations. The 34-mile River LINE, which operates between Trenton and Camden, has 20 stations. NJ TRANSIT directly operates Newark Light Rail. It contracts with design/build/operate/maintain (DBOM) contractors to operate the Hudson-Bergen Light Rail and River LINE.

Fixed-Route Bus. NJ TRANSIT, through direct service, private carrier support, and contract bus service, provides for an extensive network of intrastate and interstate bus service. Each year, the fleet of over 3,000 buses travels over 78 million revenue miles on 260 routes. The network serves the region's commercial centers, with commuter off peak service to and from urban cities and suburban townships. Service is concentrated in Manhattan, Newark, Jersey City, Trenton, Camden, Atlantic City, and Philadelphia. NJ TRANSIT operates out of 16 garages and contracts 12 private carriers.

ADA Complementary Paratransit Service. NJ TRANSIT contracts for the provision of Access Link, its ADA complementary paratransit service. The state is divided into six regions with a contractor assigned to each region. NJ TRANSIT determines eligibility and operates the reservation center.

Private Carriers. NJ TRANSIT administers programs to provide bus and bus-related equipment to private carriers:

- **Bus Allocation Program.** NJ TRANSIT leases 673 buses to 15 private carriers at no cost. The carriers provide interstate service under authority provided by the Federal Surface Transportation Board and intrastate service under authority provided by the New Jersey Department of Transportation. NJ TRANSIT uses Section 5307 and 5309 funds and state funds to purchase the buses. The buses display the carrier's logo and a statement that the buses are owned by NJ TRANSIT. Carriers that participate in the program file National Transit Database reports.
- **Private Carrier Capital Improvement Program.** NJ TRANSIT leases support equipment such as radios, fareboxes, computers, portable lifts, support vehicles, fuel management systems, and bus washers at no cost to the private carriers. Only carriers that lease buses are eligible for the program.
- **Reduced Fare Reimbursement Programs.** NJ TRANSIT reimburses carriers that provide reduced fares to elderly persons, persons with disabilities and students.
- **Community Mobility.** NJ TRANSIT passes Section 5307, 5309, 5310, 5311, 5316, and 5317 assistance and Congestion Mitigation Air Quality (CMAQ) funds to subrecipients to support a range of public transportation and mobility programs that include demand-response and route deviation public transportation, transportation for elderly persons and persons with disabilities, feeder service to commuter rail stations, and access to jobs for low-income persons.

NJ TRANSIT's National Transit Database Report for FY2013 provided the following financial and operating statistics for its fixed-route and paratransit service:

	Fixed-Route Service	Paratransit	Commuter Rail	Light Rail	Hybrid-Rail	Van Pool
Unlinked Passengers	26,830,557	1,166,188	80,136,446	18,169,307	2,859,160	790,148
Revenue Hours	5,676,469	588,068	1,792,128	173,759	41,388	104,987
Operating Expenses	58,066,197	73,440,569	917,138,258	97,058,944	33,542,255	11,825,804

Grant Activity

Below is a list of NJ TRANSIT's open grants at the time of the review.

Grant Number	Grant Amount	Year Executed	Description
NJ-26-7010	\$843,750	2015	Coastal Storm Surge Emergency Warning Sy
NJ-26-7069	\$183,900		No Cost Extension Transit Academy
NJ-03-0145	\$15,318,934		Newark Penn Station
NJ-03-0152	\$6,483,402		Plauderville Construction
NJ-03-0167	\$3,990,000	2008	LACKAWANNA CUT-OFF PROJECT
NJ-03-0168	\$12,741,000	2008	LACKAWANNA CUTOFF PROJECT NS
NJ-04-0013	\$5,956,577	2011	Morristown Station Rehabilitation
NJ-04-0018	\$4,836,682	2010	Lakewood Bus Service and Parking Facility
NJ-04-0020	\$417,039	2010	SHUTTLE BUSES 2006-2009
NJ-04-0024	\$1,980,000	2008	Rutherford Station Interior Rehab
NJ-04-0029	\$1,772,320	2009	BURLINGTON CTY BUS PURCHASE FY
NJ-04-0035	\$22,000,000	2011	CNG Buses - State of Good Repair
NJ-04-0037	\$1,900,000	2011	Watsessing Station Rehab
NJ-04-0038	\$3,350,000	2012	Ridgewood/Wesmont ADA Stations
NJ-04-0039	\$8,572,200	2012	SOGR-SMART BUS
NJ-04-0044	\$46,296,000	2013	CNG BUSES-D2012-BUSP-117
NJ-04-0045	\$27,260,000	2013	HYBRID CRUISER BUSES
NJ-04-0047	\$2,615,000	2014	FY12 South Jersey Bus Livability
NJ-39-0005	\$400,000	2012	HBLR MOSII JERSEY CITY & HOBOKEN
NJ-44-X003	\$285,307,555	2015	Sandy 2 - Public Trans Emergency Relief
NJ-54-0002	\$157,375,346	2015	FY2014 5337 RAIL PM
NJ-54-0003	\$98,512,330	2015	FY2015 Section 5337
NJ-58-0001	\$1,500,000	2012	Clean Fuels Grant
NJ-65-X002	\$3,607,664	2012	5310-CMAQ-10-11-12
NJ-65-X003	\$450,000	2014	FY 2012 SJTPO
NJ-65-X004	\$726,000	2015	FY2013 5310 CMAQ/DVRPC
NJ-90-X074	\$9,075,872	2008	FY03/04 CMAQ

Grant Number	Grant Amount	Year Executed	Description
NJ-90-X097	\$265,910,061	2015	2012 5307 Urbanized Area Formula Grant
NJ-90-X100	\$253,975,480		2013 5307 Urbanized Area Formula Grant
NJ-90-X101	\$243,981,026		Bus PM, Rail PM, Lease
NJ-90-X102	\$183,696,275	2015	FY2015 Section 5307
NJ-95-X004	\$2,100,000	2008	CMAQ 2007
NJ-95-X006	\$2,108,044		FY2008 LOCAL CMAQ PROJECTS
NJ-95-X011	\$1,117,389	2010	2009 SJTPO LOCAL CMAQ
NJ-95-X016	\$200,000	2011	2009 NJTPA - CMAQ
NJ-95-X018	\$702,336	2011	2010 SJTPO LOCAL CMAQ
NJ-95-X019	\$51,000,000		Ridgewood(STP-TE)/Multi-Levels(CMAQ)
NJ-95-X020	\$2,608,000	2012	Local 5307-CMAQ-10-11
NJ-95-X021	\$59,215,000		2012 CMAQ GRANT
NJ-95-X022	\$962,806	2013	NJTPA - 2012 LOCAL CMAQ
NJ-95-X023	\$78,000,000	2013	FY 2013 CMAQ/5307 Multilevel Coaches
NJ-95-X025	\$800,000	2013	Diesel Retrofit Project
NJ-95-X026	\$21,990,596	2013	Multi-Level Coaches
NJ-95-X027	\$176,500,000	2014	FY2014 STP/5307 - Bus/Rail PM
NJ-95-X028	\$82,500,000	2015	FY2015 STP/5307 - BUS/RAIL PM
NJ-95-X029	\$11,000,000	2015	FY2014 STP-NJ/5307 RAIL PM
NJ-95-X030	\$73,607,000	2015	FY2015 STP/5307 - BUS/RAIL PM

