



Federal Highway
Administration

Federal Transit
Administration

Fayetteville Area Metropolitan Planning Organization



FINAL REPORT



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Executive Summary

Statement of Finding

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) find that the transportation planning process substantially meets Federal requirements and jointly certify the planning process. The review also identified 4 noteworthy practices and 20 recommendations cited below.

Corrective Actions:

There are none.

Recommendations:

- 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.
- CMP objectives should be more specific, be time-bound, and have targets.
- The CMP document should define the congestion level that identifies a segment(s) as being congested.
- The CMP document should expand on the congested roadway ranking process.
- FAMPO should ensure that the website is up-to-date and holds the most recent TAC/TCC Agendas, Minutes, and Planning documents.
- FAMPO should develop a more robust section in their MTP of how funding is set aside for Maintenance & Operations.
- 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.
- FAMPO should ensure that the Financial Plan of the TIP will be implemented by summer 2013.
- 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.
- FAMPO should consider using a standardized percentage breakout across all socioeconomic maps when looking at distribution.
- 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.
- NCDOT should consider how performance measures will be incorporated into Public Participation Plan of their Long Range Plan (LRP).



- FAMPO should identify measures for assessing transportation system equity and conduct quantitative analyses based on those measures.
- Cumberland County should consider allowing social media use to the FAMPO staff to enhance the transportation planning process.
- 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.
- 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.
- FAMPO should consider incorporating the impact of projects on minority and low-income populations in their project prioritization process.
- FAMPO should incorporate NCDOT's statewide travel demand model into their next TDM update.
- 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.
- 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.

Noteworthy Practices:

- Although not a non-attainment area, FAMPO has entered into an Ozone Advance Program. They are very committed in their proactive approach toward maintaining their attainment status.
- The FAMPO coordinator at NCDOT is actively involved in the MPO and sets an example of how a coordinator can balance modeling, traffic analysis, and interaction with the MPO.
- FAMPO is actively involved with their largest military base, Ft. Bragg, and looks at ways to implement the needs of the base with every transportation process, including integrating Ft. Bragg into the ITS structure to coordinate emergency closures, traffic, and construction delays.
- FAMPO and Ft. Bragg are incorporating ways to link transit and bicycle/pedestrian facilities with those routes located on the base to create a streamlined network.
- Ft. Bragg is an active member of both the TCC and TAC.
- FAMPO is one of the few MPOs who has a DOT employee as a Vice-Chair of their TCC which exemplifies their strong working relationship.
- FAMPO did an outstanding job on their Title VI and LEP Plan required by the State. This exceeded federal requirements and set an example for other MPOs in the State to follow.
- Overall, FAMPO has a proactive approach to Planning and a willingness to go beyond regulations to create a meaningful process.



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- FAMPO has an exceptional collaboration between the Transit Operators and MPO planning staff.
- FAMPO has raised the bar in the State in their execution of a very comprehensive MTP. With all of their documentation, FAMPO strives to exceed federal and state requirements.
- FAMPO staff has a high level of public outreach, taking considerable time and effort to educate the public. This Noteworthy Practice was added as a result of the comments from the Public Hearing.



Introduction

Purpose

Pursuant to 23 U.S.C. 134(i)(5) and 49 U.S.C. 1607, the FWHFA 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 MPOs 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 cooperatively carrying out the transportation planning process required in 23 U.S.C. 134 and 49 U.S.C. 5303 on a daily basis, and how they meet the Federal requirements.

The FAMPO transportation planning committees include representatives from Cumberland, Harnett, and Hoke counties as well as representatives from the municipalities of Fayetteville, Spring Lake, Hope Mills, and Ft. Bragg Military Reservation. There are also representatives from the North Carolina Department of Transportation (NCDOT), Fayetteville State University, Mid-Carolina Council of Governments, Fayetteville-Cumberland Parks and Recreation, Fayetteville Area Systems Transit, and the North Carolina Board of Transportation.

Methodology

The review consisted of a desk review, a public comment session conducted on April 24, 2013, a survey distributed to FAMPO's public involvement list serv.¹, and an on-site review that was conducted November 20, 2012. 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 written to document the findings.

¹ The survey was conducted independently by FHWA. This does not conflict with any regulations FTA may have.



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 – 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 noteworthy practices, 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:

Noteworthy Practice – Is 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 noteworthy practices. Also, significant improvements and/or resolution of past findings may warrant a noteworthy practice.

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 statute 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. This may be given a specific time constraint but will regardless be a priority to address.



General Comments

Fayetteville Area Metropolitan Planning Organization (FAMPO) is a TMA located in Central North Carolina and is host to a University and ARMY Military base. With the 2010 Census, the Urbanized Area (UZA) has expanded to include Eastover. The following is a list of counties and municipalities in the FAMPO UZA:

- Cumberland County
- Harnett County
- Hoke County
- Robeson County
- Fayetteville
- Eastover
- Hope Mills
- Parkton
- Raeford
- Spring Lake
- Ft. Bragg ARMY Base



Findings

Metropolitan Planning Area Boundary/Census

Regulatory Basis: 23 CFR 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

The 2010 Census has expanded the boundary of the Fayetteville Area Metropolitan Planning Organization (FAMPO) to include portions of Robeson County, the City of Raeford, and the Town of Parkton. The newly incorporated Town of Eastover, which was incorporated in 2007, is included in the MPA expansion.

