



Federal Highway
Administration

Federal Transit
Administration

Fayetteville Metropolitan Planning Organization

FINAL REPORT
May 22, 2017

Table of Contents

<i>Executive Summary</i>	
<i>Previous Findings</i>	
<i>Current Findings</i>	
<i>Team Members/Participants</i>	
<i>Introduction</i>	
<i>General Comments</i>	
<i>Air Quality and Travel Demand Modeling</i>	
<i>Transit Planning</i>	
<i>Metropolitan Transportation Planning Factors/Transportation Planning Process/Land Use and Livability</i>	
<i>Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP)/List of Obligated Projects</i>	
<i>Financial Planning</i>	
<i>Metropolitan Planning Area Boundary/Agreements and Contracts/Organizational Structure</i>	
<i>Regional Coordination – Regional and Environmental Agencies</i>	
<i>Congestion Management Program (CMP)/Intelligent Transportation Systems (ITS)/Management and Operations (M&O)</i>	
<i>Unified Planning Work Program (UPWP)/Self-Certification</i>	
<i>Freight</i>	
<i>Safety/Security</i>	
<i>Public Participation Plan/Visualization</i>	
<i>Title VI and Environmental Justice</i>	
<i>Appendix A: Team Members/Participants</i>	
<i>Appendix B: Summary List of Current Review Findings</i>	
<i>Appendix C: Certification Review Agenda</i>	
<i>Appendix D: Public Meeting Notice</i>	
<i>Appendix E: Public Review Meeting Comments</i>	

Executive Summary

Purpose

Pursuant to 23 U.S.C. 134(i)(5) and 49 U.S.C. 1607, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) must certify jointly the metropolitan transportation planning process in Transportation Management Areas (TMAs) at least once every four years. According to the 2010 Census, the Fayetteville MPO had a population of 359,857 and therefore is subject to a planning certification review. The last certification review was conducted on November 20, 2012, and the Report is dated April 5, 2013.

Methodology

The review consisted of a desk review, an on-site review that was conducted on Tuesday, March 21, 2017, and a public comment meeting held between 5:30 and 7:30 p.m. In addition to the formal review, routine oversight, such as attendance at meetings, day-to-day interactions, review of work products, and working with the MPO on past certification review recommendations and corrective actions provide a major source of information upon which to base the certification findings. After the on-site review is completed, a report is written to document the findings.

Statement of Finding

The FHWA and the FTA find that the transportation planning process substantially meets Federal requirements and jointly certify the planning process. The review identified four commendations and ten recommendations.

Previous Findings

Update on the Recommendations from the 2012 Certification Report

1. Wherever possible, FAMPO should use field data instead of model outputs for their CMP. Travel time, accident data, and INRIX are available at no cost. *This recommendation has been satisfied and no longer applies.*
2. CMP objectives should be more specific, be time-bound, and have targets. *This recommendation has been satisfied and no longer applies.*
3. The CMP document should define the congestion level that identifies a segment(s) as being congested. *This recommendation has been satisfied and no longer applies.*
4. The CMP document should expand on the congested roadway ranking process. *This recommendation has been satisfied and no longer applies.*
5. FAMPO should ensure that the website is up-to-date and holds the most recent TAC/TCC Agendas, Minutes, and Planning documents. *This recommendation has been satisfied and no longer applies.*
6. FAMPO should develop a more robust section in their MTP of how funding is set aside for Maintenance & Operations. *This recommendation has been satisfied and no longer applies.*
7. In order for the TIP and STIP to be fiscally constrained, NCDOT needs to show funds and obligated funds for local, NCDOT, and Transit operators. *This recommendation has been satisfied and no longer applies.*
8. FAMPO should ensure that the Financial Plan of the TIP will be implemented by summer 2013. *This recommendation has been satisfied and no longer applies.*

9. FAMPO should develop a measure for successful Public Involvement. They should determine how activities are selected and then set up showing how effectiveness is measured. *This recommendation has been satisfied and no longer applies.*
10. FAMPO should consider using a standardized percentage breakout across all socioeconomic maps when looking at distribution. *This recommendation has been satisfied and no longer applies.*
11. FAMPO shall continue developing its own project prioritization process that is aligned to the NCDOT SPOT process. First, obtain SPOT recommendations then get together with the Municipalities and Counties to prioritize. Then they should consider developing a prioritization matrix for project selection. *This recommendation has been satisfied and no longer applies.*
12. NCDOT should consider how performance measures will be incorporated into Public Participation Plan of their Long Range Plan (LRP). *This recommendation has been satisfied and no longer applies.*
13. FAMPO should identify measures for assessing transportation system equity and conduct quantitative analyses based on those measures. *This recommendation has been satisfied and no longer applies.*
14. Cumberland County should consider allowing social media use to the FAMPO staff to enhance the transportation planning process. *This recommendation has been satisfied and no longer applies.*
15. FAMPO should start an Asset Management Plan show level of maintenance and continue to develop existing asset records system to a MAP 21-compliant Asset Management Plan. *This recommendation has been satisfied and no longer applies.*
16. FAMPO should look at distribution center data, average trucks, life span of roads impacted by heavy freight, military trucks, and movement of people in their next MTP update. *This recommendation has been satisfied and no longer applies.*
17. FAMPO should consider incorporating the impact of projects on minority and low-income populations in their project prioritization process. *This recommendation has been satisfied and no longer applies.*
18. FAMPO should incorporate NCDOT's statewide travel demand model into their next TDM update. *This recommendation has been satisfied and no longer applies.*
19. FHWA has approached the public review of the Certification Review in the same manner for years and should strive to gain more meaningful input by using different methods of outreach. *This recommendation has been satisfied and no longer applies.*
20. FAMPO should ensure that the public priorities are incorporated into the planning process. Based on the results of the survey, the majority of respondents were SOV drivers and felt that Bike/Pedestrian/Transit were the main priorities of the MPO. *This recommendation has been satisfied and no longer applies.*

Current Findings

The Federal Review team identified no corrective actions, and the following commendations and recommendations:

Commendations:

- The MPO is commended for its involvement in review of land use cases from the local jurisdictions as well as from the Regional Land Use Advisory Council, who makes sure land use patterns do not have a negative effect on Fort Bragg.
- The MPO is commended for its involvement in the Cumberland County Ozone Action Plan, which has been very successful thanks to the efforts of the local jurisdictions. The area's efforts have been recognized and lauded by the Environmental Protection Agency

(EPA).

- The MPO is commended for extensive use of visualization in its public involvement techniques.
- The MPO is commended for providing excellent narrative information explaining the MPO's responsibilities for addressing environmental justice.

Recommendations:

- It is recommended that the relatively inexperienced staff at the MPO learn more about performance measures.
- It is recommended that the MPO develop plans and a timetable for expanding incorporation of performance measures into the overall planning process.
- The MPO's MTP and TIP do not currently include a documented methodology for assessing the costs associated with maintaining and operating the existing Federal-aid transportation system. It is recommended that the MPO develop such a methodology.
- It is recommended that more attributes/labels (i.e., major roads, landmarks) be added to mapping so that it is more user-friendly.
- It is recommended that the MPO use a varied color scheme for mapping the demographic breakouts so that each breakout is easily distinguishable from the others.
- It is recommended that the MPO use mapping techniques include a numbered and color-coded system that provides details for each project.
- It is recommended that the MPO develop other overlay maps depicting factors such as congestion, level of service, crash data, commute times, transit, etc.
- It is recommended that the MPO include in the narrative portion of the demographic profile the base data for each demographic that is mapped.
- It is recommended that the MPO add past and long range projects to the overlay mapping of 2015-2025 MTIP projects.
- It is recommended that the MPO identify appropriate measures and conduct quantitative analyses to determine transportation equity on a system-wide level. Both benefits and burdens of the MPO's plan are to be identified and comparisons made between minority/low-income populations and non-minority/low-income populations.

Certification

The Fayetteville Metropolitan Planning Organization's (FAMPO) planning process is certified for four years from the date of this Report.

Team Members/Participants

Team Members

Bill Marley, Community Planner, FHWA

Ron Lucas, Area Engineer, FHWA

Lynise DeVance, Civil Rights Program Manager, FHWA

Fleming El-Amin, Civil Rights Specialist, FHWA

Tajsha LaShore, Community Planner, FTA

Participants

Hemal Shah, NCDOT
Darius Sturdivant, NCDOT
Joel Strickland, FAMPO
Eric Vitale, FAMPO
Gregory Shermeto, FAMPO
Joshua Grandlienard, FAMPO
Deloma Graham, FAMPO
Randy Hume, City of Fayetteville/FAST

Introduction

Purpose

Pursuant to 23 U.S.C. 134(i)(5) and 49 U.S.C. 1607, FHWA and FTA are required to jointly review and evaluate the transportation planning process for urbanized areas over 200,000 in population at least every four years. The Certification Review process helps to ensure that the planning requirements of 23 U.S.C. 134 and 49 U.S.C. 5303 are being satisfactorily achieved and that Federally funded highway and transit projects resulting from that process can be implemented. The certification review is also the appropriate time to ensure an MPO's compliance with other Federal regulations and official guidance pertinent to the transportation planning process, such as the Clean Air Act as amended, Title VI of the of the Civil Rights Act of 1964, and requirements pursuant to the Environmental Justice (EJ) Executive Order (EO 12898).

Scope

The Federally required transportation planning certification review is an assessment of the transportation planning processes and products conducted by all partners charged with continually, cooperatively, and comprehensively carrying out the transportation planning process required in 23 U.S.C. 134 and 49 5303 on a daily basis, and how they meet the Federal requirements.

Methodology

The review consisted of a desk review, an on-site review conducted on Tuesday, March 21, 2017, and a public comment period between 5:30 and 7:30 pm. In addition to the formal review, routine oversight, such as attendance at meetings, day-to-day interactions, review of work products, and working with the MPO on past certification review recommendations provide a major source of information upon which to base the certification findings. After the on-site review is complete and all comments have been reviewed, a report is prepared to document the findings.

Certification Report

For each topic reviewed at the on-site review, this report will document the regulatory basis, current status, and findings.

Regulatory Basis – Defines where information regarding each planning topic can be found in the Code of Federal Regulations (CFR) and/or the United States Code (U.S.C.) – the “Planning Regulations” and background information on the planning topic.

Current Status – Defines what the Transportation Management Area (TMA) is

currently doing in regards to each planning topic.

Findings – Statements of fact that define the conditions found during the review, which provide the primary basis for determining the corrective actions, recommendations, and/or commendations, if any, for each planning topic. Because many planning topics are interlinked, but may have been reviewed as separate topics, some findings may reference other documents or requirements than the one being covered. Findings of the planning process include:

Commendation – A process or practice that demonstrates innovative, highly effective, well-thought-out procedures for implementing the planning requirements. Elements addressing items that have frequently posed problems nationwide could be cited as commendations. Also, significant improvements and/or resolution of past findings may warrant a commendation.

Recommendation – Addresses technical improvements to processes and procedures, that while somewhat less substantial and not regulatory, are still significant enough that FHWA and FTA are hopeful that State and local officials will take action. The expected outcome is change that would improve the process, though there is no Federal mandate, and failure to respond could, but will not necessarily result in a more restrictive certification.

Corrective Action – Indicates a serious situation that fails to meet one or more requirements of the transportation planning statutes and regulations, thus seriously impacting the outcome of the overall process. The expected outcome is a change that brings the metropolitan planning process into compliance with a planning statute or regulation; failure to respond will likely result in a more restrictive certification.