Completed Projects

Metropark Platform Reconstruction. This project involved the design and construction of new high-level platforms to replace those that existed at Metropark Station in Iselin, NJ. The new platforms are longer and wider than the existing platforms, have increased canopy coverage, and include climate controlled waiting shelters and windscreens. At 1,050 feet long eastbound and 1,135 feet long westbound, the platforms are able to accommodate 12-car trains. Eastbound platform stairs were replaced and both the westbound platform stairs and under-track pedestrian tunnel have been refurbished. Other improvements include lighting, signs, and passenger communications systems. In addition to the platform and tunnel improvements, the existing station building has been expanded and refurbished.

South Amboy Station. The South Amboy Station High Level Platform Project completed the reconstruction of the South Amboy Railroad Station, located along NJ TRANSIT's North Jersey Coast Line. This project included the design and construction of a center island high-level platform with a canopy, heated waiting shelters, stairs, an elevator for ADA compliance, ticketing facilities, and restrooms for customer convenience. The new platform is directly connected to the recently constructed pedestrian overpass. The project also features a number of infrastructure improvements including track re-alignment, new switches, and communication and signal improvements.

This project also involved the excavation of Polychlorinated Biphenol (PCB)-contaminated soil along a 5,000-foot section of the right-of-way. The soil has been excavated as part of track work associated with the project.

The South Amboy project contains elements that support the following ITS components – transit security and transit traveler information. The project provides a complete, fully integrated closed circuit television system for security and surveillance. This system will be connected to the NJ TRANSIT network and the South Amboy Police Department. Variable message signs have been posted in the station to provide continuously updated information to customers regarding operational, problems, delays, or emergency. Emergency telephones have been provided for customer use. The project was divided into two contracts - Contract 1 involved catenary foundations and structures and Contract 2 involved platform construction.

Projects Underway

Purchase Compressed Natural Gas (CNG) Cruiser Buses. This project is purchasing 84 cruiser buses powered by CNG.

Howell Bus Garage, Howell, Monmouth County. The project is to design, construct and install compressors for three CNG refueling lanes in order to service and fuel additional CNG-fueled buses and replace and upgrade equipment.

South Jersey Bus Rapid Transit (BRT)/Avandale Park and Ride. The project is for construction of BRT service in Camden County.

Lyndhurst Station Bergen County. This project is for the design and preparation of plans, drawings and bid documents for the construction of new and relocated high-level platforms and a pedestrian bridge and elevators connecting to the existing parking lot; thereby providing ADA-compliant, improved, and closer access for users of the station. Existing low-level platforms will be removed.

Future Projects

Hoboken Long Slip Flood Protection (Long Slip). The Long Slip Flood Protection project involves 1) the filling of the Long Slip—a 2,000-foot east-west penetration of the Hudson River into Hoboken Rail Yard—to an elevation above the Federal Emergency Management Agency (FEMA) 1% base flood elevation (BFE) plus 2.5 feet; and, 2) the construction of six new electrified tracks serving three high-level boarding platforms on the filled area. The elevated position of these tracks and platforms will permit the continued operation of commuter rail services to and from Hoboken Yard - and its associated Hudson-Bergen Light Rail (HBLR), Port Authority Trans-Hudson (PATH), and ferry services - even while the main Yard infrastructure and equipment is taken out of service for an impending storm, or being restored to service following a storm event.

NJTRANSITGRID. NJ TRANSIT, jointly with Amtrak will design, construct, and operate an independent electricity generating system—the TransitGrid. Potential sites for the TransitGrid are in the industrial area along Newark Turnpike and the Morris & Essex mainline. To mitigate against a reoccurrence of commercial power loss that disrupts transit services, the TransitGrid

will generate non-redundant power on a 24/7 basis to meet the needs of NJ TRANSIT and Amtrak in the event of a utility power outage. TransitGrid would produce sufficient electric power supply in order to allow for a robust transit service on Amtrak's Northeast Corridor and NJ TRANSIT's core Trans-Hudson commuter and light rail services. The project addresses the external vulnerability due to loss of utility electric power. A key requirement is that the system be able to operate safely and reliably in grid-connected mode as well as in "islanded" mode (disconnected from the utility). In grid-connected mode, TransitGrid would be able to import or export power to optimally manage cost and risk. In islanded mode, the system is capable of meeting the electrical demand for the railroad's core systems while maintaining adequate voltage and frequency. The design consists of three major components: 1) a central natural gas generation plant for traction power (train movement); 2) a distribution network connecting to traction power conversion substations and other rail facilities; and, 3) several smaller installations with 7 MW distributed generation (e.g., fuel cells, combined heat and power, and solar), 5 MW photovoltaic's (PV), and potential storage for critical isolated facilities or buildings. In addition, NJ TRANSIT would operate non-revenue electric vehicles to harness additional storage capacity and further enhance the system's resiliency.

