

New Jersey Department of Community Affairs

SUPERSTORM SANDY COMMUNITY DEVELOPMENT BLOCK GRANT - DISASTER RECOVERY

Public Law 113-2; January 29, 2013

FR-5696-N-01; March 5, 2013

FR-5696-N-06; November 18, 2013

FR-5696-N-11; October 21, 2014



ACTION PLAN AMENDMENT NUMBER 12 SUBSTANTIAL AMENDMENT FOR THE THIRD ALLOCATION OF CDBG-DR FUNDS: REBUILD BY DESIGN

PUBLIC COMMENT PERIOD: _____
DATE SUBMITTED TO HUD: _____
DATE APPROVED BY HUD: _____

Chris Christie
Governor

Kim Guadagno
Lt. Governor

Richard E. Constable, III
Commissioner





**EQUAL HOUSING
OPPORTUNITY**

This Substantial Amendment to the Action Plan (as proposed) will be available for public review at www.state.nj.us/dca/. It will be made available in English and Spanish.

For those who otherwise cannot obtain a copy of this Substantial Amendment to the Action Plan, the Department of Community Affairs will make copies available upon request. Requests for copies should be directed to the following address:

New Jersey Department of Community Affairs
1st Floor Information Desk
101 South Broad Street
Trenton, New Jersey 08625

The State will consider comments received in writing or via email on the proposed Substantial Amendment to the Action Plan. Comments on the proposed Plan will be accepted through January 15, 2014 at 5 p.m., Eastern Standard Time. Written comments can be submitted to the Department of Community Affairs via email at sandy.publiccomment@dca.nj.gov, or to the attention of Jamie Saults, NJ Department of Community Affairs, 101 South Broad Street, Post Office Box 823, Trenton, New Jersey 08625-0823. A summary of all comments received and written responses will be included in the final version of this Substantial Amendment submitted to HUD for approval.

While HUD requires that the State hold at least one public hearing on the proposed Action Plan Amendment, the State will hold two public hearings. The dates, locations and times of the hearings are:

- January 6, 2015: Ocean County College, Jay and Linda Grunin Center for the Performing Arts, 1 College Drive, Building 12, Toms River, New Jersey, 08753 (4-7 pm)
- January 7, 2015: Bergen Community College, Moses Center, 400 Paramus Road, Paramus, New Jersey 07652 (4-7 pm)

Once the comment period closes, the State will synthesize and respond to the comments it received in the final version of this Action Plan Amendment to be submitted to HUD for approval.

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SECTION 1: INTRODUCTION

President Obama’s Hurricane Sandy Rebuilding Task Force created the Rebuild by Design competition (RBD) in the summer of 2013 to develop ideas to improve physical, ecological and economic resilience in regions affected by Superstorm Sandy. The competition has two goals: to promote innovation by developing flexible solutions that would increase regional resilience, and to implement proposals with both public and private funding dedicated to the RBD effort. To realize the RBD initiative, HUD Community Development Block Grant – Disaster Recovery (CDBG-DR) funds allocated through the federal Sandy Supplemental legislation were set aside by HUD to develop and incentivize implementation of RBD projects.

Multi-disciplinary teams made up of architects, designers, planners and engineers were engaged by HUD and charged with proposing regional and community-based projects that would promote resilience in various Sandy-affected areas. The teams included experts and thought-leaders from around the world. The teams’ proposals, developed with and by the communities where projects were focused, were submitted to HUD, and HUD ultimately selected six “winning” projects.

Two New Jersey projects received funding: one focused in the Hudson River region (allocated \$230 million by HUD) and the other in the Meadowlands region (allocated \$150 million by HUD). Both projects are described in detail below. Comprehensive information about the RBD process and the winning projects also is available on the RBD website (www.rebuildbydesign.org), accessible [here](#).

The State is committed to implementing the Rebuild by Design projects as set forth in the RBD teams’ proposals. Should financial, technical or other issues arise in connection with a project, adjustments may need to be made.

