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Create and execute continuing, cooperative and comprehensive regional long-range planning efforts that pro-actively drive transportation decisions to improve safety, connectivity, economic development and quality of life in the Wilmington region.

Technical Coordinating Committee Meeting Agenda

TO: Technical Coordinating Committee Members
FROM: Mike Kozlosky, Executive Director
DATE: September 7, 2017
SUBJECT: September 13th meeting

A meeting of the Wilmington Urban Area MPO's Technical Coordinating Committee will be held on Wednesday, September 13th at 10 am. The meeting will be held in the Lord Spencer Compton Conference Room at 102 North 3rd Street in downtown Wilmington.

The following is the agenda for the meeting:

- 1) Call to Order
- 2) Approval of the Agenda
- 3) Presentation
 - a. "Go Coast" 2017 Commuter Challenge- Adrienne Harrington, WMP
 - b. Wilmington Rail Improvements – Landside Rail Improvements Serving the Port and Moving Trains Safely through the Community- Brian Speight, Mott MacDonald
- 4) Consent Agenda
 - a. Approval of TCC Meeting Minutes- August 16, 2017
 - b. Resolution authorizing the Wilmington Urban Area MPO's submission of a NCDOT FY 2019 Transportation Demand Management Grant and provide the required local match
- 5) Regular Agenda
 - a. Resolution adopting the Wilmington Urban Area Metropolitan Planning Organization's Public Transportation Funding Allocation Plan
- 6) Discussion
 - a. Direct Attributable Programs
 - b. Infrastructure for Rebuilding America (INFRA) Grant
 - c. MPO Staffing
- 7) Updates
 - a. Crossing over the Cape Fear River
 - b. Wilmington Urban Area MPO
 - c. Wilmington Urban Area MPO's Metropolitan Transportation Plan
 - d. Cape Fear Public Transportation Authority
 - e. NCDOT Division

Wilmington Urban Area Metropolitan Planning Organization

City of Wilmington • Town of Carolina Beach • Town of Kure Beach • Town of Wrightsville Beach
County of New Hanover • Town of Belville • Town of Leland • Town of Navassa • County of Brunswick
County of Pender • Cape Fear Public Transportation Authority • North Carolina Department of Transportation

-
- f. NCDOT Transportation Planning Branch
- 8) Announcements
- a. WMPO Bike/Ped Committee Meeting- September 12th
- b. Oleander Drive Public Meeting- September 12th
- 9) Next meeting –October 11, 2017

Attachments:

- TCC Meeting Minutes- August 16, 2017
- Resolution authorizing the Wilmington Urban Area MPO's submission of a NCDOT FY 2019 Transportation Demand Management Grant and provide the required local match
- Federal Transit Administration Formula Program 5307/5340 FTA Funding Allocations for NC Transit Systems Within Urbanized Areas Report
- Wilmington Urban Area Metropolitan Planning Organization's Public Transportation Funding Allocation Plan
- Resolution adopting the Wilmington Urban Area Metropolitan Planning Organization's Public Transportation Funding Allocation Plan
- Direct Attributable Funding Program Memorandum
- Infrastructure for Rebuilding America Information
- Cape Fear River Crossing Update (September)
- Wilmington MPO Project Update (September)
- Cape Fear Public Transportation Authority Update (September)
- NCDOT Project Update (September)

**Wilmington Urban Area
Technical Coordinating Committee
Wednesday, August 16, 2017
Meeting Minutes**

Members Present:

Mike Kozlosky, Wilmington MPO
Don Bennett, City of Wilmington
Adrienne Harrington, Wilmington MPO
Abby Lorenzo, Town of Carolina Beach
Nancy Avery, Town of Kure Beach
Tim Owens, Wrightsville Beach
Rebekah Roth, New Hanover County
Stephanie Ayers, NC Ports Authority
John Allen, Town of Belville

Ashli Barefoot, Town of Leland
Helen Bunch, Brunswick County
Kyle Breuer, Pender County
Allen Serkin, Cape Fear COG
Alan Pytcher, NCDOT
Division of Highways
Nazia Sarder, NCDOT Planning
Megan Matheny, Cape Fear Public
Transportation Authority

1. Call to Order

Mr. Kozlosky called the meeting to order at 10:06 a.m.

2. Approval of Agenda

Mr. Serkin made the motion to approve the agenda with no changes. Ms. Harrington seconded the motion and it carried unanimously.

3. Presentation

a. Prioritization 5.0 - Prioritization and Programming, Alan Pytcher, NCDOT

Mr. Pytcher stated that the SPOT office in Raleigh asked all DPE's (Division Planning Engineers) across the state, of which there are approximately 14, to give a brief presentation on the STIP (Statewide Transportation Improvement Program) and prioritization process. He noted that the current STIP is for 2016-2025, and the current prioritization process is for 2018-2027. He added that the program consists of identifying funding and scheduling of projects in the DOT's capital program.

Mr. Pytcher stated that the first five (5) years of the program are committed projects and the second five years are for scoping and environmental development. He noted that the federal government requested that the state update the STIP every four (4) years; but the NCDOT updates it every two (2) years.

Mr. Pytcher stated that the current STIP contains more than \$28 billion in projects from highway, non-highway, bridges, safety, and interstate maintenance, etc. He noted that Strategic Transportation Investment (STI) Law was passed in 2013 (House Bill 817), which involved prioritization and funding of North Carolina projects in a cascade effect. He added that the law prioritizes NCDOT across all six (6) modes (highway, aviation, rail, public transportation, ferry, and bicycle and pedestrian) and ties funding to prioritization results.

Mr. Pytcher stated that a workgroup has met in Raleigh to discuss prioritization. He noted that prioritization 5.0 consists of representatives of four (4) MPOs, four (4) RPOs, the Metro Mayors Coalition, League of Municipalities, the regional

Council of Governments, Association of County Commissioners, and 12 from NCDOT in addition to those in an advisory capacity.

Mr. Pytcher stated that the workgroup met 18 times this past year from October 3 through June 19. He gave an overview of the tiered workings of the STI. He noted that of the \$28 million, 40 percent goes to statewide mobility, 30 percent to Regional and 30 percent to the Division. He also gave an overview of eligibility definitions and criteria for the various modes. He noted that default criteria would be used and alternative weights would not carry over to P5.0. He added that the Wilmington MPO 19 projects. He gave an overview of relevant dates and contact information. A question/answer and discussion period was held.

4. Consent Agenda

- a. Approval of TCC Meeting Minutes – July 12, 2017**
- b. Resolution supporting the submittal of Rail Projects for Prioritization 5.0**
- c. Resolution amending the Wilmington Urban Area MPO Bylaws**
- d. Resolution authorizing the Chairman to enter into the FY 17-18 Section 5303 Agreement between the City of Wilmington, Wilmington Urban Area MPO and Cape Fear Public Transportation Authority**

Mr. Serkin pulled Item 4a (Approval of TCC Meeting Minutes of July 12, 2017) for further consideration.

Ms. Bunch made a motion to approve the Consent Agenda excluding Item 4a, and to forward it to the Board for consideration. Mr. Bennett seconded the motion and it carried unanimously.

Mr. Serkin identified some typographical errors in Item 4a. He made a motion to approve TCC Meeting Minutes of July 12, 2017 with corrections. Mr. Breuer seconded the motion and it carried unanimously.

5. Public Hearing

- a. Resolution adopting the 2018-2027 State/Metropolitan Transportation Improvement Programs**

Mr. Kozlosky told members that the process for Prioritization 5.0 is similar for that followed for Prioritization 4.0. He reminded the Committee that a 30-day public comment period and public hearing are required.

Mr. Bennett made a motion to open the public hearing, seconded by Ms. Lorenzo, and the motion carried unanimously.

No speakers were present to speak.

Mr. Bennett made a motion to close the public hearing, seconded by Ms. Matheny, and the motion carried unanimously.

Mr. Breuer made a motion to approve the Resolution adopting the 2018-2027 State/Metropolitan Transportation Improvement Programs, and to forward it to the MPO Board for consideration. Ms. Ayers seconded the motion, and it carried unanimously.

6. Regular Agenda**a. Resolution Re-affirming Support to increase Ferry Tolls for the Southport/Fort Fisher Ferry**

Mr. Kozlosky reminded the Committee that it has adopted this resolution twice before. However, NCDOT has not changed the ferry tolls. He noted that a request has been made to re-affirm support for an increase. He added that the MPO Board and RPO Board will consider similar resolutions.

Mr. Breuer made a motion to approve the Resolution Re-affirming Support to increase Ferry Tolls for the Southport/Fort Fisher Ferry, and to forward it to the Board for consideration. Ms. Bunch seconded the motion, and it carried unanimously.

7. Discussion**a. Direct Attributable Programs**

Ms. Kimes gave an overview of the Direct Attributable Programs. She expressed concerns regarding the time lapse between the application submittal process, the design consultant process, and projects being let to construction. She also expressed concerns regarding the gap between funding awarded verses obligated funding, the inaccuracy of high-level engineering estimates, and increased construction costs. She added that the Board has requested that studies also be added to the process. She requested input from members on addressing shortfalls and considering new projects.

A question/answer and discussion period was held. Mr. Kozlosky stated that the Board has expressed an interest in putting existing projects on the ground and improving the current process to avoid these issues. He requested additional time to re-evaluate and expressed concerns regarding impacting project submissions such as for the ports, transit, and aviation.

A question/answer and discussion period was held. Committee members suggested that overages be included in available funds, over-programming be considered, develop a mini-STIP, incentives for good cost estimates and on-time delivery, doing due diligence studies for better estimates, scoring projects in favor of project readiness, and keeping studies separate from projects.

Following a lengthy discussion, Mr. Kozlosky stated that recommendations would be brought back to the Committee at its September meeting. He suggested delaying the call and benchmarking other similar sized MPOs.

b. MPO Staffing

Mr. Kozlosky reminded the Committee that the MPO currently has five (5) staff vacancies. He noted that interviews are ongoing for two (2) Associate Transportation Planners and one (1) GIS Analyst. The advertisement for a Senior Transportation Planner is expected to be extended to August 30th. He added that the Construction Manager position is undergoing a reclassification to Project Engineer. He noted that the board has requested information regarding staff retention.

8. Updates

Updates are included in the agenda packet.

9. Announcements

- Next WMPO Bike/Ped Committee Meeting: August 20, 2017
- Next TCC Meeting: September 13, 2017

Mr. Pytcher advised that the contract for the Greenfield Lake project allows the contractor to close the road until mid-December, and that the estimated time for completion is in December as well. He noted that to date the project is on schedule and at 61% complete.

10. Adjournment

With no further items, the meeting was adjourned at 11:21 a.m.

**THE ABOVE MINUTES ARE NOT A VERBATIM RECORD OF THE PROCEEDINGS.
THE ENTIRE PROCEEDINGS ARE RECORDED ON A COMPACT DISC
AS PART OF THIS RECORD.**

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION AUTHORIZING THE WILMINGTON URBAN AREA METROPOLITAN
PLANNING ORGANIZATION TO APPLY FOR FY2019 TRANSPORTATION DEMAND
MANGEMENT PROGRAM (TDM) FUNDING AND PROVIDE THE REQUIRED LOCAL
MATCH**

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization provides transportation planning services for the City of Wilmington, Town of Carolina Beach, Town of Kure Beach, Town of Wrightsville Beach, Town of Belville, Town of Leland, Town of Navassa, New Hanover County, Brunswick County, Pender County, Cape Fear Public Transportation Authority and the North Carolina Board of Transportation; and

WHEREAS, Article 2B of Chapter 136 of the North Carolina General Statutes and the Governor of North Carolina have designated the North Carolina Department of Transportation (NCDOT) as the agency responsible for administering federal and state public transportation funds; and

WHEREAS, the North Carolina Department of Transportation receives funds from the North Carolina General Assembly to provide assistance for Transportation Demand Management (TDM) programs; and

WHEREAS, the purpose of these transportation funds is to provide grant monies to local agencies for TDM program services and activities; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization was awarded FY 16, 17 and 18 Transportation Demand Management grants; and

WHEREAS, in an effort to continue the program, the Wilmington Urban Area Metropolitan Planning Organization must apply annually for these grant funds; and

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby authorizes the Executive Director to submit a grant application for state funding to continue the “Go Coast” Transportation Demand Management Program and agrees to provide the required local match.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization’s Board on September 27, 2017.

Gary Doetsch, Chair

Mike Kozlosky, Secretary

March 15, 2016

Memorandum

To: Large Urban Transit Operators and their MPOs
From: Debbie Collins, Director, Public Transportation
Subject: Graduation Study Final Report

We have completed our budget study. This study included a second report that creates a methodology to look at and create a fair and equitable process that quantifies how the FTA formula program funds are earned in the large UZAs. The next steps will be to decide how to create an allocation in each MPO that meets the needs of the systems earning these funds. This could be with any combination of funding managed by the MPO / large transit system. The recommendations (pages 17-18) are summarized below.

All Transit Systems

- National Transit Database (NTD) reporting (Section 5311 and Section 5307) must be completed by every transit system annually and accurately.

Small Urbanized Areas (less than 200,000 population)

- The NCDOT Public Transportation Division will follow FTA regulations that provide for the State to decide the distribution and programming of the transit system funds in UZAs under 200,000 (Small UZAs / Governor's Apportionment). Funding decisions will occur in consultation with the eight small urban transit systems and MPOs. Planning for capital needs will be included in the discussions.

Large Urbanized Areas (over 200,000 population)

- With each census and / or change in federal funding programs, each UZA over 200,000 will develop a fair and equitable distribution formula. This formula will be shared with NCDOT for concurrence.
- Following FTA's announcement of federal funding, the Public Transportation Division (PTD) will develop and publish a funding distribution for each UZA consistent with the current FTA formula.
- As part of the State Transportation Improvement Program (STIP) amendment process, each large UZA will submit their allocation process as an MPO adopted Transit Program of Projects to NCDOT PTD for approval. Upon approval, State Maintenance Assistance Program (SMAP) funds can be allocated to eligible recipients.
- FTA has stated that, as part of the local decision making process, there is no problem with adding a step for NCDOT to approve the split letters of large UZA designated recipients. (3/11/2016)
- The MPOs and transit systems must work with the NCDOT to implement a Transit Asset Management system that funds a proportion of the Community Transportation transit system's vehicle fleets with urban funding.
- NCDOT can assume oversight of the NC Community Transportation transit systems receiving FTA Section 5311 funds and large UZA Section 5307.

We look forward to meeting with the MPOs and the transit systems in their UZA. If you have any questions, please call me at 919 707 4684, dgcollins1@ncdot.gov.



Federal Transit Administration Formula Program

5307/5340 FTA Funding Allocations for NC Transit Systems Within Urbanized Areas

February 2016

James Ritchey, Whitman Requardt & Associates

Kai Monast, Institute for Transportation Research and Education



Public Transportation Division

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ITRE

Institute for Transportation Research and Education
at North Carolina State University



Whitman, Requardt & Associates
Engineers · Architects · Environmental Planners

Acknowledgements

This analysis is part of the NCDOT Public Transportation Division's (PTD) 2015 funding study. The work performed in this analysis is greatly appreciated. A concept that started in April 2014, this analysis creates the framework for implementing a complex federal funding scenario for NC transit systems operating in an urban and rural environment. Several individuals and organizations played a role in this project and are acknowledged below.

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Section 5307/5340 FTA Funding Allocations within Urbanized Areas for Transit Systems

Overview

The Federal Transit Administration (FTA) allocates funds to each Urbanized Area (UZA) in the United States with a population greater than 50,000 people with the expectation that these funds will be shared equitably among public transportation operators within the UZA. This program, referred to as the Urbanized Area Formula Program (Section 5307), is the primary source of financial support for capital, preventative maintenance and other eligible public transportation expenses for most communities¹. Funding levels are determined using the FTA-defined Urbanized Area Formula. In addition, the FTA also allocates funds to UZAs using a formula that accounts for growing states and high densities states, referred to as Section 5340 funds.

The purpose of this research is to review Section 5307/5340 sub-allocation approaches within UZAs that are serviced by more than one public transportation operator that is eligible to receive FTA Urban Area Formula Program funding. This study is intended to increase awareness of how individual transit systems earn money for their UZAs and be used as a resource for evaluating the fairness and equity of funding distribution formulas.

This research begins with background data and the local context then discusses the funding formula methodology utilized for determining the proportional Section 5307/5340 funding generated by each transit system, the funding estimates for each UZA, limitations and assumptions for this analysis, and concluding remarks and recommendations.

Background

Intra-UZA Sub-Allocation

Section 5307/5340 funds are allocated to FTA-defined Urbanized Area (UZA) designated recipients. If more than one eligible operator exists within the UZA, the designated recipient is expected to fairly and equitably distribute the funds between each operator. The number of UZAs in the United States has grown substantially over the past decade – the 2010 Census brought a 43% increase in the number of UZAs in the U.S. from 2000¹. In addition, the number of transit operators within UZAs has also increased. As a result, the number of public transportation operators that share FTA allocations has increased the complexity of sub-allocation equity.

Designated Recipients

It is the role of UZA designated recipients to receive FTA formula-based allocations and equitably sub-allocate funds to operators within each UZA. Designated recipients of Section 5307/5340 funds may

¹ Transit Cooperative Research Program Synthesis 113. “Sub-allocating FTA Section 5307 Funding Among Multiple Recipients in Metropolitan Areas”. Washington, DC. 2014.
http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp_syn_113.pdf

include local governments, local transit authorities, transit service providers and Metropolitan Planning Organizations (MPOs). In UZAs in which the MPO is not the designated recipient, the MPO must still concur with the intra-UZA funding sub-allocation. The state of North Carolina receives and distributes Section 5307/5340 funds for UZAs with a population less than 200,000 people.

The responsibility of sub-allocation to multiple recipients for large UZAs (population greater than 200,000) is shared by both the designated recipient and the MPO (in instances when the MPO is not the designated recipient). Designated recipients of large UZAs with multiple recipients may replicate the FTA funding formula for sub-allocation or develop a local process for sub-allocating Section 5307 funds that “best serve the needs of the region”¹. Yet, the FTA does not provide specific information regarding each transit system’s equitable funding share that is attributable to population and operating data within the Urbanized Area.

Local Context: The North Carolina Section 5307/5340 Funding Allocation Landscape

While the equitable allocation of funds across transit systems is a federal and state-level policy goal, three policy and demographic factors have complicated the equitable allocation of Section 5307/5340 funds in North Carolina.

1. First, the definition of Urbanized Areas and corresponding geographic boundaries has evolved over recent years. Corresponding to these definitional changes, the actual physical land area of Urbanized Areas in North Carolina has grown over the past few decades. This change in the UZA boundaries shifts the eligibility of some North Carolina communities from a rural service area (Section 5311) to an Urbanized Area (Section 5307). Not only are some transit systems that have traditionally been considered rural now eligible for urban funding, but these transit systems have also experienced reductions in their rural Section 5311 funding, which leaves a funding gap.
2. Second, population growth rates in the urban areas of North Carolina have increased substantially in the past two decades. UZAs are not only growing in size, but there are also more of them (most recently, New Bern in 2010). In total, the urbanized population in NC has grown from 2.4 million in 1990 to 5.2 million in 2010, while North Carolina’s non-urbanized population has held steady at approximately 4 million persons between 1990 and 2010. *Appendix A (North Carolina’s Urbanized Area Growth Trends from 1990 to 2010)* provides detailed information pertaining to the state’s UZA growth patterns and definitional boundaries.
3. Third, changes in the FTA Section 5307/5340 funding apportionments occur on an annual basis according to Federal policy. The year to year funding formula relies on federal funding levels and operations data from two years prior. Fluctuations are primarily attributable to changes in funding levels and three transit operations data categories: revenue miles; passenger miles; and operating costs. As a result, the allocations of Section 5307/5340 funds vary by fiscal year.

Section 5307/5340 Funding Formula: Allocation Methodology

The FTA Section 5307 Urbanized Area funding formula uses data for population size, population density, low income population, reported revenue miles, passenger miles, and operating cost. The FTA formula multiplies values for each of these variables by specific funding factors. US Census data is the most precise geographic unit available for this purpose and is congruent with Urbanized Area, county and municipal boundaries. To accurately match data used by FTA to determine UZA funding, population and land area data were collected at the census block level and low income population data were collected at the Urbanized Area level. The following table (Table 1) describes each data element and includes links to the digital source location.

Table 1 Section 5307 Funding Formula Data Elements

Dataset	Description	Link
Total Population	2010 Census Data for UZA Population	http://www.fta.dot.gov/grants/12853_16352.html
Land Area	2010 Census Data for UZA Land Area	http://www.fta.dot.gov/grants/12853_16352.html
Population Density	2010 Census Data for UZA Population Density	http://www.fta.dot.gov/grants/12853_16352.html
Revenue Miles	Annual Federal Funding Allocation Statistics form (FFA-10)	http://www.ntdprogram.gov/ntdprogram/database/2013_database/2013%20FFA10.xls
Low Income Population	ACS Table B.17024: <i>Age by Ratio of Income to Poverty in the Last Twelve Months.</i> (2008-2012 5 years estimates) * Defines low income persons as those with incomes of up to 150% of poverty.	http://www.fta.dot.gov/grants/12853_16358.html
FY 2015 FTA 5307 Formula Rates	FISCAL YEAR 2015 FORMULA PROGRAMS APPORTIONMENT DATA UNIT VALUES * Used to calculate 5307 amounts by transit system	http://www.fta.dot.gov/documents/FY_15_Full_Year_Unit_Values_Table_5_Final.xlsx
FY 2015 FTA 5307 Apportionment	FY 2015 SECTION 5307 AND SECTION 5340 URBANIZED AREA APPORTIONMENTS	http://www.fta.dot.gov/documents/FY_15_Full_Year_Apportionment_Table_3.xlsx
City boundary	2010 census place	ftp://ftp2.census.gov/geo/tiger/TIGER2010/PLACE/2010/
County boundary	2010 census county	ftp://ftp2.census.gov/geo/tiger/TIGER2010/COUNTY/2010/
Urbanized Area boundary	2010 census Urbanized area	ftp://ftp2.census.gov/geo/tiger/TIGER2010/UA/2010/
Block boundary	2010 census block	https://www.census.gov/cgi-bin/geo/shapefiles/index.php?year=2010&layergroup=Blocks

Methodology for UZA Population and Land Area Data

Total Population and Land Area Estimates

The Urbanized Area (UZA) population and land area were directly calculated by aggregating census blocks within city or county boundaries that intersect the UZA, shown as the map below (Figure 1). Of critical importance, the aggregate population size and land area of every UZA in the analysis matches the published FTA funding formula values for UZA population size and land area.

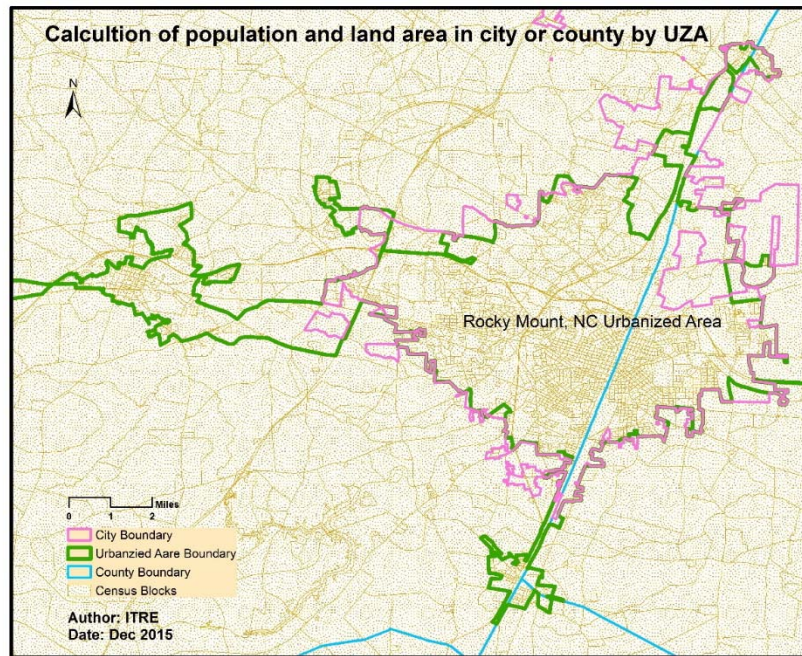


Figure 1 Method used to aggregate total population and land area

Low Income Population Estimates

The low income population was estimated in three steps. First, low income population was obtained from the 2008-2012 American Community Survey (ACS) at the UZA level, which exactly matches FTA's figures. Next, the data were disaggregated to each census block by the proportion of population to the total UZA population. In this calculation, we assumed that the proportion of the low income population was evenly distributed across all census blocks in the UZA. This assumption was necessary because low income population data were not available at the block level and there were no other readily available datasets that matched FTA data at the UZA level. Third, block level low income populations were summed across each city and county within the UZA. See the *Limitations and Assumptions* section for further discussion.

Population Density

Population density is the number of people per square mile. The formula for calculating density is:

$$\text{Population Density} = \text{Population} / \text{Land Area (square mile)}$$

Revenue Miles

FTA apportionment tables that show miles should be used when available². In this case, the revenue miles were obtained from the 2013 FFA-10 table found on the National Transit Database (NTD) website³. Urbanized Area revenue miles were calculated using the following categorical system definitions:

1. **Urban System:** Transit system revenue miles include fixed route service, demand response service, and miles associated with other non-fixed guideway transit service (e.g. vanpool) within Urbanized Areas. If the transit system intersected more than one Urbanized Area, the revenue miles attributable to each UZA were collected from revenue mile information reported on FFA-10 forms.
2. **Community Transportation System:** Revenue miles were obtained from the 2013 FFA-10 data for Community Transportation (CT) systems that reported to the Urban NTD in FY2013.

Funding Formula

After compiling the 2010 Census data and revenue mile data from FY2013, values for total population, population density, low income population and revenue miles were multiplied by FTA's FY2015 Section 5307 formula rates shown in *Table 2* to calculate the Section 5307 funding allocation amounts by UZA. The rates used in the calculation are based on total UZA population. Note: the revenue miles allocation amount only applies to Urbanized Areas with populations greater than 200,000 persons.

Table 2 Fiscal Year 2015 FTA Funding Formula Program Apportionment Data Unit Values

Urbanized Area	Urbanized Population	Population Density	Low Income Population	Revenue Vehicle Miles
>1,000,000 Persons	3.0994800	0.0008261	2.2743763	0.4193926
>200,000 Persons	2.6815465	0.0012257	2.2743763	0.5348053
<200,000 Persons	6.2864167	0.0032012	4.0439619	--

Funding Formula Apportionments

The FTA formula for determining UZA apportionments are based on values for the entire urbanized area. Revenue miles are reported by jurisdiction and can therefore be easily calculated. To disaggregate the other data to the jurisdiction level it is necessary to use proportions based on the variables in the formula to ensure that the jurisdiction totals sum to the UZA totals.

Population Density Allocation

Disaggregating population density to the jurisdiction level requires multiple steps. First, the allocation is calculated for the entire UZA. Next, population density is calculated for each jurisdiction. Then, the

² http://www.fta.dot.gov/12853_13935.html

³ http://www.ntdprogram.gov/ntdprogram/database/2013_database/2013%20FFA10.xls

proportion of the jurisdiction's population to the UZA population is calculated and multiplied by the jurisdiction's population density to establish the jurisdiction density share. The jurisdiction population density allocation is then calculated by dividing the jurisdiction density share by the sum of all of the jurisdiction density shares within the UZA. Then, this value gets multiplied by the amount in Step 1.

Jurisdiction Density Share=

$$\text{Jurisdiction Pop. Density} * (\text{Jurisdiction Pop.} / \text{UZA Pop.})$$

Population Density Allocation=

$$(\text{Jurisdiction Density Share} / \sum (\text{Jurisdiction Density Share})) * \text{UZA Population Density Allocation}$$

Performance Tier Funding Levels

After determining the performance tier funding level for the entire UZA, performance tier funding was disaggregated to jurisdictions that reported passenger miles. Each jurisdiction's funding was calculated in multiple steps. First, the jurisdiction passenger miles share was calculated by multiplying the cost per passenger mile by passenger miles. Then, the jurisdiction passenger miles share was divided by the sum of jurisdiction passenger miles share in the UZA. This value was then multiplied by the performance tier allocation to the UZA.

Jurisdiction Passenger Mile Share =

$$\text{Passenger Miles} * \text{Passenger Miles} / \text{Operating Cost}$$

Performance Tier Allocation =

$$(\text{Jurisdiction Pass Mile Share} / \sum (\text{Jurisdiction Pass Mile Share})) * \text{UZA Bus Tier Allocation}$$

Section 5307 amount -- UZA Total Population less than 200,000

For the UZAs with population less than 200,000 (small urbanized areas), the Section 5307 funding amount by transit system is the sum of population allocation, population density allocation and low income population allocation. This funding category is called the Governor's Apportionment and is managed by the NCDOT Public Transportation Division.

FTA §5307 UZA Allocation Less than 200,000 =

$$\text{UZA Population} + \text{Population Density Share} + \text{UZA Low Income Population}$$

Section 5307 amount -- UZA Total Population greater than or equal to 200,000

For the UZAs with population greater than or equal to 200,000 (large urbanized areas), the Section 5307 funding amount by transit system is the sum of population allocation, weighted population allocation, low income population allocation, and revenue mile allocation. The Section 5307 funding amount also includes the performance tier fund for transit systems that report passenger miles.

FTA §5307 UZA Allocation Greater Than or Equal to 200,000 =

$$\text{UZA Population} + \text{UZA Population Density} + \text{UZA Low Income Population} + \text{UZA Revenue Miles} + \text{Performance Tier}$$

Section 5340 and Total FTA Allocation Amount

The proportion of Section 5307 funding amount (without the performance tier funds) was then used to distribute the FTA published UZA Section 5340 funding amount. The total allocation amount by transit system was calculated by adding the Section 5307 and Section 5340 estimates.

Section 5307/5340 Sub-Allocation using the FTA Formula Methodology

Decisions regarding the sub-allocation of Section 5307/5340 funds to public transportation operators within a UZA ultimately resides with the UZA designated recipient and the MPO. The lack of explicit guidance regarding sub-allocation methods leaves UZAs with a choice – recreate the FTA Urbanized Area Program Formula used to determine Section 5307 UZA funding levels or develop a local sub-allocation process that reflects the needs of the UZA. This study is intended to increase awareness of how individual transit systems earn money for their UZAs and be used as a resource for evaluating the fairness and equity of funding distribution formula. The tables shown below are not intended to be used verbatim but as a guide. The formulas in this document are one way that the federal funds can be shared fairly and equitably.