River Draw Bridge. This project is for the design and replacement of the River Draw Bridge on NJ TRANSIT's North Jersey Coast Line, between Perth Amboy and South Amboy. The swing bridge crosses the Raritan River, linking Monmouth and Ocean county municipalities to Newark, New Brunswick, and New York City job centers. During Superstorm Sandy, wave action and ocean surge shifted the bridge's superstructure by more than 0.5 feet on its piers. The steel beams that support the bridge deck and tracks are 2 feet below the current FEMA BFE for this location. The bridge does not have natural coastal protection, as it is located near the mouth of the river at the coastline, making it susceptible to wave damage and scour. The drive motors, which are housed at the level of the bridge deck, are also susceptible to damage from storm surge. The River Draw project includes replacement of the existing bridge with a new vertical lift bridge, constructed with more durable materials, and at a higher elevation so that the track is above the FEMA BFE plus the additional buffer required by NJ TRANSIT's flood elevation design criteria. The BFE for River Draw currently ranges from 14 feet 18 feet North American Vertical Datum of 1988 (NAVD88). The bridge will be raised 5 feet above its current elevation—from 8.7 feet NAVD88 to 13.7 feet at top of pier, and from 19 feet to 24 feet at top of rail. This will place the bridge deck well above the FEMA BFE, but will leave the structural chord supporting the bridge deck submerged in a 100-year storm, and subject to ocean surge and wave action as was experienced during Sandy. To address this condition, the bridge will be designed to withstand ocean surges at a 1% annual chance storm base flood elevation + 2.5 feet or better. Concepts for reducing vulnerability of the bridge to ocean surge forces—such as perforating the bridge girders to enable water to pass through them with less bearing force against them—will be considered and subject to Value Engineering analysis.

Delco Lead Train Safe Haven Storage and Service Restoration Project (Delco Lead). The Delco Lead Project will provide resilient storage for 312 rail cars along a track parallel to and strategically located near the midpoint of the Northeast Corridor tracks running between NYC and Trenton. The Service and Inspection Facility (S&I) included in the project will facilitate the rapid return to service of stored rolling stock equipment following a storm event. NJ TRANSIT is also expanding County Yard (with local funding), which is adjacent to the Delco Lead, to provide additional resilient storage for 132 rail cars. The two projects combined will have a

resilient storage capacity of 444 rail cars. Delco Lead is well out of any FEMA floodplain for most of its length except the southernmost portion, where it abuts a 1% floodplain. Neither the Delco Lead nor the County Yard area in which the S&I facility is to be constructed appear to have significant flood risk. The project will need to ensure that the Delco Lead is elevated to at least BFE + 1.5 feet for its entire length as it is upgraded to serve as a safe haven site.

Train Controls Infrastructure Resiliency Project (Train Controls). Wayside components of the signal control and power distribution systems for both the commuter and light rail networks are critical to safe, reliable, and effective rail service. This project will elevate such components so that they are above the FEMA BFE plus a 1.5-foot margin, so the system can withstand flooding from future 1% (or greater) storms. The Train Controls project includes the hardening of signal, power and communications bungalows, huts, cases, and Central Instrument Houses (CIHs) on three of NJ TRANSIT's ten commuter rail lines (Main Line, Bergen/Pascack Valley, and Morris & Essex) and its Hudson-Bergen Light Rail (HBLR) line. Approximately 100 individual assets require elevation and related improvements (submersible or watertight components where available) to make the assets fully resilient. Where hardening is to be accomplished through elevation, assets should be raised at least 1.5 feet above BFE for sites subject to inland fluvial flooding, and at least 2.5 feet above BFE for sites subject to coastal flooding from ocean surge.

SANDY Damage 05 HBLR 4 Hudson-Bergen Light Rail Signals and Communication Repairs. Design and construction of replacement for mainline switches, impedance bond boxes, repairs at grade crossings, replacement of communication components, installation of Mill Creek CIH, and testing of Signal Cable throughout the Sandy-affected area and pending the results, a limited number of Signal Cables will be repaired as part of this project.

SANDY Damage 05 HBLR 4 Hudson-Bergen Light Rail Traction Power/Station Distribution Power Repairs. Design and construction for partial replacement of Auxiliary Power Cable including associated testing; Station Power Distribution, including feeders and transformers, Traction Power Cable replacement for emergency repairs and Traction Power Cable testing system wide and, pending results, a limited number of Traction Power Cables will be repaired as part of this project.

SANDY Damage 08RMAS 4 Mason Substation Repair/Replacement. Design and repair/replacement of the Mason (a.k.a. "Meadows") traction power substation, including switchgear, transformers and their associated relays, circuit breakers, Kearny Junction Remote Terminal Unit (RTU) house and interconnecting cabling/raceways and other electrical system components and ancillary equipment. The substation structures and RTU house will be elevated to designed flood elevations, and/or equipped with components designed to better withstand contact with saltwater. The new substation will be built next to the existing substation within an existing NJ TRANSIT employee parking lot. A reconfigured employee parking facility to replace the lost spaces is part of the project. Superstorm Sandy caused damage to the Mason Substation including circuit breakers, transformers, motor operated disconnects, and power cables and controls wiring raceways and remote terminal units. This project is located entirely within the transit agency's right-of-way/footprint. This project requires Pre-Award Authority, will not require acquisition of any additional property, and will not require the approval of any partners or stakeholders. The

area surrounding the site of this project is primarily industrial and there are no significant environmental impacts anticipated in the work of this project

SANDY Resiliency 15RMMC 4 MMC, ROC Building Perimeter Flood Control & Pumps.

Design and installation of systems and devices to prevent or reduce flooding from entering the Meadows Maintenance Facility (MMC), which consists of multiple buildings, and the Rail Operations Center (ROC), along the buildings' perimeter. Specifically, vulnerabilities in the foundation system and at openings within the building envelope, including openings for rolling stock, will be targeted, as well as ancillary systems such as HVAC. High volume pumps will be installed to protect these key areas so that the specialized equipment and controls remain dry during a repeat storm and water can be pumped out rapidly afterwards if necessary. These resiliency improvements will protect the ROC and the MMC facilities during repeat storms so that they can continue to operate normally or to allow the rapid resumption of services once a storm is past. A CE Finding is in place for each individual Flood Control Project (PRINTS IDS NJT00824, NJT00844, and NJT00825), the scopes of which are combined herein.

The Northern Branch Rail Service. This project will reintroduce rail service between Englewood in Bergen County and North Bergen in Hudson County in order to improve regional mobility, mitigate traffic congestion, and foster economic investment. The reintroduction of rail transit service in eastern Bergen County will mark a significant step forward for congestion relief on local and county roads burdened by daily commuter traffic. Eastern Bergen County residents are significantly oriented to jobs in New York City and, to a lesser extent, the Hudson County waterfront and Northern Branch service will provide a mass transit alternative. The 11.4-mile corridor extends from North Bergen in Hudson County to Englewood Hospital, and Medical Center in Englewood, Bergen County using the existing CSX Northern Branch freight corridor. This project will connect to the existing Hudson-Bergen Light Rail system, which terminates at Tonnelle Avenue in North Bergen.

