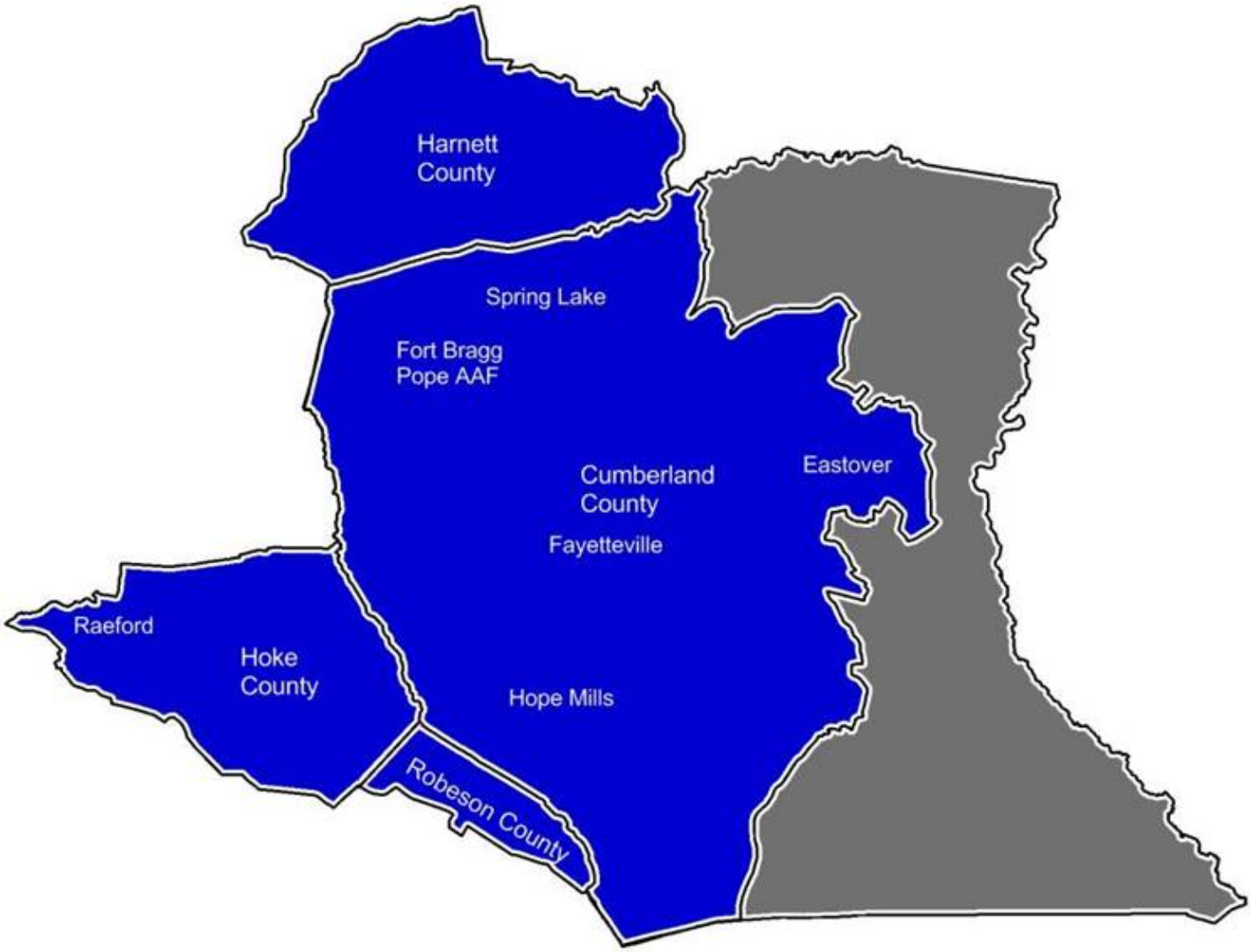
FAMPO

Fayetteville Area Metropolitan Planning Organization

Fiscal Constraint Element of the 2040 Metropolitan Transportation Plan



April 16, 2014

Continuing · Comprehensive · Cooperative · Transportation Planning

Table of Contents

Highway Plan 1

Table 1 FY 20012-2018 MTIP Projects to be completed 3

Table 2, FY 2019-2025 Proposed Projects 5

Table 3. FY 2026-2032 Proposed Projects 6

Table 4. FY 2033-2039 Proposed Projects 7

Table 5. FY 2039 Post Year Unmet Needs 8

Draft FAMPO Highway Map…….11

Highway Maintenance…….12

Bicycle and Pedestrian Facilities Construction Strategies……..13

Strategic Transportation Investments of 2013……13

Fiscally Constrained Plan

The Fayetteville Area Metropolitan Planning Organization's Metropolitan Transportation Plan (MTP) has a 30 year planning horizon. 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 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. A list of these projects is included in the 'shortfall' table on page 10 of this document.

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 2012-2018). Funding levels ranged from $65,221,000 in fiscal year 2015, to $97,075,000 in fiscal year 2039, for a total of $1,742,731,000. Included in these amounts are our Direct Allocation funds that we receive as an 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 at an annually compounded rate of 5 percent. Project costs and revenue projections shown in Table ONE are in constant 2012 dollars. Therefore, to find the true anticipated future year project costs, multiply the 2012 cost shown in the STIP by the following inflation factors: 2015 – 1.05, 2016 – 1.05, 2017 – 1.05, 2018 – 1.05, 2019 – 1.05, and 2020 – 1.05. Costs shown in tables TWO-FIVE are in 2012 dollars unless specified.

- Table ONE, for projects currently included in the FY 2012-2018 MTIP and scheduled to be completed by 2018. Amounts are in constant 2012 dollars.