5307/5340 FTA Funding Generated by Transit System

Table 3 FY 2015 Allocation - North Carolina UZA with Population greater than 1,000,000

UZA	Jurisdiction	Urban Transit	Allocation Data					Section 5307/5340 Funding Allocation									
			Population	Population Density	Low Income Population	Revenue Miles	Passenger Miles	Operating Cost	Urbanized Population Allocation	Population Density Allocation	Low Income Allocation	Revenue Miles Allocation	Bus Tier Allocation	Fixed Guideway Tier	5307 Without Performance	5340	FY2015 Allocation
		FY Section 5307 Rates	3.09948	0.00082606682	2.2743763	0.4193926	0.0096635181										
Charlotte, NC-SC			1,249,442	1,685.04	269,369	18,482,965	121,787,099	\$93,068,192	\$3,872,620	\$1,739,168	\$612,646	\$7,751,619	\$1,540,056	\$1,586,154	\$13,976,054	\$1,102,943	\$18,205,207
	City of Charlotte	Charlotte Area Transit	731,389	2,458.33	157,681	15,270,786	121,078,869	\$91,083,349	\$2,266,926	\$1,294,637	\$358,626	\$6,404,455	\$1,537,642	\$1,586,154	\$10,324,644	\$814,786	\$14,263,226
	Concord/Kannapolis	Concord/Kannapolis	9,965	2,497.17	2,148				\$30,886	\$17,918	\$4,886				\$53,690	\$4,237	\$57,927
	Cabarrus		3,552	1,043.06	766				\$11,009	\$2,668	\$1,742				\$15,419	\$1,217	\$16,636
	Catawba		224	536.50	48				\$694	\$87	\$110				\$891	\$70	\$961
	Gaston		847	888.21	183				\$2,625	\$542	\$415				\$3,582	\$283	\$3,865
	Iredell		98,991	1,023.67	21,342	509,947			\$306,821	\$72,965	\$48,539	\$213,868			\$642,193	\$50,680	\$692,872
	Lancaster, SC		14,382	1,045.59	3,101				\$44,577	\$10,828	\$7,052				\$62,457	\$4,929	\$67,385
	Lincoln		10,714	946.19	2,310				\$33,208	\$7,299	\$5,253				\$45,761	\$3,611	\$49,372
	Mecklenburg		178,441	1,162.83	38,470	2,167,459	708,230	\$1,984,843	\$553,074	\$149,407	\$87,496	\$909,016	\$2,414		\$1,698,993	\$134,079	\$1,835,486
	Union		146,361	1,201.35	31,554	534,773			\$453,643	\$126,606	\$71,766	\$224,280			\$876,295	\$69,154	\$945,449
	York, SC		54,576	1,430.44	11,766				\$169,157	\$56,212	\$26,761				\$252,130	\$19,897	\$272,027

Table 4 FY 2015 Allocation - North Carolina UZA with Population between 200,000 and 1,000,000

UZA	Jurisdiction	Urban Transit	Allocation Data						Section 5307/5340 Funding Allocation							
			Population	Population Density	Low Income Population	Revenue Miles	Passenger Miles	Operating Cost	Urbanized Population Allocation	Population Density Allocation	Low Income Allocation	Revenue Miles Allocation	Bus Tier Allocation	5307 Without Performance	5340	FY2015 Allocation
		FY Section 5307 Rates	2.681547	0.001226	2.274376	0.534805	0.0096635181									
Asheville, NC			280,648	1059.50	76,355	1,886,920	5,724,973	\$7,211,328	\$752,571	\$364,448	\$173,660	\$1,009,135	\$43,920	\$2,299,814	\$247,656	\$2,591,390
	City of Asheville	Asheville Transit	83,175	1892.54	22,629	888,930	4,700,375	\$5,347,924	\$223,038	\$166,948	\$51,467	\$475,404	\$38,650	\$916,857	\$98,732	\$1,054,239
	City of Hendersonville	Henderson County Transit	13,137	1892.90	3,574				\$35,227	\$26,373	\$8,129	\$0	\$0	\$69,730	\$7,509	\$77,239
	Buncombe		97,757	890.56	26,596	634,346	1,024,598	\$1,863,404	\$262,140	\$92,333	\$60,490	\$339,252	\$5,271	\$754,215	\$81,218	\$840,703
	Haywood		26,306	1083.62	7,157	159,073			\$70,541	\$30,233	\$16,278	\$85,073	\$0	\$202,124	\$21,766	\$223,890
	Henderson		58,090	744.56	15,804	204,571			\$155,771	\$45,872	\$35,945	\$109,406	\$0	\$346,994	\$37,366	\$384,360
	Madison		1,948	1212.81	530				\$5,224	\$2,506	\$1,205	\$0	\$0	\$8,935	\$962	\$9,897
	McDowell		-	0.00	-				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Transylvania		235	739.51	64				\$630	\$184	\$145		\$0	\$960	\$103	\$1,063
Concord, NC			214,881	1192.40	59,631	1,904,769			\$576,213	\$314,046	\$135,623	\$1,018,681		\$2,044,563	\$189,620	\$2,234,183
	City of Concord and Kannapolis (Cabarrus)	Concord/Kannapolis Transit	100,234	1467.38	27,816	537,174			\$268,782	\$164,860	\$63,263	\$287,284		\$784,189	\$72,728	\$856,917
	City of Kannapolis (Rowan)	Concord/Kannapolis Transit	9,368	2056.53	2,600	50,205			\$25,121	\$21,594	\$5,913	\$26,850		\$79,478	\$7,371	\$86,849
	City of Salisbury	Salisbury Transit	38,236	1542.97	10,611	114,745			\$102,532	\$66,128	\$24,133	\$61,366		\$254,159	\$23,572	\$277,731
	Cabarrus		29,800	894.81	8,270	605,963			\$79,910	\$29,888	\$18,808	\$324,072		\$452,679	\$41,983	\$494,662
	Davidson		160	1046.38	44				\$429	\$188	\$101	\$0		\$718	\$67	\$784
	Rowan		37,083	755.14	10,291	596,682			\$99,440	\$31,388	\$23,405	\$319,109		\$473,341	\$43,899	\$517,240
Durham, NC			347,602	1912.60	93,330	8,007,197	55,906,574	\$47,274,052	\$932,111	\$814,854	\$212,268	\$4,282,292	\$638,908	\$6,241,524	\$306,739	\$7,187,170
	Town of Chapel Hill (Durham)	Chapel Hill Transit	2,836	1753.95	761	77,736	567,695	\$635,394	\$7,605	\$5,143	\$1,732	\$41,574	\$4,557	\$56,053	\$2,755	\$63,365
	Town of Chapel Hill (Orange)	Chapel Hill Transit	73,716	3051.26	19,793	2,020,590	14,756,077	\$16,515,768	\$197,673	\$232,539	\$45,016	\$1,080,622	\$118,461	\$1,555,850	\$76,462	\$1,750,773
	City of Durham (Durham)	Durham Transit	227,356	2300.18	61,044	3,980,475	24,731,251	\$21,413,956	\$609,666	\$540,656	\$138,838	\$2,128,779	\$256,643	\$3,417,939	\$167,974	\$3,842,556
	Orange	Durham Transit	30	2163.34	8				\$80	\$67	\$18			\$166	\$8	\$174
	Wake	Durham Transit	-	-	-									\$0	\$0	\$0
	Chatham		5,184	1264.66	1,392				\$13,901	\$6,778	\$3,166			\$23,845	\$1,172	\$25,017
	Durham		21,141	634.26	5,676				\$56,691	\$13,863	\$12,910			\$83,463	\$4,102	\$87,565
	Orange		17,339	881.89	4,655	125,832			\$46,495	\$15,809	\$10,588	\$67,296		\$140,188	\$6,890	\$147,077

		Section 5307/5340 Funding Allocation															
UZA	Jurisdiction	Urban Transit	Allocation Data						Section 5307/5340 Funding Allocation								
			Population	Population Density	Low Income Population	Revenue Miles	Passenger Miles	Operating Cost	Urbanized Population Allocation	Population Density Allocation	Low Income Allocation	Revenue Miles Allocation	Bus Tier Allocation	5307 Without Performance	5340	FY2015 Allocation	
	GoTriangle					1,802,564	15,851,551		\$8,708,934				\$964,021	\$259,246	\$964,021	\$47,377	\$1,270,644
	PART														\$0	\$0	\$0
Fayetteville, NC			310,282	1566.80	86,171	1,594,901	8,464,060		\$6,587,486	\$832,036	\$595,859	\$195,985	\$852,962	\$105,093	\$2,476,841	\$273,806	\$2,855,740
	City of Fayetteville	Fayetteville Transit	200,282	1883.44	55,622	1,274,842	8,464,060		\$6,587,486	\$537,065	\$440,103	\$126,505	\$681,792	\$105,093	\$1,785,466	\$197,377	\$2,087,936
	Cumberland		76,447	1294.17	21,231					\$204,996	\$115,428	\$48,287			\$368,710	\$40,760	\$409,470
	Harnett		6,356	958.33	1,765					\$17,044	\$7,107	\$4,015	\$0		\$28,165	\$3,114	\$31,279
	Hoke		26,692	1050.25	7,413	320,059				\$71,576	\$32,706	\$16,860	\$171,169		\$292,311	\$32,314	\$324,625
	Robeson		505	874.93	140					\$1,354	\$515	\$319			\$2,189	\$242	\$2,431
Greensboro, NC			311,810	1683.50	82,640	4,465,195	24,524,528		\$23,977,192	\$836,133	\$643,393	\$187,954	\$2,388,010	\$242,403	\$4,055,491	\$275,155	\$4,573,049
	City of Greensboro	Greensboro Transit	269,131	2401.08	71,329	3,697,558	21,628,237		\$22,690,766	\$721,687	\$619,494	\$162,228	\$1,977,474	\$184,154	\$3,480,884	\$236,169	\$3,901,207
	City of High Point	High Point Transit	194	385.74	51					\$520	\$72	\$117	\$0		\$709	\$48	\$757
	Guilford		42,485	585.01	11,260	456,936				\$113,926	\$23,827	\$25,609	\$244,372		\$407,734	\$27,664	\$435,397
	PART					310,701	2,896,291		\$1,286,426				\$166,165	\$58,249	\$166,165	\$11,274	\$235,687
Hickory, NC			212,195	811.10	62,415	1,012,526	1,949,355		\$3,285,175	\$569,011	\$210,952	\$141,955	\$541,504	\$11,178	\$1,463,422	\$187,250	\$1,661,849
	City of Hickory (Burke)	Western Piedmont Regional Transit	66	71.00	19	1,099	2,116		\$3,565	\$177	\$5	\$44	\$588	\$12	\$814	\$104	\$931
	City of Hickory (Caldwell)	Western Piedmont Regional Transit	18	186.01	5	300	576		\$972	\$48	\$4	\$12	\$160	\$3	\$225	\$29	\$257
	City of Hickory, Conover, Newton	Western Piedmont Regional Transit	60,744	1198.26	17,867	1,011,127	1,946,663		\$3,280,638	\$162,888	\$83,784	\$40,637	\$540,756	\$11,162	\$828,065	\$105,954	\$945,181
	Alexander		4,738	620.57	1,394					\$12,705	\$3,384	\$3,170			\$19,259	\$2,464	\$21,724
	Burke		52,070	752.88	15,316					\$139,628	\$45,125	\$34,834			\$219,587	\$28,097	\$247,684
	Caldwell		54,426	801.37	16,009					\$145,946	\$50,205	\$36,410			\$232,561	\$29,757	\$262,318
	Catawba		40,133	615.71	11,805					\$107,619	\$28,444	\$26,848			\$162,910	\$20,845	\$183,755
Myrtle Beach--Socastee, SC--NC			215,304	1130.92	56,479	-				\$577,348	\$298,440	\$128,455			\$1,004,242	\$191,073	\$1,677,807
	Brunswick		20,279	707.91	5,320					\$54,379	\$17,167	\$12,099			\$83,645	\$15,915	\$99,560
	Georgetown, SC		7,539	1140.29	1,978					\$20,216	\$10,280	\$4,498			\$34,994	\$6,658	\$41,653
	Horry, SC		187,486	1208.68	49,182					\$502,752	\$270,993	\$111,858			\$885,603	\$168,500	\$1,054,103
Raleigh, NC			884,891	1707.80	160,768	8,429,402	49,233,486		\$37,472,099	\$2,372,876	\$1,852,252	\$365,647	\$4,508,089	\$625,098	\$9,098,864	\$780,866	\$10,504,829
	Town of Cary (Chatham)	Cary Transit	1,326	2250.73	241	9,422				\$3,556	\$2,835	\$548	\$5,039		\$11,977	\$1,028	\$13,005

UZA	Jurisdiction	Urban Transit	Allocation Data								Section 5307/5340 Funding Allocation						
			Population	Population Density	Low Income Population	Revenue Miles	Passenger Miles	Operating Cost	Urbanized Population Allocation	Population Density Allocation	Low Income Allocation	Revenue Miles Allocation	Bus Tier Allocation	5307 Without Performance	5340	FY2015 Allocation	
	Town of Cary (Wake)	Cary Transit	133,502	2673.79	24,255	948,586											
	City of Raleigh (Durham)	Capital Area Transit	1,063	3908.43	193	12,748	87,418	\$73,464	\$2,850	\$3,946	\$439	\$6,818	\$980	\$14,054	\$1,206	\$16,240	
	City of Raleigh (Wake)	Capital Area Transit	402,750	3044.88	73,172	4,829,835	33,121,017	\$27,833,876	\$1,079,993	\$1,164,824	\$166,421	\$2,583,021	\$371,228	\$4,994,260	\$428,608	\$5,794,096	
	Chatham		3	159.31	1				\$8	\$0	\$1			\$10	\$1	\$11	
	Durham		132	842.16	24				\$354	\$106	\$55			\$514	\$44	\$558	
	Franklin		4,829	700.58	877				\$12,949	\$3,213	\$1,995			\$18,158	\$1,558	\$19,716	
	Granville		963	737.00	175				\$2,582	\$674	\$398			\$3,654	\$314	\$3,968	
	Harnett		5,938	1101.88	1,079				\$15,923	\$6,215	\$2,454			\$24,592	\$2,110	\$26,702	
	Johnston		37,449	903.26	6,804				\$100,421	\$32,130	\$15,474			\$148,025	\$12,704	\$160,729	
	Wake		296,936	1061.02	53,948				\$796,248	\$299,254	\$122,697			\$1,218,199	\$104,546	\$1,322,745	
	GoTriangle					1,944,693	16,025,051	\$9,564,759				\$1,040,032	\$252,890	\$1,040,032	\$89,256	\$1,382,178	
	NCSU-Wolfline					684,118						\$365,870		\$365,870	\$31,399	\$397,269	
Wilmington, NC			219,957	1644.30	51,066	1,734,322	7,142,070	\$7,853,247	\$589,825	\$443,294	\$116,143	\$927,525	\$62,767	\$2,076,787	\$194,100	\$2,333,655	
	City of Wilmington	Wilmington Transit	106,476	2160.12	24,720	1,734,322	7,142,070	\$7,853,247	\$285,520	\$262,425	\$56,222	\$927,525	\$62,767	\$1,531,692	\$143,155	\$1,737,614	
	Brunswick		19,636	935.11	4,559				\$52,655	\$20,950	\$10,368			\$83,974	\$7,848	\$91,822	
	New Hanover		91,702	1510.31	21,290				\$245,903	\$158,023	\$48,421			\$452,347	\$42,277	\$494,624	
	Pender		2,143	775.46	498				\$5,747	\$1,896	\$1,132			\$8,774	\$820	\$9,594	
Winston-Salem, NC			391,024	1212.20	106,315	3,009,279	15,673,083	\$15,064,454	\$1,048,549	\$580,966	\$241,800	\$1,609,378	\$157,576	\$3,480,694	\$345,057	\$3,983,327	
	City of Winston-Salem	Winston-Salem Transit	229,432	1742.63	62,380	2,245,015	8,131,534	\$12,803,100	\$615,233	\$432,617	\$141,876	\$1,200,646	\$26,845	\$2,390,371	\$236,968	\$2,654,184	
	Davidson		48,476	788.45	13,180				\$129,991	\$41,357	\$29,976			\$201,324	\$19,958	\$221,282	
	Davie		7,062	815.60	1,920				\$18,937	\$6,232	\$4,367			\$29,536	\$2,928	\$32,464	
	Forsyth		94,316	877.33	25,643				\$252,913	\$89,534	\$58,323			\$400,770	\$39,730	\$440,500	
	Guliford		218	984.97	59				\$585	\$232	\$135			\$952	\$94	\$1,046	
	Stokes		11,520	881.92	3,132				\$30,891	\$10,993	\$7,124			\$49,008	\$4,858	\$53,867	
	PART					764,264	7,541,549	\$2,261,354				\$408,732	\$130,732	\$408,732	\$40,520	\$579,984	

Table 5 FY 2015 Allocation - North Carolina UZA with Population less than 200,000

UZA	Jurisdiction	Urban Transit	Allocation Data			Section 5307/5340 Funding Allocation						
			Population	Population Density	Low Income Population	Urbanized Population Allocation	Population Density Allocation	Low Income Allocation	5307	5340	FY2015 Allocation	
		FY Section 5307 Rates	\$6,286,417	\$0.003201	\$4,043,962							
Burlington, NC			119,911	1,326.00	34,916	\$753,811	\$508,997	\$141,199	\$1,404,007	\$105,815	\$1,509,822	
	City of Burlington (Alamance)		49,204	2,116.43	14,327	\$309,317	\$295,822	\$57,939	\$663,078	\$49,974	\$713,052	
	City of Burlington (Guilford)		639	1,018.23	186	\$4,017	\$1,848	\$752	\$6,618	\$499	\$7,117	
	Alamance		58,767	1,076.31	17,112	\$369,434	\$179,680	\$69,200	\$618,313	\$46,600	\$664,911	
	Guilford		6,761	1,142.81	1,969	\$42,502	\$21,949	\$7,961	\$72,413	\$5,457	\$77,870	
	Orange		4,540	751.98	1,322	\$28,540	\$9,698	\$5,346	\$43,585	\$3,285	\$46,869	
	PART						\$0		\$0	\$0	\$0	
Gastonia, NC-SC			169,495	1,222.55	51,105	\$1,065,516	\$663,340	\$206,667	\$1,935,523	\$149,427	\$2,085,121	
	City of Gastonia	Gastonia Transit	71,296	1,712.97	21,497	\$448,196	\$365,324	\$86,932	\$900,452	\$69,517	\$969,969	
	Cleveland		11,171	1,128.52	3,368	\$70,226	\$37,711	\$13,621	\$121,557	\$9,385	\$130,942	
	Gaston		86,783	1,001.10	26,166	\$545,554	\$259,881	\$105,815	\$911,250	\$70,351	\$981,601	
	Lincoln		83	515.26	25	\$522	\$128	\$101	\$751	\$58	\$809	
	York, SC		162	611.10	49	\$1,018	\$296	\$198	\$1,512	\$117	\$1,629	
Goldsboro, NC			61,054	1,153.80	20,924	\$383,811	\$225,506	\$84,616	\$693,932	\$53,877	\$747,809	
		Goldsboro-Wayne Transportation Authority										
	City of Goldsboro		35,690	1,667.39	12,231	\$224,362	\$167,901	\$49,463	\$441,727	\$34,296	\$476,023	
	Wayne		25,364	804.95	8,693	\$159,449	\$57,604	\$35,152	\$252,206	\$19,581	\$271,787	
Greenville, NC			117,798	1,806.80	41,548	\$740,527	\$681,335	\$168,019	\$1,589,881	\$103,950	\$1,693,801	
	City of Greenville	Greenville Area Transit	83,434	2,834.28	29,428	\$524,501	\$597,851	\$119,004	\$1,241,356	\$81,163	\$1,322,519	
	Pitt		34,364	960.93	12,120	\$216,026	\$83,484	\$49,014	\$348,525	\$22,787	\$371,312	
High Point, NC			166,485	1,473.40	48,559	\$1,046,594	\$785,251	\$196,371	\$2,028,216	\$146,914	\$2,175,130	
	City of High Point (Guilford)	High Point Transit	98,802	2,046.05	28,818	\$621,111	\$566,127	\$116,538	\$1,303,775	\$94,439	\$1,398,214	
	City of High Point (Davidson)	High Point Transit	5,249	2,799.20	1,531	\$32,997	\$41,147	\$6,191	\$80,336	\$5,819	\$86,155	
	City of High Point (Forsyth)	High Point Transit	6	56.45	2	\$38	\$1	\$7	\$46	\$3	\$49	
	City of High Point (Randolph)	High Point Transit	11	38.29	3	\$69	\$1	\$13	\$83	\$6	\$89	

UZA	Jurisdiction	Urban Transit	Allocation Data			Section 5307/5340 Funding Allocation					
			Population	Population Density	Low Income Population	Urbanized Population Allocation	Population Density Allocation	Low Income Allocation	5307	5340	FY2015 Allocation
	Davidson		31,814	1,135.10	9,279	\$199,996	\$101,131	\$37,525	\$338,652	\$24,530	\$363,182
	Forsyth		1,154	935.69	337	\$7,255	\$3,024	\$1,361	\$11,640	\$843	\$12,483
	Guliford		8,176	769.11	2,385	\$51,398	\$17,610	\$9,644	\$78,651	\$5,697	\$84,349
	Randolph		21,273	943.53	6,205	\$133,731	\$56,210	\$25,092	\$215,033	\$15,576	\$230,609
	PART						\$0		\$0	\$0	\$0
Jacksonville, NC			105,419	1,477.80	22,370	\$662,708	\$498,709	\$90,463	\$1,251,880	\$93,026	\$1,344,906
	City of Jacksonville	Jacksonville Transit System	69,341	1,790.19	14,714	\$435,906	\$377,348	\$59,504	\$872,759	\$64,854	\$937,612
	Onslow		36,078	1,106.58	7,656	\$226,801	\$121,361	\$30,960	\$379,122	\$28,172	\$407,294
New Bern, NC			50,503	1,163.40	13,061	\$317,483	\$188,087	\$52,818	\$558,388	\$422,141	\$980,529
	City of New Bern	Craven Transit System	27,944	1,522.40	7,227	\$175,668	\$127,308	\$29,225	\$332,200	\$251,143	\$583,343
	Craven		22,559	900.33	5,834	\$141,815	\$60,779	\$23,593	\$226,188	\$170,998	\$397,186
Rocky Mount, NC			68,243	1,484.70	21,982	\$429,004	\$324,347	\$88,894	\$842,245	\$60,221	\$902,466
	City of Rocky Mount (Edgecombe)	Rocky Mount Transit System	16,976	1,646.70	5,468	\$106,718	\$85,723	\$22,113	\$214,555	\$15,341	\$229,895
	City of Rocky Mount (Nash)	Rocky Mount Transit System	39,267	1,592.14	12,648	\$246,849	\$191,716	\$51,150	\$489,715	\$35,015	\$524,730
	Edgecombe		373	191.32	120	\$2,345	\$219	\$486	\$3,050	\$218	\$3,268
	Nash		10,989	1,254.21	3,540	\$69,081	\$42,265	\$14,314	\$125,661	\$8,985	\$134,645
	Wilson		638	2,261.14	206	\$4,011	\$4,424	\$831	\$9,266	\$662	\$9,928

Limitations and Assumptions

NCSU ITRE does acknowledge limitations regarding the method introduced in this brief. Limitations and assumptions (outlined below) need to be addressed and improved upon in future research.

1. City limits as of the 2010 Census were used to define transit system operating areas. Some transit systems operate outside of the primary city. The researchers attempted to address these exceptions by, for instance, including Newton and Conover in the WPRTA urban coverage for the Hickory UZA. However, it is likely that several secondary cities were missed; as a result these populations and land areas were allocated to the CT system. In addition, GoTriangle, PART, and NCSU-Wolfline have service areas that overlap with fixed route and/or CT provider service areas. In this analysis, no land area, density, or population data are allocated to these overlay transit systems.
2. Urban fixed route and Community Transportation demand response revenue miles are not the same service or cost. It is a considerably greater cost to purchase and operate a large fixed route bus than a light transit vehicle (LTV) or van. However, the FTA formula allocates the same funding amount per mile to each service. Fair and equitable funding allocation formulas from the state and the MPOs need to address the difference in costs through weighting or other means.
3. Low Income individuals were distributed to Census blocks proportional to the total population. It is likely that low income individuals are clustered in certain blocks within the primary city, but no information that matched FTA's calculations and the Census 2010 block boundaries was available.
4. The Fixed Guideway Tier formula needs to be incorporated into future versions.

Conclusions and Recommendations

The calculations presented in this research disaggregate FTA's Section 5307 and Section 5340 funding from the Urbanized Area (UZA) level to the transit system level. The estimates provide an initial baseline for assessing the fairness and equity of UZA funding allocations. The intent of this research is to identify the amount of Section 5307/5340 appropriations that are generated by each transit system for designated recipients and MPOs to use as a guide when determining funding allocation.

It is recommended that transit systems generating Section 5307/5340 apportionments for their Urbanized Areas receive their fair and equitable share of the funding from the state and the MPO using an **inclusive, transparent, and defensible** allocation method. It is also recommended that other considerations, particularly local capital and preventive maintenance needs, are included in the allocation methodology.

NCDOT Public Transportation Division has additional funding focus areas for consideration that apply to different funding groups as discussed below.

All Transit Systems

- National Transit Database (NTD) reporting (Section 5311 and Section 5307) must be completed by every transit system annually and accurately. Full reporting needs to start as soon as the new census designates and defines the urban area because FTA Section 5307 funding will not be appropriated to systems until the 2nd year after reporting as the revenue mile data are not available for the apportionment formula. FTA Section 5307/5340/5339 funding is determined in part by

vehicle revenue miles. Failure to report NTD data reduces the amount of federal formula funding available to an urbanized area.

Small Urbanized Areas (less than 200,000 population)

- The NCDOT Public Transportation Division will follow FTA regulations that provide for the State to decide the distribution and programming of the transit system funds in UZAs under 200,000 (Small UZAs / Governor's Apportionment). Funding decisions will occur in consultation with the eight small urban transit systems and MPOs. Planning for capital needs will be included in the discussions.

Large Urbanized Areas (over 200,000 population)

- With each census and / or change in federal funding programs, each UZA over 200,000 will develop a fair and equitable distribution formula. This formula will be shared with NCDOT for concurrence.
- Following FTA's announcement of federal funding, the Public Transportation Division (PTD) will develop and publish a funding distribution for each UZA consistent with the current FTA formula.
- As part of the State Transportation Improvement Program (STIP) amendment process, each large UZA will submit their allocation process as an MPO adopted Transit Program of Projects to NCDOT PTD for approval. PTD will compare it to the fair and equitable distribution formula. Upon approval, State Maintenance Assistance Program (SMAP) funds can be allocated to eligible recipients.
- FTA has stated that, as part of the local decision making process, there is no problem with adding a step for NCDOT to approve the split letters of large UZA designated recipients. (3/11/2016)
- The MPOs and transit systems must work with the NCDOT to implement a Transit Asset Management system that funds a proportion of the Community Transportation transit system's vehicle fleets with urban funding.
- NCDOT should assume oversight of ALL of the NC Community Transportation transit systems receiving FTA Section 5311 funds and eligible for Section 5307. Originally, the agreement with FTA was to offer this to transit systems in UZAs less than 200,000 (Governor's Apportionment); however, with FTA's concurrence, large UZA's can also use a split letter to transfer apportionment amounts for the eligible Section 5311 transit systems through NCDOT. For example, the split letter would simply say NCDOT/Hoke. This would keep the Section 5311 transit system with one set of oversight activities and keep the transit systems in large UZAs out of the oversight business. The use of this process could also simplify Section 5310, Section 5339 and the new Bus and Bus Facilities program by looking at the bigger picture in these last two bullets.

Appendix A:

A Review of North Carolina Urbanized Area (UZA) Growth Rates from 1990 to 2010 with Illustrated UZA Case Studies

North Carolina Population and Urbanized Area Change

The size, shape and distribution of North Carolina's population are a critical factor determining FTA allocations for transit. The FY2015 FTA Section 5307 funding formula is explicitly comprised of demographic factors including population size, population density, low income population, revenue vehicle miles, passenger miles, and operating cost. In respect to population factors, for the past few decades North Carolina has been transitioning from a predominantly rural state to a state comprised of small and medium sized urbanized areas. As shown in *Table 6*, in 1990 the non-urbanized population comprised 63 percent of the state's population. During the period from 1990 to 2010, the state's non-urbanized population remained constant at just over 4 million persons. Comparatively, the state's urbanized population grew by nearly 3 million from 1990 to 2010, from 2.4 million in 1990 to 5.2 million in 2010. North Carolina's 2010 urbanized area population comprised 56 percent of the total population, a rapid increase from the 1990 urbanized area population percentage of 37 percent.

Table 6 North Carolina Urbanized and Non-urbanized Population 1990 to 2010

Population Type	NC Population			Change 2000 to 2010	
	1990	2000	2010	Net	Percent
Urbanized Population	2,452,636	3,761,411	5,234,809	1,473,398	39.2%
Non-urbanized Population	4,176,001	4,287,899	4,118,674	(169,225)	-3.9%
Total Population	6,628,637	8,049,310	9,353,483	1,304,173	16.2%

Table 7 presents the change in urbanized area population between 1990 and 2010. It is interesting that during the period 1990 to 2010, every urbanized area in the state experienced population growth. During the 2000 to 2010 decade, the Concord urbanized area had the fastest population growth at 86.8 percent while the Raleigh urbanized area had the second highest growth rate at 63.4 percent. The Charlotte urbanized area had the largest growth in population, adding 445,706 persons during the decade.

Table 7 North Carolina Urbanized Area Population Growth

North Carolina Urbanized Areas	NC Population			Change 2000 to 2010	
	1990	2000	2010	Change	% Change
Asheville, NC	110,429	221,570	280,648	59,078	26.7%
Burlington, NC	74,053	94,248	119,911	25,663	27.2%
Charlotte, NC--SC	455,597	734,778	1,180,484	445,706	60.7%
Concord, NC	78,177	115,057	214,881	99,824	86.8%
Durham, NC	205,355	287,796	347,602	59,806	20.8%
Fayetteville, NC	241,763	276,368	310,282	33,914	12.3%
Gastonia, NC--SC	113,637	141,407	169,333	27,926	19.7%
Goldsboro, NC		57,915	61,054	3,139	5.4%
Greensboro, NC	194,508	267,884	311,810	43,926	16.4%
Greenville, NC	55,884	84,059	117,798	33,739	40.1%
Hickory, NC	69,914	187,808	212,195	24,387	13.0%
High Point, NC	108,686	132,884	166,485	33,601	25.3%
Jacksonville, NC	101,297	95,514	105,419	9,905	10.4%
Myrtle Beach--Socastee, SC--NC			20,279	20,279	
New Bern, NC			50,503	50,503	
Raleigh, NC	305,925	541,527	884,891	343,364	63.4%
Rocky Mount, NC	50,870	61,657	68,243	6,586	10.7%
Wilmington, NC	101,357	161,649	219,957	58,308	36.1%
Winston-Salem, NC	185,184	299,290	391,024	91,734	30.7%
Source: http://www2.census.gov/geo/docs/reference/ua/PctUrbanRural_State.xls					

Population density plays a central role in the allocation of Section 5307 funds. As shown in *Table 8*, the Durham / Chapel Hill urbanized area has the highest 2010 population density at 1,913 persons per square mile while the Hickory urbanized area and the North Carolina portion of the Myrtle Beach – Socastee urbanized area had population densities less than 1,000 persons per square mile.

Table 8 North Carolina Urbanized Area Population Density - 2010

Urbanized Area	Persons per Sq. Mi.	Urbanized Area	Persons per Sq. Mi.
Durham, NC	1913	Burlington, NC	1326
Greenville, NC	1807	Gastonia, NC--SC	1224
Charlotte, NC—SC	1712	Winston-Salem, NC	1212
Raleigh, NC	1708	Concord, NC	1192
Greensboro, NC	1684	New Bern, NC	1163
Wilmington, NC	1644	Goldsboro, NC	1154
Fayetteville, NC	1567	Asheville, NC	1060
Rocky Mount, NC	1485	Hickory, NC	811
Jacksonville, NC	1478	Myrtle Beach--Socastee, SC--NC	708
High Point, NC	1473		

Figure 2 displays three urbanized area funding categories for Section 5307 transit funding. The State's eight small urbanized areas between 50,000 and 199,999 are included in the Governor's Apportionment: Burlington; Gastonia; Goldsboro; Greenville; High Point; Jacksonville; New Bern; Rocky Mount. Nine urbanized areas are in the 200,000 to 999,999 population category: Asheville; Concord; Fayetteville; Greensboro; Hickory; Durham; Raleigh; Winston-Salem. Charlotte is the only urbanized area greater than 1,000,000 persons based upon the 2010 census.

Current 5307 Transit Funding Category--North Carolina

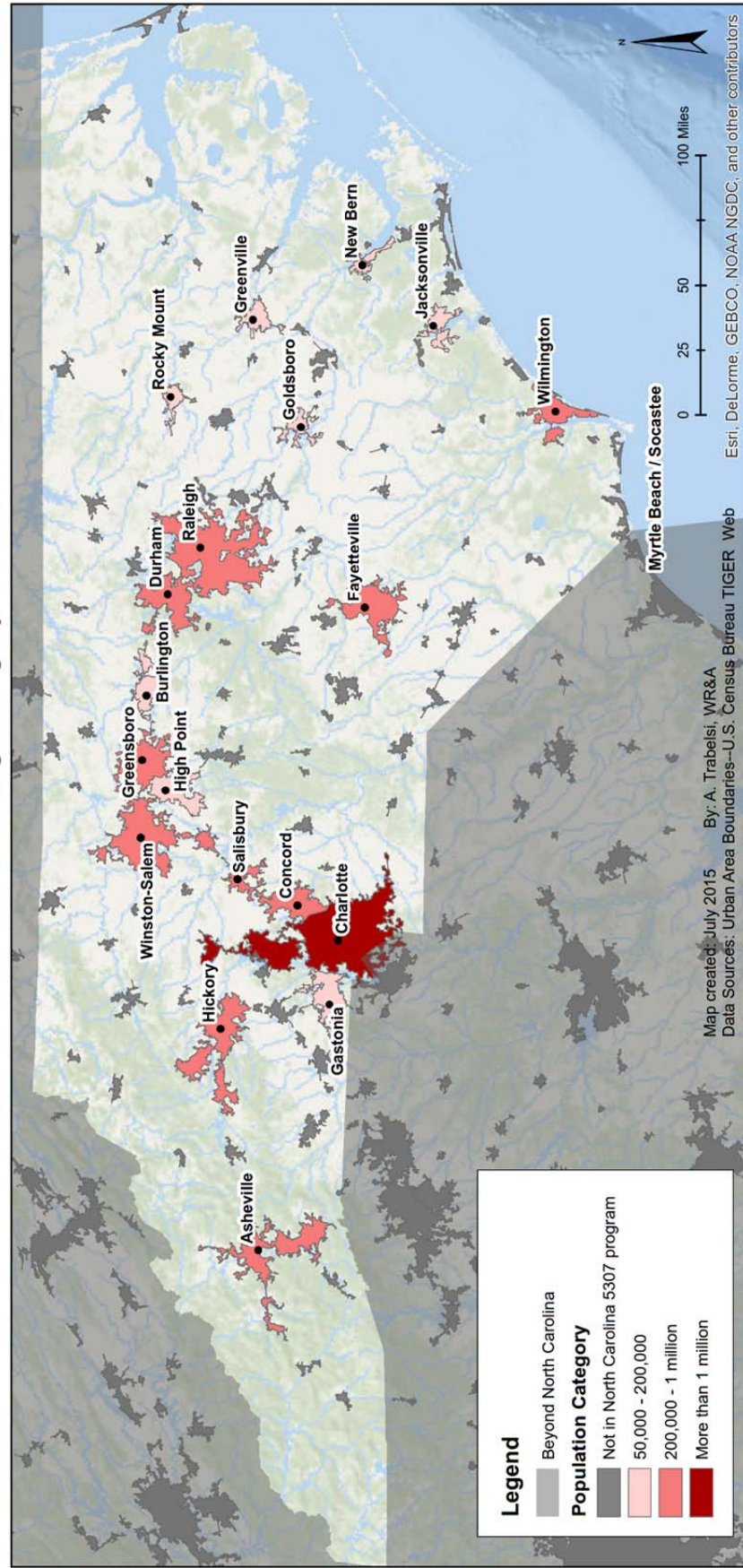


Figure 2 Current Section 5307 Transit Funding Categories

Figure 3 graphically presents the urbanized area growth rates. From these maps note the sprawling nature of the urbanized area boundaries with populations concentrated along highway corridors. In Asheville for example, the urbanized area comprises portions of five counties including Buncombe, Haywood, Henderson, Madison, and Transylvania.