ARRA-funded Projects Completed or Underway

- Edison Rail Park & Ride. A supplemental parking facility was completed.
- Plauderville Station. ADA improvements were completed.
- HBLR Danforth Interlocking. Construction of additional track, switches, and catenary along the Bayonne Branch of HBLR has been completed.
- Lower Hack Bridge Rehabilitation. Rehabilitation of Lower Hack vertical lift bridge over the Hackensack River between Jersey City and Kearny has been completed.
- Morristown Line Bidirectional Signal Improvements. The installation of the train traffic control system on the Morristown Branch of the Morris & Essex Line was completed.
- Newark Penn Station Plaza West. Exterior pedestrian and traffic circulation improvements were completed.
- River LINE Signal Improvements. Installation of an improved signal system for the River LINE has been completed.
- Bus Shelter Installation. Approximately 106 bus shelters were installed.

- Enhanced Track Rehabilitation. Installation of ties on various NJ TRANSIT rail lines was completed.
- Bus Rolling Stock Rehabilitation. Rehabilitation of NJ TRANSIT's bus fleet was completed.
- Commuter Rail Rolling Stock Rehabilitation. Repairs and replacement of major systems within NJ TRANSIT's passenger car fleet as well as diesel and electric locomotive fleet was completed.
- Local Access Link/Atlantic City Jitney. Purchase of 57 sedans, 137 minibuses, and 24 vans for NJ TRANSIT T's Access Link service was completed. This includes purchase of approximately 30 minibuses to replace those in service in Atlantic City.
- Rural Minibus Purchase. The purchase of vehicles for NJ TRANSIT's local rural service has been completed.

Section 5324 Projects Completed or Underway:

SANDY Damage 09RRRS 1 Rail Rolling Stock (100%). This project involves the repair of the rail rolling stock and non-revenue vehicles that were damaged during Superstorm Sandy and repaired during the time period between 10/30/12-11/14/12. During this time, in-house forces performed assessments of the damage to 328 vehicles and initiated in-house repair of the vehicles to develop scope of work for third-party contractors. The subject vehicles include locomotives, coaches, and electrical multiple units that were being maintained or stored at the MMC and Hoboken facilities and were damaged, as well as some vehicles on the North Jersey Coast Line. The scope for the repair of damaged vehicles includes, but is not limited to, undercar equipment, gear boxes, brake equipment, communication equipment, signal equipment, connectors and cables, sound insulation, floor coverings, panels, and heaters, and bulkhead walls and stairs. Funding is also provided to repair or replace non-revenue vehicles. This project is underway.

SANDY Damage 02RINF 1 Rail Infrastructure (100%). This project involves repair of the rail infrastructure that was damaged during Superstorm Sandy and repaired during the time period between 10/30/12-11/14/12. During this time, in-house forces performed assessments of the rail vehicle infrastructure, initiated in-house repair of the infrastructure and developed scopes of work for third-party contractors under Category 2. The repairs involve all NJ TRANSIT rail lines, with the North Jersey Coast Line, the Gladstone Line, and the Morris-Essex Line requiring most of the repairs. The work involves the repair, and replacement of major damaged system elements including, but are not limited to transformers, signal and communication cables and pedestals, signal fuses, bridge control systems, gearboxes, electrical junction boxes, hydraulic systems, signal navigation lights, signal bungalows, catenary, transmission circuits, electric motors, power distribution systems, electric traction systems, signal and communications, track and right of way, bridges, stations, maintenance and operating centers, and other facilities. The project also includes repairs to damaged stations on the Northeast Corridor including Elizabeth, Edison, New Brunswick, Princeton Junction, and Trenton Transit Center. Damaged stations on the North Jersey Coast Line include Middletown, Long Branch, Elberon, Belmar, and Woodbridge. Damaged stations on the Raritan Valley line include Union, Roselle, Cranford, Westfield, Dunellen, Bound Brook, Somerville, Raritan, and Lebanon. Damaged stations on the

Main/Bergen/Pascack Valley line included Suffern, Radburn, and Allendale. Damaged stations on the M&E line include East Orange and South Orange. On the Montclair-Boonton line, the Mountain View/Wayne station was damaged. There was also damage to the Secaucus Transfer. This project is underway.

SANDY Damage 05HBLR 1 Hudson-Bergen Light Rail (100%). This project involves repairs of damages to Hudson Bergen Light Rail (HBLR) caused by Superstorm Sandy and repaired during the time period between 10/30/2012-11/14/2012. Repairs elements include, but are not limited to, Passenger Stations, Substations, Central Instrument Houses, train maintenance and repair equipment, track switches, cables/conductors/wiring/power feeds/power distribution, infrastructure, communication, power, and signaling cable, passenger information systems, and Public Address systems and equipment. The work on the passenger stations includes but is not limited to removal of debris, cleanup, dewatering and emergency protective measures, and emergency repairs to the traction power and signal system infrastructure and equipment, track structure and the right-of-way, drainage and station power and lighting. Temporary and permanent repairs and replacements of the elevators and escalators, and facilities (roof/public information and public address systems/passenger amenities) are included. This project is underway.

SANDY Damage 06NLRL 1 Newark Light Rail (100%). This project involves repairs to Newark Light Rail (NRL) that was damaged in Superstorm Sandy and repaired during the time period between 10/30/2012-11/14/2012. The work includes emergency and temporary repairs to permit the resumption of Light Rail Service, including repairs to the High-Voltage Substations, the Ventilation and Emergency Smoke Evacuation system/controls/fans/and power, Public Information and Address Systems, station power distribution, vertical transportation (elevators and escalators), the Fire Alarm/ Detection and Fire Suppression Systems, CCTV and monitoring equipment, power distribution systems and equipment, Train Signal System components/equipment/infrastructure/appurtenances, traction power systems, station amenities and facility, track infrastructure including rail lubricators/switches/compressors/signal system interfaces, maintenance shop, drainage systems, Central Instrument House, Communication systems, mechanical and electrical systems, etc. This project is underway.

SANDY Damage 07RVRL 1 River LINE Light Rail (100%). This project involves the repair of damages to the River LINE Rail as a result of Superstorm Sandy completed during the time period between 10/30/2012-11/14/2012. The repairs include reconstruct, replace and cleanup equipment and facilities damaged as a result of Superstorm Sandy. This project also includes project administration (both in-house and contract), both prior and future force account, and any other related activities necessary to complete the repairs such as but not limited to tool rental and equipment purchase. This project is underway.

