



FISCALLY CONSTRAINED ELEMENT OF THE 2045 METROPOLITAN TRANSPORTATION PLAN



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

**Amended
May 15, 2019**

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Fiscally Constrained Plan

Federal regulations require that Metropolitan Transportation Plans include fiscal constraint through a financial plan. The Fayetteville Area Metropolitan Planning Organization's Metropolitan Transportation Plan (MTP) has a 30 year planning horizon starting with a base year of 2015 and a horizon year 2045. To be truly effective, the plan has to be financially constrained, so as to provide realistic guidelines in developing proposed projects. The highway portion of the MTP is the most expensive element included. The following section will explain the methodology adopted in developing a reasonable and realistic financial plan for the FAMPO MTP as per the guidelines of the Fixing America's Surface Transportation Act (FAST Act) and previously the Moving Ahead for Progress in the 21st Century Act (MAP-21). Projects are prioritized and cost estimates are developed, and funding levels are estimated for the 30 year planning horizon. Projects that are not feasible in the MTP due to fiscal constraint but that are still priorities for the region are included in the Comprehensive Transportation Plan (CTP). The CTP is a non-fiscally constrained plan.

Highway Plan

To financially forecast the FAMPO Highway Plan, we had to make some reasonable assumptions in funding levels and costs. A yearly allotment was derived from current funding levels (TIP FY 2018-2027) as well as information provided by the NCDOT Program Development Branch. Funding levels obviously have different ranges for different years, however since projects are being broken out over 10 year horizons, an average of 10 year funding was developed. Included in these amounts are our Direct Allocation funds that we receive as a Transportation Management Area MPO. For proposed projects not currently listed in the TIP, costs were developed using the online tool developed and used by the North Carolina Department of Transportation for prioritization purposes. Project costs and revenue projections shown are in 2018 dollars unless specified. Revenue is generated from the projections used by NCDOT for the STIP, which reduces available funds on a yearly basis to account for inflation and allow for 2018 dollars be shown. Some projects are shown in multiple horizon years to show the most accurate expenditures for the associated horizon years.

- Table ONE, shows projects that are currently scheduled to be completed by FY 2025.
- Table TWO, shows projects that have been identified as needs and tentatively scheduled between FY 2026 and FY 2035.
- Table THREE, identifies additional project needs that are tentatively scheduled between FY 2036 and FY 2045.

The tables show funds allocated to selected projects from the MTP that have been identified as needs. These projects are currently within the TIP or within the SPOT Prioritization Process, both of which are driven by planning needs shown in the MTP. Projects were programmed based on funding projections and SPOT Prioritization scoring. An important note, while the Fiscally Constrained plan attempts to program projects to the 2045 horizon year, funding in North Carolina is largely decided by the Strategic Transportation Investments (STI) legislation. Prioritization and programming through STI are talked about later in the document. Because of this, all of the funds are not shown as programmed for the highway projects, but instead are based on the amount of projects that have currently been funded. The Metropolitan Transportation Plan can be updated and amended as needed, however the plan will be used as a guide for allocation of funding and resources toward the projects included.

The table below shows projected FAMPO revenue (in thousands) derived from the NCDOT STIP Unit out to fiscal year 2045. This revenue includes roadway and non-roadway funding as well as discretionary funding. Additional information on non-roadway funding and discretionary fund distribution is shown later in the document.

The average yearly projected allocation for fiscal years 2018 thru 2029 is \$85,660,833. If the funding levels maintained the \$85,660,833 yearly average and grew with inflation at a rate of 2%, \$117,593,000 would be available in the year 2045.

FY 2018-2025	FY 2026-2035	FY 2036-2045	Overall Revenue
\$734,196	\$807,699	\$1,371,592	\$2,913,487

Costs shown in thousands.

The following tables show the prioritized projects, project number where available, descriptions, the FY 2018 base year costs. Costs are shown in thousands. Not all the projected revenue of \$2,913,487,000 is programmed in the tables, as some funding will end up going to alternative modes and there is no guarantee that the full projected revenue will be programmed in the prioritization process.

To determine costs for projects without NCDOT cost estimates, the project costs were derived using the NCDOT Strategic Office of Prioritization online tool. This tool is also used by NCDOT to develop initial project costs and program the TIP based on the costs generated.