General Comments

The FAMPO staff shared several comments about their experiences conducting the transportation planning process, including:

- Coordination with the North Carolina Department of Transportation's (NCDOT) Planning and Program Development (PPD) Branch is good
- The MPO receives proactive input from its member jurisdictions
- Concern was expressed over recent transition in the MPO staff, whereby almost all of the current staff were not present during the last certification review
- Recent work on the MTP update focused staff's attention on all of the metropolitan transportation planning requirements

Air Quality and Travel Demand Modeling

Regulation: 23 CFR 450.322(l): In nonattainment and maintenance areas for transportation-related pollutants, the MPO, as well as the FHWA and the FTA, must make a conformity determination on any updated or amended transportation plan in accordance with the Clean Air Act and the Environmental Protection Agency (EPA) transportation conformity regulations (40 CFR part 93).

Regulation: 23 CFR 450.322(e): The MPO, the State(s), and the public transportation operator(s) shall validate data utilized in preparing other existing modal plans for providing input to the transportation plan.

Current Status

The Fayetteville MPO is in compliance with all National Ambient Air Quality Standards (NAAQS). The requirement to demonstrate Transportation Conformity for the MTP and TIP is no longer required for this area.

Transit Planning

Regulatory Basis: 49 USC 5303: It is in the interest of the United States, including its economic interest, to foster the development and revitalization of public transportation systems, in acquiring, constructing, supervising, or inspecting equipment or a facility for use in public transportation, and to encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight and foster economic growth and development within and between States and urbanized areas, while minimizing transportation-related fuel consumption and air pollution through metropolitan and statewide transportation planning processes.

Current Status

The Fayetteville Area System of Transit (FAST) currently provides fixed route and complementary paratransit transit service within the City of Fayetteville. Service is provided weekdays from 6:00 am to 10:00 pm, and Saturdays from 7:00 am to 10:00 pm. FAST has a fleet of 21 buses for fixed-route service and 12 vans for paratransit. Its service is oriented around a transfer center east of downtown and a transit center at the regional Cross Creek Mall. The FAST system primarily operates in the city limits of Fayetteville. ADA Paratransit operates in the parts of Fayetteville which are not serviced by fixed transit, which may fall outside of the Fayetteville City Limits.

A new Multi-Modal Transit Center is being constructed in the western part of downtown. FAST's operating and maintenance facility is located on Grove Street and close to the downtown core. Over the past few years, FAST has installed accessible bus stops, numerous bus shelters with benches, and more stand-alone benches.

Not having access to a car is the primary reason that riders use FAST. Ridership in the FAMPO planning area primarily consists of transit-dependent populations: low-income, elderly, students, children, disabled, veterans, and bicyclists. Existing service generally has a smaller choice rider population.

The Fayetteville Urbanized Area covers portions of four counties, six municipalities, and a large military installation. Population growth has been concentrated in the western and northern portions of the Metropolitan Planning Area (MPA), resulting in the inclusion of two new municipalities and one new county in the MPA after the 2010 Census. While FAST is by far the largest transit operator in the MPA, smaller non-urban transportation systems must be included in the planning process to facilitate coordination.

Fort Bragg Military Reservation

Fort Bragg Military Reservation operates a shuttle service for the military reservation. The program began several years ago in response to air quality/environmental concerns and the integration of sustainable practices, and has grown to a system that provides services seven days a week. It offers free rides to anyone 16 years of age or older for unaccompanied individuals, and to anyone in the company of a responsible adult. Active duty personnel have priority over civilian passengers and there is no charge for using the service. Currently, FAST offers service to Fort Bragg.

Harnett Area Rural Transit System (HARTS)

HARTS is a Community Transportation program that serves both human service consumers as well as the general public. The goal of HARTS is to provide the citizens of Harnett County transportation services that are efficient, safe, and effective.

As a paratransit service and a ridesharing public transportation system, HARTS enables routes and schedules to be structured to transport multiple passengers to various destinations. Service is provided curb-to-curb. Services provided are medical, personal, human service, employment, and education.

Hoke Area Transit Service (HATS)

Community transportation in Hoke County largely is provided by the Hoke Area Transit Service (HATS), which serves a diverse set of clients consisting mostly of the elderly, persons with disabilities, and clients of the Hoke County Department of Social Services. HATS provides demand-response and subscription transportation services in Hoke County, including the incorporated area of Raeford and the unincorporated areas of the county. Funding for HATS comes from Federal and State grants as well as county funds and support contracts.

South East Area Transit System (SEATS)

South East Area Transit System (SEATS) is Robeson County's Community Transportation Program. SEATS provides human service agency and rural general public transportation for Robeson County residents. The NCDOT Public Transportation Division provides operating and capital assistance for the program. SEATS has established routes throughout Robeson County operating Monday through Friday from 5:30 a.m. to 5:30 p.m. for the general public and agency-sponsored passengers. SEATS provides scheduled routes for out-of-county medical trips to Duke Hospital, UNC-Chapel Hill Hospitals, and Veterans Hospital in Durham and Fayetteville. SEATS' vehicles are accessible to passengers with disabilities.

The Cumberland County Community Transportation Program (CTP)

The Community Transportation Program provides curb to curb transportation service for eligible clients to medical appointments (non-dental) and pharmacy trips (to pick up prescriptions) throughout Cumberland County. Those who need additional assistance may request door to door service.

Spring Lake Transit System

Spring Lake Transit is a joint collaboration between the Town of Spring Lake, Majestic Mobility, LLC Tours, and Cumberland County Community Transportation Program (CTP). The bus service operates Monday through Friday from 7:00 am to 7:00 pm with a delay from 10:00 am until 12:00 pm and 1:20 pm until 4:20 pm. The bus does not run on weekends. Each stop is approximately 3-4 minutes apart and all of the bus stop locations are indicated with a Spring Lake Transit bus stop sign. The route terminates at the Cross Creek Mall in Fayetteville, where riders have access to multiple FAST routes. The fare for bus service is \$1.00 each way

for ages six and over. The Spring Lake Transit System buses are equipped to meet the needs of its elderly and disabled riders. Elderly and disabled clients can choose to apply for door-to-door service with CTP.

Public transportation services are coordinated between FAST, HATS, HARTS, and Spring Lake Transit. This is to maintain the maximum coverage of transit operations across the FAMPO planning area, as well as the adjacent areas, to the region.

Planning/Coordination

The MPO stated that coordination is one of the biggest strengths with FAST and other public transit providers in the area. They also have a great relationship with NCDOT and local jurisdictions. FAST and FAMPO work closely together to provide mobility options for those living, working, or visiting the metropolitan area. This is reflected in efforts to better coordinate services within FAST's service area, assisting in developing and implementing the Coordinated Human Service Transportation Plan, and providing services to and from Fort Bragg.

Early in the planning process FAMPO and FAST discuss work tasks for the upcoming year. Coordination on these items is smooth because the FAMPO staff and FAST staff attend each other's meetings and work together on a day-by-day basis. There is a Transit Development Plan (TDP) that was last adopted on March 24, 2014. The TDP helps to identify and prioritize needed transit projects for TIP inclusion. All planning plans and programs (TIP/STIP, UPWP, etc.) involve the transit providers and they feel they have a voice in the local planning process.

Issues/Struggles

Jurisdictional boundaries, lack of operating funding, bus operator short staffing, and lack of sidewalks, curbs, and gutters along many transit routes and in areas targeted for service expansion are issues for the area. With FAST only operating within the City of Fayetteville, jurisdictional boundaries present issues with getting riders into the city from outside of the city limits. Also, crossing county lines for the non-urban providers can create issues.

Transit Representation on the MPO Board

FAST has membership on the FAMPO TCC and TPB board. The MPO and FAST stated that there have not been imbalances in transit representation in the planning process.

Metropolitan Transportation Planning Factors/Transportation Planning Process/Land Use and Livability

Regulatory Basis: 23 CFR 450.322 and 306: Development of a transportation plan addressing no less than a 20-year planning horizon. The transportation plan shall include both long-range and short-range strategies/actions that lead to the development of an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand. The metropolitan transportation planning process shall be 3C, and provide for consideration and implementation of projects, strategies, and services that will address the planning factors.

Regulatory Basis: 23 CFR 450.322: TMAs shall develop a Congestion Management Program (CMP) to address congestion through a process that provides for safe and efficient integrated management and operation of the multimodal transportation system, based on a cooperatively developed and implemented metropolitan-wide strategy of new and existing transportation

facilities.

Current Status

The MTP covers a 20-year planning period. It was last updated in 2014 and covers the years 2014 through 2040. The MTP has a 30-year financial horizon. It is financially constrained to provide realistic guidelines in developing proposed projects based on current funding levels. The MTP is based on reasonably expected financial resources over the life of the Plan and identifies funding mechanisms where any shortfalls exist. The MTP uses the best available data from NCDOT projections based on the STIP and other State funding sources. Local projects are constrained by the availability of municipal bond referendums or other developer participation. Projects that are not feasible are placed into the Comprehensive Transportation Plan (CTP), which is financially unconstrained. These projects are outlined in the Financial Plan of the MTP. The MTP identifies all regionally significant projects, including those from non-Federal funding sources.

The MTP is linked to land use plans within the region so as to support its goals. All local and regional land use plans are reviewed and incorporated into the MTP as appropriate. MPO staff also participates in development of most local and regional land use plans. The MPO works very closely with Cumberland County and other municipal agencies to coordinate the goals and objectives of the MTP into the road, transit, bicycle, and pedestrian projects associated with both public and private projects.

The MTP contains long and short range strategies and actions that support the development of the regional multimodal transportation system. Strategies have been developed to implement provisions of the MTP and implementation priorities have been established. The MPO begins by using the MTP as a reference for projects submittals through the SPOT process. Staff works with local NCDOT Division Offices to find common ground on MTP projects to help drive the funding mechanisms and get projects implemented through the SPOT/STI program, which will ultimately program in the STIP. The MPO has a Project Prioritization Methodology that is reviewed for effectiveness after every STIP. The projects listed in the MTP have been coordinated with NCDOT and each municipality to ensure implementation. General policies and recommendations are developed in conjunction with the municipalities to be consistent with community goals. Continuous coordination with the MPO partners is essential to maintain consistent planning documents. The STP-DA program supports the implementation of active transportation modes and assists in meeting the transit needs of the MPO.

The MTP outlines projects and policy recommendations for every major mode of transportation in the MPO area, including highway, aviation, bicycle and pedestrian, congestion management, transit, freight, and rail. Beyond mode-specific transportation, the MTP also outlines the long-term and short-term strategies for environmental justice, mitigation and consultation, public involvement, safety and security, and finance.

The MTP provides for the maintenance and preservation of the Federally-supported existing and future transportation system. This is discussed in the Fiscally Constrained Element of the 2040 MTP. The MPO communicates with NCDOT on their use of Maintenance Funds and Highway Funds for maintenance of the system. Allocation of STP-DA funds for problem intersection improvements adds needed capacity to problem areas when financial issues are present. The MPO also works closely with local transit providers with the goal of increasing ridership and helping to reduce traffic congestion and vehicle impacts on the system.