- Table TWO, for MTIP projects with a FY 2019 Post year balance and for roads that, based on population and economic projections and land use, would need to be constructed and/or improved, but are not currently completely funded in the TIP and tentatively scheduled between FY 2019 and FY 2025.
- Table THREE, for other projects included in the Highway Plan and tentatively scheduled between FY 2026 and FY 2032.
- Table FOUR, for other projects included in the Highway Plan and tentatively scheduled between FY 2033 and FY 2039.
- Table FIVE, which describes the Highway Plan shortfall, or the projects that could not be completed by the horizon year, given the projected allocations.

Spreadsheets were designed to allocate funds to selected projects. 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 this MPO.

FUNDING	FY 2015 - 2020	PERCENTAGE OF TOTAL	OVERALL REVENUE
FA	18,100	5.73	100,051
HP	0	0.00	0
HSIP	11,939	3.78	66,002
IMPM	20,111	6.36	111,051
L	600	0.19	3,318
MOB	34,944	11.05	192,918
NFA	10,263	3.25	56,748
NHPB	17,710	5.60	97,781
NHS	60,396	19.11	333,628
S(M)	6,000	1.90	33,176
STP	12,050	3.81	66,526
STPDA	70,365	22.26	388,630
STPEB	0	0.00	0
STPOFF	3,055	0.97	16,937
T	48,199	15.25	266,229
TA	2,364	0.75	13,096
COLUMN TOTAL:	316,096	**TOTAL 30 YEAR REVENUE:**	**1,746,091**

Source: NCDOT Program Development Branch

The above figures are in thousands of dollars. The average yearly projected allocation for fiscal years 2015 thru 2020 is $52,683,000. If the funding levels maintained the $52,683,000 yearly average and grew with inflation at a rate of 5%, $97,075,000 would be available in the year 2039.

The following tables 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. Costs are shown in thousands.

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 LOS (level of service) and VOC (vehicle over capacity) numbers were used.