Growth Rate of Urbanized Areas in 5307 Transit Funding Program (2000-2010)--North Carolina

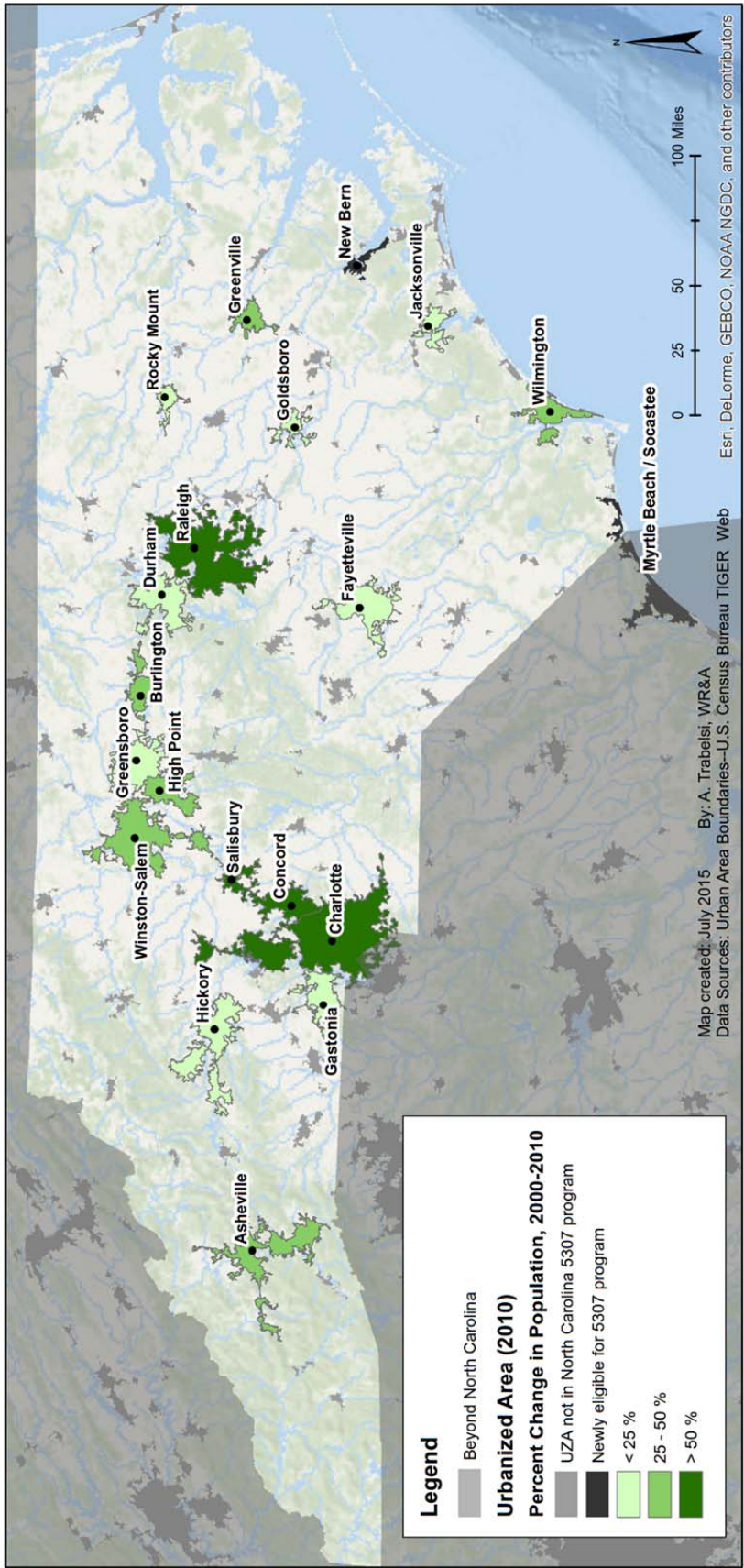


Figure 3 Urbanized Area Growth Rates 2000 - 2010

Case Studies

Below we outline seven case studies that evaluate how the change in an urbanized area population has affected the size and form of the urbanized area and the FTA funding available to each area. Case studies are offered for Hickory, Wilmington, New Bern, Kannapolis/Concord/Salisbury, Raleigh, Fayetteville, Asheville and each of the Governor's Apportionment urbanized areas.

In reviewing these cases it is important to understand that while there has been considerable North Carolina population increase in urban areas, a component of the urbanized area population change is also the result of the U.S. Census Bureau's redrawing of each urbanized area boundary. According to the U.S. Census website, "for the 2010 Census, an urban area will comprise a densely settled core of census tracts and/or census blocks that meet minimum population density requirements, along with adjacent territory containing non-residential urban land uses as well as territory with low population density included to link outlying densely settled territory with the densely settled core. To qualify as an urban area, the territory identified according to criteria must encompass at least 2,500 people, at least 1,500 of which reside outside institutional group quarters."⁴ The U.S. Census Bureau's application of the urban area criteria has caused a substantial increase in the urbanized area population and resulted in urbanized areas extending well beyond the traditional city boundaries.

⁴ <https://www.census.gov/geo/reference/ua/uafaq.html>.

A. Hickory

Hickory Urbanized Area

As of 2010, the Hickory Urbanized Area includes portions of Alexander, Burke, Caldwell and Catawba counties and included the municipalities of Hickory, Conover, Newton, Morganton and Lenoir. Since the 1990 census, the urbanized area has spread westward along I-40 to Morganton and northwest along US 321 to Lenoir. As shown in *Table 9* the Hickory Urbanized Area population has increased from 69,914 persons in 1990 to 212,195 persons in 2010, or a 204 percent increase over the twenty-year time frame. During the period from 1990 to 2010 the population of the four counties that make up the Hickory Urbanized Area only grew by 73,087 persons, or 25 percent. The disparity in the amount and rate of change in the urbanized area population from the four county population is a result of the U.S. Census Bureau's process for defining urbanized areas.

Table 9 Hickory Urbanized Area Population Change 1990 to 2010

Area	1990	2000	2010	Change 1990 to 2010	% Change
Hickory UZA	69,914	187,808	212,195	142,281	203.51%
Alexander County	27,544	33,609	37,193	9,649	35.0%
Burke County	75,740	89,145	90,914	15,174	20.0%
Caldwell County	70,709	77,710	83,029	12,320	17.4%
Catawba County	118,412	141,677	154,356	35,944	30.4%
Four County Total	292,405	342,141	365,492	73,087	25.0%
Source: http://www.osbm.state.nc.us/ncosbm/facts_and_figures/socioeconomic_data/population_estimates/demo_g/countygrowth_2020.html .					

Figure 4 illustrates the change in the Hickory Urbanized Area boundary from 1990 to 2010. The extent of the current fixed route bus service provided by Western Piedmont Regional Public Transportation Authority is shown on the 2010 boundary map.

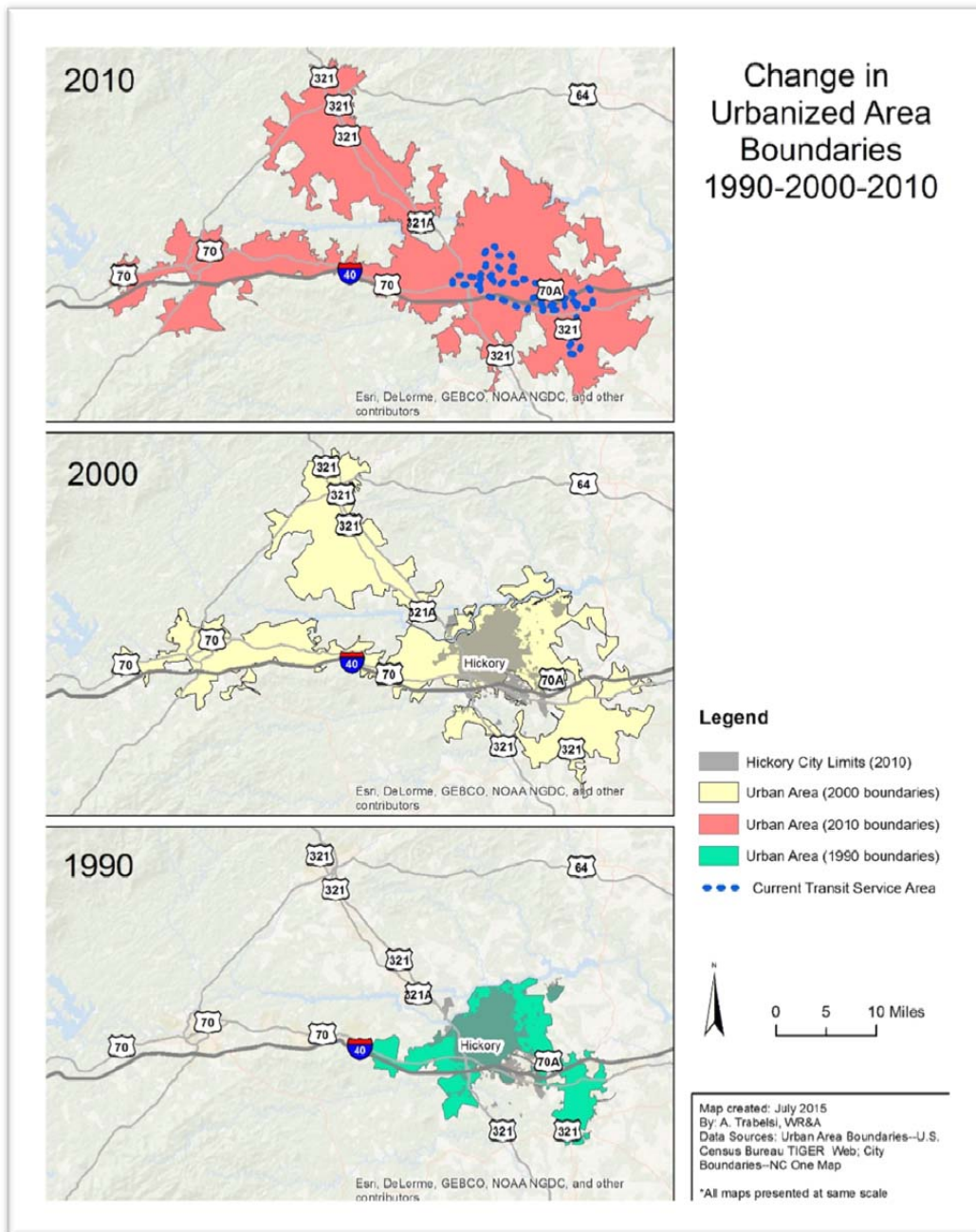


Figure 4 Hickory Urbanized Area Change is Urbanized Area Boundaries

Hickory Public Transportation Services

Western Piedmont Regional Public Transportation is a consolidated urban / rural system that provides fixed route bus service to the municipalities of Conover, Hickory, and Newton, flex route service in the Town of Taylorsville, and Dial-A-Ride service in the counties of Alexander, Burke, Caldwell, and Catawba. According to the FY 2014 NCDOT PTD Urban Transportation Operating and Financial Statistics Report, Western Piedmont Regional Public Transportation Authority operates nine fixed route buses and 30 dial-a-ride buses during peak periods. *Figure 5* presents the ridership history.

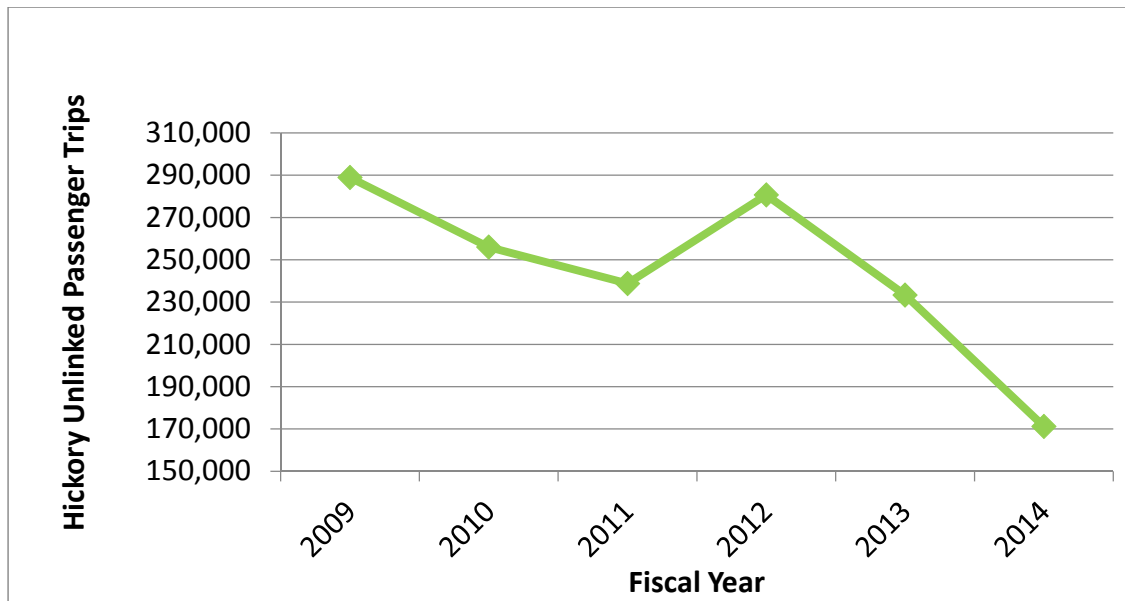


Figure 5 Hickory Urbanized Area Unlinked Passenger Trips

Table 10 presents the Fiscal Year (FY) 2014 financial data as reported through the FY 2014 NCDOT PTD Urban Transportation Operating and Financial Statistics Report. Note that the federal share of the net cost of service is 78 percent. Eligible costs for the Section 5307 funds are up to 80 percent of maintenance expense and up to 50 percent of the residual net cost of service.

Table 10 Western Piedmont Regional Transit Authority Fiscal Year 2014 Financial Summary

	Fiscal Year 2014	Percent of Expenses	Percent of Net Cost of Service
Operating Expenses	\$3,119,208	100%	
Passenger Fares	\$118,068	3.8%	
Other Revenues	\$959,016	30.8%	
Net Cost of Service	\$2,042,124		100%
Federal	\$1,594,575		78.1%
State	\$161,883		7.9%
Local	\$288,222		14.1%

B. Wilmington

Wilmington Urbanized Area

As of 2010, the Wilmington Urbanized Area (UZA) includes portions of New Hanover, Brunswick and Pender counties. Since the 1990 census, the urbanized area has spread southward in Brunswick County and northward in Pender County. As shown in *Table 11* the Wilmington Urbanized Area population has increased from 101,357 persons in 1990 to 219,957 persons in 2010, which is a 117 percent increase over the twenty-year time frame. During the period from 1990 to 2010, the population of the three counties that make up the Wilmington Urbanized Area grew by 162,191, or 81 percent. Of note, the southern portion of Brunswick County is also now part of the Myrtle Beach—Socastee urbanized area.

Table 11 Wilmington Urbanized Area Population Change 1990 to 2010

Area	1990	2000	2010	Change 1990 to 2010	% Change
Wilmington UZA	101,357	161,649	219,957	118,600	117.01%
Brunswick County	50,985	73,141	107,431	56,446	110.71%
New Hanover County	120,284	160,327	202,683	82,399	68.50%
Pender County	28,855	41,082	52,201	23,346	80.91%
Three County Area	200,124	274,550	362,315	162,191	81.05%

Source:

http://www.osbm.state.nc.us/ncosbm/facts_and_figures/socioeconomic_data/population_estimates/demog/countygrowth_2020.html.

Figure 6 illustrates the change in the urbanized area boundaries from 1990 to 2010. The extent of the current fixed route bus service provided by Wilmington Transit (WAVE) is shown on the 2010 map.

Change in Urbanized Area Boundaries 1990-2000-2010 Wilmington

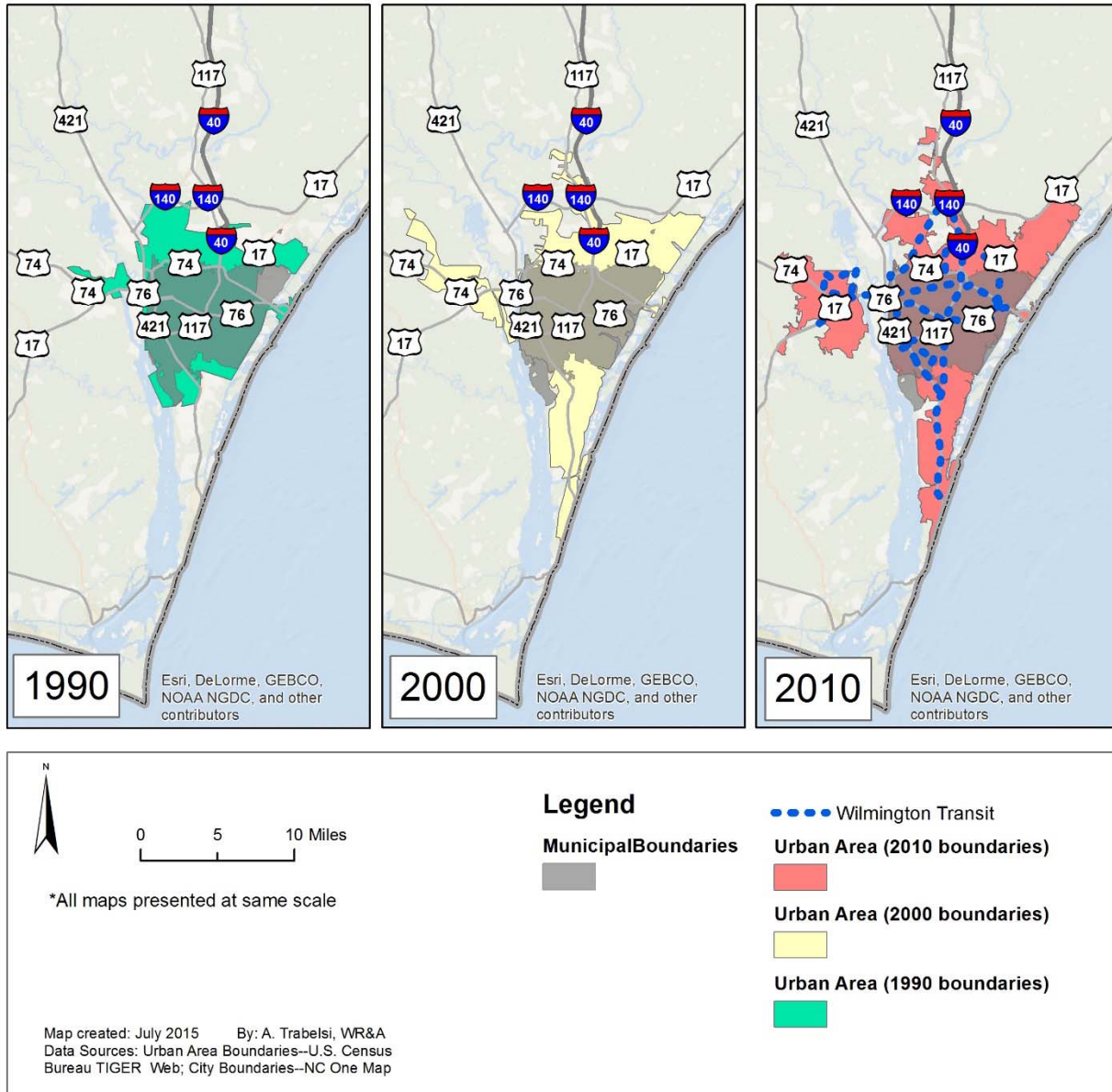


Figure 6 Wilmington Urbanized Area Change is Urbanized Area Boundaries

Wilmington Public Transportation Services

The Cape Fear Public Transportation Authority, operating as WAVE, is a consolidated urban / rural system that provides fixed route and coordinated human service transit service in the City of Wilmington and New Hanover and Brunswick Counties. According to the FY13 National Transit

Database, WAVE operates 27 fixed route buses, 19 dial-a-ride buses and 2 vanpools. *Figure 7* presents the ridership history.

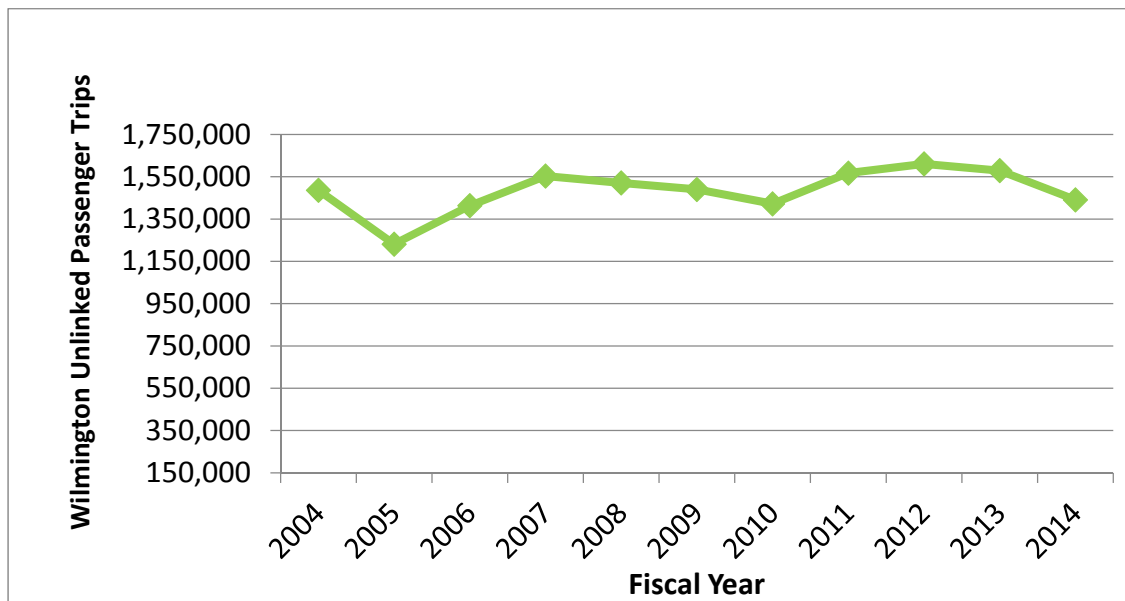


Figure 7 Wilmington Urbanized Area Unlinked Passenger Trips

Table 12 presents the FY14 financial data as reported through the FY 2014 NCDOT PTD Urban Transportation Operating and Financial Statistics Report. Note that the federal share of the net cost of service is 52.6 percent, the local share is 30.9 percent and the state share is 15.5 percent.

Table 12 Cape Fear Valley Transit Authority Fiscal Year 2014 Financial Summary

	Fiscal Year 2014	Percent of Expenses	Percent of Net Cost of Service
Operating Expenses	\$7,197,998	100%	
Passenger Fares	\$1,841,303	25.6%	
Other Revenues	\$84,044	1.2%	
Net Cost of Service	\$5,272,651		100%
Federal	\$2,773,693		52.6%
State	\$819,657		15.5%
Local	\$1,630,317		30.9%

C. New Bern

New Bern Urbanized Area

New Bern is North Carolina's newest urbanized area with a 2010 population of 50,503. This new urbanized area is located within the boundaries of Craven County. Since the 1990 census, the New Bern urban cluster has spread eastward along US 70 towards Havelock and northward along US 17 on the north bank of the Neuse River. As shown in *Table 13*, the New Bern Urban Area has grown from 38,788 persons in 1990 to 50,503 persons in 2010, or a 30.2 percent increase over the ten-year time frame. Nearly all of the population growth in Craven County has occurred within the New Bern Urbanized Area.

Table 13 New Bern Urbanized Area Population Change 1990 to 2010

Area	2000	2010	Change 1990 to 2010	% Change
New Bern Urban Area	38,788	50,503	11,715	30.2%
Craven County	91,523	103,505	11,982	13.1%

Figure 8 illustrates the change in the Urban Area boundaries from 1990 to 2010. The extent of the current fixed route bus service provided by Craven County Transit is shown on the 2010 map.

Urbanized Area Boundaries 2010 New Bern

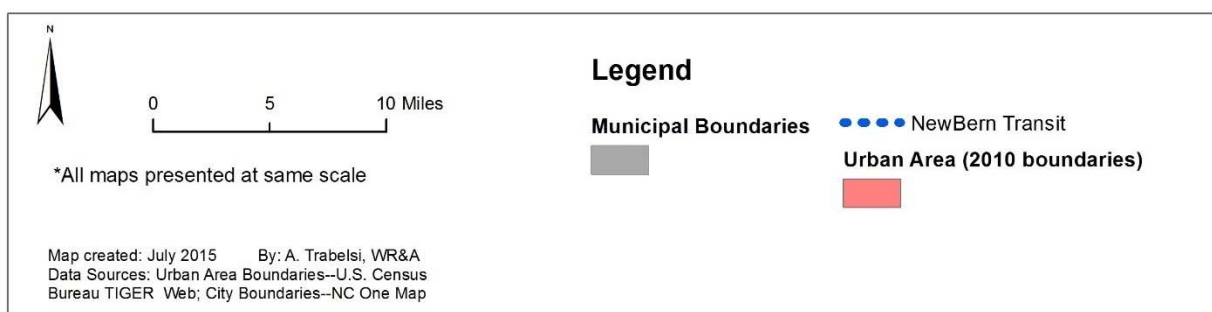
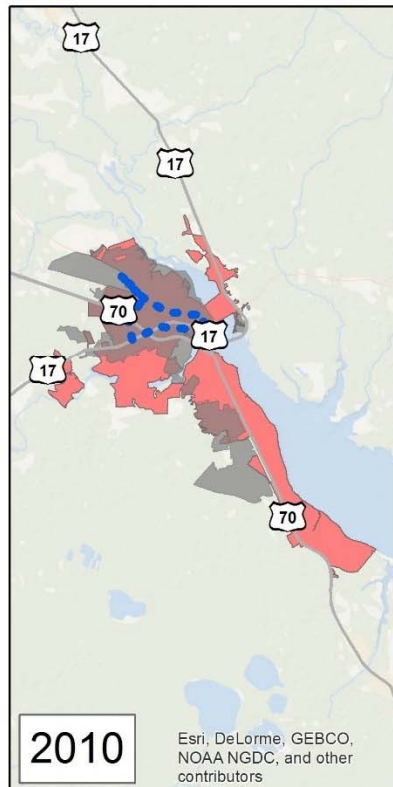


Figure 8 New Bern Urbanized Area Change is Urban Area Boundaries

CARTS Public Transportation Services

Craven Area Rural Transit System (CARTS) provides fixed route and coordinated human service transit service in Craven, Jones and Pamlico Counties. The system operates a fleet of 32 vehicles. Scheduled routes are currently based on the requirements of the human service agencies served by the system (i.e. Social Services (DSS), Monarch, Port Human Services, Senior Citizen's Centers, etc.). The service is

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available to the general public on a space-available basis for fares ranging from \$1.00 to \$6.75 according to zoned distances. Demand response service is also available to the public on a limited basis, with emphasis on the elderly and/or handicapped. Out of county medical transportation is provided to Durham / Chapel Hill, Morehead City, Kinston, Greenville, Pollockville, and Vanceboro.

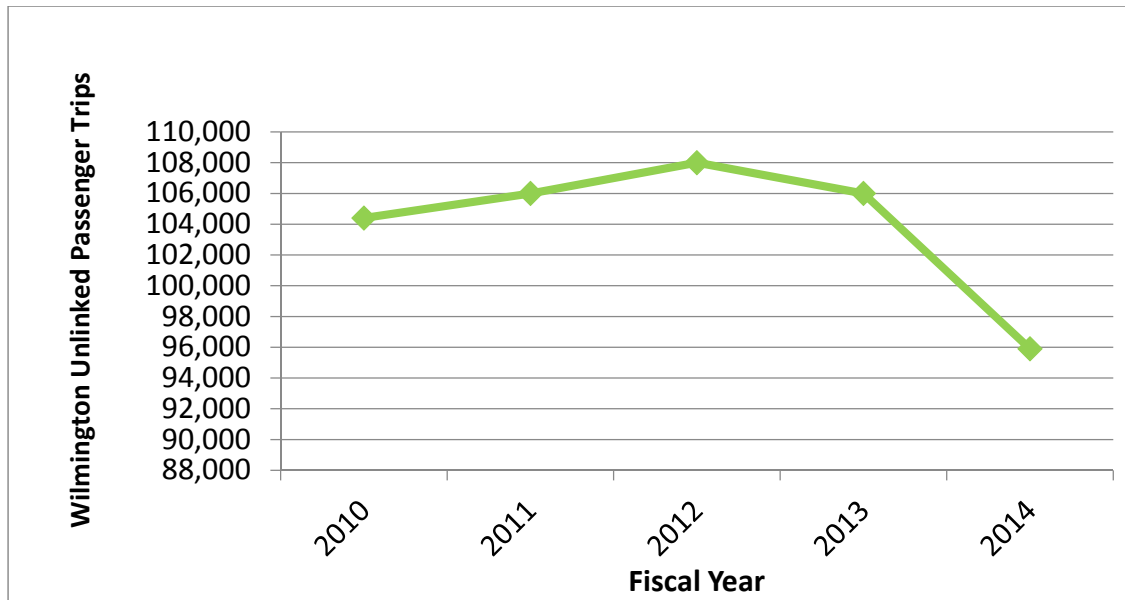


Figure 9 Craven Area Rural Transit System (CARTS) Unlinked Passenger Trips

CARTS completed NTD reports in FY12 and FY13 and reported 60,380 unlinked passenger trips in the Urbanized Area during FY12 and 59,235 unlinked passenger trips in the Urbanized Area during FY13.

Table 14 presents the FY14 financial data as reported through the FY 2014 NCDOT PTD Urban Transportation Operating and Financial Statistics Report. Note that the federal share of the net cost of service is 27.6 percent, the local share is 28.8 percent and the state share is 40.4 percent.

Table 14 CARTS Fiscal Year 2014 Financial Summary

	Fiscal Year 2014	Percent of Expenses	Percent of Net Cost of Service
Operating Expenses	\$1,216,818	100%	
Passenger Fares	\$57,898	4.8%	
Other Revenues	\$0	0%	
Net Cost of Service	\$1,158,920		100%
Federal	\$319,764		27.6%
State	\$468,439		40.4%
Local	\$334,886		28.8%

D. Kannapolis / Concord / Salisbury

Kannapolis / Concord / Salisbury Urbanized Area

As shown in *Table 15*, the 2010 U. S. Census enlarged the Concord Urbanized Area by adding Salisbury and portions of Rowan and Davidson Counties. This enlarged Concord UZA now extends along I-85 to include Rowan County, Salisbury and a small portion (160 persons) of Davidson County. The 2010 U. S. Census increased the population of the Concord Urbanized Area by 87 percent and increased the land area by 98 percent.

Table 15 Kannapolis / Concord / Salisbury Urbanized Area Population Change 1990 to 2010

Area	1990	2000	2010	Change 2000 to 2010	% Change
Concord UZA	78,177	115,057	214,881	99,824	86.8%
Cabarrus County	98,935	131,030	178,182	47,152	36.0%
Rowan County	110,605	130,348	138,442	8,094	6.2%
Two County Area	209,540	261,378	316,624	55,246	21.1%
Municipal Areas					
Concord		56,392	79,066	22,674	40.2%
Kannapolis		36,959	42,625	5,666	15.3%
Salisbury		30,805	33,527	2,722	8.8%

Source:

http://www.osbm.state.nc.us/ncosbm/facts_and_figures/socioeconomic_data/population_estimates/demog/countygrowth_2020.html.

Figure 10 illustrates the change in the Urban Area boundaries from 1990 to 2010. The extent of the current fixed route bus service provided by Concord-Kannapolis Transit, Rowan County and Salisbury Transit is shown on the 2010 map.

Change in Urbanized Area Boundaries 1990-2000-2010 Kannapolis / Concord

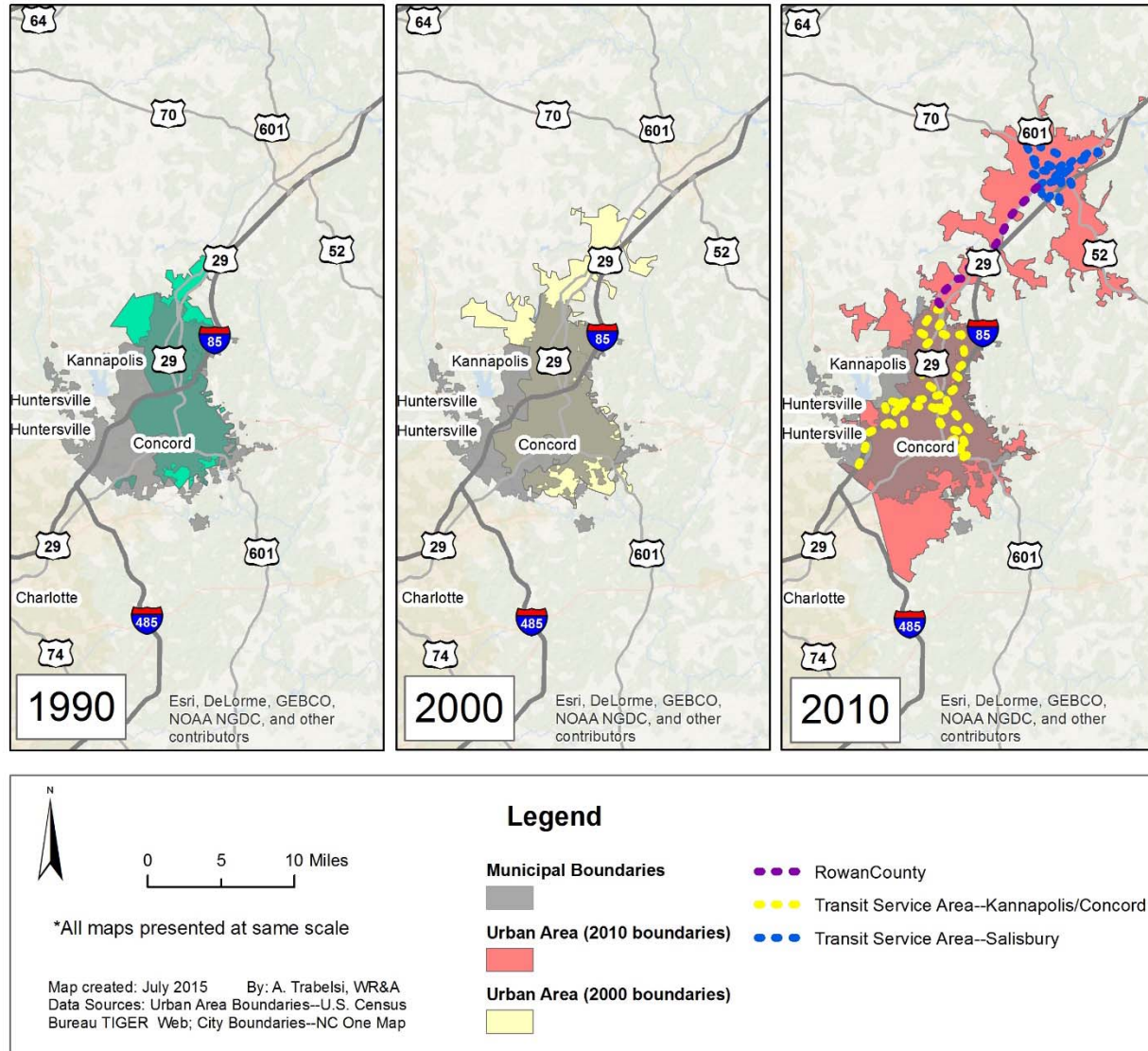


Figure 10 Kannapolis / Concord / Salisbury Urbanized Area Change is Urban Area Boundaries

Kannapolis / Concord / Salisbury Public Transportation Services

Four systems offer public transportation services in the Kannapolis / Concord / Salisbury Urbanized Area. Concord Kannapolis Area Transit operates the local fixed route bus service and ADA paratransit service that is branded as *C-K Rider*, which runs ten buses on seven routes that operate Monday through Saturday. With a fleet of 23 vehicles, Cabarrus County Transportation Services (CCTS) operates rural general public services. In Rowan County, the City of Salisbury operates Salisbury Transit with three fixed routes and complementary paratransit service. Rowan County operates the Rowan Transit System

with deviated fixed route and demand response service. The Rowan Express South connects Salisbury, China Grove and the City of Kannapolis.