Table 1: Projects Scheduled for Funding and/or Completion by Fiscal Year 2025

Project	From	To	Improvement Type	Estimated Cost (Thou)	STI Category	TIP#
Horizon Year 2025						
NC 211	US 15/501	SR 1311	Widening	8503	Regional	R-5709
Gillis Hill Rd Ext	Rockfish Road	Lindsey Road	New Location	5844	Divisional	U-5707
Rockfish Road	Lindsay Road	Camden Road	Widening	29832	Divisional	U-5857
Lindsay Road	Rockfish Road	US 401	Widening	23846	Divisional	U-5858
Wayside Road	Plank Road	US 401	Widening	14637	Divisional	U-5753
Gillis Hill Rd	US 401	Lindsay Road	Widening	20486	Divisional	U-5798
All-American	Owen Drive	Fayetteville Outer Loop	ROW/Utilities	5103	Regional	U-4414
I-95	Exit 56	Exit 70	Widening	77798	Statewide	I-5986A
I-95	Exit 22	Exit 40	Widening	82500	Statewide	I-5987
I-95	Milemarker 58	Milemarker 69	Pavement Repair	34	Transition	I-4915
I-95	Milemarker 53	Milemarker 78	Pavement Rehabilitation	3816	Statewide	I-5788
I-95	Milemarker 40	Milemarker 53	Pavement Rehabilitation	1060	Statewide	I-5731
Fayetteville Outer Loop	ITS for Outer Loop		ITS	2000	Transition	X-0002F
Fayetteville Outer Loop	I-95 in Robeson County	Parkton Road	New Location	26104	Regional	U-2519AA
Fayetteville Outer Loop	Parkton Road	Camden Road	New Location	49322	Regional	U-2519AB
Fayetteville Outer Loop	Camden Road	Strickland Bridge Road	New Location	67899	Regional	U-2519BA
Fayetteville Outer Loop	Strickland Bridge Road	US 401	New Location	31701	Regional	U-2519BB
Fayetteville Outer Loop	US 401	Cliffdale Road	New Location	41640	Statewide	U-2519CA
Fayetteville Outer Loop	Cliffdale	Yadkin	New Location	83733	Transition	U-2519CB
Fayetteville Outer Loop	ITS for Outer Loop		ITS	1500	Statewide	U-2519F
South Main St	Shipman Road	Parkton Road	Widening	11000	Regional	U-6001
Camden Road	Hope Mills Rd	Owen Drive	Widening	52749	Transition	U-2810
Rockfish Road & Golfview Road	Rockfish Road	Main Street	Widening	11855	Divisional	U-4709
Cliffdale Road	McPherson Church	Morganton Road	Widening	14101	Divisional	U-4404
Clark West Road	-	-	New Construction	2915	Divisional	U-6097
Camden Road	I-295	Hope Mills Road	Widening	28115	Divisional	U-3422
NC 24	NC 24	Manchester Road	Construct Interchange	45000	Statewide	U-5930
Spring Lake Bypass	NC 210 Lillington Highway	NC 87 Bragg Boulevard	New Construction	39556	Divisional	U-5802A&B
Shaw Road/Shaw Mill Road	Bragg Boulevard	Murchison Road	Widen and New Location	18526	Divisional	U-5101A
Fayetteville Computerized Traffic Signal System			ITS	4350	Regional	U-5742
Raeford Road	West of Hampton Oaks Drive	East of Fairway Drive	Access Management	12628	Divisional	U-4405