Table 1 FY 2012-2018 MTIP Projects to be completed

2012-2018					
Road Location	Request	FY 2012 Cost Estimate	FY 2012-2018 Programmed	Prior Year	Balance
I-4745 I-95 Exit 56 to Exit 81	Widen and upgrade interchanges and add additional lanes	162,277	63,706	1,905	96,666
R-2303 NC 24, West of SR 1006 to SR 1853	Widen to multi-lanes	5,040	1,510	3,530	-
X-0002 Fayetteville Outer Loop East of NC 24-87 (Bragg Blvd to I-95)	Freeway on new location with structure over the Cape Fear River	305,395	88,566	216,829	-
U-4414 SR 1007 (All American Frwy), SR 1151 (Owen Dr) to North of SR 1437 (Santa Fe Dr)	Add an additional lane each direction	47,903	1,780	1,272	44,851
U-2810 SR 1003 (Camden Rd.), NC 59 (Hope Mills Rd.) to SR 1007 (Owen Dr.)	Widen roadway to multi-lanes	41,735	23,315	18,420	-
U-4706 SR 1131 (Cameron Rd.), SR 1132 (Legion Rd.) to NC 59 (Main St.) in Hope Mills	Widen to multi-lanes	2,300	2,000	300	-
U-3423 NC 24-87 (Bragg Blvd), US 401 Bypass to North of SR 1437 (Santa Fe Dr/Shaw Rd)	Widen to six lanes	19,483	4,509	14,974	-
U-4422 SR 1596 (Glensford Rd), US 401 Bus (Raeford Rd) to SR 1400 (Cliffdale Rd)	Widen to five lanes, part on new location	12,629	7,200	5,429	-
U-3849 SR 1363 (Elk Mill Rd), SR 1132 (Legion Rd) to US 301/I-95 Bus	Widen to multi-lanes	18,647	4,058	14,589	-
I-295 Fayetteville Outer Loop, I-95 south of Fayetteville to west of NC 24/NC 87 (Bragg Blvd.)	Freeway on new location	528,890	145,667	73,223	310,000

2012-2018					
Road Location	**Request**	**FY 2012 Cost Estimate**	**FY 2012-2018 Programmed**	**Prior Year**	**Balance**
U-2809 SR 1132 (Legion Rd.), SR 1007 (Owen Dr.) to SR 1131 (Camden Rd.) in Fayetteville	Widen to multi-lanes	25,202	21,595	3,607	
U-4444 NC 210 (Murchison Rd.), Propesed Fayetteville Outer Loop (X-2) to north of NC 24/NC 78/NC 210 in Spring Lake	Widen to six lanes	83,346	33,900	49,446	-
U-4405 US 401 (Raeford Rd.), West of SR1409 (Seventy First School Rd.) to US 401 Business (Robeson St.) in Fayetteville	Construct rasied median and make access management improvements	21,875	3,250		18,625
W-5335 NC 24/NC 210, Ramsey St./Green St. to the Cape Fear River Bridge and I-95 Business/US301 (North Eastern Blvd.), NC 24/NC210 to Person St.	Construct a raised median with fencing and provide upgraded pedestrian accommodations	1,967	1,967		
W-5519 I-95 Business/US 301 from NC 87 South to NC 59	Safety Improvements	4,735	4,735		
SF-4908M SR 1413 (Pittman Rd.), SR 1406 (Rockfish Rd.)	Grade modifications and roundabout construction	640	640		
SF-4906M SR 1102 Gillis Hill Rd., SR 3791 (Celtic Dr.) and horizontal curves on SR 1102 (Gillis Hill Rd.)	Construct turn lane and install guradrail delineations	190	173	17	
U-3465 Ray Rd. NC 210 to SR 1120 (Overhills Rd)	Widen to multi-lanes, part on new location	29,128	28,928	200	-
			437,499	403,741	
Total FY 2012-2018 Programmed		**536,520**			