Based on MAP-21 requirements, the transit agency must be represented on the MPO Board, so the MPO will need to decide how to address this. FAMPO will have a representative of the Fayetteville City Council who will officially be designated as the transit representative. However, there need to be assurances that this representation will work closely with the transit operators and be an independent position to ensure that there will be no conflict of interests.

Noteworthy Practices:

- The FAMPO coordinator at NCDOT is actively involved in the MPO and sets an example of how a coordinator can balance modeling, traffic analysis, and interaction with the MPO.
- FAMPO is one of the few MPOs who has a DOT employee as a Vice-Chair of their TCC which exemplifies their strong working relationship.
- Ft. Bragg is an active member of both the TCC and TAC.

Transit

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

Transit Operations:

FAMPO has several transit programs that cover the MPA (Metropolitan Planning Area) including: Fayetteville Area System of Transit (FAST), Fort Bragg Military Reservation System, the Spring Lake Transit System, the Cumberland County Community Transportation Program, the Harnett Area Rural Transit System, the Southeast Area Transit System (Robeson County) and the Hoke Area Transit Service. A recent route change resulted in FAST hourly service to Fort Bragg with a connection to the on-post shuttle. The routes have been streamlined to reduce travel time.

FAMPO and FAST planners coordinate on all related plans in the area. Two members of the Fayetteville City Council, one being officially designated as a transit representative, are members of the TAC. However, because of MAP21 requirements, the bylaws will need to be adjusted to ensure that a standing member of Transit always be a voting member of the TAC.

FAST currently provides fixed route and complementary paratransit service within the City of Fayetteville. Service is provided weekdays from 5:30 am to 10:30 pm, and Saturdays from 7:30 am to 10:30 pm. FAST has 22 fixed-route buses and 13 paratransit vans. There is a transfer center east of downtown and another at Cross Creek Mall. The City has adopted a Transit Development Plan (TDP) to expand service. FAST's operating and maintenance facility is located close to the downtown core. A new multi-modal transit center is being constructed in downtown Fayetteville, one block from the Amtrak Station.

Over the past few years, FAST has installed accessible bus stops, approximately 60 bus shelters with benches and 20 standalone benches. Transit ridership has grown by 80% since 2008 as the result of added services, new buses, and new customer comforts along transit routes.

Respondents to recent on-board surveys indicate the following: 67% ride more than they did one year ago; and 70% noted some or significant improvement in service.

Some challenges to transit are that transit systems don't cross jurisdictional boundaries. As FAMPO and transit continues to grow, FAMPO should work with the Transit operators to look at regional approaches to servicing the area. A lack of operating funds, not enough bus operator staff, lack of sidewalks along routes are also issues that will need to be addressed as transit grows.

In long-range planning FAMPO solicits public input from citizens of the planning area, analyzes population data from the Census, ACS, and CTPP and coordinates with specialists from the Transit agencies in long range route planning. Recommendations from detailed studies, including



the TDP, are also incorporated when appropriate. The TDP then helps to identify and prioritize transit projects for the TIP.

Public Involvement and Title VI:

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 Transportation Planning Process. Representatives from the business community are engaged in the planning process, and are a key partner in the Transportation Planning Process.

FAMPO uses newsletters, events, the internet, radio (including minority-based stations), newspapers, Spanish print and media. FAMPO attends special events, hosts charrettes, and distributes newsletters.

FAST is working to create a new system map and an on-line trip planner. FAMPO contributes Title VI and EJ mapping for this initiative. FAST currently has satellite pass sales, free senior days, school involvement days, and attend neighborhood watch meetings.

All MPO meetings are held at ADA accessible locations, and special considerations are given to hold meetings at transit accessible locations and times when feasible. Several FAMPO documents are available in Spanish, and policies and procedures for MLI (Minority Low-Income), elderly, disabled, and Limited English Proficiency (LEP) populations are clearly defined in the FAMPO PIP, Title VI and LEP Plan, and EJ Plan.

FAMPO and FAST have attended the Center for Urban Transportation Research (CUTR) and other webinars. The majority of FAMPO and FAST training consists of webinars, conferences and publications.

The image of transit has improved but is still viewed as a system for people who can't afford a better alternative. The multimodal center is hoped to be an image changer. The new center will be open and safer, as opposed to the current center where people don't feel comfortable. There have been some assaults at the current center. New equipment is more reliable and looks better. There is more of a movement toward "going green" and people like the use of hybrid buses.

FAST sells passes at local grocery store chains (Carlie C's, part of the Independent Grocers Alliance) and there are four locations in the area. All locations are along transit corridors. Photo ID cards are now being used. The fast website (www.ridefast.net) is easily navigable on one's smart phone. FAST is also working on a google transit trip planner. Elementary schools use transit for field trips so students are trained early on transit ridership.

Ft. Bragg has an internal transit of 34-35 small buses and one on-base circulator. Ft Bragg is not on a specific timed basis. FAST provides hourly service to one of the Ft. Bragg gates and is currently working on a longer route used with a different access point.