SANDY Damage 07RVRL 1 River LINE Light Rail (90%). This project involves repairs to damages to the River LINE Rail as a result of Superstorm Sandy. This is expenses eligible for 90% reimbursement under Category 1 only, which is for costs incurred or contracts/force account initiated during the time period of 10/27/2012-10/29/2012 and 11/15/2012-1/29/2013. NJ TRANSIT's River LINE Light Rail was damaged as a result of Superstorm Sandy. Major damaged system elements include, but are not limited to train control equipment, drainage systems, power feed station, and power generators. The repairs include reconstruct, replace and

cleanup equipment and facilities damaged as a result of Superstorm Sandy. This project also includes project administration (both in-house and contract), both prior and future force account, and any other related activities necessary to complete the repairs such as but not limited to tool rental and equipment purchase. This project is underway.

SANDY Damage 04RHOB 1 Hoboken Yard and Terminal (100%). This project involves repairs to the Hoboken Yard and Terminal damaged during Superstorm Sandy accomplished during the time period between 10/30/2012-11/14/2012. The project includes repairs to the food court, bar and grill, bathrooms, and amenities in the waiting room, and the Hoboken yard signal systems. This project is underway.

SANDY Damage 01RMMC 1 MMC Maintenance Facility (100%). This project covers emergency repairs to the Meadowlands Maintenance Complex (MMC) and the Rail Operation Center (ROC) for damages from Superstorm Sandy accomplished during the time period between 10/30/2012-11/14/2012. The repairs addressed damage to inspection pits, building elements, power and electrical wiring subsystems, and heavy equipment including wheel true machines, drop tables and jacks. This project is underway.

SANDY Damage 10MPOL 1 Police Equipment (90%). This project involves repairs and replacement of police equipment and miscellaneous equipment damaged by Superstorm Sandy during the time period between 10/27/2012-10/29/2012 and 11/15/2012-1/29/2013. The project involves the purchase or replacement of equipment throughout the commuter and light rail system damaged in Superstorm Sandy, including Ticket Vending Machines (TVM), Ticket Operating Machines (TOM), miscellaneous equipment (phones, servers, routers, copiers etc.), bus equipment, police equipment, as well as repairs to NJ TRANSIT's Ferry Street bus facility that also houses training and police functions. This project is underway.

SANDY Damage 13SUPP 1 Damage Admin/Oversight (100%). This project involves both in-house and contractual administrative and oversight work associated with Superstorm Sandy recovery and repairs during the time period between 10/30/2012-11/14/2012, for expenses eligible for 100% reimbursement under Category 1 only. This project is underway.

SANDY Damage 13SUPP 1 Damage Admin/Oversight (90%). This project involves the administrative work incurred in association with Superstorm Sandy recovery and repairs, for expenses eligible for 90% reimbursement under Category 1 only, during the time period between 10/27/2012-10/29/2012 and 11/15/2012-1/29/2013. This project is underway.

SANDY Damage 08RMAS 1 Mason and Bldg 9 Substations (100%). This project involves repairs to the Mason and Building 9 substations and ancillary facilities that were damaged by Superstorm Sandy, for expenses eligible for 100% reimbursement under Category 1 only, covering the time period between 10/30/2012-11/14/2012. This project is underway.

SANDY Damage 09RRRS 1 Rail Rolling Stock (90%). This project involves repairs of the rail rolling stock and non-revenue vehicles that were damaged during Superstorm Sandy eligible for 90% reimbursement under Categories 1, 2, and 3 only, for the time period between 10/27/12-10/29/12 and 11/15/12-1/29/13, and from 10/27/12-10/29/12. The project involves the repair of 328 damaged vehicles - Comets (121), Multilevels (84), Arrow III (60), PL42 (12),

GP40/F40/P40 (26), ALP45/Dual Power (9), ALP46/46A (11), and MP20 (5), including but not limited to undercar equipment, gear boxes, brake equipment, communication equipment, signal equipment, connectors and cables, sound insulation, floor coverings, panels, and heaters, and bulkhead walls and stairs, as well as repair or replacement of non-revenue vehicles. This project is underway.

SANDY Damage 02RINF 1 Rail Infrastructure (90%). This project involves repair of rail infrastructure damaged during Superstorm Sandy, covering insurance eligible expenses corresponding to FTA 90% reimbursement under Categories 1, 2 and 3 only, for costs incurred or contracts/force account initiated during the time period 10/27/2012-10/29/2012 and 11/15/2012-1/29/2013. The repairs involve all NJ TRANSIT rail lines, with the North Jersey Coast Line, the Gladstone Line, and the Morris Essex Line requiring most of the repairs. The work involves the repair and replacement of system elements including but are not limited to transformers, signal and communication cables and pedestals, signal fuses, bridge control systems, gearboxes, electrical junction boxes, hydraulic systems, signal navigation lights, signal bungalows, catenary, transmission circuits, electric motors, power distribution systems, electric traction systems, signal and communications, track and right of way, bridges, stations, maintenance and operating centers, and other facilities. The project includes repairs to damaged stations on the Northeast Corridor including Elizabeth, Edison, New Brunswick, Princeton Junction, and Trenton Transit Center. Damaged stations on the North Jersey Coast Line include Middletown, Long Branch, Elberon, Belmar, and Woodbridge. Damaged stations on the Raritan Valley line include Union, Roselle, Cranford, Westfield, Dunellen, Bound Brook, Somerville, Raritan, and Lebanon. Damaged stations on the Main/Bergen/Pascack Valley line included Suffern, Radburn, and Allendale. Damaged stations on the M&E line include East Orange and South Orange. On the Montclair Boonton line, the Mountain View/Wayne station was damaged. There was also damage to the Secaucus Transfer. This project is underway.

SANDY Damage 05HBLR 1 Hudson-Bergen Light Rail (90%). This project involves repair of damages to the Hudson Bergen-Light Rail (HBLR) caused by Superstorm Sandy, covering insurance eligible expenses corresponding to FTA 90% reimbursement under Categories 1 and 2 only, for costs incurred or contracts/force account initiated during the time period 10/27/2012-10/29/2012 and 11/15/2012-1/29/2013. The work involves pumping of salt-contaminated and brackish water and debris cleanup at stations, along the right of way and at the Communipaw Vehicle Maintenance Facility. Repairs elements included Passenger Stations, Substations, Central Instrument Houses, Train maintenance and repair equipment, track switches, cables/ conductors/ wiring/ power feeds/ power distribution infrastructure, communication, power, and signaling cable, passenger information systems, and Public Address systems and equipment. The work on the passenger stations includes debris removal, cleanup, dewatering and emergency protective measures, and emergency repairs to the traction power and signal system infrastructure and equipment, track structure and the Right of Way, drainage and station power and lighting. Temporary and permanent repairs and replacements of the elevators and escalators, and facilities (roof/ public information and public address systems/ passenger amenities) are included. This project is underway.