Table 2, FY 2019-2025 Proposed Projects

2019-2025							
Road Location	Request	FY 2012 Cost Estimate /Prior Balance	FY 2012-2018 Programmed	Prior Year	FY 2019 Post Year Cost Estimate	Programmed	Balance
U-4900 210 (Murchison), from US 401 Bypass to Bernandine St.	Add additional Lanes	21,610	-	-	30,407	30,407	-
U-4405B US 401 Raeford Rd., US 401 Bypass (Skibo Rd.) to East Fairview Dr.	Construct Raised Median and Access Management Improvements	8,034	-	-	11,305	11,305	-
U-4405A US 401 Raeford Rd., West Hampton Oaks Dr. to US 401 Bypass (Skibo Rd.)	Construct Raised Median and Access Management Improvements	8,033	-	-	11,303	11,303	-
U-3424 SR 1410 Bunce Rd, US 401 (Raeford Rd,.) to SR 1400 (Cliffdale Rd.)	Widen to Multi-Lanes	14,575	-	-	20,508	20,508	-
U-2519CA I-295, South of US 401 to South of SR 1400 (Cliffdale Rd.)	Construct Freeway on New Location	79,900	-	-	112,427	112,427	-
FS-1106A Spring Lake Bypass, NC 210 (Murchison Rd.) North of Spring Lake to NC 87 (Bragg Blvd.)	Construct Multi-Lane Facility, Part on New Location	10,936	-	-	15,388	15,388	-
FS-1106A Spring Lake Bypass, NC 210 (Lillington Highway) North of Spring Lake to NC 210 (Murchison Rd.) South of Spring Lake	Construct Multi-Lane Facility, Part on New Location	24,959	-	-	35,120	35,120	-
SR 1115 Buffalo Lake Rd., NC 27 to NC 87	Widen to Multi-Lanes and Enhance with Sidewalks	40,144	-	-	56,487	56,487	-
U-5101 Shaw/Shaw Mill/Rosehill Stacey Weaver, US 401 (Ramsey St.) to NC 210 (Murchison Rd.)	Interconnect and widen to multi-lanes	36,477	-	-	51,327	51,327	-
U-5101 Shaw/Shaw Mill/Rosehill Stacey Weaver, NC 87 (Bragg Blvd.) to NC 201 (Murchison Rd.)	Interconnect and widen to multi-lanes	15,500	-	-	21,810	21,810	-
U-5015 NC 201 Murchison, Langdon St. to US 401 Bypass	Widen to multi-lanes	15,934	-	-	22,421	22,421	-
					388,503	388,503	-
FY 2019-2025 Allocation with 5% Annual Infaltion						**387,867**	

Table 3, FY 2026-2032 Proposed Projects

2026-2032							
Road Location	Request	FY 2012 Cost Estimate /Prior Balance	FY 2019-2025 Programmed	Prior Year	FY 2026 Post Year Cost Estimate	Programmed	Balance
U-2519BB I-295, South of SR 1104 (Strickland Bridge Rd.) to South of U 401	Construct Freeway on New Location	36,700	-	-	72,663	72,663	-
NC 210, NC 87 in Spring Lake to FAMPO Boundary	Widen to multi-lanes and enhance Corridor	102,490	-	-	202,923	202,923	
FS-1206A SR 1112 Rockfish Rd., Stirckland Bridge Rd. to Camden Rd.	Widen to multi lanes with sidewalks	40,719	-	-	80,621	80,621	-
SR 1112 Stoney Point Rd., Lindsey Rd. to Strickland Bridge Rd.	Widen to multi lanes with sidewalks	21,145	-	-	41,866	41,866	-
Lindsay Rd., US 401 to Rockfish Rd. (Hoke County)	Widen to multi lanes with sidewalks	23,846	-	-	47,213	47,213	-
SR 1102 Gillis Hill Rd., US 401 (Raeford Rd.) to SR 1418 (Lindsey Rd.)	Widen to multi-lanes with median	20,486	-	-	40,561	40,561	-
					485,847	485,847	
FY 2026-2032 Allocation with 5% Annual Inflation						**506,514**	