Substantial Amendment to the Action Plan

On October 16, 2014, HUD issued Federal Register Notice FR-5696-N-11 (effective October 21, 2014) which allocated \$881,909,000 of third round CDBG-DR funds to New Jersey. Of that total, \$380 million is for the two RBD projects. The allocation of the remaining \$501,909,000 is set forth in Action Plan Amendment No. 11.

Pursuant to FR-5696-N-11, in order to access the third round CDBG-DR funds allocated for the New Jersey RBD projects, the State must prepare a Substantial Amendment to its CDBG-DR Action Plan. In this Substantial Amendment:

- Section 2 sets forth descriptions of the two RBD projects, and is specifically responsive to the “RBD Project Description,” “Implementation Partnership for RBD Project” and “Identification of Leveraged or Reasonably Anticipated Funds for RBD Project” requirements in Section VI of FR-5696-N-11;
- Section 3 sets forth the Performance Schedule for the RBD projects and is specifically responsive to the “RBD Project Timeline” requirements in Section VI of FR-5696-N-11; and
- Section 4 sets forth the citizen participation and outreach process for New Jersey’s RBD projects, and is specifically responsive to the “Citizen Participation Plan for RBD Project” requirements in Section VI of FR-5696-N-11.

At this time in the process, providing a “project description” beyond the RBD proposals as submitted, identifying other funding sources, and estimating project timelines and the roles of partners in the project is premature. The State therefore will address all HUD requirements for this amendment in FR-5696-N-11 to the extent practical.

Finally, to the extent required in order to ensure that RBD funding is used in compliance with applicable federal and state laws and regulations, the State incorporates here all applicable provisions of its CDBG-DR Action Plan, including provisions of Section 6 of the Action Plan applicable to RBD initiatives, as modified by Amendments 1 - 10.

SECTION 2: RBD PROJECTS

Section VI of FR-5696-N-11 sets forth requirements for information that must appear in an Action Plan Amendment in order to access CDBG-DR funds for RBD projects. Among other things, the Federal Register Notice requires a general description of: the proposed RBD Project to be designed and implemented; the feasibility and effectiveness in protecting against future severe weather events; the use of funds dedicated for planning, pre-development and project construction; and other funding that might be brought to bear to realize the RBD project. The Amendment also must identify the state agency responsible for implementing the RBD projects (which, for New Jersey, will be the Department of Environmental Protection) and describe the roles of partners involved in realizing the project. This Section addresses the Federal Register Notice requirements for each of New Jersey's RBD projects.

Additionally, per Section (VII)(a) of FR-5696-N-11, as a result of the RBD competition process, the two New Jersey RBD projects are already deemed to have satisfied the following requirements for infrastructure projects set forth in FR-5696-N-06:

- The definition of infrastructure projects and related infrastructure projects under Section VI(b)(1) of FR-5696-N-06;
- The requirement for impact and unmet needs assessments and the comprehensive risk analysis under Section VI(c) and VI(d) of FR-5696-N-06;
- The process required for the selection and design of green infrastructure projects or activities under Section VI(f) of FR-5696-N-06; and
- The additional requirements for major infrastructure projects under Section VI(g) of FR-5696-N-06.

Any additional, applicable requirements for infrastructure projects set forth in FR-5696-N-06 that are not, through the language of FR-5696-N-11, already deemed satisfied by HUD will be addressed in connection with each RBD project. Also, while the unmet needs assessment component, including outreach for that assessment, and the comprehensive risk analysis requirements both have been deemed satisfied for purposes of preparing this Amendment, ongoing stakeholder outreach throughout the process and risk analyses will continue to be an important component of RBD projects going forward.

2.1 Managing State Agency and Partner Entities

The New Jersey Department of Environmental Protection (DEP) will be the state agency responsible for overseeing and implementing both RBD initiatives. The New Jersey Department of Community Affairs (DCA), as the State's Grantee for CDBG-DR funds from HUD, will transfer CDBG-DR funding for RBD projects to DEP under a Memorandum of Understanding, and DEP will administer those funds.