Total Amount Programmed: \$818,153

Total Estimated Allocation: \$827,853

Table 2: Proposed Projects for Funding and/or Completion by Fiscal Year 2035

Horizon Year 2035						
Camden Road	Rockfish Road	I-295	Widening	26067	Divisional	U-6051
All-American	Owen Drive	Sante Fe Drive	Widening	44200	Regional	U-4414
Bunce Road	Raeford Road	Cliffdale Road	Widening	18522	Divisional	U-3424
Ramsey Street	Grove Street	Martin Luther King Jr Freeway	Widening	24000	Divisional	U-4403A
Ramsey Street	Martin Luther King Jr. Freeway	US 401 Bypass	Widening	38525	Regional	U-4403B
Ramsey Street	US 401 Bypass	North of Slocumb Road	Widening	47800	Regional	U-4403C
Rockfish Road	Strickland Bridge Road	Golfview Road	Widening	83051	Regional	U-6072A&B
Fisher Road	Strickland Bridge Road	Bingham Drive	Widening	31000	Divisional	U-6073
Skibo Road	Skibo Road	Cliffdale Road	Improve Intersection	11660	Regional	U-6133
Shaw Road/Shaw Mill Road	Bragg Boulevard	Murchison Road	Widen and New Location	24588	Divisional	U-5101A
Shaw Road/Shaw Mill Road	Murchison Road	Ramsey Street	Widen and New Location	57700	Divisional	U-5101B
Cliffdale Road	Skibo Road	Reilly Road	Access Management	31800	Divisional	-
Cliffdale Road	Skibo Road	McPherson Church	Access Management	12300	Divisional	-
Strickland Bridge Road	US 401	Fisher Road	Widening	30800	Divisional	-
Murchison Road	Langdon Street	US 401 Bypass	Modernization	26700	Regional	U-5015
Murchison Road	Langdon Street	Rowan Street	Modernization	19800	Regional	U-5015
Rim Road	Raeford Road	Cliffdale Road	Widening	39600	Divisional	-
Ireland Drive	Cumberland Road	Raeford Road	Widening	35000	Divisional	-
Hook Loop Road	Raeford Road	Cliffdale Road	Widening	39400	Divisional	-
Fayetteville Outer Loop	Parkton Road	Camden Road	New Location	49322	Regional	U-2519B
Fayetteville Outer Loop	I-95 in Robeson County	Parkton Road	New Location	22841	Regional	U-2519AA
Robeson Street	Raeford Road	Blount Street	Access Management	15400	Regional	U-6152
Strickland Bridge Road	Fisher Road	Stoney Point Road	Widening	36400	Divisional	-
Stoney Point Road	Gillis Hill Road	Strickland Bridge Road	Widening	21000	Divisional	-
Buffalo Lake Road	Micro Tower Road	NC 87	Widening	57100	Divisional	-
Murchison Road	I-295	South of US 401 Bypass	Widening	22910	Exempt	U-4900

Total Amount Programmed:

\$867,486

Total Estimated Allocation:

\$865,769

Table 3: Proposed Projects for Funding and/or Completion by Fiscal Year 2045

Horizon Year 2045						
Buffalo Lake Road	Micro Tower Road	NC 27	Widening	33000	Divisional	-
Reilly Road	Old Raeford Road	Cliffdale Road	Widening	31400	Divisional	U-2710
McCarthur Road	Andrews Road	Ramsey Street	Widening	46500	Divisional	-
I-95	Exit 49	Exit 56	Widening	195396	Statewide	-
Golfview	Rockfish Road	Lake Upchurch Drive	Widening	48600	Divisional	-
I-95	Exit 40	Exit 49	Widening	305300	Statewide	-
Stoney Point Road	Lindsay Road	Gillis Hill Road	Widening	25700	Divisional	-
NC 210	NC 87	Overhills Road	Widening	44100	Regional	-
Cliffdale Road Extension	Cliffdale Road	Gillis Hill Road	Widen and New Location	16400	Divisional	-
NC 87	Doc Bennette Road	Sand Hill Road	Modernization	17100	Statewide	-
Spring Lake Western Bypass	Chicken Road	Vass Road	Widen and New Location	135000	Regional	