MAP 21 requires each MPO to have an Asset Management Plan and a State of Good Repair. FAMPO doesn't have one at this point and doesn't receive state of good repair money as of yet. It is recommended that FAMPO start an Asset Management Plan.

Recommendations:

- FAMPO should incorporate NCDOT's statewide travel demand model into their next TDM update.

Noteworthy Practices:

- FAMPO has an exceptional collaboration between the Transit Operators and MPO planning staff.

Unified Planning Work Program (UPWP)/ Regional Planning Agreements/

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) and (d): The MPO, the State(s), and the public transportation operator(s) 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 public transportation operator(s) serving the MPA, and if more than one MPO has been designated to serve an urbanized area, there shall be a written agreement among the MPOs, the State(s) and the public transportation operator(s) describing how the metropolitan transportation planning process will be coordinated to assure the development consistent metropolitan transportation plans and TIPs across the MPA boundaries, particularly in cases in which a proposed transportation investment extends across the boundaries of more than one MPA. If any part of the urbanized area is a non-attainment or maintenance area, the agreement also shall include State and local air quality agencies.

Current Status

FAMPO is currently operating on a reduced staff of four employees. They are looking to hire one employee in the Spring of 2013 and another by the end of 2013 calendar year. Despite this reduced force the quality of work produced is of a high caliber. In the interim FAMPO should reach out to resources such as FHWA and NCDOT for assistance.



FAMPO has a good working relationship with all of its partners, namely NCDOT. NCDOT Division 6 Traffic Engineer serves as the TCC Vice-Chair and the NCDOT MPO Coordinator is heavily involved in all planning aspects of the area. He is commended for the level of work he puts into working with the MPO.

Metropolitan Transportation Plan (MTP)/Planning Factors

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 continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the 8 planning factors.

Current Status

FAMPO has a very extensive MTP and has been set as one of the most inclusive of all the MTPs in the State. FAMPO concentrates a lot of its efforts on system preservation and building up their multimodal options, such as transit, bicycle, and pedestrian. Fayetteville Area Systems Transit (FAST) works very close with FAMPO in implementing all of the financial plans (MTP, TIP, UPWP).

FAMPO uses historical funding trends provided by NCDOT of detailed project costs, construction, cost to delay, etc. A per/mile cost is also provided by NCDOT. An annual inflation factor (usually between 3-4%) is applied and adjusted annually.

FAMPO works with the City of Fayetteville, municipalities, and counties on maintenance and operations and has the highest (city) list of non-State owned roads in North Carolina. This is included in the short range more than the long range planning. A more robust section should be developed for maintenance and operations. FAMPO is currently working on a Financial Plan to amend their TIP

Noteworthy Practices:

- Overall, FAMPO has a proactive approach to Planning and a willingness to go beyond regulations to create a meaningful process.
- FAMPO and Ft. Bragg are incorporating ways to link transit and bicycle/pedestrian facilities with those routes located on the base to create a streamlined network.



- FAMPO has raised the bar in the State in their execution of a very comprehensive MTP. With all of their documentation, FAMPO strives to exceed federal and state requirements.

Transportation Improvement Program (TIP)/ Statewide Transportation Improvement Program (STIP)

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

TIPs are developed in conjunction with the NCDOT STIP. It is a North Carolina practice to develop the STIP first and then have the TIPs reflect that plan with some discussion between NCDOT and the MPOs. North Carolina is one of three states where the State DOT owns and maintains the majority of the road systems therefore the practice reflects that.

FAMPO works closely with NCDOT's Eastern STIP Manager on any and all Modifications and/or Amendments. In order for the TIP and STIP to be fiscally constrained, the State DOT and MPOs need to show all funds used, show obligated funds, and maintenance funds. FHWA is working with FAMPO to update the Financial Plan for their TIP.

Recommendations:

- FAMPO should develop a more robust section in their MTP of how funding is set aside for Maintenance & Operations.
- 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.
- FAMPO should ensure that the Financial Plan of the TIP will be implemented by summer 2013.
- 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.
- 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.



Freight

Regulatory Basis: 23 CFR 450.306: Freight planning is an important component of statewide and metropolitan transportation planning processes. Input from a variety of public and private stakeholders—State DOTs, MPOs, freight modes, general public—must be considered to successfully integrate freight planning into these existing transportation planning processes.

Current Status

NCDOT is developing a statewide model that will provide improved travel information for the extents of the urban model. FAMPO should incorporate NCDOT's statewide travel demand model into their next MTP update. FAMPO should also look at distribution center data, average trucks, life span of roads impacted by heavy freight, military trucks, and movement of people in their next update.

Ft. Bragg has the highest volume of heavy vehicles but they are all transported by rail. Ft. Bragg has a representative on the TCC and they provide information on what freight is coming in and out of the base. At one time the CAC had a freight representative and the MPO is looking for another to replace him. The Mobility Plan of FAMPO's MTP also has a list of all distribution centers and trucking providers. As part of the base year data FAMPO looks at onsite and offsite vehicles by category, surveys two central business districts, and notes the type of trucks when doing counts.

In the next MTP update, FAMPO plans to incorporate the SPOT process which provides truck volumes and percentages. There are a couple of distribution centers that collect information as well as MAP 21 pavement measures. The NCDOT model will incorporate MPO models and will have an intrastate approach.