DEP was chosen as the RBD managing state agency for a number of reasons. DEP has staff experienced in the planning, permitting, design and construction of flood risk reduction projects as well as other large construction projects including wetland enhancement, landfill closure, park development, site remediation, etc. Information about DEP's experience with various types of environmental issues and projects is available on its website at <http://www.state.nj.us/dep/>. DEP also has the ability to work with the Department of Treasury to release Requests for Proposals (RFPs) to hire engineering firms to complete project feasibility and design services, as well as construction bid package development and construction oversight. The Department of Treasury would also work cooperatively with DEP and its partners to solicit bids for actual project construction. DEP, Treasury and the design contractor will oversee project construction to ensure adherence to plans, specifications, permits and all other State and Federal requirements.

As further confirmation of DEP's abilities, DEP has a long history of successful coordination with the U.S. Army Corps of Engineers (USACE) on flood control projects and has the expertise to work with hired consultants to prepare applications and obtain all necessary State and Federal approvals and permits (e.g., NJDOT; NJ Transit; Landfill Disruption; Site Remediation; Soil Reuse, Historic Preservation; Fish & Wildlife, Green Acres) that may be required for federal flood protection projects. As part of this process DEP frequently conducts field reconnaissance and surveys with the USACE, as necessary, in the planning and construction of flood risk reduction projects. DEP reviews the economic analyses and engineering designs including hydrologic, hydraulic, structural reports and, construction plans and technical specification documents. In addition to the work DEP conducts with the USACE, DEP is also responsible for statewide flood control projects and dam restoration loans under the "Dam, Lake, Stream, Flood Control, Water Resources, and Wastewater Treatment Project Bond Act of 2003", P.L. 2003 C.162, which provided \$25 million for grants to implement state and local flood control projects and \$100 million for dam restoration loans.

Regarding administrative capacity, following Superstorm Sandy the Christie Administration created a new Office of Flood Hazard Risk Reduction Measures

within DEP. The purpose of the Office dovetails directly into the intent of both RBD initiatives. As the design phase of the RBD projects gets underway, and all the way through implementation, DEP will routinely assess its own staffing needs and, if additional staffing is required, will use program delivery funds to bring on resources to meet needs (subject to applicable federal laws and regulations on the permissible use of CDBG-DR funds). The Office also will be ultimately responsible for monitoring and evaluating the efficacy and sustainability of RBD projects, as described below, and will add staffing or resources as required in order to perform this function in a manner compliant with Section VII(a)(iv) of FR-5696-N-11.

While DEP will be the primary agency involved in designing and implementing the RBD projects, it will not be the only relevant State agency. Others include:

- NJ Transit. NJ Transit received significant funding from the Federal Transit Authority (FTA) to fill Long Slip Canal, which will block some of the storm surge coming from the Hudson River near the south end of the RBD project area. While this project was coordinated with the RBD team, it is funded with FTA funds and is a wholly separate (and separately funded) project from Rebuild by Design. Ongoing coordination will be required to ensure that the projects yield an integrated coastal protection system.
- Meadowlands Commission. In addition to its extensive knowledge of the region, the Meadowlands Commission's regulatory authority in the RBD project area should make the Commission an important partner in realizing an RBD project that complies with all applicable laws and regulations.
- Department of Treasury/Office of State Comptroller. DEP will need to work closely with these two agencies in order to procure services and materials needed to realize the RBD projects. The State procurement process is a necessary condition of ensuring cost reasonableness and complying with federal and state law, but compliance also adds significant time to projects.

Municipal governments in RBD project areas also will have critical roles to play in realizing RBD projects.

- An Executive Steering Committee will be established with State and municipal representatives to share information and provide input throughout all phases of the RBD projects, from feasibility through construction. Other critical governmental entities (e.g., North Hudson Sewerage Authority for the Hudson River project) will be incorporated into this committee. Among other things, this Committee will address the

direction of the project, policy issues that arise in connection with the projects, as well as issues raised up to the Committee by the Project Management Team working with the Project Development Team.