Table 16 presents the FY14 financial data as reported through the FY 2014 NCDOT PTD Urban Transportation Operating and Financial Statistics Report. (Note that Concord / Kannapolis Transit operating expenses include the purchase of approximately \$5 million in buses. The Concord / Kannapolis Area Transit service, although requested, did not provide corrected operating expenses).

Table 16 Cabarrus and Rowan County Transit Services – FY 2014 Operating Data

System	Concord / Kannapolis Transit	Cabarrus County	Salisbury Transit	Rowan County	Two County Total
Ridership	470,015	83,731	171,697	98,638	824,081
Hours	33,873	42,963	12,716	40,411	129,963
Riders per hour	13.9	1.9	13.5	2.4	6.3
Operating Expense	\$8,510,608 *	\$1,434,027	\$984,313	\$1,237,003	\$12,165,951
Cost per hour	\$251	\$33	\$77	\$31	\$94
Fares	\$289,093	\$42,741	\$105,705	\$52,842	\$490,381
Fares %	3.4%	3.0%	10.7%	4.3%	4.0%
Federal	\$5,733,131	\$392,850	\$252,729	\$558,950	\$6,937,660
Federal %	67.4%	27.4%	25.7%	45.2%	57.0%
State	\$488,124	\$502,352	\$212,684	\$478,830	\$1,681,990
State %	5.7%	35.0%	21.6%	38.7%	13.8%
Local	\$200,260	\$496,084	\$401,719	\$33,936	\$1,131,999
Local %	2.4%	34.6%	40.8%	2.7%	9.3%

* Approximately \$5 million USD should have been allocated to capital expenditures.

E. Raleigh / Wake County

Raleigh / Wake County Urbanized Area

The 2010 U. S. Census enlarged the Raleigh / Wake County Urbanized Area by adding portions of six adjoining counties including Chatham, Durham, Franklin, Granville, Harnett, and Johnston. *Table 17* presents the Urbanized Area and county population for the period 1990 to 2010. Of the Urbanized Area counties, Wake County has the largest population with 833,787 persons, or 94.1 percent of the total Raleigh / Wake Urbanized Area population. During the prior decade, Wake County also had the highest growth rate (43.5 percent) while the seven county region had a slightly lower growth rate of 35.3 percent. The Raleigh / Wake County Urbanized Area is adjacent to the Durham / Chapel Hill Urbanized Area so that many of the area's counties have portions of their population in different MPOs.

Table 17 Raleigh / Wake County Urbanized Area Population Change 1990 to 2010

Area	1990	2000	2010	Change 2000 to 2010	% Change
Raleigh / Wake County UZA	305,925	541,527	884,891	343,364	63.4%
Wake County	426,311	627,865	901,018	273,153	43.5%
Durham County	181,844	223,306	269,974	46,668	20.9%
Johnston County	81,306	121,900	168,878	46,978	38.5%
Harnett County	67,833	91,062	114,678	23,616	25.9%
Chatham County	38,979	49,334	63,494	14,160	28.7%
Franklin County	36,414	47,260	60,594	13,334	28.2%
Granville County	38,341	48,498	57,532	9,034	18.6%
Seven County Total	871,028	1,209,225	1,636,168	426,943	35.3%

Source:

http://www.osbm.state.nc.us/ncosbm/facts_and_figures/socioeconomic_data/population_estimates/demog/countrygrowth_2020.html.

Figure 11 illustrates the change in the Urban Area boundaries from 1990 to 2010. The extent of the current fixed route bus service provided by Capital Area Transit and Triangle Transit are shown on the 2010 map.

Change in Urbanized Area Boundaries 1990-2000-2010 Raleigh / Wake County

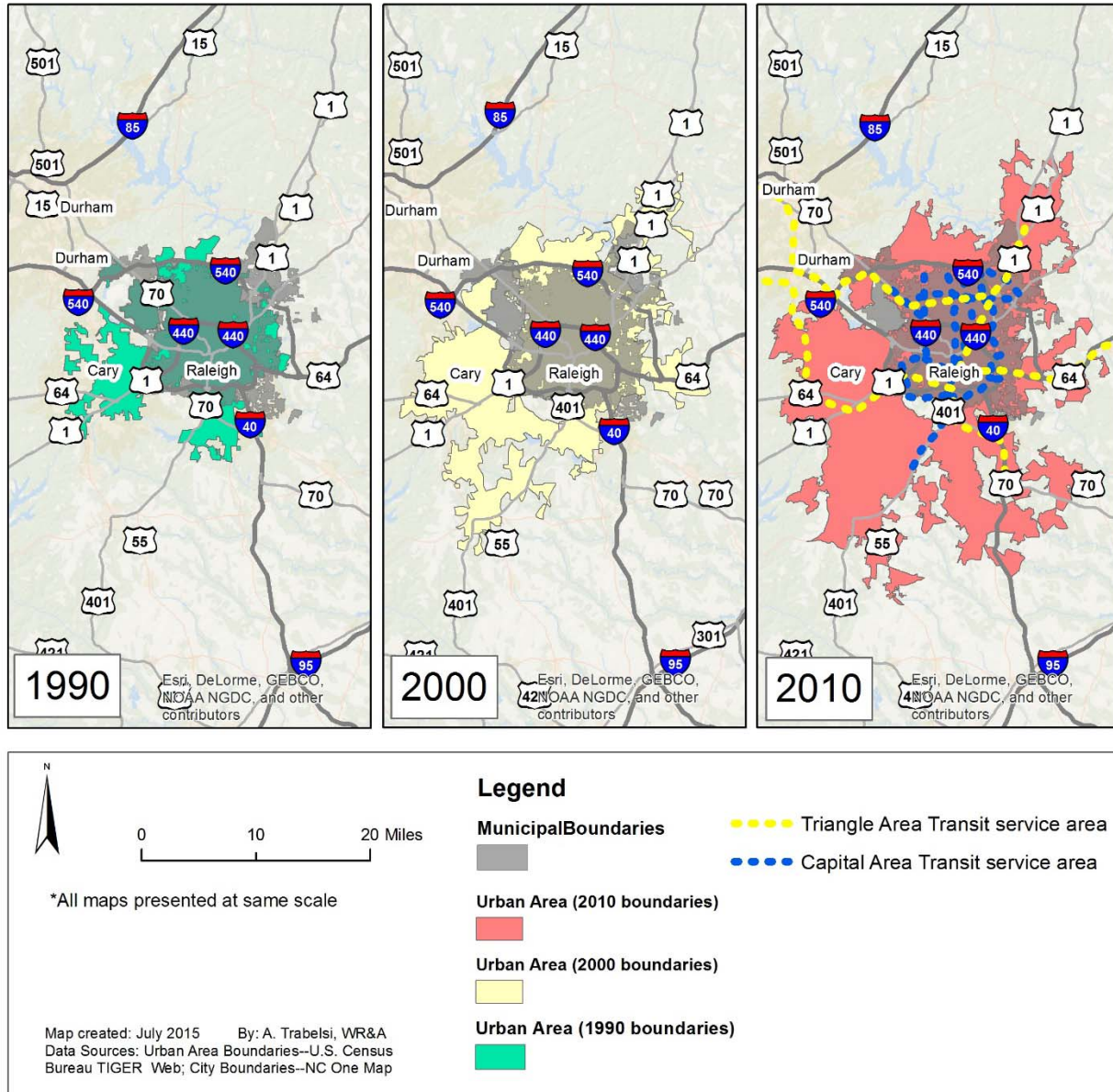


Figure 11 Raleigh / Wake County Urbanized Area Change is Urban Area Boundaries

Raleigh / Wake Urbanized Area Public Transportation Services

Five systems offer public transportation services in the Raleigh / Wake County Urbanized Area, including Capital Area Transit (GoRaleigh), Triangle Transit (GoTriangle), Cary Transit, Wake County Human Services Transportation and North Carolina State University's Wolfline. Human service transportation

services in Durham, Chatham, Johnston, Franklin and Harnett counties also provide public transportation in the region.

Table 18 presents the FY14 operating and financial data as reported through the FY 2014 NCDOT PTD Urban Transportation Operating and Financial Statistics Report. Note that the Triangle Transit data includes services operated in Orange and Durham counties.

Table 18 Raleigh / Wake County – FY 2014 Operating Data

System	Capital Area Transit	Triangle Transit	Cary Transit	Wake County	NCSU Wolfline	Raleigh/Wake Total
Ridership	6,593,659	1,857,174	321,692	145,766	2,923,460	11,841,751
Hours	410,920	137,236	55,226	91,721	66,192	761,295
Riders per hour	16.0	13.5	5.8	1.6	44.2	15.6
Operating Expense	\$29,036,081	\$14,884,063	\$3,696,833	\$2,577,511	\$5,329,784	\$55,524,272
Cost per hour	\$70.66	\$108.46	\$66.94	\$28.10	\$80.52	\$72.93
Fares	\$5,412,072	\$2,899,090	\$829,448	\$74,380	\$5,329,784	\$14,544,774
Fares %	18.6%	19.5%	22.4%	2.9%	100.0%	26.2%
Federal	\$4,093,198	\$1,900,798	\$1,333,572	\$125,382	\$0	\$7,452,950
Federal %	14.1%	12.8%	36.1%	4.9%	0.0%	13.4%
State	\$2,602,147	\$2,115,869	\$193,616	\$998,090	\$0	\$5,909,722
State %	9.0%	14.2%	5.2%	38.7%	0.0%	10.6%
Local	\$16,928,664	\$5,260,827	\$1,446,994	\$123,433	\$0	\$23,759,918
Local %	58.3%	35.3%	39.1%	4.8%	0	42.8%
Local Contract	\$0	\$0	\$0	\$3,274,373	\$0	\$3,274,373
Local Contract %	0%	0%	0%	127%	0%	6%

F. Fayetteville

Fayetteville / Cumberland County Urbanized Area

Compared to other urbanized areas in North Carolina, the Fayetteville / Cumberland County Urbanized Area grew at a much smaller rate; the UZA only grew by 12.3 percent between 2000 to 2010 (see *Table 19*). During the decade, Harnett and Hoke counties grew at a much faster rate than Cumberland County.

Table 19 Fayetteville Urbanized Area Population Change 1990 to 2010

Area	1990	2000	2010	Change 2000 to 2010	% Change
Fayetteville / Cumberland County UZA	241,763	276,368	310,282	33,914	12.3%
Cumberland County	274,713	302,962	319,431	16,469	5.4%
Harnett County	67,833	91,062	114,678	23,616	25.9%
Hoke County	22,856	33,646	46,952	13,306	39.5%
Robeson County	105,170	123,241	134,168	10,927	8.9%
Four County Total	470,572	550,911	615,229	64,318	11.7%

Source:

[Http://www.osbm.state.nc.us/ncosbm/facts_and_figures/socioeconomic_data/population_estimates/demog/countygrowth_2020.html](http://www.osbm.state.nc.us/ncosbm/facts_and_figures/socioeconomic_data/population_estimates/demog/countygrowth_2020.html).

Figure 12 illustrates the change in the urban area boundaries from 1990 to 2010. The extent of the current fixed route bus service provided by Fayetteville Area System of Transit is shown on the 2010 map.

Change in Urbanized Area Boundaries 1990-2000-2010 Fayetteville

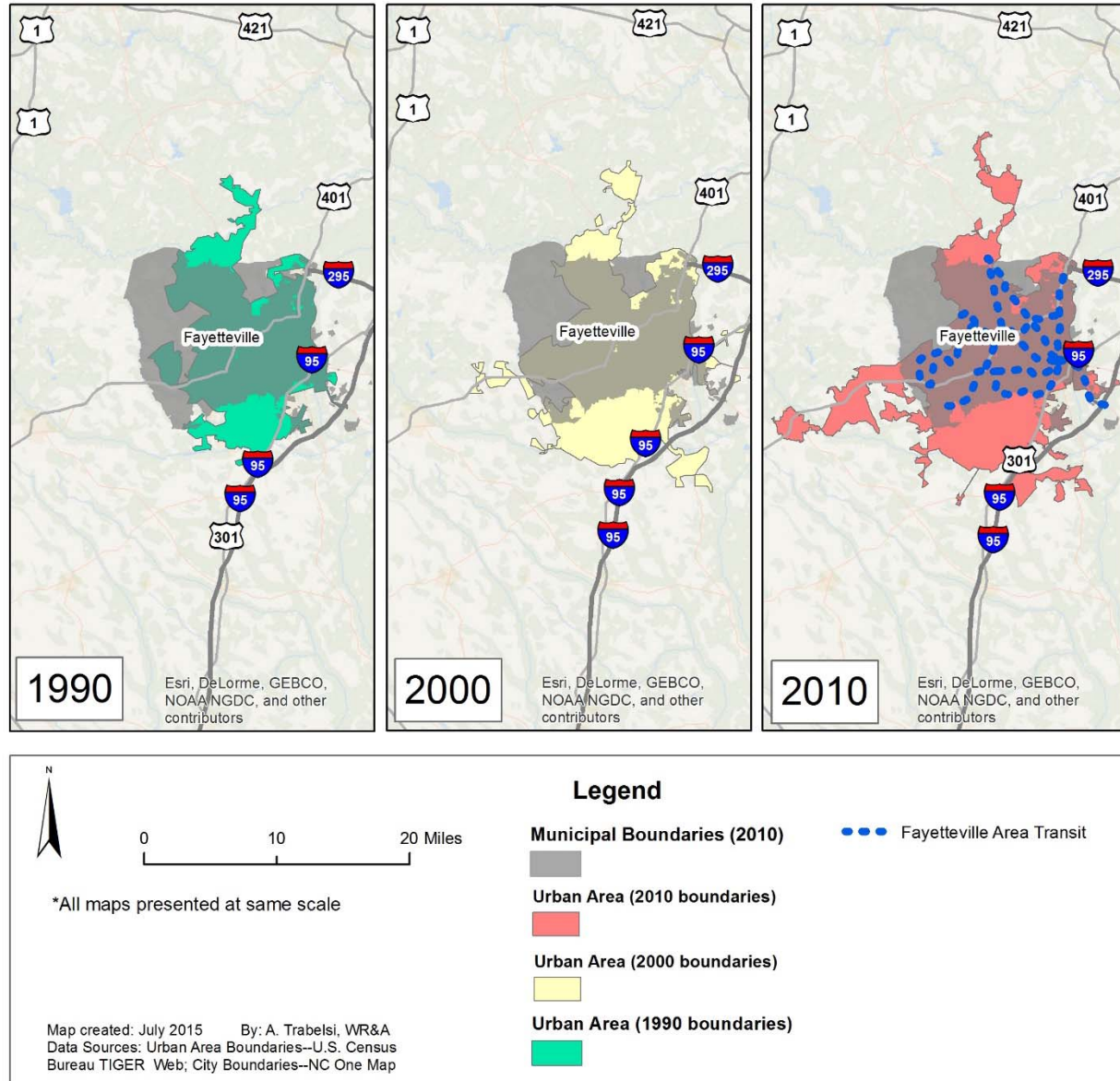


Figure 12 Fayetteville / Cumberland County Urbanized Area Change is Urban Area Boundaries

Fayetteville / Cumberland County Urbanized Area Public Transportation Services

Three systems offer public transportation services in the Fayetteville / Cumberland County Urbanized Area, including Fayetteville Area System of Transit (FAST), Cumberland County and Hoke County.

Table 20 presents the FY14 operating and financial data as reported through the FY 2014 NCDOT PTD Urban Transportation Operating and Financial Statistics Report. Note that data was incomplete for Cumberland County.

Table 20 Fayetteville / Cumberland County – FY 2014 Operating Data

System	Fayetteville Area System of Transit	Cumberland County	Hoke County	Fayetteville / Cumberland County Total
Ridership	1,639,050	38,312	60,381	1,737,743
Hours	95,689	Not reported	21,948	117,637
Riders per hour	17.1	n/a	2.8	14.8
Operating Expense	\$7,209,015	\$927,581	\$1,039,415	9,176,011
Cost per hour	\$75.34	n/a	\$47.36	\$78.00
Fares	\$1,339,434	\$44,721	\$52,536	1,436,691
Fares %	18.6%	4.8%	5.1%	15.7%
Federal	\$1,855,777	\$153,863	\$195,144	2,204,784
Federal %	25.7%	16.6%	18.8%	24.0%
State	\$736,607	\$443,307	\$171,875	1,351,789
State %	10.2%	47.8%	16.5%	14.7%
Local	\$3,277,197	\$93,635	\$352,912	3,723,744
Local %	45.5%	10.1%	34.0%	40.6%
Local Contract		\$192,055	\$256,268	448,323
Local Contract %	0.0%	20.7%	24.7%	4.9%

G. Asheville

Asheville Urbanized Area

Compared to other Urbanized Areas in North Carolina, the Asheville Urbanized Area population grew at a slower rate than the Urbanized Area state average - adding 26.7 percent from 2000 to 2010 (see *Table 21*). Henderson and Madison counties grew at a faster rate than the five county total.

Table 21 Asheville Urbanized Area Population Change 1990 to 2010

Area	1990	2000	2010	Change 2000 to 2010	% Change
Asheville Urbanized Area	110,429	221,570	280,648	59,078	26.7%
Buncombe	174,357	206,299	238,307	32,008	15.5%
Henderson	69,747	89,204	106,742	17,538	19.7%
Haywood	46,948	54,034	59,036	5,002	9.3%
Madison	16,953	19,635	24,505	4,870	24.8%
Transylvania	25,520	29,334	33,090	3,756	12.8%
5 County Total	333,525	398,506	461,680	63,174	15.9%

Source:

http://www.osbm.state.nc.us/ncosbm/facts_and_figures/socioeconomic_data/population_estimates/demog/countrygrowth_2020.html.

Figure 13 illustrates the change in the Urban Area boundaries from 1990 to 2010. The extent of the current fixed route bus service provided by Asheville System of Transit is shown on the 2010 map.

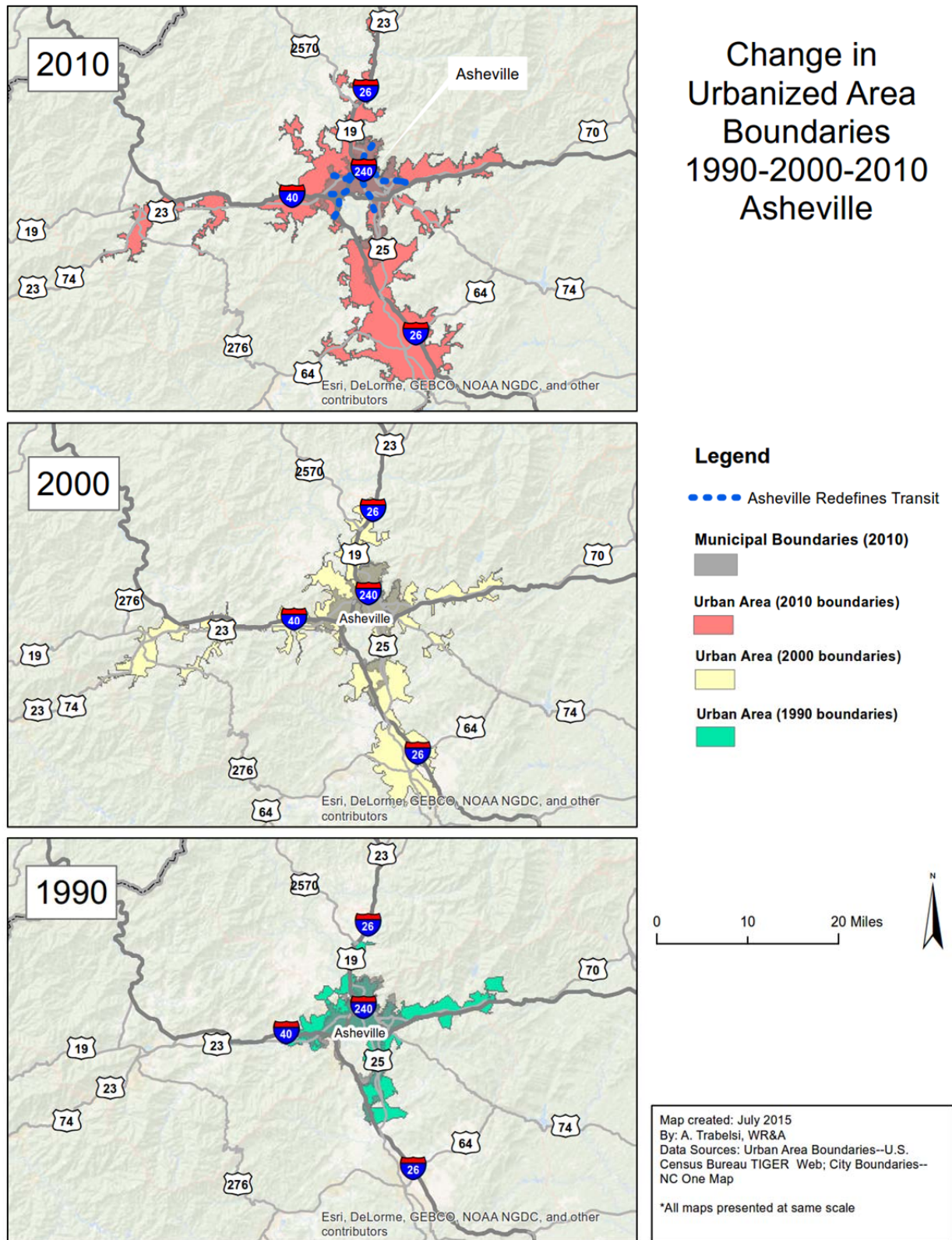


Figure 13 Asheville Urbanized Area Change is Urban Area Boundaries

Asheville Urbanized Area Public Transportation Services

Six transit services provide public transportation services within the Asheville Urbanized Area, including ART (Asheville Redefines Transit), Mountain Mobility (Buncombe County), Apple Country Public Transit (Henderson County), Haywood Public Transit, Madison County Public Transit Authority and Transylvania County Transportation System. Four of these systems (ART, Mountain Mobility, Apple County Public Transit and Haywood Public Transit) filed National Transit Database reports for FY 13.

Table 22 presents the FY14 operating and financial data as reported through the FY 2014 NCDOT PTD Urban Transportation Operating and Financial Statistics Report.

Table 22 Asheville – FY 2014 Operating Data

System	Asheville Redefines Transit (ART)	Mountain Mobility	Apple Country Public Transit	Haywood Public Transit	Madison County PTA	Transyl- vania County	Asheville Area Total
Ridership	1,469,862	162,100	108,286	37,414	25,038	22,687	1,825,387
Hours	73,043	79,691	10,915	19,754	10,920	7,755	202,078
Riders per hour	20.1	2.0	9.9	1.9	2.3	2.9	9.0
Operating Expense	\$5,851,597	\$3,468,879	\$599,114	\$832,612	\$266,712	\$447,859	\$11,466,773
Cost per hour	\$80.11	\$43.53	\$54.89	\$42.15	\$24.42	\$57.75	\$56.74
Fares	\$736,424	\$110,156	\$50,062	\$12,633	\$2,022	\$14,765	\$926,062
Fares %	12.6%	3.2%	8.4%	1.5%	0.8%	3.3%	8.1%
Federal	\$1,874,139	\$262,132	\$192,154	\$268,134	\$135,623	\$135,741	\$2,867,923
Federal %	32.0%	7.6%	32.1%	32.2%	50.8%	30.3%	25.0%
State	\$614,558	\$373,371	\$152,089	\$185,939	\$124,618	\$151,484	\$1,602,059
State %	10.5%	10.8%	25.4%	22.3%	46.7%	33.8%	14.0%
Local	\$1,849,492	\$1,173,415	\$204,809	\$86,837	\$12,607	\$145,869	\$3,473,029
Local %	31.6%	33.8%	34.2%	10.4%	4.7%	32.6%	30.3%
Local Contract	\$599,307	\$1,549,795	\$0	\$310,655	\$0	\$0	\$2,459,757
Local Contract %	10.2%	44.7%	0.0%	37.3%	0.0%	0.0%	21.5%



Public Transportation Funding Allocation Plan

Background

Public Transportation Funding in the Region

Public Transportation funding in the Southeastern North Carolina region has been the responsibility of the WMPO since 1978. Until 2004, transit funding in the Cape Fear region was split between the City of Wilmington for urban transit and New Hanover, Brunswick and Pender counties for rural transit. As the area has urbanized, rural transit in a large portion of the region has become ineligible under federal and state rules for funding, primarily within the WMPO planning boundary.

Following the charter of the Cape Fear Public Transportation Authority in 2004 by joint resolution of the City of Wilmington and New Hanover County, the region's elected officials, who make up the Board of the Wilmington Metropolitan Planning Organization, have supported transit funding allocated to CFPTA or Wave Transit. This support was reaffirmed in 2014 when the WMPO Board requested the Authority be named designated recipient of FTA Section 5310 funding. The regional Designated Recipient letters are attached to this plan.

WMPO Planning Area

The WMPO Planning boundary area includes the following jurisdictions: City of Wilmington, New Hanover County, portions of Pender County, Town of Leland, portions Brunswick County, Town of Carolina Beach, Town of Wrightsville Beach, Town of Kure Beach, Town of Belville, and Town of Navassa. The WMPO is composed of officials from each of these counties and municipalities, as well as the Cape Fear Public Transportation Authority (WAVE Transit) and the North Carolina Board of Transportation. The current WMPO planning area boundary encompasses 494 square miles as shown in Figure 1.

The region was classified as a Transit Management Area following the 2010 census eclipsing the 200,000 population threshold.

Current Transit Programs

Within the WMPO planning boundaries, three transit providers offer multiple public transportation programs. In the urban areas of New Hanover County and Northern Brunswick Counties, the Cape Fear Public Transportation Authority, operating as Wave Transit, offers fixed route transit, complementary ADA paratransit, vanpooling, enhanced mobility transportation services, a downtown circulator, and concentrated fixed route transit to the areas in the proximity of the University of North Carolina Wilmington. CFPTA serves as the designated recipient of FTA and NCDOT-PTD funding to the region. Currently Wave Transit is responsible for providing urban transit services throughout the WMPO boundary which are eligible for FTA §5307 funding.

Brunswick Transit System (BTS) and Pender Adult Services Transportation (PASTRAN) provide rural transit services in areas adjacent to the WMPO boundary. These providers regularly provide rural to urban transit trips with destinations to medical providers, educational institutions, and employment centers in the urban area. Neither system currently provides FTA §5307 eligible transit services.



Figure 1: WMPO Planning Boundary

Transit Funding Allocation

Current Allocation Policy

Following the regionalization of transit in 2004, the policy of the WMPO has been to allocate federal and state transit funding to the Cape Fear Public Transportation Authority. The Authority was designated recipient of FTA §5307 funding in 2005 and FTA §5310 funding in 2014. The Authority's responsibility is to distribute transit offerings throughout the region in a manner approved by the region's elected officials comprising the WMPO Board. This approach has proven successful in spite of tremendous growth in the urban area. It requires a delicate balance of local funding identification and appropriation, and cooperation and consensus among elected officials representing a diverse group of constituents. The Cape Fear Public Transportation Authority currently provides fixed route and Americans with Disabilities (ADA) compliant paratransit services to the entire WMPO boundary with the following exceptions:

- the southernmost portion of New Hanover County from Carolina Beach to the Intercostal Waterway including the

Town of Kure Beach, NC

- Southern Pender County from Scotts Hill to Hampstead
- The Town of Bellville, NC in Brunswick County
- Portions of New Hanover County that are densely populated or unsupported by the County

FTA & NCDOT Formula Apportionments

The region was apportioned the following Federal Fiscal Year 2017 apportionments from Federal Transit Administration:

- §5307 & §5340 Urbanized Area Formula Apportionment - \$2,366,560
- §5310 Enhanced Mobility of Seniors and Individuals with Disabilities - \$219,118
- §5339 Bus and Bus Facilities Apportionment - \$231,072
- §5303 Metropolitan Planning Program Apportionment - \$80,000

The region was apportioned the following North Carolina Fiscal Year 2017 apportionments from NCDOT:

- State Maintenance & Assistance Program (SMAP) - \$666,297

The Authority currently has no policy for suballocating FTA funding due to a lack of resources required to provide oversight of subrecipients. The current methodology for providing public transportation services throughout the urbanized area for which the funds are appropriated has proven manageable and successful. A detailed *Apportionment Allocation Table* has been drafted by the Authority to demonstrate the level to which federal and state funding earned by the region is currently allocated.

Local Funding

Federal and State funding mentioned in the previous section require significant local matching funds. The Cape Fear Public Transportation Authority and the WMPO work with the following local funding partners to ensure compliance with FTA and NCDOT matching fund requirements:

- City of Wilmington
- University of North Carolina Wilmington
- New Hanover County
- Brunswick Consortium (Brunswick County, Town of Leland, Town of Navassa)
- Town of Carolina Beach

Ensuring Equity in Transit Funding

The current policies of the WMPO ensure equity in transit funding apportionments as outlined in the attached Table 1. Federal and State transit funding allocated to Brunswick County exceeds the NCDOT determined allocation. Pender County has not requested transit funding allocated to the region for transit service to the eligible portions of Scotts Hill and Hampstead. Should Pender County request transit funding in the future, the WMPO and CFPTA would consider the request in accordance with the most current NCDOE *Federal Transit Administration Formula Program Graduation Analysis*. Service to Southern Pender County is currently in the scope of the Wave Transit Short Range planning study. The NCDOT Federal Fiscal Year 2015 *Allocation Methodology* for the region is attached as Table 2.

Significant programmatic changes to the structure of BTS and PASTRAN would be required to suballocate funding to each organization should they desire to provide §5307/§5340 eligible service. As nonprofits, they are currently ineligible to receive direct federal subsidies. This would require federal funding to be suballocated either by the Authority or the WMPO. At present, neither Wave Transit or the WMPO possess the staff and resources to manage additional subrecipients. One item of note, compensation providing prevailing wage rates are a requirement for §5307 recipients under USC §5333(b). The current top prevailing wage rate for Wave Transit bus operators is \$20.18.

The WMPO and Wave Transit ensure that §5310 Enhanced Mobility of Seniors and Individuals with Disabilities are available to the region as a whole through an annual *Call For Projects*. This relatively new funding source and its distribution are managed by the Cape Fear Public Transportation Authority and meet stringent FTA requirements for distribution and allocation equity.

It is the policy of the WMPO to ensure that federal and state public transportation funding is distributed equitably throughout the urban area. The current allocation method ensures compliance with the policy and transit services to all eligible jurisdictions and areas within the region that are willing to provide local matching funds.



TABLE 1
Cape Fear Public Transportation Authority

Cost Allocation Based on 2016 Actual															
Average			Actual			Cost			Allocation Based on Actual Costs						
Route	No.	Hours	Miles	Total	Hour	Mile	New Freedom	JARC	ROAP	SMAP	Federal \$5307	State	Misc	Total	Net
		56.64	1.83				\$ 180,387	\$ 135,654	\$ 86,085	\$ 666,297	\$ 2,531,511	\$ 10,491	\$ 178,830	\$ 3,789,255	
Princess Place	101	285,131	123,572	408,703	81.19	6.06				\$ 58,851	\$ 173,949	\$ 927	\$ 12,941	\$ 246,668	\$ 76,154
Princess Place Peak	101	171,962	74,526	246,488	81.19	6.06				\$ 35,493	\$ 104,909	\$ 559	\$ 7,805	\$ 148,765	\$ 40,469
Oleander East	103	285,131	155,848	440,979	87.60	5.18				\$ 63,498	\$ 187,686	\$ 1,000	\$ 13,963	\$ 266,148	\$ 127,517
Northeast	104	285,131	141,093	426,224	84.67	5.53				\$ 61,374	\$ 181,407	\$ 966	\$ 13,496	\$ 257,243	\$ 121,026
Medical Center	105	285,131	113,428	398,559	79.17	6.44				\$ 57,390	\$ 169,632	\$ 904	\$ 12,620	\$ 240,545	\$ 94,886
Shipyard Blvd	106	285,131	135,560	420,691	83.57	5.69				\$ 60,577	\$ 179,052	\$ 954	\$ 13,321	\$ 253,903	\$ 112,262
College Road	107	190,087	100,210	290,297	86.50	5.31				\$ 41,801	\$ 123,554	\$ 658	\$ 9,192	\$ 175,206	\$ 93,473
Market Street	108	214,953	65,349	280,302	73.86	7.86		\$ 135,654					\$ 8,875	\$ 144,529	\$ 89,469
Carolina Beach Rd	201	285,131	95,906	381,037	75.69	7.28				\$ 54,867	\$ 162,175	\$ 864	\$ 12,065	\$ 229,971	\$ 44,967
Oleander West	202	285,131	134,638	419,769	83.39	5.71				\$ 60,444	\$ 178,659	\$ 952	\$ 13,292	\$ 253,347	\$ 101,160
Brunswick Connector	204	171,962	147,383	319,346	105.19	3.97				\$ 45,984	\$ 135,918	\$ 724	\$ 10,112	\$ 192,737	\$ 100,980
Long Leaf Park	205	285,131	88,529	373,660	74.23	7.73	\$ 180,387						\$ 11,832	\$ 192,219	\$ 114,841
North	207	214,953	151,555	366,507	96.58	4.43			\$ 86,085				\$ 11,605	\$ 97,690	\$ 243,345
Independence	209	285,131	115,272	400,403	79.54	6.36				\$ 57,656	\$ 170,417	\$ 908	\$ 12,678	\$ 241,659	\$ 90,953
Downtown Trolley	203	248,833	73,714	322,546	73.42	8.02				\$ 46,445	\$ 137,280	\$ 731	\$ 10,213	\$ 194,669	\$ 127,877
Pleasure Island	301	95,044	57,175	152,219	90.71	4.88				\$ 21,919	\$ 64,786	\$ 345	\$ 4,820	\$ 91,870	\$ 45,531
Totals		3,873,971	1,773,758	5,647,730	82.58	5.83	\$ 180,387	\$ 135,654	\$ 86,085	\$ 666,297	\$ 1,969,424	\$ 10,491	\$ 178,830	\$ 3,227,168	\$ 1,624,912
UNCW		976,035	299,375	1,275,409	74.01	7.80					\$ 562,087		\$	562,087	\$ -
Total Fixed Route Costs		4,850,006	2,073,133	6,923,139			\$ 180,387	\$ 135,654	\$ 86,085	\$ 666,297	\$ 2,531,511	\$ 10,491	\$ 178,830	\$ 3,789,255	\$ 1,624,912

TABLE 2

NCDOT 2015 Allocation Methodology

	Population	Population Density	Low Income Population	Revenue Vehicle Miles	5340/5307	Total Allocation
FY 15 5307 Rates	2.6815464	0.0012257	4.0439619	0.5448053		
Allocation Data						
Brunswick	19,738	930	3,115	36,000		
New Hanover	198,080	1795	47,637	1,698,322		
Pender	2,140	775	314	0		
5307 / 5340 Funding Allocation						
Brunswick	\$52,928	\$21,651	\$12,597	\$19,613	\$7,295	\$114,085
New Hanover	\$531,159	\$419,370	\$192,641	\$925,255	\$141,304	\$2,209,730
Pender	\$5,738	\$2,203	\$1,270	\$0	\$629	\$9,841
Wilmington Urbanized Area Totals					\$149,229	\$2,333,655

DESIGNATED RECIPIENT §5307



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

150 I MAIL SERVICE CENTER, RALEIGH, N.C. 27699-1501

LYNDO TIPPETT
SECRETARY

June 22, 2005

Mr. Rich Krochalis
Acting Regional Administrator
Federal Transit Administration
61 Forsyth Street, South West
Suite 17T50
Atlanta, Georgia 30303-8917

Dear Mr. Krochalis:

In accordance with the authority vested in me by Governor Michael F. Easley, and in accordance with U.S.C. Section 5307(a)(2) and the Transportation Efficiency Act for the twenty-first century, I hereby declare the Cape Fear Public Transportation Authority to be a designated recipient of federal Urbanized Area Formula Program funds for the Wilmington urbanized area.