Recommendations:

- 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.
- 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.



Regulatory Basis: 23 CFR 771.111: Transportation planning and project development must reflect the desires of communities, and take into account the impacts on both the natural and human environments. Transportation projects are closely looked at to see how they might impact the community, the natural environment, and our health and welfare. Before any project can move forward to construction, the FHWA must address and comply with laws related to the environment. These laws cover social, economic, and environmental concerns ranging from community cohesion to threatened and endangered species. To get through this detailed process, FHWA and FTA use the National Environmental Policy Act (NEPA) process to evaluate impacts associated with each individual project.

Regulatory Basis: 40 CFR 51.390 and 93.100: Transportation conformity is a way to ensure that Federal funding and approval goes to those transportation activities that are consistent with air quality goals. Conformity applies to transportation plans, transportation improvement programs (TIPs), and projects funded or approved by the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA) in areas that do not meet or previously have not met air quality standards for ozone, carbon monoxide, particulate matter, or nitrogen dioxide. These areas are known as "nonattainment areas" or "maintenance areas," respectively.

Current Status

FAMPO works closely with Agency Stakeholders in the Environmental process and in updating their MTP. As part of the Environmental Mitigation Plan, extensive environmental mapping was done and included maps showing known environmental impacts. This helps facilitate the NEPA (National Environmental Protection Act) process early on.

FAMPO is the only existing Early Action Compact (EAC) in the State. Essentially, this is a proactive approach to looking at Air Quality issues and concerns before it is required. FAMPO has always maintained an "Attainment" status but is aware of being on the cusp of a "Non-Attainment" status.

FAMPO looks at ways to cut down emissions, meets regularly with an established board, and has maintained funding of this program through the use of their Surface Transportation funds (STP). They are currently working on an Ozone Advance Program Action Plan that will include air quality strategies to be implemented in the next 3-5 years. They are to be commended for this proactive approach and the effort they put in to ensuring the EAC continues.

Noteworthy Practices:

- Although not a non-attainment area, FAMPO has entered into an Ozone Advance Program. They are very committed in their proactive approach toward maintaining their attainment status.



Congestion Management Process (CMP)/ Intelligent Transportation Systems (ITS) / Safety & Security

Regulatory Basis: 23 CFR 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.

Regulatory Basis: 23 CFR 450.306: In Metropolitan transportation planning, TMAs are required to look at increasing both the safety and security of its transportation system for both motorized and non-motorized users.

Current Status

The Congestion Management Process primarily uses the V/C ratio and LOS outputs from the Travel Demand Model to identify congested areas. The process then relies on NCDOT's SPOT process to prioritize the identified projects. In the SPOT process, V/C (volume over capacity) ratio is the first measure looked at, as well as crash rate, travel speed, travel time reliability, and a physical check. This looks at user perception and Level of Service (LOS) ratings.

Traditionally in regional long-range transportation planning, MPOs have used V/C ratios or LOS indicators as their primary metrics for analyzing existing and forecasted congestion on roadways and intersections. However V/C ratios and LOS have several shortcomings. First, modeled outputs are never as accurate and reliable as field collected data. Second, there are four dimensions to congestion: intensity, duration, extent, and reliability. V/C ratio and LOS only represent intensity. For these reasons FAMPO should use field data instead. Travel time, crash data, and real-time INRIX data are available through NCDOT at no cost. Because of the availability of INRIX data, it is recommended that FAMPO advance to using the more inclusive INRIX data.

Ten locations have been identified as hotspots. Several have detailed corridor studies completed and have been incorporated into the TIP. They are not at the evaluation step in the process as of yet but FAMPO has sat down with the NCDOT's Division Traffic Engineer and they are looking at traffic operations have changed as a result of completed projects like Hope Mills Bypass.

FAMPO is currently creating an in-depth ITS Architecture. This will integrate EMS (Emergency Management Services), Highway Patrol, and Ft. Bragg data to analyze potential impacts to projects as well as streamline communication and Intelligent Transportation Systems (ITS). FAMPO should be commended on the list of strategies outlined in this process as well as their involvement of Ft. Bragg and NCDOT in the process.



Safety and Security goals and measures are in alignment with NCDOT. FAMPO looks at data from NCDOT, Highway Patrol, and Ft Bragg. NCDOT then calibrates the data and incorporates it into their model.

Recommendations:

- 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.
- CMP objectives should be more specific, be time-bound, and have targets.
- The CMP document should define the congestion level that identifies a segment(s) as being congested.
- The CMP document should expand on the congested roadway ranking process.

Noteworthy Practices:

- FAMPO is actively involved with their largest military base, Ft. Bragg, and looks at ways to implement the needs of the base with every transportation process, including integrating Ft. Bragg into the ITS structure to coordinate emergency closures, traffic, and construction delays.