- The Project Management Team (PMT) and the Project Development Team (PDT) will work together on the day-to-day issues that arise in connection with the RBD projects. Any issues that cannot be addressed at this level will be synthesized and raised to the Executive Steering Committee for discussion. This integrated approach of a PMT and PDT will include DEP representatives and designees from the municipalities, and may also include designees from other Executive Steering Committee partners, as well as consultants (as necessary, which will be a subject for the Executive Steering Committee).
- A number of smaller teams will support the integrated PMT and PDT on issues specific to the RBD projects. These include such issues as: information technology; engineering/design/build; procurement; and stakeholder outreach. Outside resources likely will need to be retained to comprise or supplement these teams, though those specific decisions are items to be addressed by the Executive Steering Committee.

Additionally, in the permitting and design phases of RBD projects, among other things, RBD projects will trigger local zoning and land use regulations that fall within the municipal purview, provided that the regulations are not inconsistent with state law.

This project management structure described above is reflected in the chart appended to this Amendment. In short, throughout all phases of the project, Executive Steering Committee members will have both a voice and input into the RBD process, though all final project determinations will rest with DEP as the recipient of CDBG-DR funds for RBD projects and the agency responsible for implementation.

Additional entities, including stakeholder groups or entities that may be able to provide additional private financing to enhance the RBD initiatives, also may be included in the RBD partnership. Importantly, ways to bring additional financing, including private financing, to support the projects, will be explored, but at this time it is premature to estimate how much, if any, additional financing might become available for either project, or the sources of such funding.

2.2 New Meadowlands Project

The “New Meadowlands” project proposes an integrated vision of protecting, connecting and growing the Meadowlands. Integrating transportation, ecology and development, the project aims to transform the Meadowlands to address a wide spectrum of risks while providing civic amenities and creating opportunities for new redevelopment.

The project as proposed consists of two principle pieces of new infrastructure: the “Meadowpark” and the “Meadowband.” The Meadowpark is a large natural reserve made accessible to the public that will also offer flood risk reduction. It would connect and expand marshland restoration efforts by the New Jersey Meadowlands Commission. Around and across the Meadowpark, the team proposes an intricate system of berms and marshes. These will protect against ocean surges and collect rainfall, reducing sewer overflows in adjacent towns. The Meadowband, a raised berm that could potentially include transportation across the top, lies at the edge of the Meadowpark. It offers flood protection, connections between towns and wetlands, and will provide opportunities for towns to grow.

The RBD team’s final submission to HUD for the New Meadowlands project is available online [here](#). It includes an extensive narrative description of the project, conceptual project renderings, a flood risk assessment and a benefit-cost analysis, among other things. Due to funding limitations, CDBG-DR funds are to be used to target a pilot project within the overall proposed project design in Little Ferry and Moonachie.

The results from the planning, feasibility and design phases, among other things, will yield a work product that addresses what, if any, additional funding sources are available for the project, the components of the project available funding is sufficient to address, the efficacy and sustainability of the final project design, incorporating such analyses as the NOAA Sea Level Rise tool, and also how that final project will meet the resilience performance standards requirements in Section VI(2)(e) of the November 2013 Federal Register Notice (FR-5696-N-06). Similarly, once planning and feasibility studies are complete, DEP and its partners will be in a position to determine, in connection with the design phase, how the project will be monitored in order to evaluate efficacy and sustainability.

Allocation for Activity: \$150,000,000

Eligibility for CDBG-DR: Notice FR-5696-N-11(VII)(b) (Rebuild by Design).

National Objective: Section VII(c) of FR-5696-N-11 allows the State to “categorize the [RBD] project into multiple activities in order to distinguish and classify

expenditures as benefitting [LMI] populations, as a means of meeting the overall benefit requirement.” As described above, the State does not yet know the scope of this RBD project and therefore is not positioned to designate what components may potentially be classified as meeting the LMI national objective. As a result, the State avails itself of the option to characterize activities within this project as either meeting the LMI national objective or the Urgent Need national objective (or characterizing an entire project as LMI, if appropriate under HUD regulations), at least so long as funding provided for RBD projects continues to be counted toward the State’s overall LMI benefit requirement.