I attest to the fact that the Cape Fear Public Transportation Authority is a public body and has the legal capacity to apply for, receive and dispense funds for public transportation purposes in the Wilmington urban area. A copy of the letter from the authority chair affirming their interest in being the designated recipient is enclosed. A copy of the Affirmation of Attorney certifying the authority's legal capacity to perform the functions of a designated recipient is enclosed. Copies of resolutions from the City of Wilmington, which is the current designated recipient and the New Hanover County, the two public bodies that formerly provided public transportation in the urban area, are enclosed. Lastly, the Wilmington Urban Area Metropolitan Planning Organization has also concurred in the designation. A copy of their resolution is enclosed as well.

Currently, the Cape Fear Public Transportation Authority is the provider of publicly owned transit services in the urbanized area. The authority assumed the responsibilities of providing public transportation from the City of Wilmington and New Hanover County on July 1, 2004.

PHONE 919-733-2520 FAX 919-733-9150



Mr. Rich Krochalis
June 22, 2005
Page 2

Please contact Michael Kozak, Assistant Director for Metropolitan Transportation, in the Public Transportation Division at 919-733-4713, extension 229, if you have any questions about this designation.

Sincerely,



Lyndo Tippet

LT/mak

Enclosure

cc: Lanny Wilson, Chair, Wilmington Urban Area Transportation Advisory Committee
Spence Broadhurst, Mayor, City of Wilmington
Christine B. McNamee, Chair, Cape Fear Public Transportation Authority
David King, Deputy Secretary for Transit, North Carolina Department of
Transportation
Miriam Perry, Director, Public Transportation Division, North Carolina Department
of Transportation
Michael Kozak, Public Transportation Division, North Carolina Department of
Transportation



DESIGNATED RECIPIENT §5310



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY
GOVERNOR

1501 MAL SERVICE CENTER RALEIGH, N.C. 27699-1501

ANTHONY J. TATA
SECRETARY

June 27, 2014

Dr. Yvette G. Taylor, Regional Administrator
Federal Transit Administration, Region IV
230 Peachtree Street, NW, Suite 800
Atlanta, Georgia 30303

RE: Designated Recipient for Elderly Persons and Persons with Disabilities Program Funding
(Section 5310)

Dear Dr. Taylor

Consistent with the provisions of *Moving Ahead for Progress in the 21st Century* (MAP-21), and as the designated agency responsible for fulfilling the functions required by the Federal Transit Administration (FTA), I hereby concur with the designation of the Cape Fear Public Transportation Authority (CFPTA) as the designated recipient for the Persons with Disabilities Funding Program (Section 5310). The Wilmington MPO Advisory Committee, acting as the designated policy board of the Metropolitan Planning Organization (MPO), supported this designation on May 28, 2014 through formal resolution.

As the designated recipient, the Cape Fear Public Transportation and the MPO will be responsible for developing a Program Management Plan (PMP), administering the program by ensuring that all sub recipients comply with Federal requirements, notifying eligible local entities of funding availability, developing program selection processes, determining project eligibility, developing the yearly program of projects and receiving and dispensing funds in the Wilmington Urbanized Area.

Should you require additional information, please contact Bobby Lewis, Interim Deputy Secretary for Transit at (919) 707-2800.

Sincerely,

A handwritten signature in black ink, appearing to read "ATJ/Tata".
Anthony J. Tata

Nick Tennyson, NCDOT Chief Deputy Secretary
Bobby Lewis, NCDOT Interim Deputy Secretary for Transit
Debra Collins, Director, NCDOT Public Transportation Division
Cheryl Leonard, Assistant Director, NCDOT, Public Transit Division
Phillip Vereen, Assistant Director, NCDOT Public Transportation Division
Laura Padgett, TAC Chair, Wilmington MPO
Mike Kozlosky, Executive Director, Wilmington MPO
Albert Eby, Executive Director, Cape Fear Public Transportation Authority

PHONE 919-707-2800 FAX 919-733-9150



**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION ADOPTING THE WILMINGTON URBAN AREA METROPOLITAN
PLANNING ORGAIZATION'S PUBLIC TRANSPORTATION FUNDING
ALLOCATION PLAN**

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization provides transportation planning services for the City of Wilmington, Town of Carolina Beach, Town of Kure Beach, Town of Wrightsville Beach, Town of Belville, Town of Leland, Town of Navassa, New Hanover County, Brunswick County, Pender County, Cape Fear Public Transportation Authority and the North Carolina Board of Transportation; and

WHEREAS, the Federal Transit Administration (FTA) allocates funds to each Urbanized Area (UZA) in the United States with a population greater than 50,000 people with the expectation that these funds will be shared equitably among public transportation operators within the UZA; and

WHEREAS, this program, referred to as the Urbanized Area Formula Program (Section 5307), is the primary source of financial support for capital, preventative maintenance and other eligible public transportation expenses for most communities; and

WHEREAS, the North Carolina Department of Transportation completed the Federal Transit Administration Formula Program Graduation Analysis in February 2016 to review this program; and

WHEREAS, the purpose of this study was to review Section 5307/5340 sub-allocation approaches within UZAs that are serviced by more than one public transportation operator that is eligible to receive FTA Urban Area Formula Program funding; and

WHEREAS, study is intended to increase awareness of how individual transit systems earn money for their UZAs and to be used as a resource for evaluating the fairness and equity of funding distribution formulas; and

WHEREAS, as part of this analysis, case studies were completed for Hickory, Wilmington, New Bern, Kannapolis/Concord/Salisbury, Raleigh, Fayetteville, Asheville and each of the Governor's Apportionment urbanized areas; and

WHEREAS, the study recommends that transit systems generating Section 5307/5340 apportionments for their Urbanized Areas receive their fair and equitable share of the funding from the state and the MPO using an inclusive, transparent, and defensible allocation method; and

WHEREAS, it is also recommended that other considerations, particularly local capital and preventive maintenance needs, are also included in the allocation methodology.

WHEREAS, the North Carolina Department of Transportation identified the next step in the process was for an allocation plan to be created in each MPO that meets the needs of the systems earning these funds.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby adopts the Wilmington Urban Area Metropolitan Planning Organization's Public Transportation Funding Allocation Plan.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on September 27, 2017.

Gary Doetsch, Chair

Mike Kozlosky, Secretary



305 Chestnut Street
PO Box 1810
Wilmington, NC 28402
Ph: (910) 341-3258
Fax: (910) 341-7801
www.wmpo.org

Memorandum

To: TCC Members

From: Amy Kimes, PE, Senior Project Engineer, WMPO
Britt Strait, Accountant, WMPO

Date: September 7, 2017

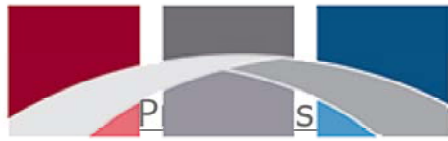
Subject: Discussion Regarding STBG/TASA Direct Attributable Funding

The STP-DA/TAP-DA programs first awarded funding to WMPO member jurisdictions in fiscal year 2013. New legislation has changed the name to the Surface Transportation Block Grant-Direct Attributable/Transportation Alternative Set-Aside-Direct Attributable (STBG-DA/TASA-DA) programs and provided modified guidance. As a part of moving forward under this new guidance, staff has worked to streamline the application process and provide additional clarification of allowable projects. Staff has also reviewed existing project statuses and current construction costs to better understand the success and/or failure of the award and construction process. Finally, Board members have requested the addition of studies for consideration.

At the August 16, 2017 TCC meeting, the committee discussed issues and concerns related to the implementation of the program. Additional conversations were held with the Board at the August 30, 2017 meeting. The Board approved to delay a future call for projects to allow staff to work with the TCC and Board on developing an improved process moving forward.

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Infrastructure For Rebuilding America (INFRA) Grants

The INFRA program provides dedicated, discretionary funding for projects that address critical issues facing our nation's highways and bridges. INFRA grants will support the Administration's commitment to fixing our nation's crumbling infrastructure by creating opportunities for all levels of government and the private sector to fund infrastructure, using innovative approaches to improve the necessary processes for building significant projects, and increasing accountability for the projects that are built.

U.S. Department of Transportation Launches Infrastructure For Rebuilding America (INFRA) Grant Program, Announces New Funding Opportunities

WASHINGTON - The Department of Transportation (DOT) is announcing the Infrastructure for Rebuilding America (INFRA) discretionary grant program through a Notice of Funding Opportunity (NOFO) in the Federal Register on June 29. The INFRA program will make approximately \$1.5 billion available to projects that are in line with the Administration's principles to help rebuild America's crumbling infrastructure — a priority for this Administration. In addition to providing direct federal funding, the INFRA program aims to increase the total investment by state, local, and private partners.

INFRA advances a pre-existing grant program established in the FAST Act of 2015 and utilizes updated criteria to evaluate projects to align them with national and regional economic vitality goals and to leverage additional non-federal funding. The new program will increase the impact of projects by leveraging capital and allowing innovation in the project delivery and permitting processes, including public-private partnerships.

Additionally, the new program promotes innovative safety solutions that will improve our transportation system. INFRA will also target performance and accountability in project delivery and operations.

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"The President and the Department are committed to revitalizing, repairing and rebuilding America's aging infrastructure," said Secretary Elaine L. Chao. "By ensuring the right incentives, projects selected under this program will be better able to make significant, long-term improvements to America's transportation infrastructure."

The Department will make awards under the INFRA program to both large and small projects. For a large project, the INFRA grant must be at least \$25 million. For a small project, the grant must be at least \$5 million. For each fiscal year of INFRA funds, 10% of available funds are reserved for small projects.

The INFRA grant program preserves the statutory requirement in the FAST Act to award at least 25% of funding for rural projects. The Administration understands that rural needs may well exceed this limit, and the Department will consider rural projects to the greatest extent possible. For rural communities in need of funding for highway and multimodal freight projects with national or regional economic significance, INFRA is an opportunity to apply directly for financial assistance from the federal government. For these communities, DOT will consider an applicant's resource constraints when assessing the leverage criterion.

INFRA grants may be used to fund a variety of components of an infrastructure project, however, the Department is specifically focused on projects in which the local sponsor is significantly invested and is positioned to proceed rapidly to construction. Eligible INFRA project costs may include: reconstruction, rehabilitation, acquisition of property (including land related to the project and improvements to the land), environmental mitigation, construction contingencies, equipment acquisition, and operational improvements directly related to system performance.

Applicants may [resubmit](#) their previous FASTLANE application, but must explain how the project competitively addresses the improved INFRA Grant criteria. This [NOFO](#) will remain open until 8:00PM EST, November 2, 2017.

Updated: Wednesday, August 2, 2017



[Submit Feedback >](#)

Related Documents

- [INFRA Notice of Funding Opportunity](#)
- [FY17-18 Build America Bureau Fact Sheet](#)
- [FY17-18 INFRA vs FASTLANE Side-by-Side](#)
- [FY17-18 INFRA Repeat Application Form](#)
- [FY 2016 FASTLANE Project Applications](#)
- [FASTLANE 2016 Annual Report](#)

Contact Us

Office of the Assistant Secretary for Transportation Policy

1200 New Jersey Ave, SE
Washington, DC 20590
United States

Phone: 202-366-4544

TTY/Assistive Device: 800-877-8339

Business Hours:

8:30am-5:00pm ET, M-F

Tags

- [freight](#)

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up to 0.999 mgd (peak day) (Docket No. 20130905).

3. *Project Sponsor and Facility:* Chesapeake Appalachia, L.L.C. (Sugar Creek), Burlington Township, Bradford County, Pa. Application for renewal of surface water withdrawal of up to 0.499 mgd (peak day) (Docket No. 20130906).

4. *Project Sponsor and Facility:* Chesapeake Appalachia, L.L.C. (Susquehanna River), Terry Township, Bradford County, Pa. Application for renewal of surface water withdrawal of up to 1.440 mgd (peak day) (Docket No. 20130907).

5. *Project Sponsor and Facility:* Chief Oil & Gas LLC (Towanda Creek), Leroy Township, Bradford County, Pa. Application for surface water withdrawal of up to 1.500 mgd (peak day).

6. *Project Sponsor and Facility:* Downs Racing, L.P. d/b/a Mohegan Sun Pocono, Plains Township, Luzerne County, Pa. Application for consumptive use of up to 0.350 mgd (peak day).

7. *Project Sponsor and Facility:* Elizabethtown Area Water Authority, Mount Joy Township, Lancaster County, Pa. Application for renewal of groundwater withdrawal of up to 0.432 mgd (30-day average) from Well 6 (Docket No. 19861103).

8. *Project Sponsor and Facility:* Elizabethtown Area Water Authority, Mount Joy Township, Lancaster County, Pa. Application for groundwater withdrawal of up to 0.432 mgd (30-day average) from Well 7.

9. *Project Sponsor and Facility:* Elizabethtown Area Water Authority, Elizabethtown Borough and Mount Joy Township, Lancaster County, Pa. Modification to correct total system limit to remove inclusion of water discharged to the Conewago watershed to offset passby and transfer of water from Conewago Creek to Back Run (Docket No. 20160903).

10. *Project Sponsor and Facility:* Houtzdale Municipal Authority, Gulich Township, Clearfield County, Pa. Application for groundwater withdrawal of up to 1.008 mgd (30-day average) from Well 14R.

11. *Project Sponsor and Facility:* Moxie Freedom LLC, Salem Township, Luzerne County, Pa. Modification to increase consumptive use by an additional 0.408 mgd (peak day), for a total consumptive use of up to 0.500 mgd (peak day) (Docket No. 20150907).

12. *Project Sponsor and Facility:* Susquehanna Gas Field Services, LLC (Meshoppen Creek), Meshoppen Borough, Wyoming County, Pa. Application for renewal of surface water

withdrawal of up to 0.145 mgd (peak day) (Docket No. 20130913).

13. *Project Sponsor and Facility:* Susquehanna Nuclear, LLC, Salem Township, Luzerne County, Pa. Modification to increase consumptive use by an additional 5.000 mgd (peak day), for a total consumptive use of up to 53.000 mgd (peak day) (Docket No. 19950301).

14. *Project Sponsor and Facility:* Susquehanna Nuclear, LLC (Susquehanna River), Salem Township, Luzerne County, Pa. Modification to increase surface water withdrawal by an additional 10.000 mgd (peak day), for a total surface water withdrawal increase of up to 76.000 mgd (peak day) (Docket No. 19950301).

15. *Project Sponsor and Facility:* SWEPI LP (Elk Run), Sullivan Township, Tioga County, Pa. Application for surface water withdrawal of up to 0.646 mgd (peak day).

16. *Project Sponsor and Facility:* SWN Production Company, LLC (Wyalusing Creek), Wyalusing Township, Bradford County, Pa. Application for renewal of surface water withdrawal of up to 2.000 mgd (peak day) (Docket No. 20130911).

17. *Project Sponsor and Facility:* Transcontinental Gas Pipe Line Company, LLC. Project: Atlantic Sunrise (Fishing Creek), Sugarloaf Township, Columbia County, Pa. Application for modification to add consumptive use of up to 0.200 mgd (peak day) to existing docket approval (Docket No. 20160913).

18. *Project Sponsor and Facility:* Transcontinental Gas Pipe Line Company, LLC. Project: Atlantic Sunrise (Fishing Creek), Sugarloaf Township, Columbia County, Pa. Application for modification to change authorized use of source to existing docket approval (Docket No. 20160913).

19. *Project Sponsor and Facility:* Village of Waverly, Tioga County, N.Y. Application for groundwater withdrawal of up to 0.320 mgd (30-day average) from Well 1.

20. *Project Sponsor and Facility:* Village of Waverly, Tioga County, N.Y. Application for groundwater withdrawal of up to 0.480 mgd (30-day average) from Well 2.

21. *Project Sponsor and Facility:* Village of Waverly, Tioga County, N.Y. Application for groundwater withdrawal of up to 0.470 mgd (30-day average) from Well 3.

Opportunity To Appear and Comment

Interested parties may appear at the hearing to offer comments to the Commission on any project, request or proposal listed above. The presiding officer reserves the right to limit oral

statements in the interest of time and to otherwise control the course of the hearing. Guidelines for the public hearing will be posted on the Commission's Web site, www.srb.net, prior to the hearing for review. The presiding officer reserves the right to modify or supplement such guidelines at the hearing. Written comments on any project, request or proposal listed above may also be mailed to Mr. Jason Oyler, General Counsel, Susquehanna River Basin Commission, 4423 North Front Street, Harrisburg, Pa. 17110-1788, or submitted electronically through www.srb.net/pubinfo/publicparticipation.htm. Comments mailed or electronically submitted must be received by the Commission on or before August 14, 2017, to be considered.

Authority: Pub. L. 91-575, 84 Stat. 1509 *et seq.*, 18 CFR parts 806, 807, and 808.

Dated: June 29, 2017.

Stephanie L. Richardson,
Secretary to the Commission.

[FR Doc. 2017-14076 Filed 7-3-17; 8:45 am]

BILLING CODE 7040-01-P

DEPARTMENT OF TRANSPORTATION

Office of the Secretary of Transportation

[Docket No. DOT-OST-2017-0090]

Notice of Funding Opportunity for the Department of Transportation's Nationally Significant Freight and Highway Projects (INFRA Grants) for Fiscal Years 2017 and 2018

AGENCY: Office of the Secretary of Transportation, U.S. Department of Transportation.

ACTION: Notice of funding opportunity.

SUMMARY: The Nationally Significant Freight and Highway Projects (INFRA) program provides Federal financial assistance to highway and freight projects of national or regional significance. This notice solicits applications for awards under the program's FY 2017 and FY 2018 funding, subject to future appropriations.

DATES: Applications must be submitted by 8:00 p.m. EST November 2, 2017. The *Grants.gov* "Apply" function will open by August 1, 2017.

ADDRESSES: Applications must be submitted through www.Grants.gov. Only applicants who comply with all submission requirements described in this notice and submit applications through www.Grants.gov will be eligible for award.

FOR FURTHER INFORMATION CONTACT: For further information regarding this notice, please contact the Office of the Secretary via email at INFRAgrants@dot.gov. For more information about highway projects, please contact Crystal Jones at (202) 366–2976. For more information about maritime projects, please contact Robert Bouchard at (202) 366–5076. For more information about rail projects, please contact Stephanie Lawrence at (202) 493–1376. For more information about railway-highway grade crossing projects, please contact Karen McClure at (202) 493–6417. For all other questions, please contact Paul Baumer at (202) 366–1092. A TDD is available for individuals who are deaf or hard of hearing at 202–366–3993. In addition, up to the application deadline, the Department will post answers to common questions and requests for clarifications on USDOT's Web site at <https://www.transportation.gov/buildamerica/INFRAgrants>.

SUPPLEMENTARY INFORMATION:

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A. Program Description

1. Overview

The INFRA program provides Federal financial assistance to highway and freight projects of national or regional significance. To maximize the value of FY 2017–2018 INFRA funds for all Americans, the Department is focusing

the competition on transportation infrastructure projects that support four key objectives, each of which is discussed in greater detail in section A.2:

- (1) Supporting economic vitality at the national and regional level;
- (2) Leveraging Federal funding to attract other, non-Federal sources of infrastructure investment, as well as accounting for the life-cycle costs of the project;
- (3) Using innovative approaches to improve safety and expedite project delivery; and
- (4) Holding grant recipients accountable for their performance and achieving specific, measurable outcomes identified by grant applicants.

This notice's focus on the four key objectives does not compromise the Department's position that safety is our top priority. The Department is committed to reducing traffic fatalities and serious injuries on the surface transportation system. To reinforce the Department's safety priority, the USDOT will require projects that receive INFRA awards to consider and effectively respond to data-driven transportation safety concerns. Section F.2.a describes related requirements that the Department will impose on each INFRA project. These requirements focus on performing detailed, data-driven safety analyses and the incorporating project elements that respond to State-specific safety priority areas.

2. Key Program Objectives

This section of the notice describes the four key program objectives that the Department intends to advance with FY 2017–2018 INFRA funds. These four objectives are reflected in later portions of the notice, including section E.1, which describes how the Department will evaluate applications to advance these objectives, and section D.2.b, which describes how applicants should address the four objectives in their applications.

a. Key Program Objective #1: Supporting Economic Vitality

A strong transportation network is absolutely critical to the functioning and growth of the American economy. The nation's industry depends on the transportation network not only to move the goods that it produces, but also to facilitate the movements of the workers who are responsible for that production. When the nation's highways, railways, and ports function well, that infrastructure connects people to jobs, increases the efficiency of delivering goods and thereby cuts the costs of

doing business, reduces the burden of commuting, and improves overall well-being. When the transportation network fails—whether due to increasing bottlenecks, growing connectivity gaps, or unsafe, crumbling conditions—our economy suffers. Projects that address congestion in our major urban areas, particularly those that do so through the use of congestion pricing or the deployment of advanced technology, projects that bridge gaps in service in our rural areas, and projects that attract private economic development, all support national or regional economic vitality. Therefore, the INFRA program seeks these types of infrastructure projects.

b. Key Program Objective #2: Leveraging of Federal Funding

The Department is committed to supporting the President's call for more infrastructure investment. That goal will not be achieved through Federal investment alone, but rather requires States, local governments, and the private sector to share responsibility and accountability, and to maximize their own contributions. The Federal government provided about 25%, or about \$100 billion of the estimated \$416 billion of public investment in transportation and water infrastructure in 2014,¹ but more infrastructure investment is possible if the significant Federal contribution is a smaller portion of a larger total.

To increase the leveraging of Federal funding, the INFRA program will give priority consideration to projects that use all available non-Federal resources for development, construction, operations, and maintenance. (As described further in E.1.a (Criterion #2), the Department will also consider the level at which these resources are in fact available, particularly for rural areas). These projects include projects that maximize State, local, and private sector funding, projects that raise revenue directly, projects that benefit from local self-help, and projects that pair INFRA grants with broader-scale innovative financing, including Federal credit assistance such as Transportation Infrastructure Finance and Innovation Act (TIFIA) and Railroad Rehabilitation Improvement Financing (RRIF) loans.

By emphasizing leveraging of Federal funding, the Department expects to expand the total resources being used to build and restore infrastructure, rather than have Federal dollars merely

¹ <https://www.cbo.gov/sites/default/files/114th-congress-2015-2016/reports/49910-Infrastructure.pdf>.

displace or substitute for State, local, and private funds.

c. Key Program Objective #3: Innovation

The Department seeks to use the INFRA program to encourage innovation in three areas: (1) Environmental review and permitting; (2) use of experimental project delivery authorities; and (3) safety and technology. The Department anticipates making awards that advance each innovation area, but it does not necessarily expect each INFRA project to address all three innovation areas. Instead, the Department expects applicants to identify the innovation areas that provide benefit to their project and propose activities in those areas.

Innovation Area #1: Environmental Review and Permitting

Some project sponsors indicate that Federal law and regulations impose requirements on transportation projects that delay the timely delivery of infrastructure. Some claim that the current approach to environmental review and permitting can lead to costly delays that are not justified by environmental benefits. Others note that excessive spending for permitting and studies diverts resources from environmental mitigation. Fortunately, recent transportation authorizations, including the FAST Act, have introduced a number of reforms intended to reduce project timelines and costs without compromising the integrity of crucial environmental protections. The Department is eager to use the INFRA program to expand and improve upon these reforms.

Under the INFRA program the Department seeks to test new approaches to the environmental review and permitting process for infrastructure projects. This approach has four objectives: (1) Accelerating the environmental permitting and review process; (2) improving outcomes for communities and the environment; (3) facilitating concurrent and consistent environmental permitting and review, analysis and decision making across Federal agencies and geographic regions; and (4) establishing a shared vision of permitting success among all Federal agencies.

In the current practice, the resource agencies that are responsible for environmental review and permitting, including U.S. Army Corps of Engineers, the Fish and Wildlife Service, and the Environmental Protection Agency, operate independently and collaborate as necessary. This independent and distributed operation can frustrate

efficient project delivery. Under the approach, the Department will aim to identify "liaisons" within each relevant resource agency. These liaisons will work closely and collaboratively with each other, project sponsors, and local field offices to steward projects participating in the effort through the environmental review process in a timely manner. The liaisons will be responsible for making consistent and timely permit determinations, while ensuring compliance with the purposes and procedures of the environmental permitting and review statutes. They will also have easy access to their counterparts throughout the Department, including in the Department's operating administrations, the Infrastructure Permitting Improvement Center, and the Build America Bureau.

The Department's aim is for liaisons to have active and defined roles early in the project development process to define potential permitting risks as early as the project scoping and the development of alternatives stages. They will coordinate activity to reduce risks, and will have specific responsibilities (*e.g.*, dispute resolution) that are triggered when a project is at risk for missing a permit deadline. Additionally, to ensure consistency across Federal agency jurisdictions, liaisons will coordinate permitting activities between Agency-specific districts for projects that cross jurisdictional boundaries.

The Department's aim is to achieve timely and consistent environmental review and permit decisions. Liaisons' work will be tracked on the Federal Infrastructure Project Permitting Dashboard, an online tool for tracking the environmental review and authorization process for large or complex infrastructure projects.

Participation in this new approach will not remove any statutory requirements affecting project delivery, and INFRA award recipients are not required to participate. However, the Department seeks INFRA applications for projects that could benefit from this approach, which are likely larger, more complex projects, and encourages those applicants to indicate whether they are interested in participating. Because the Department views this as a potential model for future environmental review and permitting, it seeks projects that will allow it to evaluate that model.

Innovation Area #2: Special Experimental Authorities

By statute, all INFRA awards are subject to Federal requirements associated with the Federal-aid Highways program under title 23 of the

United States Code. However, the Department is interested in ensuring that those requirements do not unnecessarily impede project delivery. The Federal Highway Administration (FHWA) has long encouraged increasing private sector participation in the project development, finance, design, construction, maintenance, and operations. Since 1990, FHWA has experimented with innovative contracting practices under its Special Experimental Project No. 14 (SEP-14). In 2004, FHWA established Special Experimental Project No. 15 (SEP-15), which encouraged tests and experimentation throughout the entire project development process. SEP-15 was specifically aimed at attracting private investment, leading to increased project management flexibility, more innovation, improved efficiency, timely project implementation, and new revenue streams. Under SEP-14 and SEP-15, FHWA may waive statutory and regulatory requirements under title 23 on a project-by-project basis to explore innovative processes that could be adopted through legislation. This experimental authority is available to test changes that would improve the efficiency of project delivery in a manner that is consistent with the purposes underlying existing requirements; it is not available to frustrate the purposes of existing requirements.

The Department encourages applicants for INFRA funding to consider whether their project is eligible for and would benefit from an experimental authority or waiver under SEP-14, SEP-15, or some other experimental authority program. For appropriate projects, applicants should propose to use experimental authority and describe their expected benefits. In particular, the Department is interested in proposals that will substantially accelerate the pace of project deployment.

The Department is not replacing the application processes for SEP-14, SEP-15, or other experimental programs, with this notice or the INFRA program application. Instead, it seeks detailed expressions of interest in those programs. If selected for an INFRA award, the applicant would need to satisfy the relevant programs' requirements and complete the appropriate application processes. Selection for an INFRA award does not mean a project's SEP-14 or SEP-15 proposal has been approved. The Department will make a separate determination in accordance with those programs' processes on the appropriateness of a waiver.

Innovation Area #3: Safety and Technology

In addition to these cross-cutting safety-related requirements previously mentioned (and detailed in section F.2.a of this Notice), USDOT seeks opportunities under the INFRA program to experiment with innovative approaches to transportation safety, particularly projects which incorporate innovative design solutions, enhance the environment for automated vehicles, or use technology to improve the detection, mitigation, and documentation of safety risks. Illustrative examples include:

- Innovative designs that inherently reduce safety risk;
- Conflict detection and mitigation technologies for freight and non-freight interaction (e.g., intersection alerts and signal prioritization);
- Dynamic signaling or pricing systems to reduce congestion;
- Connected vehicle technology, including systems for vehicle-to-vehicle and vehicle-to-infrastructure communications;
- Signage and design features that facilitate autonomous technologies;
- Applications to automatically capture and report safety-related issues (e.g., identifying and documenting near-miss incidents); and
- Cybersecurity elements to protect safety-critical systems.

d. Key Program Objective #4: Performance and Accountability

To maximize public benefits from INFRA funds and promote local activity that will provide benefits beyond the INFRA-funded projects, the Department seeks projects that allow it to condition funding on specific, measurable outcomes. For appropriate projects, the Department may use one or more of the following types of events to trigger availability of some or all INFRA funds: (1) Reaching project delivery milestones in a timely manner; (2) making specific State or local policy changes that advance desirable transportation outcomes; and (3) achieving transportation performance objectives that support economic vitality or improve safety.

Each of these three types of events encourages accountability from project sponsors. First, project milestones can make a project sponsor accountable for timely project delivery. For example, to ensure that planning activities will not delay construction, the Department may condition construction funds on the sponsor completing those planning activities by a specific date. Second, INFRA funds can provide an additional

incentive to make specific policy changes. For example, in some jurisdictions, administrative barriers to public-private partnerships prevent project sponsors from using an effective and proven method of project delivery. In such jurisdictions, the Department can help dismantle those barriers by conditioning INFRA funds on local policy changes. Finally, the Department can improve overall performance of the transportation system by tying funding to specific performance targets. For example, if an INFRA project is awarded to improve freight movement through a corridor, the Department may condition some of the INFRA funds to be used to improve one interchange in the corridor on the project sponsor's ability to demonstrate satisfactory levels of service at other points in the corridor. Improvements at those other points on the corridor to reach the target level of service could be made with other, non-conditioned INFRA funds or with non-Federal funds.

These examples are illustrative, but the Department encourages applicants to identify other, creative ways to condition funding to advance INFRA program goals. The Department does not intend to impose these conditions on unwilling or uninterested INFRA recipients, nor does it intend to limit the types of projects that should consider accountability mechanisms. Instead, the Department encourages applicants to voluntarily identify measures through which the Department may hold them accountable, describe, in their application, how the Department could structure any conditions on funding, and detail how the structure advances INFRA program goals. As described in section E.1, an applicant-directed approach to accountability will allow the Department to differentiate among INFRA applications.

3. Program Name

The INFRA grant program is authorized as the Nationally Significant Freight and Highway Projects program at 23 U.S.C. 117. The Department formerly referred to INFRA grants as Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) grants. The Department has renamed the program Infrastructure For Rebuilding America (INFRA), to call attention to new priorities: Rebuilding and revitalizing our economy through infrastructure investment.

B. Federal Award Information

1. Amount Available

The FAST Act authorizes the INFRA program at \$4.5 billion for fiscal years (FY) 2016 through 2020, including \$850 million² for FY 2017 and \$900 million for FY 2018, to be awarded by USDOT on a competitive basis to projects of national or regional significance that meet statutory requirements. This notice solicits applications for up to \$1.56 billion in FY 2017–2018 INFRA funds. Approximately \$710 million of FY 2017 funds are available for INFRA awards.³ The Department anticipates that approximately \$810–\$855 million of FY 2018 funds will be available for awards, but that total is uncertain because the Department is issuing this notice before appropriations legislation has been enacted for FY 2018. The estimate may be higher or lower than the final amount, which is dependent on future appropriations legislation. Any award under this notice will be subject to the availability of funds.

2. Restrictions on Award Portfolio

The Department will make awards under the INFRA program to both large and small projects. (Refer to section C.3.ii. for a definition of large and small projects.) For a large project, the FAST Act specifies that an INFRA grant must be at least \$25 million. For a small project, including both construction awards and project development awards, the grant must be at least \$5 million. For each fiscal year of INFRA funds, 10 percent of available funds are reserved for small projects, and 90 percent of funds are reserved for large projects. The Department intends to use 10 percent of the available FY 2017 funding to make small project selections under the Notice of Funding Opportunity published in November of 2016. The FY 2017 funds made available under this notice are for large projects. The anticipated FY 2018 funds will be for both large and small projects.⁴ In summary, the estimated funding available for FY 2017 and FY 2018 under this notice is approximately

² Funds are subject to the overall Federal-aid highway obligation limitation, and funds in excess of the obligation limitation provided to the program are distributed to the States. While \$850 million is authorized for FY 2017, \$788.8 million is available for award. For additional information see FAST Act § 1102(f) and the Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2016, Pub. L. 114–113, div. L § 120.