Total Amount Programmed: \$898,496

Total Estimated Allocation: \$905,421

Legend

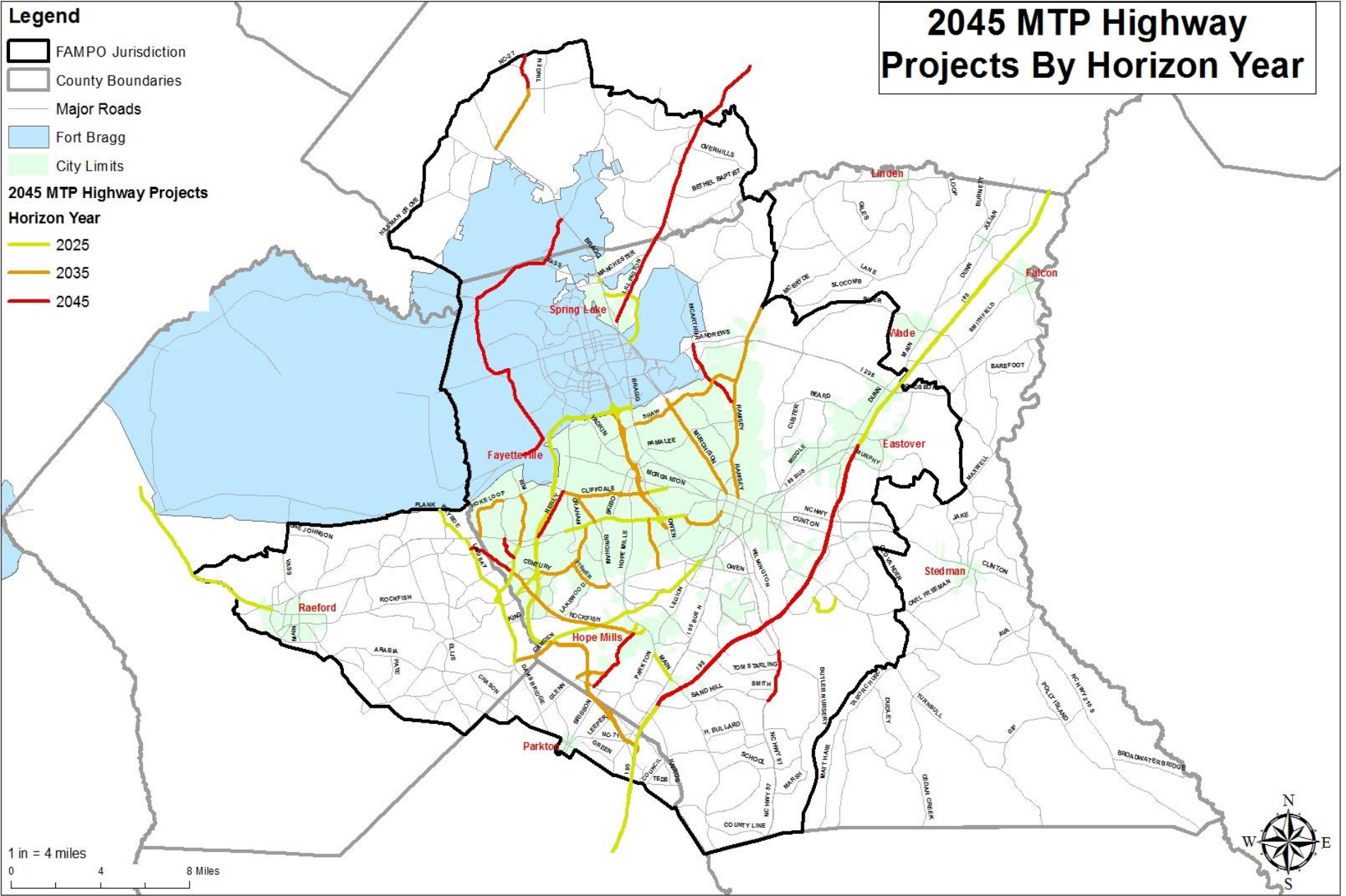
-  FAMPO Jurisdiction
-  County Boundaries
-  Major Roads
-  Fort Bragg
-  City Limits

2045 MTP Highway Projects

Horizon Year

-  2025
-  2035
-  2045

2045 MTP Highway Projects By Horizon Year



Highway Maintenance

The maintenance of the state highway system within the Urbanized area, primarily outside of municipal boundaries, is the responsibility of the North Carolina Department of Transportation, The North Carolina General Assembly (allocation of funds), and the North Carolina General Statutes Chapter 136. Roads and Highways control maintenance in this state.

Maintenance allocations are divided into three groups:

1. Primary
2. Secondary
3. Urban

Primary (G.S. 136-44.3 and 136-44.4)

Maintenance funds for the primary system are allocated on an annual basis by the General Assembly. Needs and costs are developed at the District level, combined into the Division needs and become part of the State Plan. Upon an allocation by the General Assembly, the funds are divided by Division and District.