Public Involvement Plan

Regulatory Basis: 23 CFR 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

As far as strategies to attract a wider audience, FAMPO employs several options. A quarterly newsletter is mailed out and receives good feedback, project information is sent to urban ministries (which involve several of the area churches), utilization of Variable Messaging Signs (VMS) which have increased turnout for meetings, and drop-in meeting which were less successful. Fairs and special events are also utilized such as Fourth Friday outings including a drawing area for kids and snacks and drinks. FAMPO also has a booth at the Clark Park Nature Fair in March, as well as festivals like the Dogwood and Hokey Pokey festivals. The website has the plans and documents available on it but the TCC/TAC agendas and minutes are not up to date. FAMPO needs to ensure that the information on their website is up-to-date.

Most information from FAMPO is distributed through email, website, newspaper ads, and mailing distribution. The County does not allow social media forms such as Facebook and



Twitter. Since these are low-cost and often effective means of distributing information, the County should reconsider the allowance of these tools for business purposes.

NCDOT relies heavily on the MPOs for public involvement efforts. FAMPO ensures that they don't stray far from the State Long Range Plan (LRP) Public Participation Plan (PPP). There has historically been a direct link from public involvement at the MPO and NCDOT links to these processes. Although NCDOT supports the MPOs, they are also not contributing at looking at measures for compliance. NCDOT should assist the MPOs to develop performance measures to be incorporated into the PIP.

The primary goal of FAMPO's public involvement process is to involve the public early and often in the transportation planning process and to solicit meaningful participation. Because of the large military community, many of the mailings are returned therefore project participation and surveys are more successful for meaningful feedback. Strategies are outlined in the Public Involvement Plan (PIP) and will be evaluated in the next MTP update.

Recommendations:

- FAMPO should ensure that the website is up-to-date and holds the most recent TAC/TCC Agendas, Minutes, and Planning documents.
- 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.
- NCDOT should consider how performance measures will be incorporated into Public I Plan of their Long Range Plan (LRP).
- Cumberland County should consider allowing social media use to the FAMPO staff to enhance the transportation planning process.
- 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.

Title VI and Environmental Justice

Regulatory Basis: 23 CFR 450.316(a) (1)(vii): Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services.

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.



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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

FAMPO has spent a lot of time addressing how they can better involve Minority, Low-Income, Disabled, and Elderly people into the transportation planning process. The maps in their Limited English Proficiency (LEP) and Title VI document, as well as in the Metropolitan Transportation Plan (MTP) look at different minority groups as well as low-income. However for the next MTP update, FAMPO should look at normalizing the percentage breakdowns in distribution. For example, if one map shows a range of 1-5; 6-30; 31-70; and 71-100 and this is compared to a map that has a range of 1-20; 21-40; 41-60; 61-80; and 81-100, the maps become confusing and tell a different story than may be what exists.

Project ranking is based on the NCDOT SPOT process but is somewhat more qualitative. The MPO gathers SPOT recommendations and then meets City Planners and prioritizes. The MTP is good at showing what projects impact low-income and minority populations however this does not impact project prioritization. This, along with developing a matrix, may be something FAMPO should consider incorporating into their project prioritization process in the future.

While FAMPO has done a good job with mapping minority and low-income populations and its projects, it has not yet conducted any quantitative analyses to determine transportation system equity. To ensure that both positive and negative transportation impacts on EJ populations are equitably distributed, FAMPO must be able to identify those impacts and then compare the impacts on EJ populations to impacts on non-EJ populations. It is therefore recommended that the MPO identify measures for assessing transportation system equity and conduct quantitative analyses based on these measures.

Public involvement for minority and low-income populations is tailored through demographic analysis. The MPO's focus is system-wide and not just project-wide. These populations have targeted public involvement by posting meetings on FAMPO's website, Laundromats, libraries, literature and plans in Spanish, alternative meeting times, meetings located near transit stops, and interpreters. Transit service also has an hourly service that stops in front of the Ft. Bragg Military base. FAMPO works closely with these areas to identify representatives and liaisons for populations that have not historically had a strong role in the transportation planning process. Minority-owned businesses have been identified as well. FAMPO was required in 2011 to complete a Limited English Proficiency and Title VI Plan for NCDOT. FAMPO was foremost in creating a document that outlined a detailed approach to public outreach for minority, disadvantaged, and limited English participants (LEP) in the transportation planning process.



FAMPO's LEP Plan was completed early and used as a template for many of the other MPOs in the State and should be commended on their proactive approach.

With the Murchison Road widening project, FAMPO showed historical sites and implemented a Context Sensitive Solutions (CSS) approach to design. There is a Murchison Road Citizen's group, which still actively meets, to check on how the project development is doing. All of the community watch members were gathered and then went back to their respective groups to relay information. At least one meeting was held at every location. FAMPO has an active Citizen's Advisory Committee (CAC) which comments on the Metropolitan Transportation Plan development. Among several members of the CAC there is an AARP representative, a sustainability advocate, a representative of the Fayetteville-Cumberland Advisory Council for People with Disabilities, a member of the Department of Social Services, and a bicycle/pedestrian advocate.

Recommendations:

- FAMPO should consider using a standardized percentage breakout across all socioeconomic maps when looking at distribution.
- FAMPO should identify measures for assessing transportation system equity and conduct quantitative analyses based on those measures.
- FAMPO should consider incorporating the impact of projects on minority and low-income populations in their project prioritization process.

Noteworthy Practices:

- FAMPO did an outstanding job on their Title VI and LEP Plan required by the State. This exceeded federal requirements and set an example for other MPOs in the State to follow.