Table 4, FY 2033-2039 Proposed Projects

2033-2039							
Road Location	Request	FY 2012 Cost Estimate /Prior Balance	FY 2033-2039 Programmed	Prior Year	FY 2033 Cost Estimate	Programmed	Balance
Hoke Loop Road, Raeford Rd. to Cliffdale Rd.	Widen to multi-lanes with median	25,344	-	-	70,607	70,607	-
SR 1112 Rockfish Rd., Camden Rd. to Golfview Rd.	Widen to multi lanes with sidewalks	17,570	-	-	48,949	48,949	-
U-4403 US 401 Ramsey St., US 401 Bypass to I-295	Widen to Multi-Lanes	32,153	-	-	89,577	89,577	-
U-4403 US 401 Ramsey St., Martin Luther King, Jr. Freeway to US 401 Bypass	Widen to Multi-Lanes	14,232	-	-	39,650	39,650	-
U-4403 US 401 Ramsey St., I-295 to Slocumb Rd.	Widen to Multi-Lanes	12,840	-	-	35,772	35,772	-
U-4403 US 401 Ramsey St., NC 24/210 (Grove St.) to Martin Luther King Jr. Freeway	Widen to Multi-Lanes	9,056	-	-	25,230	25,230	-
U-4415 I-95 to NC 53-210 Junction	Widen to Multi-Lanes	20,240	-	-	56,388	56,388	-
U-5609 Wayside Rd., US 401 (Raeford Rd.) to Plank Rd.	Widen to Four Lanes Divided	14,637	-	-	40,778	40,778	-
U-5015 NC 201 Murchison, Rowan St. to Langdon St.	Widen to multi-lanes	10,276	-	-	28,629	28,629	-
U-4709 SR 1112 (Rockfish Rd.) from SR 1115 (Golfview Rd.) to NC 59 (Main St.) and SR 1115 (Golfview Rd.) from SR 1112 (Rockfish Rd. to NC 59 (Main St.)	Widen to Four Lanes Divided	12,062	-	-	33,604	33,604	-
U-4414 SR 1007 (All American), SR 1151 (Owen Dr.) to North of SR 1437 (Santa Fe Dr.)	Add additional Lanes	44,851	-	-	124,953	124,953	-
U-5605 SR 1600 Odell Rd., Fort Bragg Boundary to NC 24/87 (Bragg Blvd.)	Widen to multi-lanes, part on new location	5,350	-	-	14,905	14,905	-
						609,042	
FY 2033-2039 Allocation with 5% Annual Inflation						**622,955**	

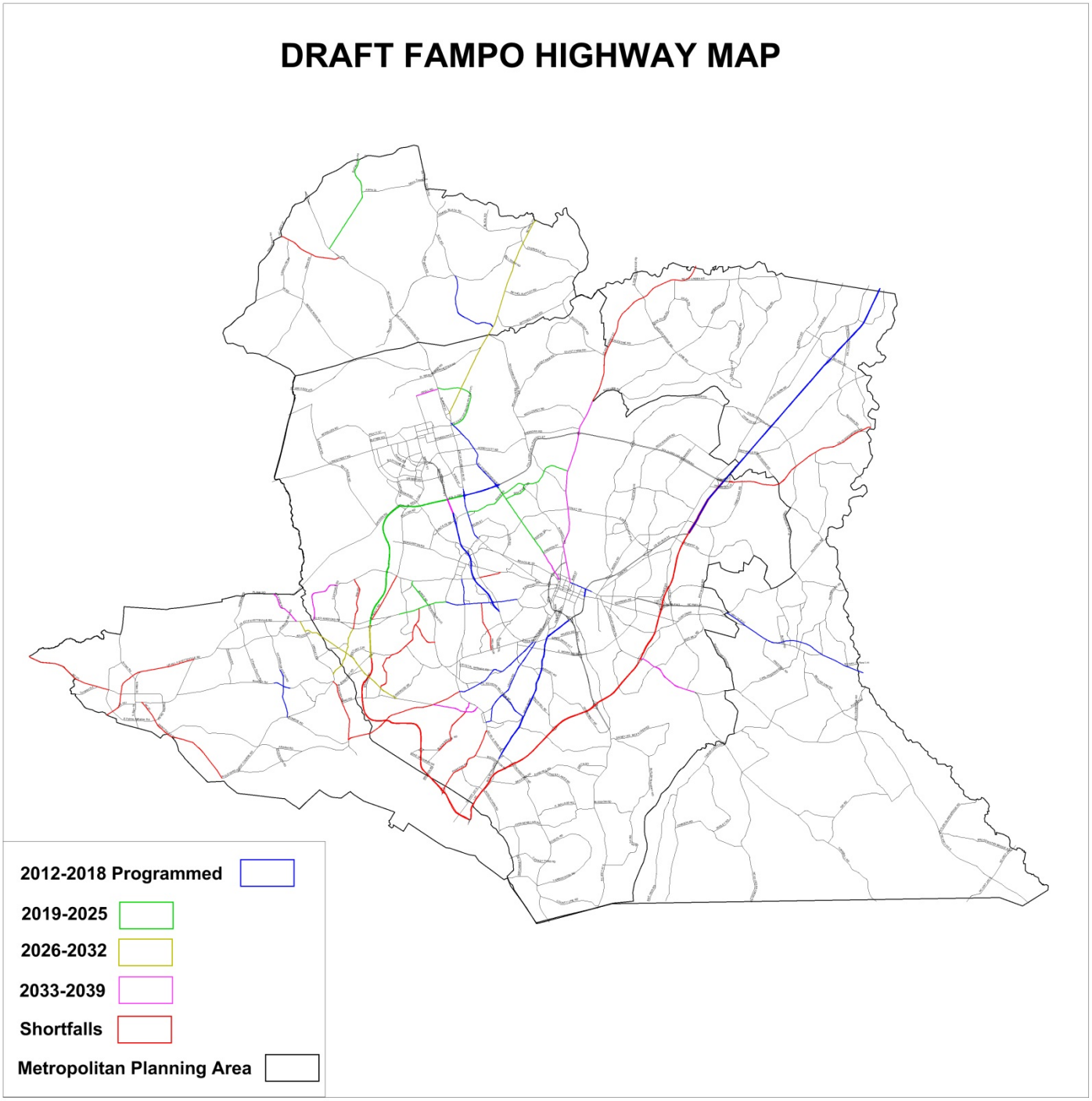
Table 5. FY 2039 Post Year Unmet Needs (Shortfall)