The MTP is supported by a comprehensive and inclusive public involvement effort. The MPO's

goal is to increase public awareness and involvement in all phases of transportation planning. MPO planners work to identify partners in the community that can act as representatives for and liaisons to important populations, particularly those communities that have historically not significantly participated in the MTP development. By doing so, the MPO identifies strategies that can be used in the future whenever a project or plan begins, so as to involve the public in the planning process as early and often as possible. The MPO's Public Involvement Plan further details outreach efforts including public meetings, advertisements, newsletters, and comprehensive information on the MPO website.

NCDOT and the metropolitan transit operators participate in the MTP development by coordinating on all related plans in the area. The MPO and NCDOT directly coordinate in the MTP and planning process. The MPO also provides assistance to the transit operator on demographic analyses.

Land Use/Livability

The MPO analyzes and addresses non-motorized modes of travel such as bicycle and pedestrian in the MTP and throughout the transportation planning process. The MTP includes a Bicycle and Pedestrian element involving a subcommittee of local experts and system users. The MPO, in cooperation with a transportation consulting company, completed a Bicycle and Pedestrian Connectivity Study in 2011. The study is a comprehensive analysis of opportunities, barriers, and deficiencies in the bicycle and pedestrian transportation network within Cumberland County and the MPO study area. The study identifies and prioritizes existing and proposed routes, facilities, improvements, and issues to establish a safe and effective bicycle and pedestrian network. The study serves as a valuable tool for identifying and prioritizing future projects.

The MPO is very involved in review of land use cases from the local jurisdictions as well as from the Regional Land Use Advisory Council, who makes sure land use patterns do not have a negative effect on Fort Bragg. Staff also participates with the Transit Improvement Committee and the Fayetteville Area Committee on Transit to encourage and advance ideas that facilitate transit-oriented development. Also, all cross sections for MPO highway projects now include a center median with sidewalks and sometimes bike lanes, in accordance with "complete streets" planning.

In cooperation with Sustainable Sandhills (a local environmental organization) and all of the local jurisdictions in Cumberland County, the MPO submits a yearly Ozone Action Plan, which addresses actions taken in the planning area to reduce ozone levels and encourage greenhouse gas reductions. The Cumberland County Ozone Action Plan has been very successful thanks to the efforts of the local jurisdictions. The area's efforts have been recognized and lauded by the Environmental Protection Agency (EPA).

Transportation Planning Process

The participatory 3C planning process is comprehensive, cooperative, and continuing among the MPO, NCDOT, transit operators, and local governments. The MPO uses data to determine issues, evaluate solutions, and select the best option. Being comprehensive allows the MPO to inform and work with the public while also taking their input into account. The process is continuing, which means the planning goes through the entire process from conception to completion. Planning is always cooperative by working with interested and involved parties to work together on establish issues, inform the agencies needed, and keep everyone involved and updated throughout the process.

The MPO uses an air quality committee to work with Sustainable Sandhills, a local

environmental agency, to submit a yearly Ozone Action Plan that details the necessary steps to improve air quality in the region, particularly ground level ozone. Included on that committee is a representative from the NC Department of Environmental Quality. Meanwhile, the State Implementation Plan (SIP) establishes the State's program to protect air quality. It is a compilation of documents showing how the state establishes compliance with Federal National Ambient Air Quality Standards (NAAQS) for "criteria" pollutants.

Planning Factors

The planning factors are considered in the MTP, UPWP, TIP, and corridor studies based on legislation using MAP-21 and the FAST Act. The planning factors were incorporated into the MPO methodology for project rankings and were also used for project selection in the MTP, UPWP, TIP, and other planning documents.

All projects for Single Occupancy Vehicle (SOV) capacity expansion for which Federal funds are programmed are supported by a CMP that is valid, operational, and periodically evaluated. The MPO is also developing small area CMPs for high congestion areas to help feed into and enhance the overall CMP.

Environmental Justice deficiencies are considered in the MTP. The MPO uses GIS data and mapping to ensure that projects are environmentally sensitive and that all populations are well represented. The MPO also reaches out and schedules MTP public meetings in communities where diverse populations can be reached.

Metropolitan and statewide planning is coordinated, and the results of this coordination are manifested in the products of the planning process. The MPO and NCDOT coordinate frequently when developing the MTP and Statewide Plan to ensure that all regional and statewide transportation goals are in sync. By keeping on open dialogue with NCDOT, the MPO can cooperate in planning the best projects for both regional and statewide areas. Short-range strategies include:

- Establishment and promotion of alternative work schedules
- Carpool/vanpool
- Park and ride lots
- Transit amenities
- Bicycle and pedestrian infrastructure
- Bicycle sharing programs
- Car sharing programs

Long-range strategies include:

- Establishment and promotion of transit-oriented development
- Trip reduction programs for large mixed-use developments
- Light rail
- High occupancy vehicle (HOV) lanes

There is consistency between metropolitan transportation activities and related planning activities such as the SHSP, and transit safety and security. The City of Fayetteville and NCDOT work collaboratively in developing safety goals, objectives, performance measures, and strategies for the urbanized area. These agencies meet regularly and as needed to discuss a variety of issues and concerns regarding safety, security, and transportation. The MPO follows the Strategic Highway Safety Plan (SHSP) closely, as funding can be provided through the TIP.

Safety is also considered in determining which projects will be included in the MTP and TIP. NCDOT has funds specifically set aside for making safety improvements along roadways, including guardrails, rumble strips, better pavement markings and signs, etc. Highway Safety Improvement Program (HSIP) projects located within the MPO are included in the TIP. Most of these projects come from NCDOT and are routinely included in the TIP when project requests are taken.

The importance of collaboration and coordination between agencies and between branches, units, and sections within NCDOT has long been recognized. Long-range planning typically involves groups of stakeholders who often represent different interests or jurisdictions involved in the planning process.

The MPO Regional Intelligent Transportation Systems (ITS) Strategic Deployment Plan (SDP) was developed through a partnership between multiple agencies with a focus on developing tools and guidance that allow those agencies to implement and maintain ITS systems. For the MPO region, this effort involved input from a number of agencies at the local, regional, state, and Federal levels. The steering committee, which is a subset of the stakeholder group, led the effort for the SDP update. Existing practices from each of the participating agencies were integrated into a single regional approach to ITS planning, which can be used as a model across the state. The structure of the SDP itself also was developed in a manner that allows stakeholders to easily maintain the components that are more dynamic, such as the regional ITS architecture and project evaluation matrix.

The MPO incorporates asset management principles and techniques into the planning process by using strategic goals, quantitative data, and performance measures when selecting, evaluating, and prioritizing projects.

The MPO reaches out to freight shippers and transit users to get their input on the MPO planning documents. While freight shippers have been a more difficult target to reach, the MPO has had good success with reaching transit users by holding public meetings at the local transfer center and at locations where transit stops are located. Transit providers have representation on the TCC and TPB, while private providers are targeted through public outreach.

The products of the metropolitan planning process are consistent with regional ITS architecture. Proposed ITS elements are reviewed by NCDOT and FHWA for compliance and consistency with the regional ITS architecture plan prior to implementation.

Performance measures are included in the MPO's MTP from 2014; however, staff is working to better develop their knowledge and expertise on performance measures to be more effective with the next MTP.

Asset management principles and techniques are incorporated into the planning process. Roadway and bridge assets are evaluated by NCDOT and the City of Fayetteville on a regular basis. Ratings such as pavement condition and bridge sufficiency are used in identifying needs for revitalization projects.

Freight shippers and transit users are provided the opportunity to comment on the MTP, TIP, and other MPO products. Private enterprises, including private transit providers, also have the opportunity to participate in the planning process. The MPO usually contacts those freight shippers and transit providers to encourage those groups to participate in the planning process for plans, projects, programs, and services.

The MPO's plans and timetable for expanding incorporation of performance measures into the overall planning process, including how this will be supported by UPWP tasks for monitoring progress towards achieving targets, have not yet been determined. It is recommended that the MPO develop plans and a timetable for expanding incorporation of performance measures into the overall planning process.

Information and data have been assembled regarding the location and condition of environmental features that might be affected by proposals outlined in the MTP. The MPO has worked with resource agencies to define potential mitigation measures that may be needed on a system-wide basis, as opposed to a project level basis, through its resource agency consultation process. As part of the consultation process, resource agencies are asked to provide input, including reviewing the proposed mitigation measures in the MTP, and recommending additional mitigation measures that may be needed.

Commendations

- The MPO is commended for its involvement in review of land use cases from the local jurisdictions as well as from the Regional Land Use Advisory Council, who makes sure land use patterns do not have a negative effect on Fort Bragg.
- The MPO is commended for its involvement in the Cumberland County Ozone Action Plan, which has been very successful thanks to the efforts of the local jurisdictions. The area's efforts have been recognized and lauded by the Environmental Protection Agency (EPA).

Recommendations

- It is recommended that the relatively inexperienced staff at the MPO learn more about performance measures.
- It is recommended that the MPO develop plans and a timetable for expanding incorporation of performance measures into the overall planning process.

Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP)/List of Obligated Projects

Regulatory Basis: 23 CFR 450.324: The MPO shall cooperatively develop a TIP that is consistent with the MTP and is financially constrained. The TIP must cover at least a four-year horizon and be updated at least every four years. Additionally, the TIP must list all projects in sufficient detail outlined in the regulations, reflect public involvement, and identify the criteria for prioritizing projects.

Current Status

Development of the MPO's TIP is cooperative with regard to the process, availability to participants, procedures for joint decision-making, and flexibility of funding provisions. The TIP is the result of cooperation and coordination by the MPO with NCDOT, both locally and with the Strategic Prioritization Office for Transportation (SPOT) in Raleigh. Strategic Transportation Investments (STI) legislation, managed by NCDOT's SPOT Office, affords MPOs and Division Engineers the opportunity to submit a set number of projects for review

through the STI process every two years. The MPO follows the guidelines of the SPOT process and submits projects that are listed in the MTP for funding. Point assignments are based on joint consideration of the MPO and the local NCDOT Division Office to maximize the potential for projects to be included in the TIP. The allocation of STP-DA funds is completed exclusively through the MPO with placeholder TIP assignments and amendments to the TIP as needed for the project types such as greenways, bicycle and pedestrian facilities, intersections or small roadway projects, and transit and enhancement projects.

Each project is evaluated through a quantitative formula from the State and combined with local qualitative scoring to generate scores which lead to programming. Public input is encouraged and received throughout the process. The MPO noted that this approach has placed somewhat of a limit on the flexibility of funding projects in the TIP.

The TIP project selection process is coordinated with the State and transit operators. The MPO provides a prioritized list of projects to the NCDOT with relevant local data for inclusion in the Strategic Prioritization of Transportation (SPOT) process. The draft STIP is released and the MPO provides a local version of the document for public review using familiar language and street names. Both the NCDOT and the MPO provide opportunities for the public to make comments on the draft STIP and TIP, and public hearings are held. The final STIP is released. Other than adjustments to funding and minor time changes, the TIP matches the STIP. The TIP project selection process involves NCDOT consulting with the local planning organizations, the NCDOT Division Offices, as well as transit operators and airports on their particular project needs. The developed SPOT scoring process uses specific criteria including the following:

- Access
- System Safety
- Impact
- Cost Effectiveness
- Market Share
- Age
- Ridership Growth
- Mobility
- Economic Development
- Congestion Relief

The MPO created a Project Prioritization Methodology that is reviewed and updated every two years for project prioritization at the local level. For administrative modifications, the MPO uses the procedures adopted by NCDOT.