Appendices

- A. Team Members/Participants
- B. Certification Review Agenda
- C. Public Review Survey Results
- D. Public Meeting Notice
- E. Public Meeting Comments
- F. Summary of Previous Review
- G. List of Acronyms



Appendix A: Team Members/Participants

Team Members

Jill Stark, FHWA

Unwanna Dabney, FHWA

Lynise DeVance, FHWA

Joseph Geigle, FHWA

Myra Immings, FTA

Kevin Jones, FHWA

Participants

Rick Heicksen, FAMPO

Maurizia Chapman, FAMPO

Bobby McCormick, FAMPO

Mike Rutan, FAMPO

Darius Sturdivant, NCDOT

James Upchurch, NCDOT

Ray McIntyre, NCDOT

Adam Stypes, NCDOT

Randy Hume, FAST

Kelly Nicot, FAST



Appendix B: Certification Review Agenda

Tuesday, November 20, 2012

8:30 – 8:45	Introduction & Overview
8:45 – 9:15	Long Range Plan/ TIP/ STIP/ Financial Planning
9:15 – 10:30	Congestion Management/ Operations and Maintenance
10:30 – 10:45	Break
10:45 – 12:00	Public Involvement/ Title VI/ Outreach
12:00 – 1:00	Lunch
1:10 – 3:00	Transit
3:00 – 3:45	Consultation/Environmental Mitigation
3:45 – 4:30	Safety/ Security/ Freight

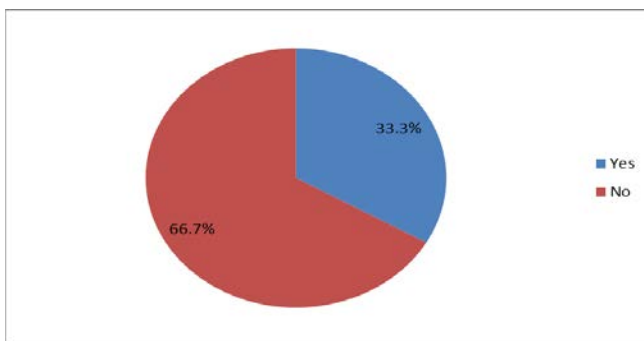


Appendix C: Public Review Survey

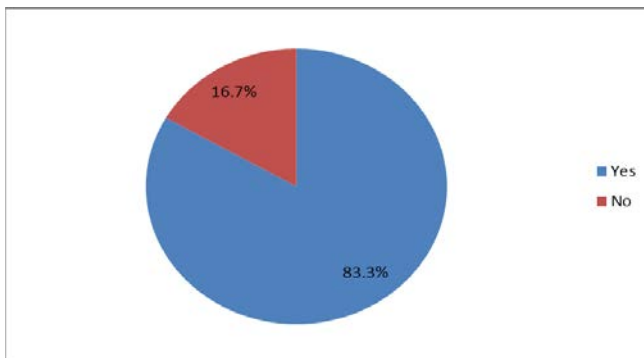
1. How long have you lived in the area?

Answers ranged from 4 – 56 with the average being 26 years.

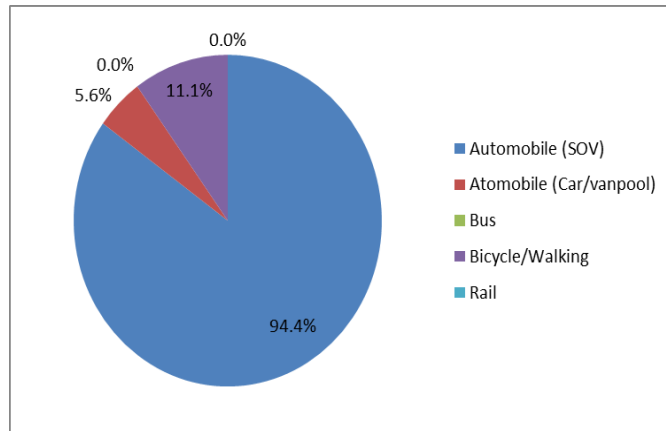
2. Has congestion improved in the last 5 years?



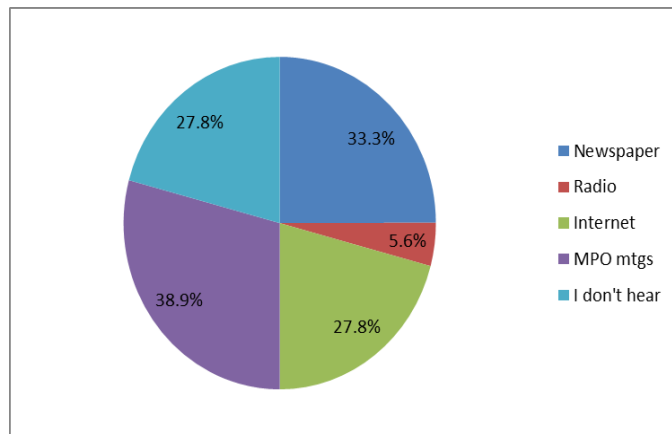
3. Have transit service, and/or Bicycle/Pedestrian amenities improved in the last 5 years?