2.3 Hudson River Project: Resist, Delay, Store, Discharge

The Hudson River project, known as the “Resist, Delay, Store, Discharge” project, is a comprehensive urban water strategy that would deploy programmed hard infrastructure and soft landscape for coastal defense (resist); generate policy recommendations, guidelines and urban infrastructure to slow rainwater runoff (delay); develop a circuit of interconnected green infrastructure to store and direct excess rainwater (store); and deploy water pumps and alternative routes to support drainage (discharge). As proposed, a variety of flood risk reduction infrastructure will be built along the Hudson River in order to reduce flood waters, including at Weehawken Cove (to protect Hoboken, Weehawken and critical regional utilities) and by the Hoboken Ferry Terminal. Along Hoboken’s downtown thoroughfare, green infrastructure measures, such as permeable paving and rain gardens, would help manage the city’s surface water and reduce the risk of flash flooding from rain while enhancing the cityscape. Along NJ Transit’s Hudson-Bergen Light Rail, otherwise discrete rainwater storage initiatives would be connected to make a “green circuit.” This system would serve as the foundations of a parallel green drainage infrastructure that would reduce the risk of flash flooding from rain, filtering and cleaning storm water and serving as a park for the community.

The RBD team’s final submission to HUD for the Hudson River project is available online [here](#). It includes a narrative description of the project, conceptual project renderings, a flood risk assessment and a benefit-cost analysis, among other things. Additionally, the RBD team’s estimate of project costs, as reflected in the project submission, is as follows:

OMA's Summary of First Phase Cost Estimates	
Phase 1 Project Components	Costs (Millions)
Capital	\$470
Hard Costs Related to CDBR-DR (sic)	\$220
Hoboken Terminal	\$90
Weehawken Cove	\$120
Other Coastal Defenses	\$10
Soft Costs Related to CDBG-DR Request	\$53
Master Plan and Technical Studies	\$20
Coastal Defense Soft Costs	\$33
Contingency Related to CDBG-DR Request	\$51
Hard & Soft Costs of Partner Projects	\$149
Long Slip Canal and NJ Transit Resiliency	\$100
PATH Train Resiliency	\$10
New Pumping Station	\$12
Block 12 Storage Park	\$3
Green Infrastructure Land Acquisition	\$20
"Program Layer" Demonstration Projects	\$2
Green Infrastructure Demonstration Projects	\$2
Operations & Maintenance	\$7.8
Annual Programming Costs	0.5
Annual Maintenance Costs	\$7.3

* These cost estimates will be further evaluated as part of the project feasibility and design phases. As HUD states in the Federal Register Notice as to all RBD approved projects "modification [to RBD projects as proposed] may be necessary in response to the amount of funding ultimately secured" for RBD projects.

As stated above, the New Jersey Transit Long Slip Canal project is separately funded through Federal Transit Authority monies and is a separate project from Rebuild by Design. OMA incorporated it into the above list to indicate that the projects should

be integrated as part of a coastal defense strategy, but RBD and the Long Slip Canal are separate projects. Additionally, Hoboken also is taking steps to address some of the above components with its own funds.

The results from the planning, feasibility and design phases of this project, among other things, will yield a work product that addresses what, if any, additional funding sources are available for the project, the components of the project available funding is sufficient to address, the efficacy and sustainability of the final project design, incorporating such analyses as the NOAA Sea Level Rise tool, and also how that final project will meet the resilience performance standards requirements in Section VI(2)(e) of the November 2013 Federal Register Notice (FR-5696-N-06). Similarly, once planning and feasibility studies are complete, DEP and its partners will be in a position to determine, in connection with the design phase, how the project will be monitored in order to evaluate efficacy and sustainability.