The TIP serves as a management tool for implementing the MTP, especially with regard to policies, investment choices, and priorities identified in the MTP. The TIP is instrumental in implementing many recommendations in the MTP. The TIP programs capital transportation improvements in the MPO region based on initial project input from the MPO. The State's prioritization of projects in the STIP does not directly align with the prioritization of projects in the MTP because NCDOT utilizes a consistent formula with SPOT for project prioritization throughout the State.

The TIP does not contain locally funded projects; however, it does contain cost estimates, project phase and implementation status, and the proposed source of Federal and non-Federal funds. The list of Federal funds proposed to be obligated during each program year is released

in a separate document at the end of the year. The State and transit operators provide the MPO with estimates of Federal and State funds available for the metropolitan area. The MPO has been successful in obtaining this information when needed. All revenue projections in the TIP are created by the North Carolina Office of State Budget and Management after a careful analysis of historical state and federal revenue sources, rules, and information available about the future financial climate.

The MPO groups Transportation Alternatives Projects (TAP) projects into lump-sum items. This allows for more flexibility and more immediate local control for projects that are managed by local jurisdictions. The MPO works closely with the TIP manager at NCDOT on these items.

Public involvement is incorporated in the TIP development process. Per the MPO Public Involvement Process, a public comment period is always provided before the adoption of every TIP. Generally, very little feedback is received during TIP public comment periods; however, public involvement is encouraged earlier in the MTP development and the SPOT Prioritization processes to help guide TIP development.

The TIP contains all regionally significant transportation projects regardless of funding source, cost estimates, project phase and implementation status, the amount of Federal funds proposed to be obligated during each program year, and proposed sources of Federal and non-Federal funds.

Financial Planning

The MPO forecasts Federal, State, local, and private revenues. The MPO's MTP has a 30-year planning horizon. To develop a financial forecast, the MPO had to make some reasonable assumptions in funding levels and costs. A yearly allotment was derived from current funding levels (TIP FY 2010-2018). Available funds were reduced by the amount computed for inflation.

Project costs are derived and are consistent among the implementing agencies. Projects were programmed based on funding projections, facilitating the determination that the current Highway Plan would not be built in its entirety by the horizon year. One of the justifications for this assumption is that the current TIP includes some of the most crucial and expensive highway improvements needed in the MPO. For proposed projects not currently listed in the TIP, costs were developed using "per mile costs" supplied by the NCDOT Contract Standards and Development Unit, Preliminary Estimate Section. Inflation has been factored into the above revenue estimates. SPOT Online project costs are used as they are available, which also creates consistency among the implementing agencies.

To determine project costs for non-TIP projects, different percentages were factored in to conservatively estimate project costs. Once the per mile cost has been established and multiplied by the appropriate mileage for that project, 30% is then added to function as a miscellaneous factor, 15% is added because they are Federally-funded projects, and 10% is added to account for design costs. Right-of-Way and Right-of-Way Utility costs are not included in any of these cost estimates. For projects just receiving a median, a \$1,000,000 per mile cost estimate was used. Projects were given a priority to emphasize the current level of need for each project. To determine this, the projected Level of Service (LOS) and Volume to Capacity (VOC) ratio numbers were used.

The MPO describes its current fiscal constraint demonstration in narrative and tabular form. To be truly effective, the plan must be financially constrained so as to provide realistic guidelines in developing proposed projects. The tables displayed in the MPO's 2040 MTP show the prioritized projects, project number where available, descriptions, the FY 2012 base year costs, and balances between the seven-year cycle of the proposed schedule.

The general procedure used to forecast revenues and estimate costs for the MPO's 2040 MTP is included in the Fiscally Constrained Plan. The process is available for public review as the Fiscally Constrained Plan as well as all other plans, and was open for public review and comment at multiple public open houses. The ability to provide feedback was advertised and comments could be made through the MPO's website.

The MPO's MTP includes a fiscal constraint component that compares total estimated cost per mode to total projected revenue per mode. Revenue projections were broken into five year funding cycles and projects were programmed based on their estimates into each cycle. Project cost estimates were inflated by a five percent annual rate based on the anticipated funding cycles.

Forecasting for non-Federally funded projects is accomplished using the same formula as that used for Federally-funded projects. Approximately 17% of the funding forecast is non-Federal funding. Currently, there are no new sources of funding identified other than potential competitive grants. Assumptions and data sources for each revenue source are documented in the financial plan. The descriptions of the funding sources, data sources, and inflation rates are used for each revenue source and are documented in the Fiscal Constraint Element of the MTP through a series of tables and notes.

Operations and maintenance costs are linked to asset management systems and the CMP. The MPO's Mobility Plan states, "An efficient system will utilize existing infrastructure. Rehabilitation and maintenance of existing facilities, as included in the highway and financial elements of the transportation plan, is a sound practice. The expansion of diverse transportation modes, as included in this plan, will provide this MPO with more cost-effective means of transportation. The land dedication and reservation requirements along thoroughfares, as outlined in the local subdivision ordinances, ensures property continues to be preserved for future expansion of thoroughfares. The ongoing cooperation among diverse jurisdictions within this region will continue to enhance the ability to share financial responsibilities in the operation of the existing and proposed transportation systems."

The MPO's forecasting approach is cooperative among the MPO, State DOT, transit operators, and local jurisdictions. The MPO cooperates with its partners and documents the participation in the MTP. The NCDOT STIP Unit, Divisions 6 and 8, NCDOT Aviation Division, NCDOT Rail Division, NCDOT Public Transportation Division, FAST, and the Fayetteville Airport Commission were all integral to the development of the fiscal constraint element of the MPO's 2040 MTP.

The MPO's financial plan is made available to the public. Along with traditional accessibility to hard copies of all MPO documents, Federal guidance stresses the need of increased electronic availability of plans and public information. All of the current MPO plans, along with other information, are available 24 hours a day on the MPO's website, www.fampo.org. Hard copies are available for review during normal business hours at the MPO offices. The

MPO implements a proactive public involvement process that provides information and access to key decisions and supports early and continuous involvement of the public.

The MTP includes “illustrative” projects and their associated revenue sources. These projects are kept separate from the fiscally constrained portion of the plan. Projects that are not feasible in the MTP due to fiscal constraint but that are nevertheless priorities for the region are included in the Comprehensive Transportation Plan (CTP). The CTP is a non-fiscally constrained plan. A list of these projects is included in the “shortfall” table of the Fiscal Constraint Element of the MTP.

The TIP provides specific revenue and funding source information by year. This specific information is developed with the cooperation of NCDOT’s STIP Unit. The funding source and dollar amount for each is provided by the TIP. The document is broken into a 5-year committed projects section, a 5 to 10 year developmental projects section, and a section for anything beyond 10 years, which is considered unfunded and future year.

Steps are taken to ensure that the financial plans of the TIP are consistent with those of the MTP. When the MPO selects projects for prioritization, the financial projections and plans are used to assist with project selection and information for descriptions.

Procedures are followed to ensure that TIP financial plans within the State are consistent with the State Transportation Plan (STP). The STP is a culmination of plans from across the State, including the MPO’s MTP. The State then programs the STIP based partly on quantitative data and partly on recommendations from the various planning organizations and NCDOT Division offices. This ensures that the TIP reflects the STP.

Updates of an estimate during the long range planning and programming process may occur. Consultation with other parties during the MTP process allows for the review of cost estimates. A project that an outside party deems may be over or under estimated will be marked for further analysis.

The MPO ensures that an adequate level funding for the operation and maintenance of the transportation system is programmed. The maintenance of the State highway system within the Urbanized Area, primarily outside of municipal boundaries, is the responsibility of the NCDOT. Allocations are distributed to each of the 14 Divisions based on each Division’s ratio of urban mileage to State urban lane mileage and the Division’s population to the total State population. Lane mileage and population are given equal weight.

Local municipalities rely heavily on Powell Bill funds secured from the State to accomplish maintenance of municipal roads. Municipalities who qualify can apply for Powell Bill funds. Municipalities use these funds for maintaining, repairing, constructing, reconstructing, or widening of any street or public thoroughfare. Use of these funds is contingent upon approval by the municipality’s governing bodies. The Fayetteville metropolitan area includes six municipalities: 1) the City of Fayetteville, 2) the Town of Hope Mills, 3) the Town of Spring Lake, 4) the Town of Eastover, 5) the City of Raeford, and 6) the Town of Parkton. Some municipalities use bond referenda to acquire funding for specific projects.

Fiscal constraint is ensured when and if the MPO amends the MTP or TIP. Any action that could impact the MTP’s fiscal constraint requires a resolution amending the MTP to remove and add projects in a manner that maintains fiscal constraint. There is a process in place by

NCDOT with defined rules for which items require an amendment and which items constitute an administrative modification of the STIP and TIP.

The financial plan illustrates adequate non-Federal revenue to cover Advanced Construction (AC) projects. The TIP provides AC projects by their Work Type Activity code. The North Carolina Office of State Budget creates the revenue projections after consultation with other state and federal agencies.

List of Obligated Projects

The NCDOT TIP Programming Unit sends information on annual obligations to the MPO on a yearly basis. NCDOT produces a report with information on all obligated projects for every county in the MPO to include the following:

- Division Number
- County
- Project Number
- Project Description
- Type of Project
- Funding Amount
- Funding Sources

The Annual Listing includes all projects for which funds are obligated each year. The Listing is not included in the TIP or MTP; it is published as its own stand-alone document. The Listing is also published on the MPO's website on an annual basis. To date, no comments have been received. In order for the public to compare projects in the Annual Listing to the TIP, the public can request a copy of either for review, visit the MPO's offices to review the documents, or download them from the MPO's website to compare the fiscal funding year column in the TIP to the Listing of obligated projects.

Metropolitan Planning Area Boundary/Agreements and Contracts/Organizational Structure

Regulatory Basis: 23 CER 450.312(a): The boundaries of a metropolitan planning area (MPA) shall be determined by agreement between the MPO and the Governor. At a minimum, the MPA boundaries shall encompass the entire existing urbanized area (as defined by the Bureau of the Census) plus the contiguous area expected to become urbanized within a 20-year forecast period for the metropolitan transportation plan.

Current Status

Metropolitan Planning Area Boundary

After the 2010 Census, the MPO Planning Area was expanded to include new portions of Cumberland County, Harnett County, Hoke County, and Robeson County for a total planning area population of 372,142. The Fayetteville Urban Metropolitan Planning Area consists of the Fayetteville Urban Area as defined by the United States Department of Commerce, Bureau of the Census, plus that area beyond the existing urbanized area boundary that is expected to become urbanized within a 20-year planning period. The final approval occurred on February 14, 2014.

Representatives from Parkton and Robeson County were added after the last metropolitan planning area boundary adjustment. They were appointed by their local government representatives. The City of Fayetteville was granted an additional seat on the Transportation

Policy Board to serve as the Transit representative.

Several areas are under consideration for inclusion in an expanded metropolitan area boundary over the next 20 years. This boundary is expected to see growth in multiple locations in the region. These include the eastern portion of the area towards the Town of Stedman in Cumberland County as NC 24 is widened and expanded, farther north into Harnett County, and farther west into Hoke County as Fort Bragg continues to grow and expand.