SHORTFALL							
Road Location	Request	FY 2012 Cost Estimate /Prior Balance	FY 2033-2039 Programmed	Prior Year	FY 2040 Post Year Cost Estimate	Programmed	Balance
U-4404 SR 1400 Cliffdale Rd., McPherson Church Rd. to SR 1404 (Morganton Rd.)	Widen to Multi-Lanes	13,015	-	-	48,591	-	48,591
U-2811 SR 1219 Ireland Dr., SR 1141 (Cumberland Rd.) to US 401 (Raeford Rd.)	Widen to Multi-Lanes	21,298	-	-	79,515	-	79,515
U-2710 SR 1403 Reilly Rd., SR 3569 (Old Reaford Rd.) to SR 1400 (Cliffdale Rd.)	Widen to Multi-Lanes	13,717	-	-	51,212	-	51,212
R-3333 US 401 Business North of Laurinburg to US 401 Business East of Raeford	Widen to Multi-Lanes	38,890	-	-	145,194	-	145,194
SR 1106 (Bailey Lake Rd.), Strickland Bridge Rd. to Bingham Dr.	Widen to Multi-Lanes with Sidewalks	13,648	-	-	50,954	-	50,954
R-2609 US 401, Multi-Lanes North of Fayetteville in Cumberland County to Lillington Bypass	Widen to multi-lanes	6,711	-	-	25,055	-	25,055
R-2592 NC 211, US 15/501 in Aberdeen to SR 1244 in Raeford	Widen to multi-lanes	25,566	-	-	95,450	-	95,450
R-2529 NC 24/27, Carthage Bypass to NC 87	Widen to multi-lanes	26,219	-	-	97,887	-	97,887
SR 1118 Parkton, NC 59 to SR 1120 (Natural View Dr.)	Widen to multi-lanes with sidewalks	27,053	-	-	101,001	-	101,001
SR 1710 Glen Rd., SR 1709 (Chason Rd.) to Future I-295 interchange in Cumberland County	Widen Facility to Three Lanes	16,470	-	-	61,490	-	61,490
U-2519AB I-295, South of SR 1118 (Parkton Rd.) to South of SR 1003 (Camden Rd.)	Construct Freeway on New Location	94,800	-	-	353,932	-	353,932
US 13, I-95 to I-40	Widen to Multi-Lanes	21,728	-	-	81,121	-	81,121