Allocation for Activity: \$230,000,000

Eligibility for CDBG-DR: Notice FR-5696-N-11(VI)(b) (Rebuild by Design)

National Objective: FR-5696-N-11 allows the State to “categorize the [RBD] project into multiple activities in order to distinguish and classify expenditures as benefitting [LMI] populations, as a means of meeting the overall benefit requirement.” As described above, the State does not yet know the scope of this RBD project and therefore is not positioned to designate what components may potentially be classified as meeting the LMI national objective. As a result, the State avails itself of the option to characterize activities within this project as either meeting the LMI national objective or the Urgent Need national objective (or characterizing an entire project as LMI, if appropriate under HUD regulations), at least so long as funding provided for RBD projects continues to be counted toward the State’s overall LMI benefit requirement.

SECTION 3: PERFORMANCE SCHEDULE

As a preliminary projection, the State of New Jersey estimates that it will take 7 to 10 years to complete all major phases of this project.

The major phases of the project are:

- Feasibility Study
- Design
- Construction
- Post Construction

We project that the Feasibility Studies for the projects would take 1-2 years. We anticipate that the Design Phase for the Storm Surge components will take approximately 2 years following the completion of the Feasibility Studies. The Feasibility Studies will determine the ability (e.g. economics, business case, environmental impact, timeframe, etc...) to move forward with all the other potential components.

This overview of the four project phases includes but is not limited to the following:

Feasibility Study

- **Scope of work:** overall project/sub-component feasibility; identification of available resources; project timeline; critical issues/obstacles analysis; alternatives analysis; cost-benefit analysis; bid packages for design phase.
- **Key tasks:** conduct data collection and analysis; evaluate overall project feasibility; assess and confirm feasibility of RBD team's conceptual design; identify and analyze critical issues/possible obstacles; identify necessary real estate/easements; identify necessary permits; develop timeline; analyze feasibility of sub-components as stand-alone projects; create Master Plan.
- **Key deliverables:** Master plan; timeline for project phases; comprehensive cost-benefit analysis; plan for addressing critical issues; bid packages for design phase.

Design

- **Scope of work:** development of concept drawings; development of engineering and design documents; real estate/easement acquisition; development of construction bid package; identification of needed permits; identifying real estate/easements needed
- **Key tasks:** create concept drawings; draft engineering and design documents; develop construction bid packages; obtain necessary permits; obtain real estate/easements
- **Key deliverables:** concept drawings; completed engineering and design documents; completed and filed permit applications;

necessary easements acquired, construction bid packages ready to release

Construction

- **Scope of work:** begin and complete construction
- **Key tasks:** build, on time and on budget, in accordance with plans and specifications
- **Key deliverables:** completed project

Post construction

- **Scope of work:** all ongoing operations, maintenance to ensure continued effectiveness of project components
- **Key tasks:** create maintenance agreements, identify and secure funding for ongoing maintenance
- **Key deliverables:** well-maintained project components; funding in place to ensure continued effectiveness of projects.

SECTION 4: OUTREACH AND PUBLIC COMMENT FOR RBD PROJECTS

DEP is committed to a robust community and stakeholder outreach process throughout the course of what will be a multi-year effort to realize the two New Jersey RBD projects.

DEP and its partners will hold a community meeting during this Action Plan Amendment comment period in each of the RBD project regions, where the projects and the Amendment will be discussed. Stakeholders will continue to be during the feasibility, design, environmental review, pre-construction and construction project phases. As shown in the appended organizational chart, a group reporting up to the Project Management Team and Project Development Team will be specifically focused on outreach. Moreover, for the environmental review component in particular, DEP will synch its outreach approach specifically to the public engagement requirements attendant to environmental impact studies.

Outreach efforts will engage vulnerable and underserved populations in RBD planning and decision-making process, as the RBD process begins and moves forward. DEP and its partners will look to engage with community organizations within the municipalities, among other things, to engage vulnerable and underserved populations regarding the Rebuild by Design projects.