³ The Department intends to award the 10 percent of the FY 2017 funding reserved for small projects to applications received under the Notice published in November, 2016. \$709.92 million of FY 2017 funds is available under the terms of this Notice.

⁴ Subject to availability of FY 2018 funding.

\$81 million–\$85.5 million for small projects and \$1.44 billion–\$1.48 billion for large projects.

The FAST Act specifies that not more than \$500 million in aggregate of the \$4.5 billion authorized for INFRA grants over fiscal years 2016 to 2020 may be used for grants to freight rail, water (including ports), or other freight intermodal projects that make significant improvements to freight movement on the National Highway Freight Network. After accounting for FY 2016 and previous FY 2017 INFRA selections, approximately \$326 million within this constraint remains available. Only the non-highway portion(s) of multimodal projects count toward the \$500 million maximum. Grade crossing and grade separation projects do not count toward the \$500 million maximum for freight rail, port, and intermodal projects.

The FAST Act directs that at least 25 percent of the funds provided for INFRA grants must be used for projects located in rural areas, as defined in Section C.3.iv. The Department may elect to go above that threshold if the appropriate projects are submitted. The USDOT must consider geographic diversity among grant recipients, including the need for a balance in addressing the needs of urban and rural areas.

3. Repeat Applications

The selection criteria described in Section E. of this Notice changed substantially from previous INFRA solicitations. Applicants who elect to resubmit an application from a previous solicitation should include a supplementary appendix which describes how their project aligns with the new selection criteria.

C. Eligibility Information

To be selected for an INFRA grant, an applicant must be an Eligible Applicant and the project must be an Eligible Project that meets the Minimum Project Size Requirement.

1. Eligible Applicants

Eligible applicants for INFRA grants are: (1) A State or group of States; (2) a metropolitan planning organization that serves an Urbanized Area (as defined by the Bureau of the Census) with a population of more than 200,000 individuals; (3) a unit of local government or group of local governments; (4) a political subdivision of a State or local government; (5) a special purpose district or public authority with a transportation function, including a port authority; (6) a Federal land management agency that applies jointly with a State or group of States;

(7) a tribal government or a consortium of tribal governments; or (8) a multi-State or multijurisdictional group of public entities.

Multiple States or jurisdictions that submit a joint application should identify a lead applicant as the primary point of contact. Joint applications should include a description of the roles and responsibilities of each applicant and should be signed by each applicant. The applicant that will be responsible for financial administration of the project must be an eligible applicant.

2. Cost Sharing or Matching

This section describes the statutory cost share requirements for an INFRA award. Cost share will also be evaluated according to the “Leveraging of Federal Funding” evaluation criterion described in Section E.1.a.ii. That section clarifies that the Department seeks applications for projects that exceed the minimum non-Federal cost share requirement described here.

INFRA grants may be used for up to 60 percent of future eligible project costs. Other Federal assistance may satisfy the non-Federal share requirement for an INFRA grant, but total Federal assistance for a project receiving an INFRA grant may not exceed 80 percent of the future eligible project costs. Non-Federal sources include State funds originating from programs funded by State revenue, local funds originating from State or local revenue-funded programs, private funds or other funding sources of non-Federal origins. If a Federal land management agency applies jointly with a State or group of States, and that agency carries out the project, then Federal funds that were not made available under titles 23 or 49 of the United States Code may be used for the non-Federal share. Unless otherwise authorized by statute, local cost-share may not be counted as non-Federal share for both the INFRA and another Federal program. For any project, the Department cannot consider previously-incurred costs or previously-expended or encumbered funds towards the matching requirement. Matching funds are subject to the same Federal requirements described in Section F.2.b as awarded funds.

For the purpose of evaluating eligibility under the statutory cost share requirements, funds from the TIFIA and RRIF credit assistance programs are considered Federal assistance and, combined with other Federal assistance, may not exceed 80 percent of the future eligible project costs.

3. Other

a. Eligible Project

Eligible projects for INFRA grants are: Highway freight projects carried out on the National Highway Freight Network (23 U.S.C. 167); highway or bridge projects carried out on the National Highway System (NHS), including projects that add capacity on the Interstate System to improve mobility or projects in a national scenic area; railway-highway grade crossing or grade separation projects; or a freight project that is (1) an intermodal or rail project, or (2) within the boundaries of a public or private freight rail, water (including ports), or intermodal facility. A project within the boundaries of a freight rail, water (including ports), or intermodal facility must be a surface transportation infrastructure project necessary to facilitate direct intermodal interchange, transfer, or access into or out of the facility and must significantly improve freight movement on the National Highway Freight Network. Improving freight movement on the National Highway Freight Network may include shifting freight transportation to other modes, thereby reducing congestion and bottlenecks on the National Highway Freight Network. For a freight project within the boundaries of a freight rail, water (including ports), or intermodal facility, Federal funds can only support project elements that provide public benefits.

b. Eligible Project Costs

INFRA grants may be used for the construction, reconstruction, rehabilitation, acquisition of property (including land related to the project and improvements to the land), environmental mitigation, construction contingencies, equipment acquisition, and operational improvements directly related to system performance. Statutorily, INFRA grants may also fund development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering, design, and other preconstruction activities, provided the project meets statutory requirements. However, the Department is seeking to use INFRA funding on projects that result in construction. Public-private partnership assessments for projects in the development phase are also eligible costs.

INFRA grant recipients may use INFRA funds to pay the subsidy and administrative costs necessary to receive TIFIA.

c. Minimum Project Size Requirement

For the purposes of determining whether a project meets the minimum project size requirement, the Department will count all future eligible project costs under the award and some related costs incurred before selection for an INFRA grant. Previously-incurred costs will be counted toward the minimum project size requirement only if they were eligible project costs under Section C.3.b. and were expended as

part of the project for which the applicant seeks funds. Although those previously-incurred costs may be used for meeting the minimum project size thresholds described in this Section, they cannot be reimbursed with INFRA grant funds, nor will they count toward the project's required non-Federal share.

i. Large Projects

The minimum project size for large projects is the lesser of \$100 million; 30

percent of a State's FY 2016 Federal-aid apportionment if the project is located in one State; or 50 percent of the larger participating State's FY 2016 apportionment for projects located in more than one State. The following chart identifies the minimum total project cost for projects for FY 2017 for both single and multi-State projects.

State	FY17 NSFHP (30% of FY16 apportionment) One-State minimum (millions)	FY17 NSFHP (50% of FY16 apportionment) Multi-State minimum* (millions)	FY18 NSFHP (30% of FY17 apportionment) One-State minimum (millions)	FY18 NSFHP (50% of FY17 apportionment) Multi-State minimum* (millions)
Alabama	\$100	\$100	\$100	\$100
Alaska	100	100	100	100
Arizona	100	100	100	100
Arkansas	100	100	100	100
California	100	100	100	100
Colorado	100	100	100	100
Connecticut	100	100	100	100
Delaware	51	86	52	87
Dist. of Col.	49	81	49	82
Florida	100	100	100	100
Georgia	100	100	100	100
Hawaii	51	86	52	87
Idaho	87	100	88	100
Illinois	100	100	100	100
Indiana	100	100	100	100
Iowa	100	100	100	100
Kansas	100	100	100	100
Kentucky	100	100	100	100
Louisiana	100	100	100	100
Maine	56	94	57	95
Maryland	100	100	100	100
Massachusetts	100	100	100	100
Michigan	100	100	100	100
Minnesota	100	100	100	100
Mississippi	100	100	100	100
Missouri	100	100	100	100
Montana	100	100	100	100
Nebraska	88	100	89	100
Nevada	100	100	100	100
New Hampshire	50	84	51	85
New Jersey	100	100	100	100
New Mexico	100	100	100	100
New York	100	100	100	100
North Carolina	100	100	100	100
North Dakota	76	100	77	100
Ohio	100	100	100	100
Oklahoma	100	100	100	100
Oregon	100	100	100	100
Pennsylvania	100	100	100	100
Puerto Rico	44	74	44	74
Rhode Island	67	100	67	100
South Carolina	100	100	100	100
South Dakota	86	100	87	100
Tennessee	100	100	100	100
Texas	100	100	100	100
Utah	100	100	100	100
Vermont	62	100	63	100
Virginia	100	100	100	100
Washington	100	100	100	100
West Virginia	100	100	100	100
Wisconsin	100	100	100	100
Wyoming	78	100	79	100

* For multi-State projects, the minimum project size is the largest of the multi-State minimums from the participating States.

ii. Small Projects

A small project is an eligible project that does not meet the minimum project size described in Section C.3.c.i.

d. Large/Small Project Requirements

For a large project to be selected, the Department must determine that the project generates national or regional economic, mobility, or safety benefits; is cost-effective; contributes to one or more of the goals described in 23 U.S.C 150; is based on the results of preliminary engineering; has one or more stable and dependable funding or financing sources available to construct, maintain, and operate the project, and contingency amounts are available to cover unanticipated cost increases; cannot be easily and efficiently completed without other Federal funding or financial assistance; and is reasonably expected to begin construction no later than 18 months after the date of obligation. These requirements are discussed in greater detail in section D.2.b.vii.

For a small project to be selected, the Department must consider the cost-effectiveness of the proposed project and the effect of the proposed project on mobility in the State and region in which the project is carried out.

e. Rural/Urban Area

This section describes the statutory definition of urban and rural areas and the minimum statutory requirements for projects that meet those definitions. For more information on how the Department consider projects in urban, rural, and low population areas as part of the selection process, see Section E.1.a. Criterion #2, and E.1.c.

The INFRA statute defines a rural area as an area outside an Urbanized Area⁵ with a population of over 200,000. In this notice, urban area is defined as inside an Urbanized Area, as designated by the U.S. Census Bureau, with a population of 200,000 or more.⁶ Rural and urban definitions differ in some other USDOT programs, including TIFIA and the FY 2016 TIGER Discretionary Grants program. Cost share requirements and minimum grant awards are the same for projects located in rural and urban areas. The

Department will consider a project to be in a rural area if the majority of the project (determined by geographic location(s) where the majority of the money is to be spent) is located in a rural area. However, if a project consists of multiple components, as described under section C.3.f or C.3.g., then for each separate component the Department will determine whether that component is rural or urban. In some circumstances, including networks of projects under section C.3.g that cover wide geographic regions, this component-by-component determination may result in INFRA awards that include urban and rural funds.

f. Project Components

An application may describe a project that contains more than one component. The USDOT may award funds for a component, instead of the larger project, if that component (1) independently meets minimum award amounts described in Section B and all eligibility requirements described in Section C, including the requirements for large projects described in sections C.3.d and D.2.b.vii; (2) independently aligns well with the selection criteria specified in Section E; and (3) meets National Environmental Policy Act (NEPA) requirements with respect to independent utility. Independent utility means that the component will represent a transportation improvement that is usable and represents a reasonable expenditure of USDOT funds even if no other improvements are made in the area, and will be ready for intended use upon completion of that component's construction. If an application describes multiple components, the application should demonstrate how the components collectively advance the purposes of the INFRA program. An applicant should not add multiple components to a single application merely to aggregate costs or avoid submitting multiple applications.

Applicants should be aware that, depending upon applicable Federal law and the relationship among project components, an award funding only some project components may make other project components subject to Federal requirements as described in Section F.2.b. For example, under 40 CFR 1508.25, the NEPA review for the funded project component may need to include evaluation of all project components as connected, similar, or cumulative actions.

The Department strongly encourages applicants to identify in their applications the project components that meet independent utility standards

and separately detail the costs and INFRA funding requested for each component. If the application identifies one or more independent project components, the application should clearly identify how each independent component addresses selection criteria and produces benefits on its own, in addition to describing how the full proposal of which the independent component is a part addresses selection criteria.

g. Network of Projects

An application may describe and request funding for a network of projects. A network of projects is one INFRA award that consists of multiple projects addressing the same transportation problem. For example, if an applicant seeks to improve efficiency along a rail corridor, then their application might propose one award for four grade separation projects at four different railway-highway crossings. Each of the four projects would independently reduce congestion but the overall benefits would be greater if the projects were completed together under a single award.

The USDOT will evaluate applications that describe networks of projects similar to how it evaluates projects with multiple components. Because of their similarities, the guidance in section C.3.f is applicable to networks of projects, and applicants should follow that guidance on how to present information in their application. As with project components, depending upon applicable Federal law and the relationship among projects within a network of projects, an award that funds only some projects in a network may make other projects subject to Federal requirements as described in Section F.2.

h. Application Limit

To encourage applicants to prioritize their INFRA submissions, each eligible applicant may submit no more than three applications. The three-application limit applies only to applications where the applicant is the lead applicant. There is no limit on applications for which an applicant can be listed as a partnering agency. If a lead applicant submits more than three applications as the lead applicant, only the first three received will be considered.

D. Application and Submission Information

1. Address

Applications must be submitted through www.Grants.gov. Instructions

⁵ For Census 2010, the Census Bureau defined an Urbanized Area (UA) as an area that consists of densely settled territory that contains 50,000 or more people. Updated lists of UAs are available on the Census Bureau Web site at http://www2.census.gov/geo/maps/dc10map/UAUC_RefMap/ua/. For the purposes of the INFRA program, Urbanized Areas with populations fewer than 200,000 will be considered rural.

⁶ See www.transportation.gov/buildamerica/INFRAgrants for a list of Urbanized Areas with a population of 200,000 or more.

for submitting applications can be found at <https://www.transportation.gov/buildamerica/InFRAGrants>.

2. Content and Form of Application

The application must include the Standard Form 424 (Application for

Federal Assistance), Standard Form 424C (Budget Information for Construction Programs), cover page, and the Project Narrative. More detailed information about the cover pages and Project Narrative follows.

a. Cover Page

Each application should contain a cover page with the following chart:

Project name	
Was an INFRA application for this project submitted previously?	Yes/no.
If yes, what was the name of the project in the previous application?	
Previously Incurred Project Cost	\$.
Future Eligible Project Cost	\$.
Total Project Cost (This should be the sum of the previous two rows)	\$.
INFRA Request	\$.
Total Federal Funding (including INFRA)	\$.
Are matching funds restricted to a specific project component? If so, which one?	Yes/no.
Is the project or a portion of the project currently located on National Highway Freight Network?	Yes/no.
Is the project or a portion of the project located on the NHS?	Yes/no (for each question).
• Does the project add capacity to the Interstate system?	
• Is the project in a national scenic area?	
Do the project components include a railway-highway grade crossing or grade separation project?	Yes/no.
• If so, please include the grade crossing ID.	
Do the project components include an intermodal or freight rail project, or freight project within the boundaries of a public or private freight rail, water (including ports), or intermodal facility?	Yes/no.
If answered yes to either of the two component questions above, how much of requested INFRA funds will be spent on each of these projects components?	
State(s) in which project is located.	
Small or large project	Small/Large.
Urbanized Area in which project is located, if applicable.	
Population of Urbanized Area.	
Is the project currently programmed in the:	Yes/no (please specify in which plans the project is currently programmed).
• TIP	
• STIP	
• MPO Long Range Transportation Plan	
• State Long Range Transportation Plan	
• State Freight Plan?	
If selected, would you be interested in participating in a new environmental review and permitting approach?.	Yes/No.

b. Project Narrative for Construction Projects

The Department recommends that the project narrative follow the basic outline below to address the program requirements and assist evaluators in locating relevant information.

- I. Project Description See D.2.b.i.
- II. Project Location See D.2.b.ii.
- III. Project Parties See D.2.b.iii.
- IV. Grant Funds, Sources and Uses of all Project Funding. See D.2.b.iv.
- V. Merit Criteria See D.2.b.v.
- VI. Project Readiness See D.2.b.vi and E.1.c.ii.
- VII. Large/Small Project Requirements. See D.2.b.vii.

The project narrative should include the information necessary for the Department to determine that the project satisfies project requirements described in Sections B and C and to assess the selection criteria specified in Section E.1. To the extent practicable, applicants should provide supporting data and documentation in a form that is directly verifiable by the Department. The Department may ask any applicant

to supplement data in its application, but expects applications to be complete upon submission.

In addition to a detailed statement of work, detailed project schedule, and detailed project budget, the project narrative should include a table of contents, maps, and graphics, as appropriate to make the information easier to review. The Department recommends that the project narrative be prepared with standard formatting preferences. (*i.e.*, a single-spaced document, using a standard 12-point font such as Times New Roman, with 1-inch margins.) The project narrative may not exceed 25 pages in length, excluding cover pages and table of contents. The only substantive portions that may exceed the 25-page limit are documents supporting assertions or conclusions made in the 25-page project narrative. If possible, Web site links to supporting documentation should be provided rather than copies of these supporting materials. If supporting documents are submitted, applicants

should clearly identify within the project narrative the relevant portion of the project narrative that each supporting document supports. At the applicant's discretion, relevant materials provided previously to a modal administration in support of a different USDOT financial assistance program may be referenced and described as unchanged. The Department recommends using appropriately descriptive final names (*e.g.*, "Project Narrative," "Maps," "Memoranda of Understanding and Letters of Support," etc.) for all attachments. The USDOT recommends applications include the following sections:

i. Project Summary

The first section of the application should provide a concise description of the project, the transportation challenges that it is intended to address, and how it will address those challenges. This section should discuss the project's history, including a

description of any previously incurred costs. The applicant may use this section to place the project into a broader context of other infrastructure investments being pursued by the project sponsor.

ii. Project Location

This section of the application should describe the project location, including a detailed geographical description of the proposed project, a map of the project's location and connections to existing transportation infrastructure, and geospatial data describing the project location. If the project is located within the boundary of a Census-designated Urbanized Area, the application should identify the Urbanized Area.

iii. Project Parties

This section of the application should list all project parties, including details about the proposed grant recipient and other public and private parties who are involved in delivering the project, such as port authorities, terminal operators, freight railroads, shippers, carriers, freight-related associations, third-party logistics providers, and freight industry workforce organizations.

iv. Grant Funds, Sources and Uses of Project Funds

This section of the application should describe the project's budget. At a minimum, it should include:

(A) Previously-incurred expenses, as defined in Section C.3.c.

(B) Future eligible costs, as defined in Section C.3.c.

(C) For all funds to be used for future eligible project costs, the source and amount of those funds.

(D) For non-Federal funds to be used for future eligible project costs, documentation of funding commitments should be referenced here and included as an appendix to the application.

(E) For Federal funds to be used for future eligible project costs, the amount, nature, and source of any required non-Federal match for those funds.

(F) A budget showing how each source of funds will be spent. The budget should show how each funding source will share in each major construction activity, and present that data in dollars and percentages. Funding sources should be grouped into three categories: Non-Federal; INFRA; and other Federal. If the project contains components, the budget should separate the costs of each project component. If the project will be completed in phases, the budget should separate the costs of each phase. The budget should be detailed enough to demonstrate that the

project satisfies the statutory cost-sharing requirements described in Section C.2.

(G) Information showing that the applicant has budgeted sufficient contingency amounts to cover unanticipated cost increases.

(H) The amount of the requested INFRA funds that would be subject to the \$500 million maximum described in Section B.2.

In addition to the information enumerated above, this section should provide complete information on how all project funds may be used. For example, if a particular source of funds is available only after a condition is satisfied, the application should identify that condition and describe the applicant's control over whether it is satisfied. Similarly, if a particular source of funds is available for expenditure only during a fixed time period, the application should describe that restriction. Complete information about project funds will ensure that the Department's expectations for award execution align with any funding restrictions unrelated to the Department, even if an award differs from the applicant's request.

v. Merit Criteria

This section of the application should demonstrate how the project aligns with the Merit Criteria described in section E.1 of this notice. The Department encourages applicants to address each criterion or expressly state that the project does not address the criterion. Applicants are not required to follow a specific format, but the following organization, which addresses each criterion separately, promotes a clear discussion that assists project evaluators. To minimize redundant information in the application, the Department encourages applicants to cross-reference from this section of their application to relevant substantive information in other sections of the application.

The guidance here is about how the applicant should organize their application. Guidance describing how the Department will evaluate projects against the Merit Criteria is in section E.1 of this notice. Applicants also should review that section before considering how to organize their application.

Criterion #1: Support for National or Regional Economic Vitality

This section of the application should describe the anticipated outcomes of the project that support the Economic Vitality criterion (described in Section E.1.a of this notice). The applicant

should summarize the conclusions of the project's benefit-cost analysis, including estimates of the project's benefit-cost ratio and net benefits. The applicant should also describe economic impacts and other data-supported benefits that are not included in the benefit-cost analysis.

The benefit-cost analysis itself should be provided as an appendix to the project narrative, as described in D.2.d. of this Notice.

Criterion #2: Leveraging of Federal Funding

This section of the application should include information that, when considered with the project budget information presented elsewhere in the application, is sufficient for the Department to evaluate how the project addresses the Leverage criterion, including:

(A) A description of the applicant's activities to maximize the non-Federal share of the project funding;

(B) A description of all evaluations of the project for private funding, the outcome of those evaluations, and all activities undertaken to pursue private funding for the project;

(C) A description of any fiscal constraints that affect the applicant's ability to use non-Federal contributions; and

(D) A description of the non-Federal share across the applicant's transportation program, if the applicant is a regular recipient of federal transportation funding; and

(E) A description of the applicant's plan to address the full life-cycle costs associated with the project, including a description of operations and maintenance funding commitments made by the applicant.

Criterion #3: Potential for Innovation

This section of the application should contain sufficient information to evaluate how the project includes or enables innovation in: (1) Environmental review and permitting; (2) use of experimental project delivery authorities; and (3) safety and technology. If the project does not address a particular innovation area, the application should state this fact.

If an applicant is proposing to participate in the environmental review and permitting approach described in section A.2.c, the application should describe how the project would benefit from participation, identify significant anticipated permitting challenges, and identify coordination that might be necessary to complete the environmental and permitting review process.

If an applicant is proposing to use SEP-14, SEP-15, or some other experimental authority program, the applicant should describe that proposal and their expected benefits. The applicant should also provide sufficient information for evaluators to confirm that the applicant's proposal would meet the requirements of the specific experimental authority program.⁷

If an applicant is proposing to adopt innovative safety approaches or technology, the application should demonstrate the applicant's capacity to implement those innovations, the applicant's understanding of whether the innovations will require extraordinary permitting, approvals, or other procedural actions, and the effects of those innovations on the project delivery timeline.

Criterion #4: Performance and Accountability

This section of the application should include sufficient information to evaluate how the applicant will advance the Performance and Accountability program objective. In general, the applicant should describe mechanisms that will allow the Department to hold it accountable for advancing INFRA program goals. Additional details for three approaches are provided in the following paragraphs, but these examples are not exhaustive. As described in greater detail in section A.2.d, the Department encourages applicants to identify other creative ways to condition funding to advance INFRA program goals and describe those mechanisms in this section of the application.

If the applicant is proposing to condition funding availability on timely completion of project milestones, the applicant should identify specific milestone events, provide target dates for those milestones, and propose a relationship between some or all of the requested INFRA funding and the milestones.

If the applicant is proposing to adopt a specific policy change, the applicant should provide sufficient information for evaluators to understand the existing policy, how changing the policy would advance the Department's goals, and how feasible the change will be for the applicant to complete within the project's delivery timeframe. The applicant should propose a relationship between some or all of the requested

INFRA funding and its completion of the change.

If the applicant is proposing to condition funding availability on reaching specific performance targets, the applicant should detail those performance targets in detail, describe the feasibility of tracking and achieving the target within the project's delivery timeframe, and propose a relationship between some or all of the requested INFRA funding and the performance objective.

vi. Project Readiness

This section of the application should include information that, when considered with the project budget information presented elsewhere in the application, is sufficient for the Department to evaluate whether the project is reasonably expected to begin construction in a timely manner. To assist the Department's project readiness assessment, the applicant should provide the information requested on technical feasibility, project schedule, project approvals, and project risks, each of which is described in greater detail in the following sections. Applicants are not required to follow the specific format described here, but this organization, which addresses each relevant aspect of project readiness, promotes a clear discussion that assists project evaluators. To minimize redundant information in the application, the Department encourages applicants to cross-reference from this section of their application to relevant substantive information in other sections of the application.

The guidance here is about what information applicants should provide and how the applicant should organize their application. Guidance describing how the Department will evaluate a project's readiness is described in section E.1 of this notice. Applicants also should review that section before considering how to organize their application.

(A) Technical Feasibility. The applicant should demonstrate the technical feasibility of the project with engineering and design studies and activities; the development of design criteria and/or a basis of design; the basis for the cost estimate presented in the INFRA application, including the identification of contingency levels appropriate to its level of design; and any scope, schedule, and budget risk-mitigation measures. Applicants should include a detailed statement of work that focuses on the technical and engineering aspects of the project and describes in detail the project to be constructed.

(B) Project Schedule. The applicant should include a detailed project schedule that identifies all major project milestones. Examples of such milestones include State and local planning approvals (programming on the Statewide Transportation Improvement Program), start and completion of NEPA and other Federal environmental reviews and approvals including permitting; design completion; right of way acquisition; approval of plans, specifications and estimates (PS&E); procurement; State and local approvals; project partnership and implementation agreements including agreements with railroads; and construction. The project schedule should be sufficiently detailed to demonstrate that:

(1) All necessary activities will be complete to allow INFRA funds to be obligated sufficiently in advance of the statutory deadline (September 30, 2020 for FY 2017 funds, September 30, 2021 for FY 2018 funds), and that any unexpected delays will not put the funds at risk of expiring before they are obligated;

(2) the project can begin construction quickly upon obligation of INFRA funds, and that the grant funds will be spent expeditiously once construction starts; and

(3) all real property and right-of-way acquisition will be completed in a timely manner in accordance with 49 CFR part 24, 23 CFR part 710, and other applicable legal requirements or a statement that no acquisition is necessary.

(C) Required Approvals.

(1) Environmental Permits and Reviews. The application should demonstrate receipt (or reasonably anticipated receipt) of all environmental approvals and permits necessary for the project to proceed to construction on the timeline specified in the project schedule and necessary to meet the statutory obligation deadline, including satisfaction of all Federal, State and local requirements and completion of the NEPA process. Specifically, the application should include:

(a) Information about the NEPA status of the project. If the NEPA process is complete, an applicant should indicate the date of completion, and provide a Web site link or other reference to the final Categorical Exclusion, Finding of No Significant Impact, Record of Decision, and any other NEPA documents prepared. If the NEPA process is underway, but not complete, the application should detail the type of NEPA review underway, where the project is in the process, and indicate the anticipated date of completion of all

⁷ SEP-14 information is available at https://www.fhwa.dot.gov/programadmin/contracts/sep_a.cfm. SEP-15 information is available at https://www.fhwa.dot.gov/ipd/p3/tools/programs/sep15_procedures.aspx.

milestones and of the final NEPA determination. If the last agency action with respect to NEPA documents occurred more than three years before the application date, the applicant should describe why the project has been delayed and include a proposed approach for verifying and, if necessary, updating this material in accordance with applicable NEPA requirements.

(b) Information on reviews, approvals, and permits by other agencies. An application should indicate whether the proposed project requires reviews or approval actions by other agencies,⁸ indicate the status of such actions, and provide detailed information about the status of those reviews or approvals and should demonstrate compliance with any other applicable Federal, State, or local requirements, and when such approvals are expected. Applicants should provide a Web site link or other reference to copies of any reviews, approvals, and permits prepared.

(c) Environmental studies or other documents—preferably through a Web site link—that describe in detail known project impacts, and possible mitigation for those impacts.

(d) A description of discussions with the appropriate USDOT modal administration field or headquarters office regarding the project's compliance with NEPA and other applicable Federal environmental reviews and approvals.

(e) A description of public engagement about the project that has occurred, including details on the degree to which public comments and commitments have been integrated into project development and design.

(2) State and Local Approvals. The applicant should demonstrate receipt of State and local approvals on which the project depends, such as State and local environmental and planning approvals and STIP or TIP funding. Additional support from relevant State and local officials is not required; however, an applicant should demonstrate that the project has broad public support.

(3) Federal Transportation Requirements Affecting State and Local Planning. The planning requirements applicable to the Federal-aid highway program apply to all INFRA projects, but for port, freight, and rail projects planning requirements of the operating

administration that will administer the INFRA project will also apply,⁹ including intermodal projects located at airport facilities.¹⁰ Applicants should demonstrate that a project that is required to be included in the relevant State, metropolitan, and local planning documents has been or will be included in such documents. If the project is not included in a relevant planning document at the time the application is submitted, the applicant should submit a statement from the appropriate planning agency that actions are underway to include the project in the relevant planning document.

To the extent possible, freight projects should be included in a State Freight Plan and supported by a State Freight Advisory Committee (49 U.S.C. 70201, 70202). Applicants should provide links or other documentation supporting this consideration.

⁹ In accordance with 23 U.S.C. 134 and 135, all projects requiring an action by the Federal Highway Administration (FHWA) must be in the applicable plan and programming documents (e.g., metropolitan transportation plan, transportation improvement program (TIP) and statewide transportation improvement program (STIP)). Further, in air quality non-attainment and maintenance areas, all regionally significant projects, regardless of the funding source, must be included in the conforming metropolitan transportation plan and TIP. Inclusion in the STIP is required under certain circumstances. To the extent a project is required to be on a metropolitan transportation plan, TIP, and/or STIP, it will not receive an INFRA grant until it is included in such plans. Projects not currently included in these plans can be amended by the State and metropolitan planning organization (MPO). Projects that are not required to be in long range transportation plans, STIPs, and TIPs will not need to be included in such plans in order to receive an INFRA grant. Port, freight rail, and intermodal projects are not required to be on the State Rail Plans called for in the Passenger Rail Investment and Improvement Act of 2008. However, applicants seeking funding for freight projects are encouraged to demonstrate that they have done sufficient planning to ensure that projects fit into a prioritized list of capital needs and are consistent with long-range goals. Means of demonstrating this consistency would include whether the project is in a TIP or a State Freight Plan that conforms to the requirements Section 70202 of Title 49 prior to the start of construction. Port planning guidelines are available at StrongPorts.gov.

¹⁰ Projects at grant obligated airports must be compatible with the FAA-approved Airport Layout Plan (ALP), as well as aeronautical surfaces associated with the landing and takeoff of aircraft at the airport. Additionally, projects at an airport: Must comply with established Sponsor Grant Assurances, including (but not limited to) requirements for non-exclusive use facilities, consultation with users, consistency with local plans including development of the area surrounding the airport, and consideration of the interest of nearby communities, among others; and must not adversely affect the continued and unhindered access of passengers to the terminal.

Because projects have different schedules, the construction start date for each INFRA grant will be specified in the project-specific agreements signed by relevant modal administration and the grant recipients, based on critical path items that applicants identify in the application and will be consistent with relevant State and local plans.

(D) Assessment of Project Risks and Mitigation Strategies. Project risks, such as procurement delays, environmental uncertainties, increases in real estate acquisition costs, uncommitted local match, or lack of legislative approval, affect the likelihood of successful project start and completion. The applicant should identify all material risks to the project and the strategies that the lead applicant and any project partners have undertaken or will undertake in order to mitigate those risks. The applicant should assess the greatest risks to the project and identify how the project parties will mitigate those risks.

To the extent it is unfamiliar with the Federal program, the applicant should contact USDOT modal field or headquarters offices as found at www.transportation.gov/infragrants for information on what steps are pre-requisite to the obligation of Federal funds in order to ensure that their project schedule is reasonable and that there are no risks of delays in satisfying Federal requirements.

vii. Large/Small Project Requirements

To select a large project for award, the Department must determine that the project satisfies several statutory requirements enumerated at 23 U.S.C. 117(g) and restated in the table below. The application must include sufficient information for the Department to make these determinations. Applicants should use this section of the application to summarize how their project meets each of the following requirements. Applicants are not required to reproduce the table below in their application, but following this format will help evaluators identify the relevant information that supports each large project determination. To minimize redundant information in the application, the Department encourages applicants to cross-reference from this section of their application to relevant substantive information in other sections of the application.

⁸ Projects that may impact protected resources such as wetlands, species habitat, cultural or historic resources require review and approval by Federal and State agencies with jurisdiction over those resources.

Large project determination	Guidance
1. Does the project generate national or regional economic, mobility, safety benefits?	Summarize the economic, mobility, and safety benefits described in Section V of the application, and describe the scale of their impact in national or regional terms.
2. Is the project cost effective?	Highlight the results of the benefit cost analysis described in Section V of the application.
3. Does the project contribute to one or more of the Goals listed under 23 U.S.C. 150 (and shown below)?	Specify the Goal(s) and summarize how the project contributes to that goal(s). This information may also be found in Section I or Section V.
(b) National Goals.—It is in the interest of the United States to focus the Federal-aid highway program on the following national goals:	
(1) Safety.—To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.	
(2) Infrastructure condition.—To maintain the highway infrastructure asset system in a state of good repair.	
(3) Congestion reduction.—To achieve a significant reduction in congestion on the National Highway System.	
(4) System reliability.—To improve the efficiency of the surface transportation system.	
(5) Freight movement and economic vitality.—To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.	
(6) Environmental sustainability.—To enhance the performance of the transportation system while protecting and enhancing the natural environment.	
(7) Reduced project delivery delays.—To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.	
4. Is the project based on the results of preliminary engineering?	Yes/No. Please provide evidence of preliminary engineering. For more information on preliminary engineering activities, please see: https://www.fhwa.dot.gov/federalaid/150311.cfm .
5a. With respect to non-Federal financial commitments, does the project have one or more stable and dependable funding or financing sources to construct, maintain, and operate the project?	Please indicate funding source(s) and amounts. Historical trends, current policy, or future feasibility analyses can be used as evidence to substantiate the stable and dependable nature of the non-Federal funding or financing.
5b. Are contingency amounts available to cover unanticipated cost increases?	Contingency amounts are often, but not always, expressly shown in project budgets or the SF-424C. If your project cost estimates include an implicit contingency calculation, please say so directly.
6. Is it the case that the project cannot be easily and efficiently completed without other Federal funding or financial assistance available to the project sponsor?	Discussion of the impact that not having any Federal funding, including an INFRA grant, would have on project's schedule, cost, or likelihood of completion, can help convey whether a project can be completed as easily or efficiently without Federal funding available to the project sponsor.
7. Is the project reasonably expected to begin construction not later than 18 months after the date of obligation of funds for the project?	Please reference project budget and schedule when providing evidence.