SHORTFALL							
Road Location	Request	FY 2012 Cost Estimate /Prior Balance	FY 2033-2039 Programmed	Prior Year	FY 2040 Post Year Cost Estimate	Programmed	Balance
NC 20, US 401 Business (East Central Avenue) to US 301	Widen to four lanes	45,805	-	-	171,011	-	171,011
SR 1115 Golfview Rd., SR 1112 (Rockfish Rd.) to Quarter Horse Run	Widen to multi lanes with sidewalks	23,513	-	-	87,785	-	87,785
U-2519BA I-295, South of SR 1003 (Camden Rd.) to South of SR 1104 (Strickland Bridge Rd.)	Construct Freeway on New Location	57,400	-	-	214,300		214,300
SR 1104 Strickland Bridge Rd., US 401 to SR 1112 (Stoney Point Rd.)	Widen to multi lanes with sidewalks	47,601	-	-	177,716	-	177,716
SR 1216 Camden Rd., Proposed 1-295 to Rockfish Rd. in Hoke County	Widen to four lane divided with sidewalks	16,916	-	-	63,155		63,155
U-2519AA I-295, I-95 in Robeson County to South of SR 1118 (Parkton Rd.) in Cumberland County	Construct Freeway on New Location	38,800	-	-	144,858	-	144,858
SR 1102 Gillis Hill Rd., US 401 (Raeford Rd.) to SR 1418 (Lindsey Rd.)	Widen to multi-lanes with median	20,486	-	-	76,484	-	76,484
I-95, Robeson/Cumberland County Line to US 301 (Exit 22)	Widen Rodaway to 8 Lanes	10,302	-	-	38,462	-	38,462
I-95, Robeson/Cumberland County Line to NC 53	Widen Roadway to 8 Lanes	111,167	-	-	415,037	-	415,037
I-95, I-95 Business/US 301 (Exit 56) to SR 1002 (Long Branch Rd.)	Widen Roadway to 8 Lanes	27,006	-	-	100,826	-	100,826
I-95, NC 53 to I-95 Business/US 301 (Exit 56)	Widen Roadway to 8 Lanes	45,228	-	-	168,857	-	168,857
Rim Road, Raeford Road to Cliffdale Rd.	Widen to multi-lanes with median	25,549	-	-	95,386	-	95,386

Road Location	Request	FY 2012 Cost Estimate /Prior Balance	FY 2033-2039 Programmed	Prior Year	FY 2040 Post Year Cost Estimate	Programmed	Balance
U-3422 SR 1003 Camden Rd.,Fayetteville Outer Loop (U-2519) to NC 59 (Hope Mills Rd.)	Widen to Multi-Lanes	26,315	-	-	73,313		73,313
Fayetteville	Fayetteville Computerized Traffic Signal System	6,745	-	-	25,182		25,182
Rockfish Rd. (Hoke County), Lindsay Rd. to Camden Rd.	Widen to multi lanes with sidewalks	29,832	-	-	111,376	-	111,376
Shortfall							3,155,150

DRAFT FAMPO HIGHWAY MAP



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.

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.

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.

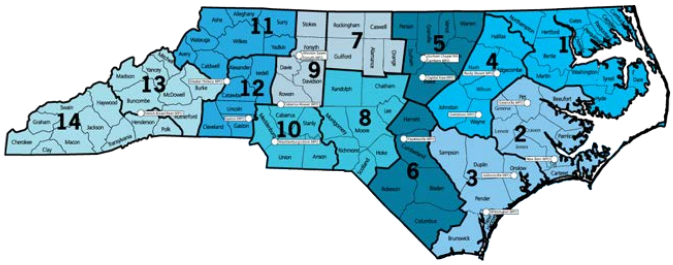
Currently counties in North Carolina are not eligible for Powell Bill funds.

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 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 and constructed the Cape Fear River Trail. 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 Bicycle and Pedestrian Plan.

Strategic Transportation Investments of 2013

The Strategic Mobility Formula, which was signed into law on June 26, 2013, will use existing resources more efficiently and effectively and move forward more quickly with important projects that will enhance mobility and revitalize communities. It will benefit metro area 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.



Statewide Level

- Projects of statewide significance will receive 40% of the available revenue, totaling $6 billion over 10 years.
- 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, equaling $4.5 billion over a decade based on regional population. Projects on this level compete within specific regions made up of two NCDOT Transportation Divisions. This 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, or $4.5 billion, 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

Mr. Michael D. Mandeville, Principal Planner, FAMPO

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

FAMPO

Fayetteville Area Metropolitan Planning Organization

Historic Courthouse
130 Gillespie Street
Fayetteville, NC 28301

fampo@co.cumberland.nc.us
Telephone: (910) 678-7614
Fax: (910) 678-7638

www.fampo.org