Agreements and Contracts

The MPO has an official Memorandum of Understanding (MOU), which identifies planning responsibilities that have been established among the MPO, State, public transit operators, etc. The MOU includes the following:

- City of Fayetteville
- Town of Eastover
- Town of Hope Mills
- Town of Parkton
- City of Raeford
- Town of Spring Lake
- Fort Bragg Military Reservation
- Cumberland County
- Harnett County
- Hoke County
- Robeson County
- NCDOT

The MOU was adopted by the NCDOT's Transportation Planning Branch (TPB) on February 14, 2014. There are no immediate plans to update it in the near future. However, changes being discussed and contemplated for the next MOU include:

- Updating certain terminology to better correlate with the FAST Act
- Including specific language regarding Project Prioritization
- Including language for performance based planning

The MOU outlines the roles and responsibilities of the Transportation Policy Board for carrying out the review and approval of the following transportation planning products and processes:

- UPWP
- MTP
- Fayetteville Urbanized Area boundaries
- Federal-Aid Functional Classification System
- Prospectus for Transportation Planning
- Establishment of goals and objectives
- Approval and distribution of Federal funds
- Coordination of the TIP and STIP

Processes are specified for coordination of project prioritization and selection for the TIP. The MPO is constantly utilizing the most current methodology for project prioritization and selection, and revisits it every two years for changes and adjustments.

The actual functioning of the MPO conforms to the provisions of the agreement as concerns the

planning process, decision-making, and development of the key products. The MPO carries out its planning process and required plan developments and documents as required and conforms to the agreement and functions using the 3C decision making process. The MPO actively involves the voting and non-voting members of the CAC, TCC, and TPB in the decision making process compliant to the existing agreements and regulatory requirements using the 3C planning process.

When developing an official cooperative agreement or MOU with the MPO, State, and partner agencies, the MPO and its partners formalize roles and responsibilities for developing goals with performance measures and targets. The MOU stipulates the roles and responsibilities of each Board. Performance measures and targets help to evaluate performance for the desired goals and proper financial investments.

Organizational Structure

The Fayetteville Area Metropolitan Planning Organization was established in 1975 as a result of the Federal Surface Transportation Assistance Act of 1973 and is designated a Transportation Management Area. No changes in the designation are being considered at this time.

The MOU stipulates that each member shall receive one vote. All votes carry equal weight. There is no weighted voting. The Transportation Policy Board consists of 13 voting members that act as a governing board of the MPO. Per the MOU signed by all member jurisdictions, the Board includes:

1. One member of the Hope Mills Town Council
2. One member of the Raeford City Council
3. One member of the Fayetteville City Council representing the City
4. One member of the Fayetteville City Council representing the Transit Operator
5. One member of the Robeson County Board of Commissioners
6. One member of the Eastover Town Council
7. Two members of the North Carolina Board of Transportation
8. One member of the Parkton Town Council
9. One member of the Hoke County Board of Commissioners
10. One member of the Harnett County Board of Commissioners
11. One member of the Spring Lake Town Council

The Board also includes non-voting advisory members who represent the agencies with interest in the transportation planning practices for the MPO region. Representatives from the following bodies serve as non-voting members:

- Federal Highway Administration
- Fort Bragg

The Transportation Coordinating Committee is responsible for the review, guidance, and coordination of the transportation planning process. Members of the TCC include technical representatives from local and state agencies including:

1. Traffic Engineer, City of Fayetteville
2. Executive Director, Mid-Carolina Council of Governments
3. Division Planning Engineer, NCDOT, Division 8

4. City Manager, City of Raeford
5. Engineering and Infrastructure Director, Cumberland County
6. Division Engineer, NCDOT, Division 6
7. County Manager, Cumberland County
8. Director of Operations/Energy Management, Fayetteville State University
9. Town Manager, Spring Lake
10. County Manager, Hoke County
11. Executive Director, Sustainable Sandhills
12. Town Manager, Hope Mills
13. Representative, Cumberland County Transportation Advisory Board
14. Director, Fayetteville-Cumberland Parks and Recreation
15. County Manager, Robeson County
16. Planning Director, City of Fayetteville
17. Transit Director, City of Fayetteville
18. Planner, Harnett County
19. Planning Director, Cumberland County
20. Town Manager, Town of Eastover
21. RPO Planner, Lumber River RPO
22. Planning Director, Mid-Carolina RPO
23. MPO Coordinator, NCDOT Transportation Planning Branch
24. Installation Transportation Officer, Fort Bragg Logistics Readiness Center
25. Engineering and Infrastructure Director, City of Fayetteville
26. Division Planning Engineer, NCDOT Division 6
27. District Engineer, NCDOT Division 8 District 2
28. Traffic Engineer, NCDOT Division 6
29. Airport Director, Fayetteville Regional Airport
30. Planning Supervisor, Cumberland County Schools

Representatives from each of the following bodies serve as non-voting members of the Transportation Coordinating Committee:

- Community Planner, Federal Transit Administration
- Planning and Programming Engineer, Federal Highway Administration
- Mobility Development Specialist, NCDOT Public Transportation
- Master Planner, Fort Bragg Division of Public Works

The MPO also has a Citizens Advisory Committee (CAC) created to serve as the principal vehicle for public participation in transportation planning activities. It serves as a conduit between the citizens and the MPO Transportation Policy Board. All major transportation modes are either represented on the MPO's committees, or through non-voting members of the MPO Board.

The City of Fayetteville is designated one slot on the Transportation Planning Board to assign a local Councilman to represent transit. At the TCC level, the Transit Director for the City of Fayetteville is a member as well as a representative from the Cumberland County Community Transportation Board. Non-voting slots on the TCC are also reserved for a Community Planner from the FTA and a Mobility Development Specialist from the NCDOT.

Regional Coordination – Regional and Environmental Agencies

Regulatory Basis: 23 CFR 450.316(b)(c)(d)(e): The MPO should develop and document consultation procedures that outline how and when during the development of MTPs and TIPs, the MPO will consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation (including state and local planned growth, economic development, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities, as well the MPO should also include Indian Tribal Governments, and Federal Public Lands, if applicable.

Current Status

The MPO begins consultation with the respective Boards (CAC, TCC, etc.) by making them aware of MTP development and encouraging their input. The MPO also involves the use of subcommittees for each plan to help guide the planning process. To facilitate the consultation process, current membership in the MPO's Technical Committee includes representation from local agencies responsible for land use management, economic development, and environmental protection. Other consultation partners continue to be active participants in the development of plans as outlined in the Consultation and Coordination document. The MPO also solicits input from consultation agencies and makes them aware that the planning process is forthcoming.

Opportunities are provided for agency consultation at key decision points in the planning and programming (TIP) phases of transportation planning decision-making. Agency consultation begins with project selection and development, and continues throughout the entire process. Opportunities are provided through inter-agency meetings, public meetings, and Board meetings. Agencies are informed of consultation activities and opportunities for review at key decision points through email outreach, and solicitation through newsletters and advertisements.

The consultation process demonstrates consideration and responsiveness to input received. Only one comment was received for the 2040 MTP update. This comment, from the US Fish and Wildlife Service, was incorporated in the Plan. During the 2040 MTP development, a comparison of the previous "Thoroughfare Plan" and the proposed "Highway Plan" identified several corridors that encroached on natural waterways. Upon analysis of needs, those proposed corridor extensions were removed.

Consultation in the metropolitan planning process is coordinated with the statewide consultation process to enhance public consideration of issues, plans, and programs. Working very closely with NCDOT has helped with coordinating the metropolitan and statewide consultation processes. The MPO shares plans and projects with the NCDOT Transportation Planning Branch as well as the local NCDOT Division Offices, and both are represented on the MPO's TCC.

The MPO uses visualization techniques to assist agencies in understanding the transportation plan elements, including numerous GIS layers to show project locations and the environmental and demographic impacts that the projects could potentially have. The results have been beneficial for everyone involved to help analyze possible benefits and burdens of project locations and their impacts.

The MPO maintains a list of agencies contacted, including those responsible for natural resources, land use, economic development, etc. This list is included in the Appendix of the MPO's Mitigation Plan. The MPO's MTP includes numerous maps and data with various employment and demographic information. NCDOT's Travel Demand Model uses this information to help develop the MTP and create projects that ultimately feed the TIP.

The MPO uses documents from the Interagency Coordination Protocol for North Carolina's Transportation Planning Process as well as a database of local known contacts. These contacts are often involved in the transportation planning process. The MPO collaborates with local agencies when developing plans by encouraging a cooperative decision-making process and seeking input during all phases of transportation planning. The composition of the CAC and TCC include local agencies responsible for these areas. Outreach with these resource agencies is typically via email communication, telephone calls, public meetings, and newsletters. Discussions with agencies as well as feedback from the general public are documented and saved in a database for reference purposes.

The MPO uses common outreach activities to consult with Federal, State, and local agencies when developing the MTP, including email, telephone communications, public meetings, subcommittee meetings (particularly for MTP purposes), workshops, conferences, and MPO committee meetings. The MPO consults with these agencies throughout the year on additional transportation planning duties such as Project Prioritization, Merger Process during the NEPA phase, and in conducting air quality planning.

The MPO has developed criteria to assess which activities may have the greatest potential to restore, improve, and maintain the environment. The MPO has worked with local land use planners to analyze environmental impacts. Potential environmental mitigation strategies may include:

- Avoiding impacts altogether
- Minimizing a proposed activity/project size
- Rectifying impacts (restoring temporary impacts)
- Precautionary and/or abatement measures to reduce construction impacts
- Employing special features or management measures to reduce impacts
- Compensating for environmental impacts by providing suitable replacement or substitute environmental resources of equal or greater value, on or off-site
- Practicing Best Management Practices (BMP)
- Following strategies detailed in the Cumberland County 2030 Growth Vision Plan

Information and data have been assembled regarding the location and condition of environmental features that might be affected by proposals outlined in the MTP. The MPO has used GIS to map potential endangered species populations, impaired waters, wetland inventories, as well as other features that could potentially be impacted by projects and plans within the MTP.

While the MPO has not worked with resource agencies to define potential mitigation measures that may be needed, the MPO has involved local planners, local environmental agencies, and local environmental experts to help guide transportation projects and establish strategies to mitigate impacts through consultation.

Congestion Management Program (CMP)/Intelligent Transportation Systems (ITS)/Management and Operations (M&O)

Regulatory Basis: 23 CFR 450.320: TMAs shall develop a CMP to address congestion through a process that provides for safe and effective integrated management and operation of the multimodal transportation system, based on a cooperatively developed and implemented metropolitan-wide strategy, of new and existing transportation facilities.

Current Status

Congestion Management Program (CMP)

The major congestion issue in the Fayetteville urban area is vehicular; therefore, the main data source for the CMP is traffic counts. The first step in data collection is the Average Annual Daily Trips (AADTs) values provided by NCDOT. If the AADT value and the corresponding Volume to Capacity (V/C) ratio indicate a segment or corridor is congested, additional data collection is called for in the CMP if the segment or corridor contains signalized intersections. In this case, turning movement counts at signalized intersections and travel time/speed studies would be conducted to verify there is an issue on the segment, or to show that level of service values and travel times and speeds are acceptable. This data collection and analysis allows for the evaluation of projects and proposed improvements as they are completed during the biennial report process.

Consideration is given to examining traffic congestion conditions and problems on a regional basis such as construction work, crashes, and other incidents along I-95, other freeways and expressways, and other major roads linking the MPO area.

Performance measures in the CMP are tracked and evaluated to ensure strategies are implemented effectively and are accounted for throughout the planning process. Ongoing data collection such as V/C ratios, level of service indicators, travel speed, transit utilization, user perception, and accident rates are tracked and used to plan effectively throughout the planning process.