SANDY Damage 06NLRL 1 Newark Light Rail (90%). This project addresses repairs to Newark Light Rail (NRL) system elements that were damaged in Superstorm Sandy, covering expenses eligible for 90% reimbursement under Categories 1, 2 and 3 only, for costs incurred or contracts/force account initiated during the time period of 10/27/2012-10/29/2012 and 11/15/2012-1/29/2013. The work includes emergency and temporary repairs to permit the resumption of Light Rail Service, including repairs to the High-Voltage Substations, the Ventilation and Emergency Smoke Evacuation system/controls/fans/and power, Public Information and Address Systems, station power distribution, vertical transportation (elevators and escalators), the Fire Alarm/ Detection and Fire Suppression Systems, CCTV and monitoring equipment, power distribution systems and equipment, Train Signal System components/ equipment/infrastructure/ appurtenances, traction power systems, station amenities and facility, track infrastructure including rail lubricators/switches/compressors/signal system interfaces, maintenance shop, drainage systems, Central Instrument House, communication systems, mechanical and electrical systems, etc. This project is underway.

SANDY Damage 04RHOB 1 Hoboken Yard and Terminal (90%). This project is for repairs to the Hoboken Yard and terminal for damages from Superstorm Sandy, eligible for 90% reimbursement under Categories 1 and 3 only, for costs incurred or contracts/force account initiated during the time period 10/27/2012-10/29/2012 and 11/15/2012-1/29/2013. Repairs include, but are not limited to the food court, bar and grill, bathrooms, and amenities in the waiting room, and the Hoboken yard signal systems. This project is underway.

SANDY Damage 01RMMC 1 MMC Maintenance Facility (90%). This project is for repairs to the Meadowlands Maintenance Complex (MMC) and the Rail Operation Center (ROC), associated yard, and ancillary facilities that were damaged during Superstorm Sandy, for expenses eligible for 90% reimbursement under Categories 1, 2 and 3 only, for costs incurred or contracts/force account initiated during the time period of 10/27/2012-10/29/2012 and 11/15/2012-1/29/2013. Repairs address damages to buildings, inspection pits, power systems and wiring, and heavy equipment including wheel true machines, drop tables and jacks. This project is underway.

SANDY Damage 08RMAS 1 Mason and Building 9 Substations (90%). This Project involves repairs to the Mason and Building 9 Substations and ancillary facilities that were damaged by Superstorm Sandy, for insurance-eligible expenses corresponding to FTA 90% reimbursement under Categories 1, 2, and 3 only, which is for costs incurred or contracts/force account initiated during the time period of 10/27/2012-10/29/2012 and 11/15/2012-1/29/2013. This project is underway.

SANDY Damage 12SERV 1 Supplemental Bus and Ferry (100%). This project involves the provision of supplemental bus and ferry services required to be purchased and operated due to Superstorm Sandy, for expenses eligible for 100% reimbursement under Category 1 and 2 only, for the time period between 10/30/2012-11/14/2012. This project is underway.

SANDY Damage 12SERV 1 Supplemental Bus and Ferry (90%). This project involves the provision of supplemental bus and ferry services necessary required to be purchased and operated due to Superstorm Sandy, for expenses eligible for 90% reimbursement under Category 1 and 2 only, for costs incurred or contracts/force account initiated during the time period 10/27/2012-10/29/2012 and 11/15/12-1/29/13. This project is underway.

SANDY Resiliency 19SUPP 1 Interoperable Communications Upgrade. This project involves the design and construction of a consolidated Interoperable Communication Center for NJ TRANSIT Operations and Service at NJ TRANSIT's existing Maplewood General Office Building (GOB). The elements include an Emergency Operations Center (EOC) and Bus Control Center. Potential additions include a Rail Control Center (including new connections from Maplewood to existing wayside signal system infrastructure), Light Rail Control Center, Data Center, Customer Communications, Access Link Control Center, a Policy Suite, upgrades to NJ TRANSIT's Headquarters communication/control capabilities and related activities. This project is underway.

SANDY Resiliency 17RINF- 2 Gladstone Catenary Pole Resiliency. This Project involves the installation of concrete foundations adjacent to existing wood catenary poles along NJ TRANSIT's Gladstone Branch and the purchase and installation of up to 560 steel catenary poles. Costs include design, construction, project administration, construction management, and any other related costs required to complete the scope such as equipment and supplies. This project is underway.

SANDY Damage 05 HBLR 4 Track and ROW. This project involves the repair/replacement of damaged track components on the HBLR system including rail resurfacing, rail lubricators, rail heaters, drainage swales, inlets, culverts and ballast washout from tracks due to Super Storm Sandy, and related activities, primarily at the Caven Point Vehicle Storage Yard, extensively along the River LINE Branch and at the Richard St Station Traction Power Substation (TPSS) along the Bayonne Branch. Funded activities include design, construction, project administration, construction management, and any other related costs required to complete the scope such as equipment and supplies. The location of the damage along the HBLR primarily occurred at the Caven Point Vehicle Storage Yard, extensively along the River LINE Branch and at the Richard St Station Traction Power Substation (TPSS) along the Bayonne Branch. This project is underway.

SANDY Damage 06NLR 4 NLR ROW, Tree Removal, Catenary Restoration. This project involves the disposal of debris removed from NLR system tracks; replacing parts used to repair overhead catenary lines; and related activities along the Newark Light Rail Line following Superstorm Sandy. Funded activities include design, construction, project administration, construction management, and any other related costs required to complete the scope such as equipment and supplies. This project is underway.

SANDY Damage 03WEEH 4 Weehawken Ferry Repairs. This project involves dredging and related activities at the Weehawken Port Imperial Ferry Terminal dock area and channel to remove silt deposits created by Superstorm Sandy that reshaped the terminal docking area. Shallow water caused silt to be ingested by the ferry boat engines, clogging and degrading the engines prematurely; the project restores the depth of the channel to pre-Sandy conditions to

enable trouble-free boat operations. Funded activities include design, construction, project administration, construction management, and any other related costs required to complete the scope, such as equipment and supplies. This project is underway.