Secondary (G.S. 136-44.5, -44.6, -44.7, 44.8, -44.9 and -44.2A)

Secondary road maintenance funds are distributed to each County in accordance with G.S. 136-44.2A. Secondary roads needs are approved by the Board of County Commissioners.

Urban (G.S. 136-44.3)

Allocations are distributed to each Division 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.

County	FAMPO Population %	2015-2025 (\$M)	2026-2035 (\$M)	2036-2045 (\$M)	Total (\$M)
Cumberland	94%	\$177	\$212	\$254	\$643
Harnett	29%	\$43	\$52	\$62	\$157
Hoke	76%	\$40	\$48	\$58	\$146
Robeson	2%	\$4	\$5	\$6	\$15

Anticipated NCDOT Maintenance Funding Per County – Figures have been rounded – Budgets from NCDOT STIP Unit

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. These funds are allocated in accordance with G.S. 136-176(b)(3), 136-41.1, 136-41.2 and 136-41.3. Powell Bill funding has remained steady for the last seven years. The following table below projected Powel Bill funding for municipalities in the FAMPO region.

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 Municipalities' Governing Bodies. The Fayetteville Metropolitan Area includes six municipalities: The City of Fayetteville, the Town of Hope Mills, the Town of Spring Lake, the Town of Eastover, the City of Raeford, and the Town of Parkton. Some Municipalities will use Bond Referenda to acquire funding for specific projects.

Municipality	2015-2025	2026-2035	2036-2045	Total
Eastover	\$806,717	\$748,121	\$763,158	\$2,317,996
Fayetteville	\$57,743,587	\$53,549,303	\$54,625,644	\$165,918,534
Hope Mills	\$4,675,288	\$4,335,692	\$4,422,839	\$13,433,819
Parkton	\$189,905	\$173,538	\$174,441	\$537,884
Raeford	\$1,629,116	\$1,633,115	\$1,800,836	\$5,063,067
Spring Lake	\$2,937,666	\$2,724,285	\$2,779,043	\$8,440,994

Non-Highway Funding

While highway funding makes up much of the project funding FAMPO receives, FAMPO does receive discretionary funding that can be used for other modes. In addition to that, FAMPO also sets aside 22% of its project priority rankings (400 points) at the STI Division scoring level for non-highway modes of transportation. The table below shows the expected discretionary funding out to 2045.

Discretionary Funding Type	2018-2025 (\$M)	2026-2035 (\$M)	2036-2045 (\$M)	Total (\$M)
STBG-DA	\$27.8	\$52.5	\$43.8	\$124.1
TAP	\$2.2	\$1.3	\$1.9	\$5.4
Total	\$30	\$53.8	\$45.7	\$129.5

Bicycle and Pedestrian Facilities Construction Strategies

Most of the current bicycle and pedestrian projects proposed for this area are incidental to highway projects. Funding for those facilities are already included in the project's cost. Local match for those projects is readily available at the municipal level. Member counties are exploring new venues to ensure sidewalk construction along thoroughfare projects outside of municipal boundaries and within municipal boundaries. All of the jurisdictions in this area have some provisions for sidewalk construction by developers included in their respective Subdivision Ordinances. The Fayetteville Parks and Recreations Department has secured funds for the Cape Fear River Trail and that project continues to progress. The trail along with more sidewalks, aid in the connectivity of the transit system throughout the different modes. Coordination among several governmental agencies and FAMPO, and exploration of alternative funding, can aid in the implementation of the projects included in the Bicycle and Pedestrian Plan. FAMPO does have several Bicycle and Pedestrian projects that are programmed or expected to be programmed soon. Those projects are:

- EB-5800: Owen Drive Sidewalk from All-American Expressway to US 301 - \$551,000
- EB-4539: Cape Fear River Trail from Clark Park to Botanical Gardens - \$4,000,000
- EB-5907: Cross Creek Parks Connector Trail - \$852,000
- EB-5540: Little Cross Creek Greenway Extension - \$575,000

These projects equal a total of \$5,978,000 of funding going to bicycle and pedestrian projects. While this number is well within the funding projections for FAMPO’s non-highway funding, it is expected that these types of projects will become more and more of a focus to fund in the future.