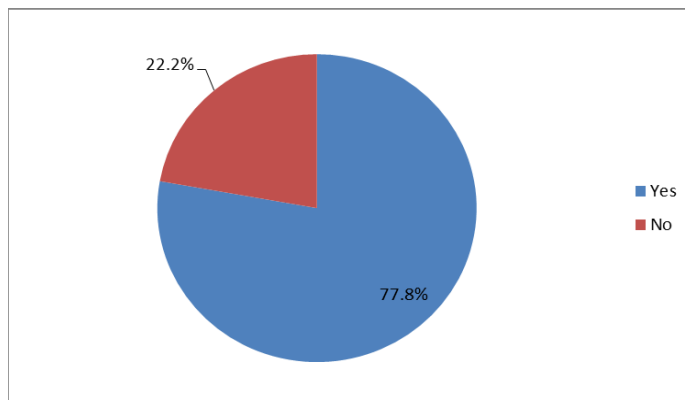
4. What mode of transportation do you normally use?



5. How do you hear about public meetings regarding transportation?

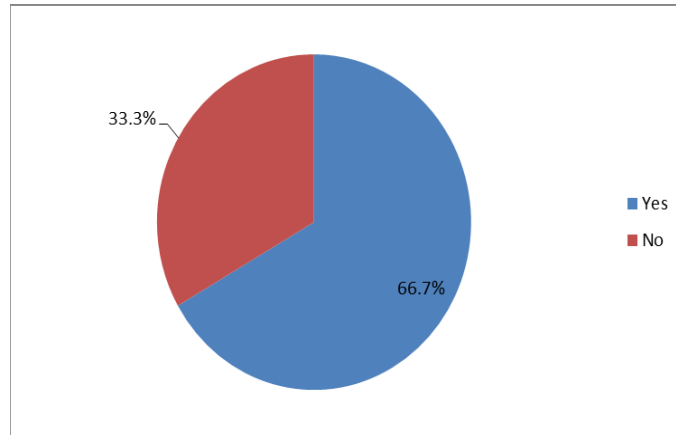


6. Have you visited the www.fampo.org website?

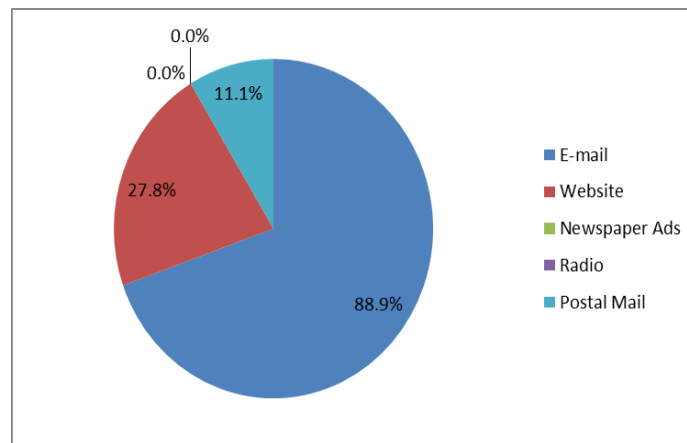




7. Have you ever attended a transportation-related meeting?



8. What is the best way to get transportation-related information to you?



9. Additional Comments

- a. FAMPO and All Transportation areas are doing a good job getting information out
- b. Interested in completion of Cape Fear River Trail
- c. Traffic down Skibo on Saturdays is still bad but I feel the extension off Hope Mills Road will help with that. Also, when going on post, sometimes they overstaff the empty turning lane or close one of the primary lanes causes all kinds on congestion and merging. This can be seen especially at lunch time. We still see red light runners all the time especially from Morganton to Reilly after 5.



Appendix D: Public Notice

NOTICE OF PUBLIC HEARING **U.S. Department Of Transportation**

A United States 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 Fayetteville Metropolitan Area Transportation Planning Process. The hearing will be held at 8:30 a.m. on Wednesday, April 10, 2013 in Hearing Room 3 of the Historic Courthouse located at 130 Gillespie Street, during FAMPO'S Citizen Advisory Committee (CAC) regular meeting. The meeting location is ADA accessible. Anyone wishing to speak on FAMPO's Planning Process is required to sign up prior to the Public Meeting. For special needs or for additional information, contact Mr. Richard D. Heicksen at (910) 678-7622 or via e-mail at rheicksen@co.cumberland.nc.us.

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Appendix E: Summary of Public Review Meeting

A public hearing was conducted on Apr 10, 2013 during the Citizen's Advisory Committee meeting. Several CAC members spoke on behalf of the MPO, as well as one citizen, and NCDOT.

Brenda Cameron, a resident of Hope Mills, spoke first. She has attended every CAC, TCC, and TAC meeting since 2002. She says that the FAMPO staff has always been polite, respectful, and hard-working. They work well beyond their schedules, often being seen at 8:00am for a morning meeting, working throughout the day, and actively involved in meetings until 8:00pm. The staff is also involved in many community events. She says they are professional, knowledgeable, and educated.

James Upchurch, Supervisor of the Southeastern Unit in NCDOT's Transportation Planning Branch stated that FAMPO are great partners and he values the terrific relationship between FAMPO and NCDOT.