SANDY Resiliency 19RMMC 9 Fuel Trucks (4 in Total). This project involves the purchase of fuel trucks, support equipment, and related activities including design, acquisition, project administration, and any other related costs required to complete the scope such as equipment and supplies. These fuel trucks are intended to be used in cases where a permanent fueling location is rendered inoperable or inaccessible during a storm. The fuel trucks will be stored at locations not susceptible to flooding with connecting roadways that are also not at risk for flooding. When used, they will serve sites throughout the NJ TRANSIT service area. This project is underway.

SANDY Damage 13SUPP 4 Program Management/Oversight. This project involves third-party services including program management, integrity monitoring, and environmental services. This line item also supports in-house project management for activities that cover multiple projects (ALIs). Third-party program management includes service such as document control support; estimating and cost control support; QA/QC plan development and support; safety and risk management support; administering and reporting support; insurance claims services; and PMP development. Third-party oversight services include integrity monitoring activities such as verifying that NJ TRANSIT has adequate staff for the capital program; verifying compliance with federal regulations and monitoring the program for waste and fraud. Third-party environmental services address matters related to resiliency, vulnerability, and sea level rise. Work includes preparation of topical white papers or research summaries, updating or revising work to date, review of relevant literature, serving as a key advisor, and coordination with the regulatory and academic communities. This project is underway.

IV. Results of the Review

1. Financial Management and Capacity

Basic Requirement: The grantee must demonstrate the ability to match and manage FTA grant funds, cover cost increases and operating deficits, cover maintenance and operational costs for FTA funded facilities and equipment, and conduct and respond to applicable audits. During this Triennial Review of NJ TRANSIT, a Financial Management Enhanced Review Module (ERM) was also incorporated in the area of Financial Management and Capacity.

Finding: During this Triennial Review of NJ TRANSIT, no deficiencies were found with the FTA requirements for Financial Management and Capacity.

2. Technical Capacity

Basic Requirement: The grantee must be able to implement FTA funded projects in accordance with the grant application, Master Agreement, and all applicable laws and regulations, using sound management practices.

Finding: During this Triennial Review of NJ TRANSIT, no deficiencies were found with the FTA requirements for Technical Capacity.

3. Maintenance

Basic Requirement: Grantees and subrecipients must keep federally funded vehicles, equipment and facilities in good operating condition. Grantees and subrecipients must keep ADA accessibility features on all vehicles, equipment and facilities in good operating order.

Finding: During this Triennial Review of NJ TRANSIT, no deficiencies were found with the FTA requirements for Maintenance.

4. Americans with Disabilities Act

Basic Requirement: Titles II and III of the Americans with Disabilities Act of 1990 (ADA) provide that no entity shall discriminate against an individual with a disability in connection with the provision of transportation service. The law sets forth specific requirements for vehicle and facility accessibility and the provision of service, including complementary paratransit service.

Finding: During this Triennial Review of NJ TRANSIT, no deficiencies were found with the USDOT requirements for ADA.

5. Title VI

Basic Requirement: The grantee must ensure that no person shall, on the grounds of race, color, or national origin, be excluded from participating in, or be denied the benefits of, or be subject to discrimination under any program or activity receiving federal financial assistance without regard to whether specific projects or services are federally funded. The grantee must ensure that federally supported transit services and related benefits are distributed in an equitable manner. During this Triennial Review of NJ TRANSIT, a Title VI Enhanced Review Module (ERM) was also conducted.

Note: The 2015 Triennial Review covers a three-year period in which the FTA issued a revised circular for Title VI, which provided more information on how to comply and changed requirements for some grantees with populations over 200,000. FTA Circular 4702.1B became effective October 1, 2012. Title VI programs submitted to FTA after this date must comply with the requirements of this circular. The Triennial Review will look at compliance with the requirement of FTA Circular 4702.1A for the period prior to October 1, 2012, and compliance with the revised circular for activities after this date.

Finding: During this Triennial Review of NJ TRANSIT, no deficiencies were found with the FTA requirements for Title VI.

6. Procurement

Basic Requirement: Grantees use their own procurement procedures that reflect applicable state and local laws and regulations, provided that the process ensures competitive procurement and the procedures conform to applicable federal law, including 49 CFR Part 18 (specifically Section 18.36) and FTA Circular 4220.1F, “Third Party Contracting Guidance.”

During this Triennial Review of NJ TRANSIT, a Procurement Enhanced Review Module (ERM) was also conducted. A combination of ten FTA-funded procurements records were reviewed during the site visit at NJ TRANSIT which included Sandy-funded procurements as follows:

FTA-FUNDED PROCUREMENTS & CHANGE ORDERS REVIEWED				
Goods/Services Procured	Award Date	Method	Type	Comments
Purchase of 84 CNG Commuter Buses	12/6/13	IFB	Rolling Stock	Awardee: Motor Coach Industries
Aluminum Bus Stop Signs	4/8/14	IFB	Goods	Awardee: Garden State Highway Products, Inc. Award to low bidder
Task Order – Bridge & Railway Engineering	4/16/13	RFP	Professional Services	Awardee: HNTB Corporation Directed Task Order

FTA-FUNDED PROCUREMENTS & CHANGE ORDERS REVIEWED				
Goods/Services Procured	Award Date	Method	Type	Comments
Task Order-Corridor Planning	5/20/13	RFP	Professional Services	Awardee: URS Only one task is FTA funded. This was a "Directed" task order. Only Task Order 1 for \$189,724 - was federally funded. The other task orders were state funded.
Construction of Railroad Station MOW Facilities & Conveyance of Real Estate for Westmont Rail Station	8/14/14	IFB	Construction	Awardee: Wood Ridge Development This contract is for the construction of a Station by a developer. While called a "Change Order No. 5", this was actually a milestone payment required by the development agreement.
DBOM	8/5/15	Change Order – No. 19		Twenty-First Century Rail Corp – This Change Order includes 30 Potential Change Notices (PNCs) that involve the MOS-3 Extension to 8 th Street Bayonne Project.

SANDY FUNDED PROCUREMENTS & CHANGE ORDERS REVIEWED				
Goods/Services Procured	Award Date	Method	Type	Comments
Superstorm Sandy Recovery and Resiliency-Oversight Integrity Monitoring Services	7/15/14	RFP	Professional Services	Awardee: Eisner Amper LLP This is a Task Order contract. Five firms compete for each Task Order. Eisner Amper was awarded the first Task Order.
Architecture / Engineering	9/9/14	RFP – Brooks Act	Professional Services	Awardee- Gannett Fleming, Inc. Gannett Fleming was the highest rated A/E firm on a "bench" of firms selected using the Brooks Act. Firms were to compete for each task order. This was a "Directed" Task Order – design services for substation repair because of Hurricane Sandy.
Repair of Superstorm Sandy Multi-Level Passenger Cars	12/17/13	Change Order	Goods	Awardee – Bombardier Transit Corporation. Change Order for \$12 million as sole source to existing contract for repair.
DBOM	11/20/13	Change Order – No. 17		Twenty-First Century Rail Corp. – Hurricane Sandy repair work

Finding: During this Triennial Review of NJ TRANSIT, no deficiencies were found with the FTA requirements for Procurement.