Consistent with the requirements in Federal Register Notice FR-5696-N-11, the State will hold formal public hearings after making this Substantial Amendment available for public comment. The State will hold two public hearings on the following dates and times, and at the following locations:

- January 6, 2015: Ocean County College, Jay and Linda Grunin Center for Performing Arts, 1 College Drive, Building 12, Toms River, New Jersey, 08753 (4-7 pm)
- January 7, 2015: Bergen Community College, Moses Center, 400 Paramus Road, Paramus, New Jersey 07652 (4-7 pm)

Comments on the Substantial Amendment can be submitted on DCA's website at: <http://www.state.nj.us/dca/announcements/approved/sandy.html>, by U.S. mail and at the two public hearings.

4.1 Citizen Participation Plan

In developing this Substantial Amendment, the State will comply with all citizen participation plan requirements, including the requirements in Federal Register Notice FR-5696-N-11. These steps have included the following:

- The State has issued this Substantial Amendment and will make it available to the public for a comment period of no less than thirty days prior to its submission to HUD. DCA has posted this Substantial Amendment prominently on its official website to afford citizens, affected local governments, and other interested parties a reasonable opportunity to examine the Substantial Amendment's contents.
- The Rebuild by Design process that informs this Amendment included outreach to community groups, including those that serve minority populations, persons with limited English proficiency, and persons with disabilities.
- The State held a public hearing regarding this Substantial Amendment to the Action Plan. Residents and other stakeholders will be provided reasonable and timely access to information about the public hearing and to the hearing itself.

Certain elements of the citizen participation requirements remain unchanged since the issuance of the State's Action Plan. In preparing this Substantial Amendment, the State has complied with these elements of the citizen participation requirements as well, which include the following:

- The State will notify the public that the Substantial Amendment is available for review and comment through electronic mailings, press releases, statements by public officials, media advertisements, public service announcements, and/or contacts with community-based organizations.
- The State will make these documents available in a form accessible to persons with disabilities and persons of limited English proficiency (LEP).
- The State will reach out to local nonprofit and civic organizations to disseminate information about and make available a copy of this Substantial Amendment.
- The State will consider all written comments it receives on this Substantial Amendment as well as all oral comments at the public hearings.
- The State continues to make the Action Plan, all amendments, and all performance reports available to the public on its website and upon request.

The State shall provide citizens, local officials, and other stakeholders with reasonable and timely access to information and records relating to the Action Plan, this Substantial Amendment and the State's use of CDBG-DR funds. Written comments submitted to the Department of Community Affairs via email should be addressed to sandy.publiccomment@dca.nj.gov, and by U.S. mail, to the attention of Jamie Saults, NJ Department of Community Affairs, 101 South Broad Street, Post Office Box 823, Trenton, New Jersey 08625-0823.

4.2 Summary of Public Comment

Consistent with HUD requirements, this Substantial Amendment will be made available for public comment for a period of at least thirty (30) days. Written comments can be submitted to the Department of Community Affairs via email at sandy.publiccomment@dca.nj.gov, or to the attention of Jamie Saults, NJ Department of Community Affairs, 101 South Broad Street, Post Office Box 823, Trenton, New Jersey 08625-0823. The State also will solicit public comments at the public hearings.

The State will review the public comments provided during the comment period. All comments will receive equivalent treatment regardless of whether they are submitted by email, U.S. mail, or at a public hearing.

Per HUD guidelines, the State will synthesize the comments it receives and provide written responses.

Rebuild By Design Organizational Chart

Goal

- Status
- Update
- Policy Issues
- Executive Management



Team

- DEP Management
- DEP Project Management
- Mayors
- HUD Leadership
- Other Critical Stakeholders (e.g., NJ Transit and North Hudson Sewage Authority for the Hudson RBD project)

- Program Management
- Project Management
- Policy Issue Delineation
- Issue Management
- Engineering Work



- City Engineers/Planners
- Federal Agencies
- DEP