Transit Funding

Transit services in the FAMPO region are primarily provided by the Fayetteville Area System of Transit (FAST). For the 2045 MTP, FAMPO worked with FAST in using current and anticipated funding levels to determine future anticipated funding. FAST’s funding comes from local sources, federal and state grants as well as fare revenues.

	2018-2025 (\$M)	2026-2035 (\$M)	2036-2045 (\$M)
Costs			
Service Costs	\$74.9	\$93.6	\$93.6
Expanded Service Costs	\$8	\$10.1	\$10.1
Total Transit Costs	\$82.9	\$103.7	\$103.7
Revenues			
Tag Fees	\$5.1	\$6.4	\$6.4
City Funding	\$31.8	\$36.9	\$35.5
State Grants	\$5.7	\$5.7	\$5.7
Federal Grants	\$20.1	\$25.1	\$25.1
Operating Revenue	\$20.2	\$29.6	\$31
Total Revenue	\$82.9	\$103.7	\$103.7
Difference	\$0	\$0	\$0

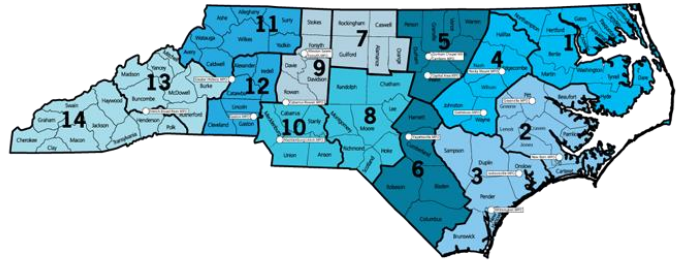
Other Modes

While FAMPO provides the opportunity for rail projects and aviation projects, these projects have been few and far between over recent years. There are currently no rail projects programmed within the region and while there is potential for future rail projects, they would fit within that non-highway founding allocation. As for aviation, STI limits the amount of funding that regional airports like Fayetteville Regional Airport can receive, making their submissions for funding rare. There is currently one programmed project at the airport:

- AV-5734 – Replace Perimeter Fencing and Road - \$3,440,000

Strategic Transportation Investments of 2013

The Strategic Mobility Formula, which was signed into law on June 26, 2013, uses existing resources more efficiently and effectively and moves forward more quickly with important projects that will enhance mobility and revitalize communities. It will benefit metro areas that need projects focused on easing congestion and enhancing safety, while allowing small towns to invest in projects that help improve access to medical services, economic centers, education and recreation. The Strategic Transportation Investments law created a three tiered funding system shown below.



Statewide Level

- Projects of statewide significance will receive 40% of the available revenue
- The project selection process will be 100% data-driven, meaning the department will base its decisions on hard facts such as crash statistics and traffic volumes. Factors such as economic competitiveness and freight movement will be taken into consideration to help support and enhance logistics and economic development opportunities throughout the state.

Regional Level

- Projects of regional significance will receive 30% of the available revenue. Projects on this level compete within specific regions made up of two NCDOT Transportation Divisions. The above map shows these regions. For example, Divisions 1 and 4 are paired together to form a single region.
- NCDOT will select applicable projects for funding using two weighted factors. Data will comprise 70% of the decision-making process and local rankings by area planning organizations and the NCDOT Transportation Divisions will round out the remaining 30% at this level.

Division Level

- Projects that address local concerns such as safety, congestion and connectivity will receive 30% of the available revenue, shared equally over [NCDOT's 14 Transportation Divisions](#).
- The department will choose projects based 50% on data and 50% on local rankings. (www.ncdot.gov/strategictransportationinvestments/default.html)

Fiscally Constrained Plan written by the
Fayetteville Area Metropolitan Planning Organization
In cooperation with the
Citizens Advisory Committee,
Transportation Policy Board and the
Transportation Technical Coordinating Committee

Joel Strickland, Principal Planner, FAMPO

This Fiscally Constrained Plan was partially funded by grants
From
The Federal Highway Administration
And
The Federal Transit Administration

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