7. Disadvantaged Business Enterprise

Basic Requirement: The grantee must comply with 49 CFR Part 26 to ensure nondiscrimination in the award and administration of DOT-assisted contracts. Grantees also must create a level playing field on which DBEs can compete fairly for DOT-assisted contracts.

Finding: During this Triennial Review of NJ TRANSIT, no deficiencies were found with the USDOT requirements for DBE.

8. Legal

Basic Requirement: The grantee must be eligible and authorized under state and local law to request, receive, and dispense FTA funds and to execute and administer FTA funded projects. The authority to take actions and responsibility on behalf of the grantee must be properly delegated and executed. Grantees must comply with Restrictions on Lobbying requirements.

Finding: During this Triennial Review of NJ TRANSIT, no deficiencies were found with the FTA requirements for Legal.

9. Satisfactory Continuing Control

Basic Requirement: The grantee must ensure that FTA-funded property will remain available to be used for its originally authorized purpose throughout its useful life until disposition.

Finding: During this Triennial Review of NJ TRANSIT, no deficiencies were found with the FTA requirements for Satisfactory Continuing Control.

10. Planning/Program of Projects

Basic Requirement: The grantee must participate in the transportation planning process in accordance with FTA requirements, MAP-21, and the metropolitan and statewide planning regulations. Each recipient of a Section 5307 grant shall develop, publish, afford an opportunity for a public hearing on, and submit for approval, a program of projects (POP).

Finding: During this Triennial Review of NJ TRANSIT, no deficiencies were found with the FTA requirements for Planning/POP.

11. Public Comment on Fare Increases and Major Service Reductions

Basic Requirement: Section 5307 grantees are expected to have a written, locally developed process for soliciting and considering public comment before raising a fare or carrying out a major transportation service reduction.

Finding: During this Triennial Review of NJ TRANSIT, no deficiencies were found with the FTA requirements for Public Comment on Fare Increases and Major Service Reductions.

12. Half Fare

Basic Requirement: For fixed route service supported with Section 5307 assistance, fares charged elderly persons, persons with disabilities or an individual presenting a Medicare card during off peak hours will not be more than one half the peak hour fares.

Finding: During this Triennial Review of NJ TRANSIT, no deficiencies were found with the FTA requirements for Half Fare.

13. Charter Bus

Basic Requirement: Grantees are prohibited from using federally funded equipment and facilities to provide charter service if a registered private charter operator expresses interest in providing the service. Grantees are allowed to operate community based charter services excepted under the regulations.

Finding: During this Triennial Review of NJ TRANSIT, no deficiencies were found with the FTA requirements for Charter Bus.

14. School Bus

Basic Requirement: Grantees are prohibited from providing exclusive school bus service unless the service qualifies and is approved by the FTA Administrator under an allowable exemption. Federally funded equipment or facilities cannot be used to provide exclusive school bus service. School tripper service that operates and looks like all other regular service is allowed.

Finding: During this Triennial Review of NJ TRANSIT, no deficiencies were found with the FTA requirements for School Bus.

15. Security

Basic Requirement: As recipients of Section 5307 funds, grantees must annually certify that they are spending at least one percent of such funds for transit security projects or that such expenditures for security systems are not necessary.

Finding: During this Triennial Review of NJ TRANSIT, no deficiencies were found with the FTA requirements for Security.

16. Drug Free Workplace and Drug and Alcohol Program

Basic Requirement: All grantees are required to maintain a drug-free workplace for all transit-related employees and to have an ongoing drug-free awareness program. Grantees receiving Section 5307, 5309 or 5311 funds that have safety-sensitive employees must have a drug and alcohol testing program in place for such employees.

Finding: During this Triennial Review of NJ TRANSIT, no deficiencies were found with the FTA requirements for Drug-Free Workplace and Drug and Alcohol Program.

17. Equal Employment Opportunity

Basic Requirement: The grantee must ensure that no person in the United States shall on the grounds of race, color, religion, national origin, sex, age, or disability be excluded from participating in, or denied the benefits of, or be subject to discrimination in employment under any project, program, or activity receiving federal financial assistance under the federal transit laws. (Note: EEOC's regulation only identifies/recognizes religion and not creed as one of the protected groups.)

Finding: During this Triennial Review of NJ TRANSIT, deficiencies were found with the FTA requirements for Equal Employment Opportunity (EEO). NJ TRANSIT has identified seven contractors that meet the EEO threshold: Academy Bus, Coach USA, Delaware River Coach Lines, First Student Inc., First Transit, Suburban Transit, and Veolia Transportation Services. However, NJ TRANSIT has not collected EEO plans from these seven contractors.

Corrective Action(s) and Schedule: By March 8, 2016, NJ TRANSIT shall submit to the FTA Regional Civil Rights Officer (RCRO) documentation that it has reviewed and approved EEO plans from its seven contractors that meet the EEO threshold requirements.

V. Summary of Findings

Review Area	Finding	Deficiency	Corrective Action	Response Date	Date Closed
1. Financial Management and Capacity	ND				
2. Technical Capacity	ND				
3. Maintenance	ND				
4. ADA	ND				
5. Title VI	ND				
6. Procurement	ND				
7. DBE	ND				
8. Legal	ND				
9. Satisfactory Continuing Control	ND				
10. Planning/ POP	ND				
11. Public Comment on Fare Increases and Major Service Reductions	ND				
12. Half Fare	ND				
13. Charter Bus	ND				
14. School Bus	ND				
15. Security	ND				
16. Drug-Free Workplace/ Drug and Alcohol Program	ND				
17. EEO	D-144	Failure to obtain EEO plans from subrecipients/ contractors	NJ TRANSIT shall submit to the FTA Regional Civil Rights Officer (RCRO) documentation that it has reviewed and approved EEO plans from its seven contractors that meet the EEO threshold requirements.	3/8/2016	

VI. Attendees

Name	Title	Phone Number	E-mail Address
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VII. Appendices

No appendices included in this report.

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