Transit is a piece of the MPO's CMP and is evaluated in every small area CMP that the MPO conducts. At the current time, most transit considerations are geared more toward route and service expansions. Management and operation strategies to address gaps in service, ridership, service improvements, and physical improvements are all implemented to improve the performance of the existing facilities.

The MPO tracks and informs elected officials and the public on progress of the MTP and TIP toward the inclusion and implementation of the M&O goals and objectives. As the MTP and TIP are developed, elected officials and the public are invited to public meetings to review the documents, and updates are also provided at MPO committee meetings. The MPO's Fiscally Constrained plan allows stakeholders to see investment in projects supporting operational strategies in the MTP and TIP. The MPO's MTP and TIP do not currently include a documented methodology for assessing the costs associated with maintaining and operating the existing Federal-aid transportation system. It is recommended that the MPO develop such a methodology.

The effectiveness of the CMP is evaluated during which the progress toward goals is measured, deficient segment data is updated with the latest information, the effectiveness of proposed

projects and congestion management strategies is reviewed, and future initiatives are pursued. As the projects are completed, the biennial report will include information about the project completion and an evaluation of the segment based on the latest data to determine if the CMP strategies were successful following the project's completion.

Intelligent Transportation Systems (ITS)

In accordance with 23 CFR 940, all federally funded ITS projects must be identified in the Regional ITS Architecture/ITS Strategic Deployment plan prior to Federal authorization, and shall complete a Systems Engineering Analysis. The MPO is fulfilling this requirement.

Management and Operations (M&O)

The MPO's MTP includes management and operations strategies proposed for funding that are supported by goals and objectives contained in the plan. The usage and maintenance of existing facilities is a sound practice that the MPO includes in the MTP. Subdivision requirements to dedicate/reserve land along projected right-of-way expansions, and enforcement of access control measures help ensure the preservation of the existing transportation system. The MPO also works with NCDOT on specific corridors such as I-95, knowing that maintenance and improvements of these large scale facilities are critical. The MPO has recently joined the I-95 Coalition, offering the opportunity to use historical and real-time data to help measure performance of corridors in the area. Additional factors such as congestion, safety, and freight volume play a role in measuring system performance.

The MPO uses performance measures developed in the SPOT Methodology to evaluate transportation needs throughout the area. The MPO uses a collection and analysis process to assess the existing transportation system for management and operational efficiencies. The MPO uses substantial amounts of NCDOT and local data on transportation measures such as traffic counts, travel time data, and crash data to analyze deficiencies in the system. The use of INRIX and Vehicle Probe Data is something the MPO has begun using just recently for measuring performance more quantitatively. The MPO is working on establishing more refined baselines.

Recommendation:

- The MPO's MTP and TIP do not currently include a documented methodology for assessing the costs associated with maintaining and operating the existing Federal-aid transportation system. It is recommended that the MPO develop such a methodology.

Unified Planning Work Program (UPWP)/Self-Certification

Regulatory Basis: 23 CFR 450.308 and 23 CFR 420.111: sets forth requirements for each MPO, in cooperation with the State and public transportation operators, to develop a Unified Planning Work Program (UPWP) that documents planning activities, products, funding, roles and responsibilities, and a timeline for the completion of each activity.

Regulatory Basis: 23 CFR 450.314(a): The MPO, the State(s), and the providers of public transportation shall cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process. These responsibilities shall be clearly identified in a written agreement among the MPO, the State(s), and the providers of public transportation serving the MPA. To the extent possible, a single agreement between all responsible parties should be developed. The written agreement(s) shall include specific

provisions for the development of financial plans that support the metropolitan transportation plan (see 23 CFR 450.324) and the metropolitan TIP (see 23 CFR 450.326), and development of the annual listing of obligated projects (see 23 CFR 450.334).

Regulatory Basis: 23 CFR 450.334: No later than 90 calendar days following the end of the program year, the State, public transportation operator(s), and the MPO shall cooperatively develop and publish a listing of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C or 49 U.S.C. Chapter 53 were obligated in the preceding program year.

Current Status

Unified Planning Work Program (UPWP)

The UPWP provides a strategic view of and a strategic direction for metropolitan area planning activities. The UPWP outlines the planning tasks to be performed, anticipated funding needed, and the funding sources associated with each task. The activities are typically included in the required narrative text for each work task that describes the planning priorities included in the metropolitan area. The MPO staff adheres to the UPWP in performing planning tasks for the planning area, thereby providing the MPO a strategic view and strategic direction. The MPO evaluates previous programs and the current budget when drafting new work programs. The MPO also works to develop a 5-year calendar.

The State and public transit agencies are involved in the UPWP development as are freight, non-motorized transportation, bicycle, pedestrians, and other modal interests. The MPO solicits participation and ideas from its partners and stakeholders (including freight, non-motorized transportation options, NCDOT, and the local transit agencies) in developing the UPWP mainly by including them in the various committees within the organization and keeping them aware of milestones for UPWP development. These committees are informed of ongoing activities of the MPO as well as when the UPWP will be developed, and task and project ideas for the UPWP are requested. The committees and stakeholders play a key role in developing the region's MTP, which provides direction in developing the UPWP.

The UPWP activities are developed, selected, and prioritized by staff, who coordinate with local governments and committee members on needed activities for the UPWP while also using a 5-year calendar as a guide for potential activities. Activities are developed, selected, and prioritized by staff and then submitted for consideration by the CAC, TCC, and MPO Board. Staff then presents the selected projects to the CAC, TCC, and Board, who ultimately vote to approve the UPWP following a public comment period.

The UPWP reflects the goals and priorities identified in the MTP. Legislation such as MAP-21 and the FAST Act create the framework for creating goals. Using legislation to create both documents helps assure that there is relation between the two. The UPWP provides for the development of performance measures that relate to the MTP's goals and objectives by establishing and executing performance measures set by MAP-21 and the FAST Act to be broken out by specific task codes. MAP-21 provides the framework for which the goals and objectives of the MTP are recognized.

The UPWP provides for funding of the professional development to of the MPO staff through its "Management and Operations" function by using trainings, workshops, courses, meetings, and conferences. Training opportunities have an emphasis on tools and skills that will enhance staff's ability to be effective planners and communicators. Developing these skills enables

staff to effectively plan and communicate to the MPO committees, stakeholders, partners, and the public.

With regard to budgeting Federal fiscal planning resources and their expenditure, running balance of Federal planning funds, and issues concerning the budgeting of these funds, the MPO is faced with the following issues. The current UPWP uses Federal Fiscal planning resources for projects requested and needed by the MPO region and its members, and is approved by the CAC, TCC, and MPO Board; therefore, all funds are budgeted based on need and direction.

All fiscal resources have been spent within the last two years, and the average running balance is currently approximately \$360,000. The main issue with the running balance historically has been staff turnover and retention. In recent years, the MPO has lost its entire senior staff and only one staff member remains from two years ago. The turnover has caused less staff salaries expended and also caused delay on some projects that were expected to be completed sooner. The MPO currently has only one staff position open and is actively preparing to expend substantial funds on upcoming projects to spend this balance down.

Planning activities are tracked by having staff complete monthly time sheets, which display how resources were used. Quarterly reports are provided to the NCDOT as well as a year-end report. Amendments reflecting changes in the UPWP are presented to the Board, seeking their approval in distributing funds when needed. Project updates are provided to the CAC, TCC, and Board committees in their agenda packets and at their respective meetings as well as governing board meetings, as needed. Additionally, the MPO sends out a quarterly newsletter, which summarizes projects and activities throughout the region.

Required planning elements, priorities, and activities are documented in the UPWP through the narratives, which provide a task's objectives, a tangible product expected to be produced, anticipated completion date, and information on partner agencies associated with the tasks. The Board adopts the UPWP and amendment.

Self-Certification

The MPO conducts the transportation planning process in a continuous, cooperative, and comprehensive (3C) manner in accordance with 23 U.S.C. 134, and 49 U.S.C. 1607, which is carried out through the development and adoption of the MTP. The UPWP is updated, reviewed, and adopted on a yearly basis.

NCDOT, the transit agencies, and others are involved in the self-certification process. Each agency is provided an opportunity to review and comment on the draft and final UPWPs during CAC, TCC, and Board meetings. Staff also works with all three agencies to coordinate possible projects for the UPWP, while the transit agency is also involved in providing direction for Transit Section 5303 funding. NCDOT provides a checklist of items to the MPO to consider for self-certifying the planning process.

There is opportunity for public comment at all of the MPO Board meetings, which allow the public to voice their opinions or concerns regarding the self-certification and any other topics or transportation documents. In addition, the public may visit the MPO's offices and make comments, or submit comments any time via the MPO's website.

The criteria for self-certification include the following: 1) the Transportation Planning Process

shall be in full compliance with Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794; 2) how the Transportation Planning Process will affect the involvement of Disadvantaged Business Enterprises (DBE) in the FHWA and the FTA funded planning projects; 3) how the Transportation Planning Process will affect the elderly and disabled per the provision of the Americans With Disabilities Act (ADA); and 4) the USDOT implementing regulations. The MPO's MTP has a horizon year of 2040, and meets all of the requirements for an adequate Transportation Plan.

The self-certification process is documented through Resolution certifying the Fayetteville Area MPO Transportation Planning Process. Supporting documentation and information is provided to the MPO policy board when the self-Certification is approved. The following documents are included in the agenda that is available on the MPO website: 1) UPWP, 2) Resolution adopting the UPWP, and 3) Resolution Certifying the Transportation Planning Process for the MPO. The MPO Board is made aware of all major laws that govern the transportation planning process, which are identified as the very beginning of the self-certification process. The self-Certification is provided to the Federal agencies as part of the UPWP, which is adopted every year.

Freight

Regulation: 23 CFR 450.316(a): The MPO shall develop and use a documented participation plan and define a process for providing citizens and affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transport, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

Regulation: 23 CFR 450.316(b): In developing MTPs and TIPs, the MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation (including State and local planned growth, economic development, environmental protection, airport operations, or freight movement) or coordinate its planning process (to the maximum extent practicable) with such planning activities. In addition, MTPs and TIPs shall be developed with due consideration of other related planning activities within the metropolitan area...

Current Status

The involvement of the freight community in the MPO's planning process is a sustained, ongoing, and collaborative effort. The MPO's public participation plan provides opportunities for freight providers and shippers to give their input into the development of the MTP and TIP. Providers of freight transportation services are identified as stakeholders in the MPO's Public Involvement Plan (PIP). Freight providers may also be represented on the CAC, if they so choose. The 2040 MTP also includes a Freight element, which is taken out for public feedback with the entirety of the MTP.

Public involvement and the role of the stakeholders' interests are critical for developing a sound and effective Freight Plan. In addition, with the formation of the CAC, the freight industry was invited to participate at the sub-committee level. During the 2007 MPO External Origin and Destination Survey Report, conducted by ETC Institute, interviewers collected information on

highway freight. This information was used to establish parameters on commercial truck data and provided necessary information for inclusion in the travel model.

The MPO considers and evaluates land use and freight-oriented developments within the area. Consideration for land use policy for freight-oriented developments is carried out at the local level. The MPO studies current conditions along rail and truck routes to stay ahead of any changes in the systems and to properly make decisions on developments when necessary.