For a small project to be selected, the Department must consider the cost effectiveness of the proposed project and the effect of the proposed project on mobility in the State and region in which the project is carried out. If an applicant seeks an award for a small project, it should use this section to provide information on the project's cost effectiveness and the project's effect on the mobility in its State and region, or refer to where else the information can be found in the application.

c. Guidance for Benefit-Cost Analysis

This section describes the recommended approach for the completion and submission of a benefit-cost analysis (BCA) as an appendix to the Project Narrative. The results of the

analysis should be summarized in the Project Narrative directly, as described in Section D.2.b.v.

Applicants should delineate each of their project's expected outcomes in the form of a complete BCA to enable the Department to consider cost-effectiveness (small projects), determine whether the project will be cost effective (large projects), estimate a benefit-cost ratio and calculate the magnitude of net benefits and costs for the project. In support of each project for which an applicant seeks funding, that applicant should submit a BCA that quantifies the expected benefits of the project against a no-build baseline, provides monetary estimates of the benefits' economic value, and compares the properly-

discounted present values of these benefits to the project's estimated costs.

The primary economic benefits from projects eligible for INFRA grants are likely to include savings in travel time costs, vehicle operating costs, and safety costs for both existing users of the improved facility and new users who may be attracted to it as a result of the project. Reduced damages from vehicle emissions and savings in maintenance costs to public agencies may also be quantified. Applicants may describe other categories of benefits in the BCA that are more difficult to quantify and value in economic terms, such as improving the reliability of travel times or improvements to the existing human and natural environments (such as increased connectivity, improved public

health, storm water runoff mitigation, and noise reduction), while also providing numerical estimates of the magnitude and timing of each of these additional impacts wherever possible. Any benefits claimed for the project, both quantified and unquantified, should be clearly tied to the expected outcomes of the project.

The BCA should include the full costs of developing, constructing, operating, and maintaining the proposed project, as well as the expected timing or schedule for costs in each of these categories. The BCA may also consider the present discounted value of any remaining service life of the asset at the end of the analysis period (net of future maintenance and rehabilitation costs) as a deduction from the estimated costs. The costs and benefits that are compared in the BCA should also cover the same project scope.

The BCA should carefully document the assumptions and methodology used to produce the analysis, including a description of the baseline, the sources of data used to project the outcomes of the project, and the values of key input parameters. Applicants should provide all relevant files used for their BCA, including any spreadsheet files and technical memos describing the analysis (whether created in-house or by a contractor). The spreadsheets and technical memos should present the calculations in sufficient detail and transparency to allow the analysis to be reproduced by USDOT evaluators. Detailed guidance for estimating some types of quantitative benefits and costs, together with recommended economic values for converting them to dollar terms and discounting to their present values, are available in the Department's guidance for conducting BCAs for projects seeking funding under the INFRA program (see <https://www.transportation.gov/buildamerica/infragrants>).

Applicants for freight projects within the boundaries of a freight rail, water (including ports), or intermodal facility should also quantify the benefits of their proposed projects for freight movements on the National Highway Freight Network, and should demonstrate that the Federal share of the project funds only elements of the project that provide public benefits.

3. Unique Entity Identifier and System for Award Management (SAM)

Each applicant must: (1) Be registered in SAM before submitting its application; (2) provide a valid unique entity identifier in its application; and (3) continue to maintain an active SAM registration with current information at

all times during which it has an active Federal award or an application or plan under consideration by a Federal awarding agency. The Department may not make an INFRA grant to an applicant until the applicant has complied with all applicable unique entity identifier and SAM requirements and, if an applicant has not fully complied with the requirements by the time the Department is ready to make an INFRA grant, the Department may determine that the applicant is not qualified to receive an INFRA grant and use that determination as a basis for making an INFRA grant to another applicant.

4. Submission Dates and Timelines

a. Deadline

Applications must be submitted by 8:00 p.m. EST November 2, 2017. The *Grants.gov* "Apply" function will open by August 1, 2017.

To submit an application through *Grants.gov*, applicants must:

- (1) Obtain a Data Universal Numbering System (DUNS) number;
- (2) Register with the System Award for Management (SAM) at www.sam.gov; and
- (3) Create a *Grants.gov* username and password;
- (4) The E-business Point of Contact (POC) at the applicant's organization must also respond to the registration email from *Grants.gov* and login at *Grants.gov* to authorize the POC as an Authorized Organization Representative (AOR). Please note that there can only be one AOR per organization.

Please note that the *Grants.gov* registration process usually takes 2–4 weeks to complete and that the Department will not consider late applications that are the result of failure to register or comply with *Grants.gov* applicant requirements in a timely manner. For information and instruction on each of these processes, please see instructions at <http://www.grants.gov/web/grants/applicants/applicant-faqs.html>. If interested parties experience difficulties at any point during the registration or application process, please call the *Grants.gov* Customer Service Support Hotline at 1(800) 518–4726, Monday–Friday from 7:00 a.m. to 9:00 p.m. EST.

b. Consideration of Application

Only applicants who comply with all submission deadlines described in this notice and submit applications through *Grants.gov* will be eligible for award. Applicants are strongly encouraged to make submissions in advance of the deadline.

c. Late Applications

Applications received after the deadline will not be considered except in the case of unforeseen technical difficulties outlined in Section D.4.d.

d. Late Application Policy

Applicants experiencing technical issues with *Grants.gov* that are beyond the applicant's control must contact INFRAgrants@dot.gov prior to the application deadline with the user name of the registrant and details of the technical issue experienced. The applicant must provide:

- (1) Details of the technical issue experienced;
- (2) Screen capture(s) of the technical issues experienced along with corresponding *Grants.gov* "Grant tracking number";
- (3) The "Legal Business Name" for the applicant that was provided in the SF–424;
- (4) The AOR name submitted in the SF–424;
- (5) The DUNS number associated with the application; and
- (6) The *Grants.gov* Help Desk Tracking Number.

To ensure a fair competition of limited discretionary funds, the following conditions are not valid reasons to permit late submissions: (1) Failure to complete the registration process before the deadline; (2) failure to follow *Grants.gov* instructions on how to register and apply as posted on its Web site; (3) failure to follow all of the instructions in this notice of funding opportunity; and (4) technical issues experienced with the applicant's computer or information technology environment. After the Department reviews all information submitted and contact the *Grants.gov* Help Desk to validate reported technical issues, USDOT staff will contact late applicants to approve or deny a request to submit a late application through *Grants.gov*. If the reported technical issues cannot be validated, late applications will be rejected as untimely.

E. Application Review Information

1. Criteria

a. Merit Criteria for Construction Projects

To differentiate among applications for construction projects under this notice, the Department will consider the extent to which the project addresses the follow criteria, which are explained in greater detail below and reflect the key program objectives described in section A.2: (1) Support for national or regional economic vitality; (2)

leveraging of Federal funding; (3) potential for innovation; and (4) performance and accountability. The Department is neither weighting these criteria nor requiring that each application address every criterion, but the Department expects that competitive applications will substantively address all four criteria.

Criterion #1: Support for National or Regional Economic Vitality

The Department will consider the extent to which a project would support the economic vitality of either the nation or a region. To the extent possible, the Department will rely on quantitative, data-supported analysis to assess how well a project addresses this criterion, including an assessment of the applicant-supplied benefit-cost analysis described in section D.2.d. In addition to considering the anticipated outcomes of the project that align with this criterion, the Department will consider estimates of the project's benefit-cost ratio and net quantifiable benefits.

There are several different types of projects that the Department anticipates will successfully support national or regional economic vitality, including projects that:

- Achieve a significant reduction in traffic fatalities and serious injuries on the surface transportation system;
- Improve interactions between roadway users, reducing the likelihood of derailments or high consequence events;
- Eliminate bottlenecks in the freight supply chain;
- Ensure or restore the good condition of infrastructure that supports commerce and economic growth;
- Sustain or advance national or regional economic development in areas of need, including projects that provide or improve connections to the Nation's transportation network to support the movement of freight and people; and
- Reduce barriers separating workers from employment centers, including projects that are primarily oriented toward reducing traffic congestion and corridor projects that reduce transportation network gaps to connect peripheral regions to urban centers or job opportunities.

The Department anticipates that applications for networks of projects are likely to align well with this evaluation criterion because networks of projects often are able to address problems on a broader scale.

Criterion #2: Leveraging of Federal Funding

To maximize the impact of INFRA awards, the Department seeks to

leverage INFRA funding with non-Federal contributions. Therefore, the Department will consider the extent to which an applicant proposes to use non-Federal funding. For example, an application that proposes a 20 percent Federal share will be more competitive than an otherwise identical application proposing 50 percent Federal share. For the purposes of this criterion, funds from Federal credit programs, including TIFIA and RRIF, will be considered non-Federal funding.

There are three additional types of information that the Department will consider when evaluating an applicant's non-Federal contributions. First, DOT recognizes that applicants have varying abilities and resources to contribute non-Federal contributions. If an applicant describes broader fiscal constraints that affect its ability to generate or draw on non-Federal contributions, the Department will consider those constraints. Relevant constraints may include the size of the population taxed to supply the matching funds, the wealth of that population, or other constraints on the raising of funds. In practice, the Department expects that projects that come from rural or less-wealthy applicants will have to meet a lower standard for leverage than projects coming from urban or more wealthy applicants; however, the Department still expects all applicants' projects to maximize leverage to the extent they are able. Second, the Department recognizes that some applicants consolidate Federal funding into a minimum number of projects to simplify their burden complying with Federal administrative requirements. For those applicants, the Federal share on specific projects may be much higher than the overall Federal share of their overall transportation program. If an applicant follows that practice, explains their practice in their application, and provides evidence establishing the Federal share of their overall transportation program, the Department will consider that information. Third, the Department will consider how well the applicant has prepared for future operations and maintenance costs associated with their project's life-cycle. Applicants should demonstrate a credible plan to maintain their asset without having to rely on future federal funding. This plan should include a description of the applicant's approach to ensuring operations and maintenance will not be underfunded in future years.

In addition, the Department seeks to increase the sources of infrastructure funding by encouraging private infrastructure investment. Therefore,

projects that incorporate private sector contributions, including through a public-private partnership structure, are likely to be more competitive than those that rely solely on public non-Federal funding. Likewise, applicants who have pursued private funds for appropriate projects are likely to be more competitive under this program than applicants who have not. If an applicant omits information on the applicability and pursuit of private funds, the Department may conclude that the applicant has not considered viable non-Federal funding alternatives and an INFRA award would be premature.

This evaluation criterion is separate from the statutory cost share requirements for INFRA grants, which are described Section C.2. Those statutory requirements establish the minimum permissible non-Federal share; they do not define a competitive INFRA project.

Criterion #3: Potential for Innovation

The Department seeks to use INFRA program to encourage innovation in three areas: (1) Environmental review and permitting; (2) use of experimental project delivery authorities; and (3) safety and technology. Under this criterion, the Department will consider the extent to which a project includes or enables innovation in each of those areas.

In Innovation Area #1, as described in section A.2.c, the Department seeks to establish a new approach to the process of Federal environmental review and permitting. When making INFRA award decisions, the Department will consider an applicant's interest in the participating in this new approach and the extent to which the project could benefit from that participation. The Department will also consider the degree to which the results of a project's participation might be representative and reproducible to other departmental or government-wide projects or programs.

In Innovation Area #2, as described in section A.2.c, the Department seeks innovative approaches to project delivery under the auspices of the FHWA SEP-14 and SEP-15 programs and any other applicable experimental programs. When making INFRA award decisions, the Department will consider the applicant's proposals to use those programs, whether the proposals are consistent with the objectives and requirements of those programs, the potential benefits that experimental authorities or waivers might provide to the project, and the broader applicability of potential results.

Finally, in Innovation Area #3, as described in section A.2.c, the Department seeks to experiment with innovative approaches to transportation safety, particularly in relation to automated vehicles and the detection, mitigation, and documentation of safety risks. When making INFRA award decisions, the Department will consider any innovative safety approaches proposed by the applicant, the safety benefits that those approaches could produce, and the broader applicability of the potential results. As described in section F.2.a, the Department expects all projects to implement baseline safety improvements consistent with FHWA's list of "Proven Countermeasures" and will not consider those improvements under this criterion.

Criterion #4: Performance and Accountability

The Department intends to award INFRA funding to projects that will be delivered on agreed-upon schedules, that will generate clear, quantifiable, results, and that will advance the Department's transportation policy goals. The Department expects all applicants to provide accurate estimates of benefits of their project, its delivery schedule, and total costs. However, the Department will consider the extent to which the applicant proposes specific measures and conditions allowing the Department to ensure accountability, as described in section A.2.d. Instead of rewarding unrealistic promises, the Department intends to reward thoughtful planning, efficient delivery, and effective policy.

b. Additional Considerations

i. Geographic Diversity

By statute, when selecting INFRA projects, the Department must consider contributions to geographic diversity among recipients, including the need for a balance between the needs of rural and urban communities. However, the Department also recognizes that it can better balance the needs of rural and urban communities if it does not take a binary view of urban and rural. Accordingly, in addition to considering whether a project is "rural" as defined by the INFRA statute and described in section C.3.e, when balancing the needs of rural and urban communities, the Department will consider the actual population of the community that each project serves.

ii. Project Readiness

During application evaluation, the Department considers project readiness in two ways: To assess the likelihood of successful project delivery and to

confirm that a project will satisfy statutory readiness requirements.

First, the Department will consider significant risks to successful completion of a project, including risks associated with environmental review, permitting, technical feasibility, funding, and the applicant's capacity to manage project delivery. Risks do not disqualify projects from award, but competitive applications clearly and directly describe achievable risk mitigation strategies. A project with mitigated risks is more competitive than a comparable project with unaddressed risks.

Second, by statute, the Department cannot award a large project unless that project is reasonably expected to begin construction within 18 months of obligation of funds for the project. Obligation occurs when a selected applicant enters a written, project-specific agreement with the Department and is generally after the applicant has satisfied applicable administrative requirements, including transportation planning and environmental review requirements. Depending on the nature of pre-construction activities included in the awarded project, the Department may obligate funds in phases. Preliminary engineering and right-of-way acquisition activities, such as environmental review, design work, and other preconstruction activities, do not fulfill the requirement to begin construction within 18 months of obligation for large projects. By statute, INFRA funds must be obligated within three years of the end of the fiscal year for which they are authorized. Therefore, for awards with FY 2017 funds, the Department will determine that large projects with an anticipated obligation date beyond September 30, 2020 are not reasonably expected to begin construction within 18 months of obligation. For awards with FY 2018 funds, that deadline is one year later: September 30, 2021.

2. Review and Selection Process

The USDOT will review all eligible applications received before the application deadline. The INFRA process consists of a Technical Evaluation phase and Senior Review. In the Technical Evaluation phase, teams will, for each project, determine whether the project satisfies statutory requirements and rate how well it addresses the selection criteria. The Senior Review Team will consider the applications and the technical evaluations to determine which projects to advance to the Secretary for consideration. The Secretary will ultimately select the projects for award.

A Quality Control and Oversight Team will ensure consistency across project evaluations and appropriate documentation throughout the review and selection process.

3. Additional Information

Prior to award, each selected applicant will be subject to a risk assessment as required by 2 CFR 200.205. The Department must review and consider any information about the applicant that is in the designated integrity and performance system accessible through SAM (currently the Federal Awardee Performance and Integrity Information System (FAPIIS)). An applicant may review information in FAPIIS and comment on any information about itself. The Department will consider comments by the applicant, in addition to the other information in FAPIIS, in making a judgment about the applicant's integrity, business ethics, and record of performance under Federal awards when completing the review of risk posed by applicants.

F. Federal Award Administration Information

1. Federal Award Notices

Following the evaluation outlined in section E, the Secretary will announce awarded projects by posting a list of selected projects at <https://www.transportation.gov/buildamerica/INFRAgrants>. Following the announcement, the Department will contact the point of contact listed in the SF 424 to initiate negotiation of a project-specific agreement.

2. Administrative and National Policy Requirements

a. Safety Requirements

The Department will require INFRA projects to meet two general requirements related to safety. First, INFRA projects must be part of a thoughtful, data-driven approach to safety. Each State maintains a strategic highway safety plan.¹¹ INFRA projects will be required to incorporate appropriate elements that respond to priority areas identified in that plan and are likely to yield safety benefits. Second, INFRA projects will incorporate two categories of safety-related activities. The first category encompasses activities that the Federal Highway Administration (FHWA) has identified as "proven safety countermeasures" due to their history of

¹¹ Information on State-specific strategic highway safety plans is available at https://safety.fhwa.dot.gov/shsp/other_resources.cfm.

demonstrated effectiveness.¹² The second category encompasses safety-related tools, technologies, and practices from FHWA's Every Day Counts initiative.¹³

After selecting INFRA recipients, the Department will work with those recipients on a project-by-project basis to determine the specific safety requirements that are appropriate for each award.

b. Other Administrative and Policy Requirements

All INFRA awards will be administered pursuant to the Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards found in 2 CFR part 200, as adopted by USDOT at 2 CFR part 1201. A project carried out under the INFRA program will be treated as if the project is located on a Federal-aid highway. All INFRA projects are subject to the Buy America requirement at 23 U.S.C. 313. Additionally, applicable Federal laws, rules and regulations of the relevant operating administration administering the project will apply to the projects that receive INFRA grants, including planning requirements, Stakeholder Agreements, and other requirements under the Department's other highway, transit, rail, and port grant programs. For an illustrative list of the applicable laws, rules, regulations, executive orders, policies, guidelines, and requirements as they relate to an INFRA grant, please see http://www.ops.fhwa.dot.gov/Freight/infrastructure/nsfhp/fy2016_gr_exhbt_c/index.htm.

The applicability of Federal requirements to a project may be affected by the scope of the NEPA reviews for that project. For example, under 23 U.S.C. 313(g), Buy America requirements apply to all contracts that are eligible for assistance under title 23, United States Code, and are carried out within the scope of the NEPA finding, determination, or decision regardless of the funding source of such contracts if at least one contract is funded with Title 23 funds.

3. Reporting

a. Progress Reporting on Grant Activity

Each applicant selected for an INFRA grant must submit the Federal Financial Report (SF-425) on the financial condition of the project and the project's

progress, as well as an Annual Budget Review and Program Plan to monitor the use of Federal funds and ensure accountability and financial transparency in the INFRA program.

b. Reporting of Matters Related to Integrity and Performance

If the total value of a selected applicant's currently active grants, cooperative agreements, and procurement contracts from all Federal awarding agencies exceeds \$10,000,000 for any period of time during the period of performance of this Federal award, then the applicant during that period of time must maintain the currency of information reported to the System for Award Management (SAM) that is made available in the designated integrity and performance system (currently the Federal Awardee Performance and Integrity Information System (FAPIIS)) about civil, criminal, or administrative proceedings described in paragraph 2 of this award term and condition. This is a statutory requirement under section 872 of Public Law 110-417, as amended (41 U.S.C. 2313). As required by section 3010 of Public Law 111-212, all information posted in the designated integrity and performance system on or after April 15, 2011, except past performance reviews required for Federal procurement contracts, will be publicly available.

G. Federal Awarding Agency Contacts

For further information concerning this notice, please contact the Office of the Secretary via email at InfRAgrants@dot.gov. For more information about highway projects, please contact Crystal Jones at (202) 366-2976. For more information about maritime projects, please contact Robert Bouchard at (202) 366-5076. For more information about rail projects, please contact Stephanie Lawrence at (202) 493-1376. For more information about railway-highway grade crossing projects, please contact Karen McClure at (202) 493-6417. For all other questions, please contact Paul Baumer at (202) 366-1092. A TDD is available for individuals who are deaf or hard of hearing at 202-366-3993. In addition, up to the application deadline, the Department will post answers to common questions and requests for clarifications on USDOT's Web site at <https://www.transportation.gov/buildamerica/InfRAgrants>. To ensure applicants receive accurate information about eligibility or the program, the applicant is encouraged to contact USDOT directly, rather than through intermediaries or third parties, with questions.

H. Other Information

1. Invitation for Public Comment on the FY 2017-2018 Notice

The FAST Act authorized the INFRA program through FY 2020. This notice solicits applications for FY 2017 and FY 2018 only. The Department invites interested parties to submit comments about this notice's contents, and the Department's implementation choices, as well as suggestions for clarification in future INFRA rounds. The Department may consider the submitted comments and suggestions when developing subsequent INFRA solicitations and guidance, but submitted comments will not affect the selection criteria for the FY 2017-FY 2018 round. Applications or comments about specific projects should not be submitted to the docket. Any application submitted to the docket will not be reviewed. Comments should be sent to DOT-OST-0090 by November 2, 2017, but, to the extent practicable, the Department will consider late filed comments.

2. Protection of Confidential Business Information

All information submitted as part of, or in support of, any application shall use publicly-available data or data that can be made public and methodologies that are accepted by industry practice and standards, to the extent possible. If the application includes information the applicant considers to be a trade secret or confidential commercial or financial information, the applicant should do the following: (1) Note on the front cover that the submission "Contains Confidential Business Information (CBI)"; (2) mark each affected page "CBI"; and (3) highlight or otherwise denote the CBI portions.

The Department protects such information from disclosure to the extent allowed under applicable law. In the event the Department receives a Freedom of Information Act (FOIA) request for the information, USDOT will follow the procedures described in its FOIA regulations at 49 CFR 7.17. Only information that is ultimately determined to be confidential under that procedure will be exempt from disclosure under FOIA.

3. Publication of Application Information

Following the completion of the selection process and announcement of awards, the Department intends to publish a list of all applications received along with the names of the applicant organizations and funding amounts requested.

¹² Information on FHWA proven safety countermeasures is available at: <https://safety.fhwa.dot.gov/provencountermeasures/>.

¹³ Information of the FHWA Everyday Counts Initiative is available at <https://www.fhwa.dot.gov/innovation/everydaycounts/>.

Issued in Washington, DC, on June 28, 2017.

Elaine L. Chao,

Secretary of Transportation.

[FR Doc. 2017-14042 Filed 7-3-17; 8:45 am]

BILLING CODE 4910-9X-P

DEPARTMENT OF THE TREASURY

Office of the Comptroller of the Currency

Agency Information Collection Activities: Information Collection Renewal; Comment Request; OCC Guidelines Establishing Heightened Standards for Certain Large Insured National Banks, Insured Federal Savings Associations, and Insured Federal Branches

AGENCY: Office of the Comptroller of the Currency (OCC), Treasury.

ACTION: Notice and request for comment.

SUMMARY: The OCC, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other federal agencies to take this opportunity to comment on a continuing information collection, as required by the Paperwork Reduction Act of 1995 (PRA).

In accordance with the requirements of the PRA, the OCC may not conduct or sponsor, and the respondent is not required to respond to, an information collection unless it displays a currently valid Office of Management and Budget (OMB) control number.

The OCC is soliciting comment concerning its information collection titled, "OCC Guidelines Establishing Heightened Standards for Certain Large Insured National Banks, Insured Federal Savings Associations, and Insured Federal Branches."

DATES: Comments must be submitted on or before September 5, 2017.

ADDRESSES: Because paper mail in the Washington, DC area and at the OCC is subject to delay, commenters are encouraged to submit comments by email, if possible. Comments may be sent to: Legislative and Regulatory Activities Division, Office of the Comptroller of the Currency, Attention: 1557-0321, 400 7th Street SW., Suite 3E-218, Washington, DC 20219. In addition, comments may be sent by fax to (571) 465-4326 or by electronic mail to prainfo@occ.treas.gov. You may personally inspect and photocopy comments at the OCC, 400 7th Street SW., Washington, DC 20219. For security reasons, the OCC requires that visitors make an appointment to inspect comments. You may do so by calling

(202) 649-6700 or, for persons who are deaf or hard of hearing, TTY, (202) 649-5597. Upon arrival, visitors will be required to present valid government-issued photo identification and submit to security screening in order to inspect and photocopy comments.

All comments received, including attachments and other supporting materials, are part of the public record and subject to public disclosure. Do not include any information in your comment or supporting materials that you consider confidential or inappropriate for public disclosure.

FOR FURTHER INFORMATION CONTACT: Shaquita Merritt, OCC Clearance Officer, (202) 649-5490 or, for persons who are deaf or hard of hearing, TTY, (202) 649-5597, Legislative and Regulatory Activities Division, Office of the Comptroller of the Currency, 400 7th Street SW., Suite 3E-218, Washington, DC 20219.

SUPPLEMENTARY INFORMATION: Under the PRA (44 U.S.C. 3501-3520), federal agencies must obtain approval from OMB for each collection of information that they conduct or sponsor. "Collection of information" is defined in 44 U.S.C. 3502(3) and 5 CFR 1320.3(c) to include agency requests or requirements that members of the public submit reports, keep records, or provide information to a third party. Section 3506(c)(2)(A) of title 44 requires federal agencies to provide a 60-day notice in the **Federal Register** concerning each proposed collection of information, including each proposed extension of an existing collection of information, before submitting the collection to OMB for approval. To comply with this requirement, the OCC is publishing notice of the proposed collection of information set forth in this document.

Title: OCC Guidelines Establishing Heightened Standards for Certain Large Insured National Banks, Insured Federal Savings Associations, and Insured Federal Branches.

OMB Control No.: 1557-0321.

Description: The OCC's guidelines codified in 12 CFR part 30, appendix D establish minimum standards for the design and implementation of a risk governance framework for insured national banks, insured federal savings associations, and insured federal branches of a foreign bank (bank). The guidelines apply to a bank with average total consolidated assets:

- (i) Equal to or greater than \$50 billion;
- (ii) less than \$50 billion if that bank's parent company controls at least one insured national bank or insured federal savings association that has average total consolidated assets of \$50 billion

or greater; or (iii) less than \$50 billion, if the OCC determines such bank's operations are highly complex or otherwise present a heightened risk as to warrant the application of the guidelines (covered banks). The guidelines also establish minimum standards for a board of directors in overseeing the framework's design and implementation. These guidelines were finalized on September 11, 2014.¹ The OCC is now seeking to renew the information collection associated with these guidelines.

The standards contained in the guidelines are enforceable under section 39 of the Federal Deposit Insurance Act (FDIA),² which authorizes the OCC to prescribe operational and managerial standards for insured national banks, insured federal savings associations, and insured federal branches of a foreign bank.

The guidelines formalize the OCC's heightened expectations program. The guidelines also further the goal of the Dodd-Frank Wall Street Reform and Consumer Protection Act of 2010 to strengthen the financial system by focusing management and boards of directors on improving and strengthening risk management practices and governance, thereby minimizing the probability and impact of future financial crises.

The standards for the design and implementation of the risk governance framework, which contain collections of information, are as follows:

Standards for Risk Governance Framework

Covered banks should establish and adhere to a formal, written risk governance framework designed by independent risk management. The framework should include delegations of authority from the board of directors to management committees and executive officers as well as risk limits established for material activities. The framework should be approved by the board of directors or the board's risk committee, and it should be reviewed and updated, at least annually, by independent risk management.

Front Line Units

Front line units should take responsibility and be held accountable by the chief executive officer (CEO) and the board of directors for appropriately assessing and effectively managing all of

¹ 79 FR 51518.

² 12 U.S.C. 1831p-1. Section 39 was enacted as part of the Federal Deposit Insurance Corporation Improvement Act of 1991, Public Law 102-242, section 132(a), 105 Stat. 2236, 2267-70 (Dec. 19, 1991).



Cape Fear Crossing

STIP U-4738

Brunswick and New Hanover Counties

PROJECT STATUS REPORT

September 1, 2017

Project Description

The Cape Fear Crossing project is proposed as a roadway extending from the vicinity of US 17 Bypass and I-140 in Brunswick County to US 421 in New Hanover County, including a crossing of the Cape Fear River. The project is programmed in the 2018-2027 STIP for planning and environmental studies only using STPDA funding from the Wilmington MPO.

The following list includes tasks during the month of August:

Current Activities

- The project team continues to coordinate and correspond with project stakeholders.
- Studies for the Traffic Noise Analysis and Air Quality Analysis are ongoing.
- An update to the Draft Natural Resources Technical Report is under review by NCDOT.
- A draft of the Essential Fish Habitat Assessment is under review by NCDOT.
- The Draft Sea Level Rise Assessment is under review by NCDOT.
- Right-of-Way cost estimates and relocation reports have been completed.
- Preparation of the Draft Environmental Impact Statement has been initiated.
- Design refinements for alternatives south of the Port of Wilmington are being investigated due to the request from the NCSPA and WMPO to provide 215 feet of vertical clearance over the Cape Fear River navigational channel (versus 187 feet currently designed).

Upcoming Activities

- The project team has discussed potential elimination of alternatives with the NEPA/Section 404 Merger Team and will be following up with FHWA and USACE before making final decisions on alternatives to carry forward.
- The project team will revise designs based on bridging decision from the NEPA/Section 404 Merger Team Concurrence Point 2A – “Bridging Decisions and Alignment Review” meeting on 8/17/17.

Past Activities

- The NEPA/404 merger team met on 8/17/17 to discuss alternatives that could potentially be dropped from consideration.
- The project team received final concurrence from the NEPA/Section 404 Merger Team on Concurrence Point 2A – “Bridging Decisions and Alignment Review” on 8/17/17.
- The NEPA/Section 404 Merger Team met on 5/30/17 in Wilmington to review Concurrence Point 2A – “Bridging Decisions and Alignment Review”.
- The project team received final concurrence from the State Historic Preservation Office on 5/26/17 regarding Section 106 effects on historic resources in the project study area.
- The project team presented the status of the project and preliminary alternative impact analysis results to the WMPO TAC on 3/29/17.
- The Archaeological Predictive Model Update was finalized on 2/13/17.
- The NEPA/Section 404 Merger Team reached Concurrence Point 2 – “Detailed Study Alternatives Carried Forward” on 2/10/14.
- The NEPA/Section 404 Merger Team reached Concurrence Point 1 – “Purpose and Need and Study Area Defined” on 12/12/13.
- Technical documents that have been finalized are available on the project website under “Project Documents.”

Contact Information

NCDOT – Jay McInnis, jmcinnis@ncdot.gov, 919.707.6029; AECOM – Joanna Rocco, joanna.rocco@aecom.com, 919.239.7179
Website: <http://www.ncdot.gov/projects/capefear/>; Email: capefear@ncdot.gov; Hotline: 1.800.233.6315

WILMINGTON MPO
TRANSPORTATION PLANNING
SEPTEMBER 2017

17TH STREET STREETScape

Project Descriptions/Scope: The 17th Street streetscape project will include upgrades to 17th Street between Wrightsville Avenue and Princess Place Drive. The project will provide for a more efficient transportation system by reduced travel speeds, removal of the lateral shift, improved pedestrian crossings, improved safety and enhance the aesthetics of the area. The City awarded the construction contract to Lanier Construction on June 21, 2016. Construction began on August 22, 2016. Construction is on-going and anticipated to be complete in September.

Next Steps:

- Complete construction of the improvements

LELAND STREET DESIGN STANDARDS MANUAL

Project Description/Scope: The Town of Leland is partnering with the Wilmington Urban Area MPO to utilize consultant services for the development of street design guidelines. These guidelines will guide new development towards the construction of streets that better align with the town's values in terms of connectivity, multi-modal activity, maintenance, design, and safety. The Leland Street Design Guidelines will include the provision of conceptual tables/graphics which will more easily convey the impact of standards on the physical landscape to the public and elected officials. Staff from the MPO and Town continue to work on the development of these standards.

Next Steps:

- Prepare draft typical cross-sections for inclusion in the draft Street Design Guidelines
- Prepare the draft Leland Street Design Guidelines
- Present draft Leland Street Design Guidelines to Town Council for review and comment

Northeast New Hanover County Future Street Plan

Project Description/Scope: New Hanover County and the Wilmington Urban Area MPO are partnering to develop a Future Street Plan for Northeastern New Hanover County. This plan will serve as a framework for a future street system in the study area by examining how well the existing transportation system performs, developing multi-modal street design guidelines, and creating strategies for integrating land use and transportation development.

Next Steps:

- Finalize Draft Plan
- Present information to New Hanover County Planning Board and Board of Commissioners

SITE DEVELOPMENT REVIEW

Project Descriptions/Scope: The Wilmington MPO assists with site development and transportation impact analysis review for the MPO's member jurisdictions. During the last month, staff has reviewed the following development proposals:

- New Hanover County Development Plan Reviews: 9 reviews
- New Hanover County Informal Plan Reviews: 2 reviews
- New Hanover Concept Reviews: 0 reviews
- Town of Leland Formal Reviews: 4 reviews
- Town of Leland Informal Reviews: 2 reviews
- Town of Carolina Beach Formal Reviews: 2 reviews
- Town of Carolina Beach Informal Reviews: 1 reviews
- Brunswick County Formal Plan Reviews: 0 reviews
- Brunswick County Informal Plan Reviews: 0 reviews
- TIA Reviews: 15 total (New Hanover County 6, City of Wilmington 8, Carolina Beach 0, Leland 0, and Pender County 1) new 2 and ongoing 13
- Pender County Development Plan Reviews: 9 reviews
- Pender County Informal Plan Reviews: 0 reviews
- Pender County Concept Reviews: 0 reviews
- City of Wilmington Formal Reviews: 54 (9 new, 45 on-going)
- City of Wilmington Informal Reviews: 31 (5 new, 26 on-going)
- City of Wilmington Concept Reviews: 14 (13 new concept reviews-1 on-going concept)
- COW Project Releases: 10 Full releases

STBGP-DA/TASA-DA FY 2013, 2014 and 2015 Project Status **STBGP-DA**

U-5534B - CITY OF WILMINGTON- HEIDI TRASK DRAWBRIDGE

Project Descriptions/Scope: This project consists of construction of a public walkway/pier underneath the Heidi Trask Drawbridge to provide for a safe crossing for cyclists and pedestrians across US 74 (Wrightsville Avenue) on the mainland side of the drawbridge in Wilmington.

Next Steps:

- Construction contract awarded to Intercoastal Marine, LLC
- Substructure design and material is approved
- Additional funds approved by the City on September 5th.

U-5534C - WRIGHTSVILLE AVENUE/GREENVILLE AVENUE TO HINTON AVENUE

Project Descriptions/Scope: The project is for construction of intersection re-alignment improvements at the intersection of Wrightsville Avenue/Greenville Avenue and bike lanes and sidewalks along Greenville Avenue from Wrightsville Avenue to Hinton Avenue.