Chip Modlin, Vice-Chair of the CAC stated that FAMPO always sent adequate materials, answered questions and showed accomplished goals. Their follow-through is great and he appreciates the positive press coverage.

Hanah Ehrenreich, a member of the CAC stated that she is very impressed with the technical expertise of the FAMPO staff.

Because of these comments, FAMPO has received another Noteworthy Practice in their high level of responsiveness in public outreach.



Appendix F: Summary of Previous Certification Review

Recommendations:

The Review Team recommends:

- That the MPO and the NCDOT modeler should begin preparing the model to address conformity requirements, such as establishing a process to allocate socio-economic data and transit and highway networks in 10-year increments instead of the entire 30-year horizon that is currently used.
- That the MPO use the model to examine other options to determine performance of the system, such as travel time for the CMP.
- That the minority populations be mapped and analyzed individually.
- That the MPO research and collect data on minority businesses in the area.
- That the MPO increase efforts to obtain minority and low-income population data at public meetings.
- That the MPO individually map the EJ population's and overlay the LRTP, as well as the current TIP and the past 10 years of TIPs analyze and determine the equity of the planned, programmed and implemented transportation projects.
- That the City of Fayetteville continues its operational support of F.A.S.T. within the City for operational needs. The current level of funding at an estimated \$ 2.0 million per annum is a critical level of support for F.A.S.T.
- That the use of vehicle license registration taxes in the City for F.A.S.T. support; raising about \$500,000 annually be continued.
- That F.A.S.T. continues use of FTA 5307 and CMAQ funds for transit as well as funding through the NCDOT. The MPO and F.A.S.T. should also consider use of STP-DA funds for transit facilities where shortfalls exist; like for the downtown transfer center and for pedestrian improvements to transit facilities. STP-DA funds can be used for transit purposes. STP-DA funding available to the MPO could help fund transit capital/bus replacement needs, including transit shelters, amenities, transit center/station rehabilitation and sidewalks to/from transit stops assuming such funds are available.
- If FTA 5309 earmarks are/were available in the future F.A.S.T. could take advantage of statewide earmarks through NCDOT or specific earmarks. Several grantees in North Carolina use 5309 earmarks with a Letter of No Prejudice (LONP) to reimburse themselves (or the city as DR for transit) for eligible costs over a period of five years (as funds become available) and fund the construction of the transfer/maintenance facilities with city funds. An LONP however, is not a guarantee of future Federal funding.
- That F.A.S.T. considers a City sponsored day care facility as a welcome addition near the transfer facility for "captive riders" and city employees with child care needs.
- That F.A.S.T. considers regional and county funding options to support and expand F.A.S.T. routes and other transit services. Such sources might include a regional (or county) sales tax to support regional transit operations across the region; as well as regional vehicle registration fees and rental car taxes. For example, a quarter or half cent sales tax in



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Cumberland County might be adequate to fund transfer centers, buses and park-n-ride lots to develop a more regional focus; esp. as Ft. Bragg expands.

- Plans are in the works for Ft. Bragg Park-and-ride lots. The goal would be to reduce the use of SOV's going to and from Ft. Bragg especially during lunchtime. Another option would be to survey soldiers who live off-post and see if express bus service into/out of Ft. Bragg 3-6 times per day from park-n-ride (PNR) lots might have merit. STP funds and transit funds may be used to construct PNR lots
- That F.A.S.T., the MPO and the RPO could easily form the necessary human services stakeholders group and complete the LCP with stakeholder involvement and the City should become the DR for JARC and NFP funds so these scarce funds can be used in the Fayetteville area for elderly, disabled and low income persons. The RPO and MPO could then approve the LCP and handle the call for projects and F.A.S.T. could apply for funds through the FTA TEAM process as it does now.



Appendix G: List of Acronyms

ADA	Americans with Disabilities Act
CAC	Citizens' Advisory Committee
CFR	Code of Federal Regulations
CMP	Congestion Management Plan
CSS	Context Sensitive Solutions
CUTR	Center for Urban Transportation Research
DOT	Department of Transportation
EAC	Early Action Compact
EPA	Environmental Protection Agency
EJ	Environmental Justice
EMS	Emergency Management Systems
EO	Executive Order
FAMPO	Fayetteville Area Metropolitan Planning Organization
FAST	Fayetteville Area System of Transit
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
ITS	Intelligent Transportation Systems
LEP	Limited English Proficiency
LOS	Level of Service
LRP	Long Range Plan (State DOT)
LRTP	Long Range Transportation Plan (now called MTP)
MAP 21	Moving Ahead for Progress in the 21 st Century
MLI	Minority and Low Income
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan (formerly called LRTP)
NCDOT	North Carolina Department of Transportation
NEPA	National Environmental Protection Act
PIP	Public Involvement Plan
PPP	Public Participation Plan



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SPOT	Strategic Planning Office of Transportation
STIP	Statewide Transportation Improvement Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TCC	Technical Coordinating Committee
TDP	Transit Development Plan
TIP	Transportation Improvement Program
TMA	Transportation Management Area
UPWP	Unified Planning Work Program
USC	United States Code
UZA	Urbanized Area
V/C	Volume over Capacity ratio
VMS	Variable Messaging Signs