The MPO has defined the term “freight corridor” for transportation planning purposes. These corridors are identified using the Strategic Highway Corridors, which are defined as “a highway corridor, designated by the Board of Transportation, which exemplifies the long-term potential to serve passenger and freight movement in a high speed manner.” A map of the Strategic Highway Corridors may be found in the MPO’s freight plan.

Freight volume is used as a part of the MPO Strategic Prioritization Implementation (SPOT) 4.0 methodology. Freight Volume is described as “the number of trucks or equivalent vehicles that utilize the facility on a daily basis”, and is scored as 10% of the regional needs ranking.

The MPO follows USDOT forecasted national freight activity through the Freight Analysis Framework (FAF). The MPO is also working with the I-95 Coalition to improve safety and relieve congestion along the Interstate to facilitate freight movement through the area. Projects such as the Outer Loop will help with freight movements through the area and will help to quicken travel time through the MPO area. The MPO also collects some freight data from vehicle occupancy reports, which are published annually.

The MPO uses freight-related data to identify trends and analyze the profile for freight movement, and to use the information to develop a more balanced MTP. The MPO collects this information from USDOT, NCDOT, the 2007 MPO External Origin and Destination Survey Report, Fayetteville Regional Airport, Fort Bragg, the Department of Defense, and private sector freight studies.

Safety/Security

Regulations:

23 CFR 450.306: The metropolitan transportation planning process provides for consideration and implementation of projects, strategies, and services that will increase the safety of the transportation system for motorized and non-motorized users.

23 CFR 450.306(h): The metropolitan transportation planning process should be consistent with the Statewide Highway Safety Plan (SHSP), and other transit safety and security planning and review processes, plans, and programs, as appropriate.

23 CFR 450.322(h): This encourages the inclusion of a safety element in the MTP.

23 U.S.C. 148: This introduced a mandate for Strategic Highway Safety Plans.

23 CFR 450.306(a)(3): This states that the metropolitan transportation planning process shall increase the security of the transportation system for motorized and non-motorized users.

23 CFR 450.322(h): The MTP should include emergency relief and disaster preparedness plans and strategies and policies that support homeland security and safeguard the personal

security of all motorized and non-motorized users.

Current Status

Safety

The safety planning factor is considered in the MPO's planning process routinely. It is explicitly considered in the MPO's safety and security plan, featured in the MPO's MTP. The safety and security plan includes a summary on the Emergency Operations Plan for Cumberland County, Fort Bragg physical security, Fayetteville Regional Airport, and Fayetteville Area System of Transit (FAST). The MPO's safety goals are in line with the NCDOT. Prospective projects are identified through the NCDOT Division office and the State Highway Safety Improvement Plan (HSIP).

The MPO and NCDOT work cooperatively in developing safety goals, objectives, performance measures, and strategies for the planning area. MPO staff participates in SPOT safety meetings with the local NCDOT office to better understand where safety planning may be specifically needed and to better coordinate safety planning with NCDOT.

The MPO and NCDOT implement and evaluate safety and traffic operational strategies to reduce crashes on North Carolina highways. The MPO also promotes and supports areas in the AASHTO Strategic Highway Safety Plan.

The MPO considers safety in determining which projects will be included in the MTP by evaluating several safety issues to develop the Highway Safety Plan and MTP as a whole. The MPO also uses the State's SHSP goals of accident reduction. As a part of the Strategic Mobility Formula, project safety is considered one of the categories in which the MPO analyzes all of its projects. In this formula, project safety consists of 10% of the project score at the Divisional, Regional, and Statewide level.

The MPO's safety goals and objectives are consistent with the State Highway Safety Plan (SHSP). The MPO follows the SHSP process as funding can be provided through the TIP. Because of the need for improved safety for all users, the MPO adopted the State's SHSP goals of accident reduction and will use recommended strategies to attain it. The MPO also adopted the "Four E's" in its safety planning process as stated in the AASHTO and NCDOT's SHSP.

The MPO annually collects data on the vehicle occupancy rate, which measures ride sharing in the Fayetteville area. The MPO collects and uses data from NCDOT, including Accident Data from the NCDOT Traffic Safety Unit, and follows all updates to the HSIP. Outside of NCDOT, the MPO follows and supports areas of the AASHTO Strategic Highway Safety Plan, and the Safe Routes to School Program. Staff has been trained on how to retrieve safety data from the Traffic Engineering Accident Analysis System (TEAAS) as well.

The MPO evaluates the safety impacts of potential transportation projects. The MPO's policy is to request that every proposed road project (new construction as well as widening) be evaluated for an urban boulevard type cross section, with a landscaped center median and bicycle and pedestrian facilities. Divided roads have been proven to be safer than facilities with center turning lanes by limiting conflict points with oncoming traffic while providing a safety net for non-motorized traffic when crossing.

Security

The MPO collaborates with partner organizations to address security in the transportation

planning process. Representatives from Fort Bragg and the U.S. Military are consulted on planning activities and projects within the region. Input from professionals is used to help define the goals, objectives, policies, projects, and project prioritization within the different mode-specific elements of the MTP. Development review conducted by the MPO also requires frequent collaboration with local law enforcement and public safety professionals to ensure developments are addressing safety and security needs. The MPO coordinates with Cumberland County Emergency Management on their Emergency Operations Plan as well as FAST on assisting them with their security needs. The MPO participates in Incident Management Meetings, which includes coordination with law enforcement. Most recently, the MPO has coordinated with Cumberland County Emergency Services to receive updates on emergency events and prepare and plan accordingly.

The MPO accounts for several types of natural emergencies including: dam/levee failures, hurricanes and tropical storms, inland flooding, severe weather, and winter storms.

The MPO works through each County's emergency management service as well as their local transit agency for evacuation of transportation-disadvantaged populations such as the elderly, low-income, and disabled.

Public Participation Plan/Visualization

Regulatory Basis: 23 CFR 450.316(a): The MPO shall develop and use a documented participation plan that defines a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

Current Status

The MPO's Public Involvement Program (PIP) was developed in consultation with all interested parties through a survey, which was made available online, at public meetings, and mailed to stakeholders. Examples of interested parties include:

- Citizens
- Affected public agencies
- Civic and social organizations
- Advocacy groups
- Representatives of public transportation employees and users
- Private providers of transportation
- Providers of freight transportation services
- Representatives of users of pedestrian walkways
- Representatives of users of bicycle transportation facilities
- Representatives of the elderly and disabled
- Representatives of the traditionally underserved
- Providers of non-emergency transportation services receiving financial assistance from a source other than Title 49 U.S.C. Chapter 53

In keeping with the 3C planning process, the MPO consults and coordinates with Federal, State, and local agencies responsible for other planning activities within the metropolitan area. The

consultation includes agencies interested in planned growth, economic development, Department of Defense (DOD), land use management, natural resources, environmental protection, airport operations, and conservation and historic preservation concerning the development of the transportation plan. The public involvement program is reviewed with every plan update.

The MPO PIP is periodically reviewed to assure compliance with State and Federal regulations. MAP-21 prompted the MPO to include new stakeholders on the planning process. The MPO continues to review visualization techniques, formalized methods of holding meetings and informing the public, and the possibility of using social media for outreach and involvement. Opportunities are provided for public involvement at key decision points in the planning and programming processes. Comment Period public notices are provided to the local news media in advance to solicit public review and comments on draft transportation plans under consideration by the MPO. The MPO also encourages participation at CAC, TCC, and MPO Board meetings for public involvement from Board members as well as the general public. Public meetings are also held on an as needed basis at times and locations that are convenient to the public. The MPO website allows for the general public to submit comments and input 24 hours a day, 7 days a week. If public comments lead to significant changes to the plans or documents, an additional opportunity may be provided for public comment on the revisions not seen before the public involvement effort began. The Transportation Policy Board chairman determines when changes are significant and warrant additional opportunity for public comments.

The MPO provides auxiliary aids and services under the Americans with Disabilities Act (ADA) for disabled persons who wish to participate in a meeting. The MPO also provides certain translation and interpretation services as outlined in the MPO's Title VI and Limited English Proficiency (LEP) Policies document. Anyone requiring special services must contact the MPO staff as early as possible, but no later than seven days prior to the event, so that arrangements may be made.

The MPO explicitly seeks out input from traditionally underserved populations such as minority, low-income, disabled, LEP, and the elderly. Notice of upcoming events is provided to advisory groups, and civic and social organizations that serve certain populations, and by the MPO's participation in targeted events and the use of diverse media, including the local minority and Hispanic newspapers. All public meetings are held at accessible locations and during times convenient to expected participants. Meetings are held in spaces that have adequate parking, and at least one meeting is held at a convenient location for transportation disadvantaged citizens.

Comments that are specific to concerns or issues that can be resolved through municipal agency action are forwarded to the correct and responsible agency. The MPO requests that contact be made with the person who made the comment and feedback be given to the MPO staff about the issue's resolution. If the comments are more general or can be included in the planning documents, then they make changes and inform the person who made the comments how the input was included in the plan.

On an as needed basis, or where the opportunity presents itself, the MPO and NCDOT work together to inform the public about consideration of issues, plans, and programs. Both the MPO and NCDOT often make the public and their boards aware of all public meetings regardless of host.

The MPO contacts many resource agencies and permitting agencies such as ridesharing,

parking, transportation safety and enforcement agencies, airport authorities, city officials, etc. to participate in the planning process for plans, projects, programs, and services. Members of these agencies are all represented on the MPO's CAC, TCC, and/or Board. Project updates are also provided to the aforementioned agencies.

Key information including all projects, plans, programs, services, and announcements are available electronically on the MPO's website.

The MPO provides additional opportunities for public comment if the final MTP or TIP differs significantly from the version that was made available for public comment. Citizens are offered the chance to make public comments at all TCC meetings. In addition, citizens can make their comments known to the MPO at any time and through the website at any time. Staff will communicate the comment to the TAC, TCC, CAC, or include it in the MTP's appendix.

The MPO coordinates with state and local agencies for their input into the planning process. The agencies are key players and many have representatives who serve on the MPO's committees. The MPO also participates in Cumberland County and the City of Fayetteville land use reviews.

Visualization

The MPO employs visualization techniques in its public outreach, including maps, power point, videos, and presentations at public input meetings. The meetings have been somewhat successful in better understanding how the community wants to progress.

The MPO presents information on planning procedures and products, including the MTP and TIP by using a variety of visualization methods depending on the context. MPO meetings and public meetings typically include printed maps, charts, graphs, and online maps. The MPO website contains all of the MPO's documents and plans as well as public hearing maps for local projects. The website also contains an interactive mapping link that allows the public to type in an address and view what highway projects may be going on in the vicinity or just look up projects in general.

The MPO is making efforts to move beyond traditional tables and listings to visually display information by making use of PowerPoint, videos, and the interactive mapping site. A quarterly newsletter is distributed and available to pick up, which details information regarding transportation planning in the MPO area. Maps are the most common display used by the MPO and can be viewed at their offices or taken with them to public meetings.

The MPO's website, www.fampo.org, includes the following:

- Contact information of staff and Board members
- Calendar of events
- Agenda and Minutes from Board meetings
- The most current plans
- Newsletters
- Information on projects
- Public comment area and public participation survey

The website contains basic graphic images and attachments of maps and PDFs, and is routinely updated. It also contains a link for the public to interactively look up transportation

projects. The MPO's plans and documents are available for download by PDF.