Next Steps:

- 100% plans have been submitted for review
- Specifications under review by City
- Anticipate R/W acquisition completed September 2017
- Bidding anticipated in January 2018

U-5534D - TOWN OF LELAND - OLD FAYETTEVILLE ROAD MUP

Project Descriptions/Scope: This project is for design and construction of a ten foot (10') wide multi use path, separate but adjacent to Old Fayetteville Road, beginning at or around the corner of the Leland Town Hall Campus and ending at the driveway of the North Brunswick High School.

Next Steps:

- The 65 % plans were approved by NCDOT on July 20, 2017.
- ROW plans due to the Town on September 15, 2017
- 90% plans due to the Town on November 14, 2017
- The Town is anticipated to submit request to WMPO Board for additional funds due to expanded scope and increased cost. Town Council to consider resolution of a 20% match of new estimated project cost
- NCDOT to determine project ownership
- Construction contract let is anticipated May 2018

U-5534E - TOWN OF CAROLINA BEACH - ISLAND GREENWAY AND HARPER AVENUE

Project Descriptions/Scope: This project is for the design and construction of an off-road multi-use path that begins at Mike Chappell Park and winds along the existing cleared fire path and terminates at Alabama Avenue and the Harper Avenue bike lanes will consist of a bicycle boulevard on existing pavement on each side of Harper Avenue from Dow Road to Lake Park Boulevard. The Town desires to combine the project with the awarded 2014 STP-DA project. Contract documents have been approved and are being finalized for advertisement. Initial funding has been approved by the Board and FHWA.

Next Steps:

- The Construction fund request for the additional funding will be considered at the BOT agenda for the September meeting
- Bid Date – September 12, 2017

U-5534F – CITY OF WILMINGTON – PARK AVENUE MUP – PHASE II

Project Descriptions/Scope: This project is for the design and construction of an off-road multi-use path between Audubon Boulevard and Kerr Avenue. The right of Way certification was received November 2, 2016.

Next Steps:

- The City received final plans and cost estimate from VHB.
- Technical specs to be submitted to NCDOT for approval
- The City has received the proposed Supplemental agreement from NCDOT for \$240,000
- The City is preparing the Council package for approval of the Supplemental agreement for the October Council Meeting.
- Anticipated Let Date: To be determined once bid package sent to NCDOT

U-5534S (Formerly U-5534M)- Coral Drive Sidewalks

Project Descriptions/Scope: The construction of sidewalks along coral drive will install approximately 954 feet of 5 foot wide sidewalk on Coral Drive adjacent to Wrightsville Beach Elementary. The Letters of Interest has closed and the Town has received proposals.

Next Steps:

- 25% plans – comments received
- 50% plans – underway with 25% comments being incorporated
- Anticipated Let Date: Summer 2018

U-5534H – HINTON AVE MULTI-USE PATH

Project Descriptions/Scope: This project consists of the construction of a 10' wide multi-use path along Hinton Avenue from Park Avenue to Greenville Avenue.

Next Steps:

- The City is following up on revised scope and amendment with McKim & Creed. The amendment should cover the remaining design services and construction inspections and administration. The City is received NCDOT's approval of MCE's Contract Amendment No.4 on August 30th. Engineering is working to process the contract amendment as soon as possible.
- According to previous discussions with MCE, Revised 90% plans anticipated within 5 days following the execution of the amendment.
- Anticipated Let Date of Fall 2018

U-5534G –HOOKER ROAD MULTI-USE PATH

Project Descriptions/Scope: The project consist of the construction of a 10' wide multi-use path along Hooker Road from Wrightsville Avenue to Mallard Drive/Rose Ave intersection

Next Steps:

- The City is following up on revised scope and amendment with McKim & Creed. The amendment should cover the remaining design services and construction inspections and administration. The City is received NCDOT's approval of MCE's Contract Amendment No.4 on August 30th. Engineering is working to process the contract amendment as soon as possible.
- According to previous discussions with MCE, Revised 90% plans anticipated within 5 days following the execution of the amendment.
- Anticipated Let Date of Fall 2018

U-5534K –LELAND MIDDLE SCHOOL SIDEWALK

Project Descriptions/Scope: The construction of 5 foot wide concrete sidewalk adjacent to Old Fayetteville Road from Ricefield Branch Rd to the Hwy 74/76 overpass after Glendale Drive with connections to Leland Middle School and the surrounding neighborhoods.

Next Steps:

- The Town is currently reviewing the 90% drawings, which will be resubmitted o NCDOT.
- Right of way Certification-TBD
- Encroachment agreement needed once right-of-way finalized
- Let date will be delayed to match up with "J" project.
- CEI has been selected, but is currently on hold

U-5534J –OLD FAYETTEVILLE LOOP ROAD PEDESTRIAN LOOP

Project Descriptions/Scope: The construction of 5 foot wide sidewalks in three locations: along Village Road from Town Hall Drive going southeast to the existing sidewalk in front of the apartment complex, along Town Hall Drive from Village Road NE to the sidewalk currently under construction by the new Town Hall, and along Old Fayetteville Road from the existing sidewalk in front of the apartment complex to Village Road NE.

Next Steps:

- The Leland Town Council approved a scope change at their July meeting
- The Town is currently reviewing 90% drawings, which will be resubmitted to NCDOT.

- Right of way acquisition underway
- CEI has been selected, but is currently on hold

U-5534I –VILLAGE ROAD MULTI-USE PATH EXTENSION

Project Descriptions/Scope: The construction of a 10 foot wide asphalt multi-use path routed across Perry Ave, behind the library, out to Village Road, down Village Road ending on the western edge of the First Baptist Church property before the Sturgeon Creek Bridge.

Next Steps:

- The Town is currently reviewing 90% drawings
- Right of way acquisition underway
- Right of way Certification- TBD
- Encroachment agreement needed once right-of-way finalized
- Let date will be delayed to match up with “J” project.
- CEI has been selected, but is currently on hold

SHIPYARD BOULEVARD SIDEWALK

Project Description/Scope: The construction of a sidewalk and bus pull-out along Shipyard Boulevard between Vance Street and Rutledge Drive. This will be a partnership between the City of Wilmington, Cape Fear Public Transportation Authority and Wilmington MPO.

Next Steps:

- 90% design plans - comments submitted
- Design completion anticipated October 2017

U-5534O Cape Fear Blvd Multi-Use Path

Project Description/Scope: The construction of approximately 3200 lf of 10’ wide paved off-road Multi-use Path along the south side of Cape Fear Blvd. from 6th Street to Dow Road.

Next Steps:

- Contract documents have been submitted and are under review by NCDOT
- Construction fund request has been submitted for consideration at the September BOT meeting
- Anticipated let date October/November 2017

U-5534Q –S. College/Holly Tree Crosswalks

Project Description/Scope: The project will install sidewalk, ADA ramps, Curb and gutter, markings and traffic signal revisions required to install actuated pedestrian crossings of S. College Road and crossings on Holly Tree Road.

Next Steps:

- City Survey will provide additional survey regarding the drainage conflicts – survey update 95% complete
- Consultant is providing a revised design scope and schedule based on the drainage issues identified in the 25% plans – once revised survey is complete
- 25 % plans have been submitted to NCDOT for review – comments received, designer correcting
- The City anticipates 100 % plan by December 21, 2017

TASA-DA

U-5527B CITY OF WILMINGTON – 5th AVE INTERSECTION UPGRADES

Project Descriptions/Scope: This project is for the construction of high visibility crosswalks, curb ramps, and pedestrian activated signals on 5th Ave at the Dawson Street and Wooster Street intersections.

Next Steps:

- A supplemental agreement between NCDOT and City is required for the additional funding, was approved by the Wilmington City Council on September 5, 2017
- Anticipated Let Date: November 2017

U-5527C NEW HANOVER COUNTY – MIDDLE SOUND GREENWAY – EXTENSION TO MIDDLE SOUND VILLAGE

Project Descriptions/Scope: This project is for the construction of a multi-use path along Middle Sound Loop Road from Oyster Lane to the Middle Sound Village property line.

Next Steps:

- NHC selected Davenport for design
- NHC is awaiting confirmation of additional construction funding bid on Red Cedar to Thais Trail before negotiating scope and fee with consultant
- A supplemental agreement between NCDOT and NHC is required to modify the scope and funding

U-5527D HARPER AVE. MULTI-USE PATH

Project Descriptions/Scope: The construction of approximately 2104 lf of 10' wide paved multi-use path along Harper Ave. from Dow Road to 6th Street

Next Steps:

- NCDOT Agreement is in place
- PE funds authorized August 2, 2016
- Draft LOI for PE Services submitted and being revised
- Advertisement of PE Services is anticipated in early fall 2017
- Anticipated let date June 2018

TRANSPORTATION DEMAND MANAGEMENT PROGRAM

Project Description/Scope: UNCW is taking the role as lead employer for the Cape Fear region. The WMPO will coordinate with UNCW to work with other major employers in the region to identify opportunities for public outreach, marketing, carpooling, vanpooling, alternative/compressed work schedules, Emergency Guaranteed Ride Home, park and ride lots, etc. The MPO established 2 park and ride lots in Brunswick County and a ridesharing program that began on January 5, 2015. The MPO adopted "Work Cape Fear: Expanding Commuter Options in the Cape Fear Region" TDM Short Range Plan on January 28, 2015 and also authorized staff to apply for a TDM grant through NCDOT that if approved would fund a full-time TDM Coordinator position. The Agreement with NCDOT for the full-time TDM Coordinator position was approved on November 4, 2015. The Wilmington MPO has hired a full-time TDM Coordinator. Pulsar is continuing to develop branding materials and a marketing plan for the Go Coast.

Next Steps:

- Begin development of the Go Coast marketing plan
- Plan 2017 Commuter Challenge event, including hiring an intern
- Schedule lunch and learns with area employers to promote Go Coast program
- Explore options for highlighting best practices from local employers with alternative work schedule policies
- Partner with large employers to determine vanpool options
- Partner with K-12 schools in WMPO jurisdiction to provide carpool opportunities to parents
- Partner with UNCW, Cape Fear Community College, and New Hanover Regional Medical Center to explore carpool matching options and guaranteed ride home strategies
- Coordinate with employers to implement 2 additional vanpool programs and potential Park & Ride lot locations
- Finalize bike share RFP



Cape Fear Public Transportation Authority

Project Update

September 2017

REGIONAL AUTHORITY PROJECTS

1. **Bus fleet replacement** - identifying state and federal funding opportunities to replace eleven thirty-five foot buses, two trolleys, and three shuttles. The Authority has applied for funding from a nationwide discretionary grant program from Federal Transit and is following other opportunities.
2. **Short Range Transportation Plan** - (no change) following adoption of Cape Fear Transportation 2040 by the Wilmington Metropolitan Planning Organization (WMPO), Wave Transit has begun its latest short range plan. The plan will set a course for public transportation initiatives, route structure, and revenue programming for the next five years. The plan will also include a financial element to ensure that transit programs are compliant with FTA rules and regulations.

Under the direction of the Authority's Operations and Planning Committee made up of funding partners, Board members, staff, WMPO board members, WMPO staff, passengers, interested citizens, and professional transit planning consultants, the 9 - 12 month plan is an important tool in identifying and quantifying the public transportation needs of the community. Marketing, public relations, and community support for financing transit in Southeastern North Carolina will also be a focus of the plan. A key component of the plan will be extensive surveying and data collection to assess the needs of current and prospective passengers. Nelson Nygaard is the principal consultant leading the project.

Data collection has begun and is being analyzed. Over fifteen agencies have agreed to assist Wave Transit as stakeholders in the planning effort. The stakeholder committee has been identified and held their inaugural meeting. The project is expected to be completed in the spring of 2018.
3. **Long Term Funding** - (no significant change) currently, the Authority does not have a dedicated source of local funding. Strategies to meet future revenue requirements will be identified during SRTP development. The Authority has drafted a *Short Range Financial Plan* which was adopted on January 26, 2017. The financial plan findings will be reviewed by the SRTP consultant and included in the final plan. A possible study regarding long term funding for transit in the region is being evaluated by the City of Wilmington and New Hanover County.
4. **Shelter Program** - a program to replace and add up to 50 bus shelters and 25 benches at bus stops is underway. Construction of the first eight shelters is complete. Phase two, consisting of 12 shelters and 15 benches is currently under construction. Phase three consisting of three super stops at Independence Mall, Hanover Center, and Monkey Junction is in the engineering and permitting phase.

WMPO SPONSORED PROJECTS

- 1. Pleasure Island Special Appropriation** - an STBGP-DA transfer was approved by the WMPO in 2016 for \$75,000 to support Wave Transit route 301. The grant has been closed and the project is complete.
- 2. Wilmington Multimodal Transportation Center** - An Interlocal Agreement between Authority, City of Wilmington, WMPO, and NCDOT has been executed. Demolition of the U-Haul building is complete. Thanks to generous support from the WMPO, STP-DA funding in the amount of \$2,400,000 has been flexed by FHWA to FTA for the project and a formal grant with FTA has approved. Phase 1 consisting of hazardous materials abatement and demolition is complete. Stabilization design is complete and stabilization construction is underway. Upon completion of stabilization, renovation will commence with an expected facility dedication to take place in the spring of 2018.
- 3. Preventive Maintenance & ADA** - STP-DA funding in the amount of \$351,000 for preventive maintenance and ADA service throughout the region was approved by the WMPO in 2016. The process of flexing the funds from FHWA to FTA is complete and the grant has been submitted to FTA for review. Since the funding was flexed close to the end of the federal fiscal year, the grant may not be awarded until the end of the calendar year. The funds will assist the Authority in maintaining its fleet of fixed route buses and FTA funded facilities to meet the FTA *State of Good Repair Requirement*. The preventive maintenance funding will ensure that Wave Transit vehicles are safe, reliable, and provide a positive and comfortable experience on Wave Transit routes throughout the region. The allocation does not represent all PM funding to the Authority but will serve to supplement current federal funding. Americans with Disabilities Act (ADA) compliance utilized under the funding will be used to offset the cost of providing complementary ADA service for passengers unable to access Wave Transit fixed routes. Paratransit services provided under the WMPO authorized funding include specialized origin to destination van service. In July 2017 the Authority provided 1,600 ADA passenger trips. The period of performance for the project is 07/01/2016 through 06/30/2017.
- 4. Preventive Maintenance & ADA** - (no change) STBGP-DA funding in the amount of \$510,778 for preventive maintenance and ADA service throughout the region was approved by the WMPO in 2016. The process of flexing the funds from FHWA to FTA is in process. The funds will assist the Authority in maintaining its fleet of fixed route buses and FTA funded facilities to meet the FTA *State of Good Repair Requirement*. The preventive maintenance funding will ensure that Wave Transit vehicles are safe, reliable, and provide a positive and comfortable experience on Wave Transit routes throughout the region. Americans with Disabilities Act (ADA) compliance utilized under the funding will be used to offset the cost of providing complementary ADA service for passengers unable to access Wave Transit fixed routes. Paratransit services provided under the WMPO authorized funding include specialized origin to destination van service. The period of performance for the project is 07/01/2017 through 06/30/2018.

5. **Replacement CNG Buses** - In February 2017 the WMPO appropriated \$372,000 in FHWA funding for two replacement CNG buses. The Authority has a contract for the vehicles with Gillig, LLC. A purchase order for the buses was approved by the Authority on June 22, 2017. Local matching funds have been appropriated by the City of Wilmington. The estimated delivery date is February 19, 2018 for both vehicles.



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

September 1, 2017

WMPO Project Update List
Projects Under Construction

Contract C203922: Greenfield Lake: Realign and upgrade intersection at SR 1436/US 421 and SR 1140 (Burnett Blvd.) south of Willard Street.

Contractor has completed water line and sewer line relocations for proposed culvert.

Currently working on Phase 2 culvert under Front Street and rebuilding Burnette Blvd (3rd St) Burnette (3rd) St and Front St back to Original traffic pattern December 2017

Final Completion is April 2018

Contractor: Mountain Creek Contractors Inc.

Bid Amount: \$3,156,247.36

Estimated Completion Date: December 2017

Percent Complete: 71.5%

R-2633 BA – (Wilmington Bypass: C203199) construct a 4-lane divided highway from US 74/76 (near Malmo) to SR 1430 (Cedar Hill Road).

Open to traffic on November 2017. Project is currently on schedule.

Contractor: Barnhill Contracting

Estimated Completion Date: May 2018

Percent Complete: 76.7%

R-2633 BB – (Wilmington Bypass: Bridge over Cape Fear River: C203198) construct a 4-lane divided highway from SR 1430 (Cedar Hill Road) to US 421 (where I-140 currently ends in New Hanover County...this includes the large bridge over the Cape Fear River).

Open to traffic on November 2017. Project is currently on schedule.

Contractor: Balfour Beatty Infrastructure

Estimated Completion Date: June 2018

Percent Complete: 88.7%

R-3324 – (Long Beach Road Extension: C202155) construct a 2-lane, 2-way roadway from NC 133 (near Jump & Run Creek) to NC 87. Most of this roadway will be on new location.

Contractor: Balfour Beatty Infrastructure

Bid Amount: \$22,082,124.13

Waiting on Final Estimate

Percent Complete: 100%



B-5103: (C203540) replace bridge #35 over the abandoned railroad on SR 1627 (3rd Street), in Wilmington.

Bid Amount: \$4,640,453.87

Percent Complete: 99.9%. Waiting on final estimate.

U-3338B: (C203772) Widening of Kerr Ave. from Randall Parkway to MLK, Jr. Prkwy. Installing storm drain throughout project, and grading Multi-Use Path at Kerr and Randall Prkwy.

Multi-Use path at Kerr Ave. and Randall Prkwy. is paved.

Mast arm for traffic signal has been installed at Kerr Ave. and Randall Prkwy.

Currently grading from Emerson Street to Market Street (left side of project).

Intermediate asphalt layer, curb & gutter, and sidewalk have been installed from the beginning of the project to Greenway Ave. (both sides of the road).

Contractor: Sealand Contractors Corp.

Bid Amount: \$22,000,000.58

Estimated Completion date: November 2018

Percent Complete: 45.0%

Wrightsville Avenue (EB-4411C: DC00119):

Widen for bike lanes on SR 1411 (Wrightsville Ave.) from Huntington Ave. to US 76 (Oleander Drive). Pavement markings have been placed.

Contractor: Highland Paving Company

Bid Amount: \$1,540,740.05

Percent Complete: 100.0%. Waiting on Final Estimate

B-4929: (C203789) Bridge @ Surf City NC 50/210 - replace bridge #16 over the inter-coastal waterway with a fixed span high rise structure. All foundation piles were driven before April 1st.

Contractor placing concrete for columns and bent cap.

Contractor: Balfour Beatty Infrastructure

Bid Amount: \$53,651,508.35

Estimated Contract Completion Date November 2020

Percent Complete: 33.4%

Future Projects

***R-3300B: US 17 Hampstead Bypass:** Construct a four and six-lane divided roadway on mostly new location from NC 210 to Sloop Point Loop Road. **R-3300B currently funded in DRAFT 2018-2027 STIP.**

ROW and Utilities: FY 2018 – FY 2020.

Let date for construction: FY 2020.

U-5732: Hampstead Median Project: US 17 (Ocean Highway in Hampstead)

Convert to superstreet from SR 1582 (Washington Acres Road) to SR 1563 (Sloop Point Loop Road). Median project has been combined with Hampstead Bypass to accelerate the completion of the Bypass.

Let Date September 2020

R-3300B: project may be accelerated to build and open two lanes of the Bypass for use as a detour during the median project construction.

Dan Owen Drive connector to Factory Road: Roadway being constructed to alleviate traffic volume off of Hampstead Median Project while being built and to reduce the number of vehicle crashes. Currently staking ROW. NCDOT to construct connector road.

R-3300A: US 17 Hampstead Bypass: Construct a four lane divided roadway from NC 210 to I-140 south of Hampstead. **Currently unfunded section of Hampstead Bypass.**

B-5236: replace bridge #19 over Lords Creek on SR 1100 (River Road)

Let Date September 2017

U-4751: Military Cutoff Road Extension: extending Military Cutoff Road from Market Street to the Wilmington Bypass, with an interchange at the Bypass.

West of US 17 Business (Market Street) to US 17 Business (Market Street) SR 1403 (Middle Sound Loop Road).

Realignment of Lendire Road currently under construction by NCDOT.

Construction forecasted from FY2017 - FY2021

Let Date October 2017

R-5021: widening of NC 211 from NC 87 to SR 1500 (Midway Road) to a 4-lane divided facility.

Let Date June 2018

U-4902 C&D: US 17 Business (Market Street) construct a “superstreet” (median) from SR 2734 (Marsh Oaks Drive) to Lendire Drive & from Station Road to US 74 (MLK Parkway/Eastwood Road).

Let Date October 2018

B-4590: replace bridge #29 over Smith Creek on NC 133 (Old Castle Hayne Road)

Let Date December 2018

U-5710: US 74 (Eastwood Road) from Burnett Avenue to US 117 (Shipyard Blvd) upgrade the roadway.

Let Date July 2021

U-5729: US 421 (Carolina Beach Road) from Burnett Avenue to US 117 (Shipyard Blvd) upgrade the roadway.

Let Date July 2021

U-5790: US 421 (Carolina Beach Road) widen existing US 421 from Sanders Road to NC 132 (College Road) and construct fly-overs at Monkey Junction intersection

Design Build Selection Date January 2020

U-5731: US 74 (US 17/US 421 in Wilmington)

Construct a Fly-Over and Free Flow Ramp at interchange. **Let Date September 2022**

R-5701: US 117 Business (Intersection of N. Walker Street and E. Wilmington Street) Construct roundabout.

Let Date for construction: FY 2020

U-5732: US 17 (Ocean Highway in Hampstead)

Convert to superstreet from SR 1582 (Washington Acres Road) to SR 1563 (Sloop Point Loop Road). **Note: Will be built in conjunction with Hampstead Bypass.**

Let Date September 2020

U-5734: US 421 (South Front Street)

Widen to multi-lanes from US17 Business/US 76/US 421 (Cape Fear Memorial Bridge) to US 421 (Burnett Blvd.)

Let Date September 2023. Right of Way and Utilities Let 2021

U-5710: US 74 (Eastwood Road) construct an interchange at the at-grade intersection of SR 1409 (Military Cutoff Road) & US 74 (Eastwood Road)

Let Date January 2022

FS-1503A: Feasibility Study US 17 Bus. (Market Street) study the at-grade intersection of US 17 Business (Market Street), US 74 (MLK Parkway) & US 74 (Eastwood Road) for installment of an interchange.

Feasibility Study in progress.

FS U-5734: Feasibility Study S. Front Street study the widening of S. Front Street from the intersection of Burnett Blvd. and US 421 (Carolina Beach Road), to Dawson Street.

Environmental Assessment in progress.

FS-1003B: Feasibility Study US 421 (Carolina Beach Road) study the widening of roadway from Sanders Road to NC 132 (College Road).

Feasibility Study in progress.

Resurfacing Contracts - New Hanover County

Mill & resurface the following primary routes in New Hanover County: 2017CPT.03.07.20651. DC00172

SR 1318 (Blue Clay Rd.) – from radius at intersection of SR 1322 (Kerr Ave.) to pvmt seam at US 117. 2.89 miles.

SR 1324 (Sheridan Dr.) – from NC 133 to SR 1325 (Long Leaf Drive).

SR 1325 (Long Leaf Dr.) – from SR 1326 (Laurel Drive) to SR 1358 (Holland Drive).

SR 1326 (Laurel Dr.) – from SR 1358 (Holland Drive) to dead end.

SR 1332 (Chair Rd.) – from NC 133 west on NC 133.

SR 1382 (Garden Place Dr.) – from NC 132 to SR 1387 (Hyacinth Ave.)

SR 1383 (Wedgewood Rd.) – from SR 1382 (Garden Place Dr.) to dead end.

SR 1387 (Hyacinth Ave.) – from SR 1382 (Garden Place Dr.) to dead end.

SR 1668 (Balsam Dr.) – from SR 1667 (Hickory Knoll Dr.) to SR 1668 (Balsam Dr.).

SR 1669 (Darley Ln.) – from SR 1667 (Hickory Knoll Dr.) to SR 1686 (Royal Oak Dr.)

SR 1686 (Royal Oak Dr.) – SR 1492 (Myrtle Grove Rd.) to SR 1667 (Hickory Knoll Dr.)

SR 2071 (Arlene Dr.) – from NC 133 to end of maintenance.

SR 2181 (Blue Clay Rd. / Dairy Farm Rd.) – from SR 1002 (Holly Shelter Rd.) to SR 1336 (Sidbury Rd.).
SR 2199 (Creekstone Ln.) – from SR 1335 (Parmele Rd.) to end of maintenance.
SR 2200 (Plum Tree Lane) – from SR 2199 (Creekstone Ln.) to end of maintenance.
SR 2501 (Access Rd. to Monkey Jct.) – from US 421 to US 421.
SR 1322 (Murrayville Rd.) – from SR 2234 (Brittany Rd.) to SR 2691 (Retriever Dr.).
SR 2313 (Wilshire Blvd.) – from west of SR 1175 (Kerr Ave.) to east of Rosemont Ave.
SR 1400 (Flutch Creek Rd./Champ Davis Rd.) – from south of SR 2845 (Market Street) to SR 1491 (Porters Neck Rd.)
SR 2652 (Northchase Pkwy. NE) – from US 117 to cul-de-sac

Let Date Spring: 2017

Estimated Completion Date: November 2017

Percent Complete: 43.9%

Mill & resurface the following primary routes in New Hanover County:

US 421 (Carolina Beach Road) – from 0.26 miles south of Independence Blvd. (non-system portion) to west of Lake Shore Drive (non-system)
US 117 Northbound Lanes (Shipyard Blvd) – from US 421 to 0.05 miles east of US 421 (Carolina Beach Road)
US 117 Southbound Lanes (Shipyard Blvd) – from 0.20 miles east of US 421 to US 421 (Carolina Beach Road)
US 421 Southbound Lanes (South 3rd Street) – from US 76 (Dawson Street) to Greenfield Street (non-system)
US 421 Northbound Lanes (South 3rd Street) – from Greenfield Street (non-system) to US 76 (Dawson Street)
US 17 Business (South 3rd Street) – from US 76 eastbound lanes to US 76 westbound lanes.

Mill & resurface the following secondary routes in New Hanover County:

SR 1218 (16th Street) – from US 76 westbound lanes (Wooster Street) to US 76 eastbound lanes (Dawson Street)
SR 1371 (16th St.) - from Grace Street (non-system) to US 17 Business (Market Street)
SR 2816 (16th St.) - from US 17 Business (Market Street) to US 76 westbound lanes (Wooster Street)
SR 1301 (17th Street) - from US 17 Business (Market Street) to Grace Street (non-system)
SR 2817 (17th Street) - from US 76 eastbound lanes (Dawson Street) to US 17 Business (Market Street)
SR 1411 (Wrightsville Avenue) - from Dawson Street Extension (non-system) to SR 1209 (Independence Blvd.)

Resurface the following secondary routes in New Hanover County:

SR 2699 (Amsterdam Way) - from SR 2700 (Old Dairy Rd.) to SR 2048 (Gordon Rd.)
SR 2701 (Antilles Ct.) - from SR 2698 (Netherlands Dr.) to end maintenance
SR 2698 (Netherlands Dr.) - from SR 2048 (Gordon Rd.) to SR 2700 (Old Dairy Rd.)
SR 2700 (Old Dairy Rd.) - from US 17 Bus. (Market St.) to SR 2699

(Amsterdam Way)

SR 2220 (Windmill Way) - from SR 2219 (N. Green Meadows Dr.) to SR 2700 (Old Dairy Rd)

SR 2183 (Spring Rd) - from NC 133 (Castle Hayne Rd.) to SR 2184 (Fairfield Rd.)

SR 2184 (Fairfield Rd.) - from SR 2183 (Spring Rd) to SR 1318 (Blue Clay Rd)

Widen & resurface following routes in New Hanover County:

SR 1940 (Covil Farm Rd) - from SR 1409 (Military Cut-Off Rd) to SR 1916 (Red Cedar Rd)

SR 2717 (Torchwood Blvd.) - from US 17 Bus. (Market St.) to SR 2718 (Beacon Dr.)

Mill & resurface a section & just resurface another section of SR 1363 (Bayshore Dr.) from US 17 Bus. (Market St.) to SR 1393 (Biscayne Dr.)

New Hanover:

I-40 – milling & resurfacing from Gordon Road interchange to NC 210 interchange

I-40 – milling & resurfacing from US 117 interchange to mile post 393 (approximately 3.5 miles east of US 117 interchange)

No activity to report to date

New Hanover County: Resurfacing Contract: C203868, I-5760

I-140 (Wilmington Bypass) resurface from I-40 to US 421 & reconstruction of bridge approaches, joint repair & signals.

Contractor: Barnhill Contracting Company

Estimated Contract Completion Date August 2017

Percent Complete: 23.4%

New Hanover County: Resurfacing Contract: 2017CPT.03.01.10651; C203888

US 117/NC 132 (College Road) from US 17 Business (Market Street) to SR 2313 (Wilshire Blvd.)

WBS #36249.3622 City of Wilmington signal plan modifications & work to install pedestrian upgrades at the intersection of US 117/NC 132 (S. College Road) and SR 2313 (Wilshire Blvd) to US-17 Business.

Includes safety projects:

W-5203AA construct offset left turn lanes on College Road & Hurst/Hoggard Drive upgrade pedestrian facilities to high visibility crosswalks w/ countdown pedestrian heads. Extend sidewalk to connect with existing sidewalk.

W-5601BB install high visibility crosswalks & push button pedestrian signals at the intersection of College Road & New Center Drive.

Contractor: Barnhill Contracting Company

Percent Complete: 26.8%. Estimated Contract Completion Date: February 2018

New Contract: New Hanover County: Resurfacing Contract: 2018CPT.03.04.10651; C203888

US 76 E. & W., US 421 (3) + NC State Port.

No activity to report to date

Resurfacing Projects - Brunswick County

Resurfacing Contract: C203923, 2017CPT.03.06.10101 & 2017CPT.03.06.20101

Brunswick County primary routes: 1 Section of US 74/US 76, 2 Sections of NC 87, NC 179, NC 904/179, and 41 Sections of secondary roads.

Contractor has started widening on 74/76, and starting to mill and fill on 74/76.

Contractor is close to completing mill and fill in Calabash at Beach Drive SW.

Estimated Completion Date: December 2017

Percent Complete: 44.5%

Resurfacing Contract: I-5357, C203630, WBS #46176.3.FS1, Brunswick County secondary routes:

SR 1104 (Beach Drive) – patching, milling, resurface & leveling from beginning of curb & gutter section to end of SR 1104

SR 1828 (Kings Lynn Drive) – patching, mill & resurface from SR 1104 (West Beach Drive) to SR 1828

SR 1401 (Galloway Road) – resurface from US 17 to SR 1402 (Randolphville Road)

SR 1435 (North Navassa Road) – patching, mill & resurface from SR 1472 (Village Road Northeast) to SR 1432 (Old Mill Road Northeast)

SR 1430 (Cedar Hill Road) – patching, mill & resurface from SR 1435 (North Navassa Road) to 0.58 miles south of SR 1431 (Royster Road Northeast)

SR 1430 (Cedar Hill Road) – patching, mill & resurface from 0.54 miles north of SR 1431 (Royster Road Northeast) to SR 1426 (Mount Misery Road)

Contractor: S.T. Wooten

Percent Complete: 100.0%. Waiting on final estimate

Resurfacing Contract: DC00117, Brunswick County:

NC 87/NC 133 (River Road) resurfacing from project limits of R-3324 (Long Beach Road Extension) to SR 1526 (Jabbertown Road)

SR 1100 (Caswell Beach Road) milling & resurfacing from SR 1190 (Oak Island Drive) to end of system

SR 1101 (Fish Factory Road) resurfacing from NC 133 (Long Beach Road) to end of system

SR 1194 (West Street) resurfacing from NC 211 to end of system, in Southport

SR 1209 (9th Street) resurfacing from NC 211 to end of system, in Southport

SR 1210 (Old Bridge Road) resurfacing from NC 133 (Long Beach Road) to end of system

SR 1526 (Jabbertown Road) resurfacing from NC 87 to SR 1527 (Leonard Street), in Southport

SR 1528 (Moore Street) resurfacing from NC 211 to end of system, in Southport

Contractor: Highland Paving Company

Percent Complete: 100%. Waiting on final estimate

Resurfacing Contract: 2016, C203760, Brunswick County:

US 17 NBL & SBL resurfacing from NC 904 to South Carolina line

SR 1139 (Seashore Road) resurfacing from NC 130 (Holden Beach Road) to
SR 1137 (Boones Neck Road)
SR 1184 (Ocean Isle Beach Road) resurfacing from US 17 to NC 904/179
SR 1241 (Milliken Avenue) resurfacing from
SR 1242 (Beach Drive) resurfacing from NC 179 Bus. to end of the system
SR 1940 (Claremont Drive) resurfacing from SR 1941 (Stratford Place) to
end of the system
SR 1941 (Stratford Place) resurfacing from SR 1943 (Country Club Drive) to
SR 1940 (Claremont Drive)
SR 1942 (Bruce Lane) resurfacing from SR 1941 (Stratford Place) to
SR 1944 (Deep Branch Road)
SR 1944 (Deep Branch Road) resurfacing from SR 1942 (Bruce Lane) to
SR 1940 (Claremont Drive)
SR 1813 (Pinewood Drive) resurfacing from SR 1950 (Camelia Drive) to
end of system
SR 1943 (Country Club Drive) resurfacing from SR 1949 (Brierwood Road) to
SR 1941 (Stratford Place)
SR 1949 (Brierwood Road) resurfacing from SR 1943 (Country Club Drive) to
Shallotte City Limits
SR 1950 (Camelia Drive) resurfacing from SR 1141 (Kirby Road) to SR 1813
(Pinewood Drive)
SR 1951 (Driftwood Acres Drive) resurfacing from SR 1950 (Camelia Drive) to
end of the system
SR 1952 (Myrtlewood Drive) resurfacing from SR 1950 (Camelia Drive) to
end of the system

Percent Complete: 100%

New Contract: Resurfacing Contract: WBS: 2018CPT.03.03.10101, Brunswick County
US 76 E. & W., US 421 N., NC 130, NC 179, NC 904.

No activity to report to date

- Changes to Project Update List made September 1, 2017

If you have any questions, please contact Alan Pytcher at the Division 3 Office:
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