The following other media are used by the MPO to present information:

- **Flyers:** The MPO creates and distributes flyers for several purposes. They describe the MPO organization, how citizens can get involved, list steps a person can take to contribute to cleaner air, list the Air Quality Index, list the current transportation improvement projects, and many more. In accordance with the MPO Title VI and Limited English Proficiency document, flyers are also produced in Spanish. According to the scope of the project or plan, flyers are made available by many means, including but not limited to the following:
 - The MPO offices
 - Community events
 - Public libraries
 - Transit centers
 - Direct mailings
 - The local newspaper
- **Advertisement:** Display advertisements are used on an as-needed basis to promote special meetings such as MTP workshops. They are published in the local section of the major area newspaper rather than the legal advertisement section in order to reach a larger audience.
- **Newsletter:** The MPO produces a quarterly newsletter available on line, which is distributed to citizens, local governments, media, and other agencies. Citizens are added to the distribution list at their own request. The newsletter includes MPO contact information, upcoming meetings and community events, and current planning project reports. Newsletter stories may also include updates about significant transportation issues, and important actions taken by the MPO Board.
- **Annual Report:** The MPO produces an annual report that summarizes accomplishments and highlights major events in the upcoming year. In addition, the annual report also serves as an informational piece and is distributed at community events to raise awareness of the MPO.
- **Social Media:** The MPO will consider using social media such as Facebook and Twitter as an outreach tool in the future as these become more common in government.

Commendations

- The MPO is commended for extensive use of visualization in its public involvement techniques.

Title VI and Environmental Justice

Regulatory Basis: 23 CFR 450.316(a): The MPO shall develop and use a documented participation plan that defines a process for providing citizens, affected public agencies, representative of private providers of transportation, representatives of users of public

transportation , representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

Legislative Basis: Title VI of the Civil Rights Act of 1964: No person in the United States shall, on the grounds of race, color or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.

Environmental Justice Executive Order 12898: Each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.

Current Status

The MPO's Environmental Justice (EJ) plan consists of a demographic profile as well as very helpful narrative information that defines and explains EJ and what the MPO is required to do to properly address EJ. The demographic profile contains a set of maps depicting total minorities, African Americans, Hispanics, and low-income areas. In addition to mapping minorities and low-income (MLI) populations, we commend the MPO for going beyond those groups and also mapping linguistically isolated households, the elderly, and disabled persons (which includes transit service). The MPO also overlaid bridge and roadway projects from the 2015-2025 Draft TIP on each map providing a visual of the location of projects with respect to EJ populations.

Updates to the current EJ plan, which was developed by former staff in July 2015, should include the following:

- Adding more attributes/labels (i.e., major roads, landmarks) to mapping so that it is more user friendly
- Ensuring a varied color scheme for the percentage breakouts so that each breakout is easily distinguishable from the others
- As part of the narrative portion of the demographic profile, providing the base data for each demographic that is mapped
- Consider using the same or similar mapping techniques employed by the Greensboro MPO which includes a numbered and color-coded system that provides details for each project
- Develop other overlay maps depicting factors such as congestion, level of service, crash data, commute times, transit, etc.
- Add past and long range projects to the overlay mapping of 2015-2025 MTIP projects

As indicated above, the EJ Plan contains good information on what is required to properly address EJ; however, the MPO falls short of actually conducting any equity analyses (see page 19). MPOs are required to quantify expected benefits and burdens of transportation plans to ensure no disproportionate impacts when comparing EJ populations to non-EJ populations. MPOs must therefore conduct both *qualitative* and *quantitative* analyses. Examples of the types of questions the analyses should answer include:

- Where does congestion exist with respect to EJ populations versus non-EJ populations? Based on the MTP, who will benefit from improvements in congestion when comparing EJ populations to non-EJ populations?
- How do EJ areas and non-EJ areas compare with regard to the best and worst levels of service?
- Where are the safety issues (vehicle crashes, pedestrian injuries/fatalities, bicycle crashes, etc.) with regard to EJ populations versus non-EJ populations? Does the plan provide for equitably distributed improvements?
- Regarding improved accessibility to jobs, shopping, etc., how do EJ populations compare to non-EJ populations?
- How do commute times compare re EJ populations versus non-EJ populations?

Again, the above questions are just a few examples. The MPO will need to decide on the types of analyses to conduct based on things such as the availability of data and the measures it feels are most suitable for comparison purposes within the FAMPO region.

Regarding the planning process, the MPO integrates EJ considerations into its SPOT project ranking process. This process contains a criterion titled “Supports Environmental Justice, Land Use, or Economic Development”. Staff reported that if a project will potentially pose significant negative impacts on EJ populations, then the project will be removed from consideration. Conversely, if a project poses benefits to EJ populations, then the project will more likely be pushed forward. This type of integration of EJ helps to ensure that impacts to MLI populations, both positive and negative, are factored into transportation decision-making.

With regard to public involvement and engaging minority and low-income citizens, the MPO appears to be only moderately successful. The MPO reported using a fairly wide variety of outreach mediums and strategies such as printing outreach documents in Spanish, maintaining a somewhat diverse citizen’s advisory committee, and piggybacking on other meetings. In addition to these practices, we encourage the MPO to expand their outreach by deliberately seeking out predominantly minority entities such as churches, business organizations, homeowners associations, etc. We also encourage the MPO to be more deliberate in ensuring that communities of concern are sufficiently represented on its mailing lists and citizens advisory committee.

Commendation:

1. The MPO is commended for providing excellent narrative information explaining the MPO’s responsibilities for addressing environmental justice.

Recommendations:

1. It is recommended that more attributes/labels (i.e., major roads, landmarks) be added to mapping so that it is more user-friendly.
2. It is recommended that the MPO use a varied color scheme for mapping the demographic breakouts so that each breakout is easily distinguishable from the others.
3. It is recommended that the MPO use mapping techniques which include a numbered and color-coded system that provides details for each project.

4. It is recommended that the MPO develop other overlay maps depicting factors such as congestion, level of service, crash data, commute times, transit, etc.
5. It is recommended that the MPO include in the narrative portion of the demographic profile the base data for each demographic that is mapped.
6. It is recommended that the MPO add past and long range projects to the overlay mapping of 2015-2025 MTIP projects.
7. It is recommended that the MPO identify appropriate measures and conduct quantitative analyses to determine transportation equity on a system-wide level. Both benefits and burdens of the MPO's plan are to be identified and comparisons made between minority/low-income populations and non-minority/low-income populations.

Appendix A

Team Members/Participants

Team Members

Bill Marley, Community Planner, FHWA

Ron Lucas, Area Engineer, FHWA

Lynise DeVance, Civil Rights Program Manager, FHWA

Fleming El-Amin, Civil Rights Specialist, FHWA

Tajsha LaShore, Community Planner, FTA

Participants

Hemal Shah, NCDOT

Darius Sturdivant, NCDOT

Joel Strickland, FAMPO

Eric Vitale, FAMPO

Gregory Shermeto, FAMPO

Joshua Grandlienard, FAMPO

Deloma Graham, FAMPO

Randy Hume, City/FAST

Appendix B

Summary List of Current Review Findings

Commendations:

- The MPO is commended for its involvement in review of land use cases from the local jurisdictions as well as from the Regional Land Use Advisory Council, who makes sure land use patterns do not have a negative effect on Fort Bragg.
- The MPO is commended for its involvement in the Cumberland County Ozone Action Plan, which has been very successful thanks to the efforts of the local jurisdictions. The area's efforts have been recognized and lauded by the Environmental Protection Agency (EPA).
- The MPO is commended for extensive use of visualization in its public involvement techniques.
- The MPO is commended for providing excellent narrative information explaining the MPO's responsibilities for addressing environmental justice.

Recommendations:

- It is recommended that the relatively inexperienced staff at the MPO learn more about performance measures.
- It is recommended that the MPO develop plans and a timetable for expanding incorporation of performance measures into the overall planning process.
- The MPO's MTP and TIP do not currently include a documented methodology for assessing the costs associated with maintaining and operating the existing Federal-aid transportation system. It is recommended that the MPO develop such a methodology.
- It is recommended that more attributes/labels (i.e., major roads, landmarks) be added to mapping so that it is more user-friendly.
- It is recommended that the MPO use a varied color scheme for mapping the demographic breakouts so that each breakout is easily distinguishable from the others.
- It is recommended that the MPO use mapping techniques which include a numbered and color-coded system that provides details for each project.
- It is recommended that the MPO develop other overlay maps depicting factors such as congestion, level of service, crash data, commute times, transit, etc.
- It is recommended that the MPO include in the narrative portion of the demographic profile the base data for each demographic that is mapped.
- It is recommended that the MPO add past and long range projects to the overlay mapping of 2015-2025 MTIP projects.
- It is recommended that the MPO identify appropriate measures and conduct quantitative analyses to determine transportation equity on a system-wide level.

Both benefits and burdens of the MPO's plan are to be identified and comparisons made between minority/low-income populations and non-minority/low-income populations.

Appendix C

Certification Review Agenda

Introduction and Purpose of Certification Review	9:00	(10 min)
General Comments and Feedback Regarding the Planning Process	9:10	(15 min)
FAST Act Overview (freight specific)	9:25	(15 min)
Study Organization	9:40	(15 min)
<ul style="list-style-type: none">• Agreements and Contracts• Other		
Public Transit	9:55	(45 min)
<ul style="list-style-type: none">• Safety and Security• Other		
Break	10:40	(15 min)
Travel Demand Models	10:55	(20 min)
Air Quality	11:15	(10 min)
Intelligent Transportation Systems (ITS)	11:25	(20 min)
<ul style="list-style-type: none">• Management and Operations• Congestion Management Process• Safety and Security		
Lunch	11:45	(75 min)
Metropolitan Transportation Plan (MTP)	1:00	(45 min)
<ul style="list-style-type: none">• Environmental Mitigation• Financial Planning• Bicycle & Pedestrian• Freight• Livability/Sustainable Communities		
TIP	1:45	(30 min)
<ul style="list-style-type: none">• Approval• Amendments• Project Selection• Financial Planning		
Planning Factors	2:15	(20 min)
Self-Certification	2:35	(5 min)
Break	2:40	(15 min)
Public Involvement and Outreach	2:55	(60 min)
<ul style="list-style-type: none">• Title VI and Related Requirements• Visualization (Mapping)		
FHWA/FTA Review Team Meeting	3:55	(20 min)
Presentation of Preliminary Findings	4:15	(15 min)
Adjourn	4:30	
Public Meeting	5:30 – 7:00	

Appendix D

Public Meeting Notice

NOTICE OF PUBLIC HEARING U.S. DEPARTMENT OF TRANSPORTATION

A U.S. Department of Transportation team, composed of members of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), will hold a Public Hearing to address the Transportation Planning Process for the Fayetteville Area Metropolitan Planning Organization (FAMPO). The Hearing will be held 5:30 – 7:30 PM on Tuesday, March 21, 2017, in Room 107C of the Historic Courthouse located at 130 Gillespie Street, Fayetteville. The meeting location is ADA accessible. Anyone wishing to speak on FAMPO's Transportation Planning Process is required to sign up prior to the Hearing. For special needs or additional information, contact Deloma Graham at 910.678.7628 or by email to delomagraham@co.cumberland.nc.us.

Appendix E

Public Review Meeting Comments

A public meeting was held from 5:00 and 7:00 p.m. on March 21, 2017. No members of the public were present.