

Technical Memorandum 4

Policy Review and System Performance Report

TO: FAMPO Staff
FROM: RS&H
DATE: April 30, 2024 (revised)
SUBJECT: Policy Assessment Memorandum

Introduction & Purpose

Federal regulations ([23 CFR 450.306](#)) stipulate requirements for Metropolitan Planning Organizations (MPO) to carry out the continuing, comprehensive, and cooperative (3C) transportation planning process. The Metropolitan Transportation Plan (MTP) is one of the key documents prepared and maintained by MPOs and must conform to federal regulations ([23 CFR 450.324](#)).

Several federal transportation authorizations have been enacted over the years, each of which typically includes updates or modifications to the metropolitan planning and/or MTP requirements. This memorandum highlights the updates and new programs contained in the current federal regulations, identifies the 10 metropolitan transportation planning factors, provides an overview of regional policies that influence the FAMPO planning area, and proposes recommendations related to, or in addition to, these policies.

Federal Policy

The Infrastructure Investment and Jobs Act (IIJA) was signed into law in November 2021 and includes over \$550 billion of new federal infrastructure investment for fiscal years 2022-2026.

Metropolitan transportation planning requirements remain largely intact from the previous Moving Ahead for Progress in the 21st Century Act (2012) and Fixing America's Surface Transportation Act (2016) authorizations; however, the IIJA introduces several new MPO-related items which are summarized in **Table 1**.

Table 1: Infrastructure Investment and Jobs Act (IIJA) MPO-Related Updates

MPO-Related Topics	IIJA Updates
MPO Representation	Requires an MPO that serves an area designated as a transportation management area, when designating officials or representatives for the first time and subject to the MPO's bylaws or enabling statute, to consider the equitable and proportional representation of the population of the metropolitan planning area. [§ 11201(a)(1); 23 U.S.C. 134(d)(3)(D)]
Multiple MPOs in one Urban Area/Consistency of Planning Data*	Changes an existing requirement such that more than one MPO may be designated within an existing urbanized area (as opposed to within a metropolitan planning area under the FAST Act) only if the Governor and the existing MPO determine that the size and complexity of the area make such a designation for the area appropriate. [§ 11201(a)(1)(B); 23 U.S.C. 134(d)(7)]

	• If more than one MPO is designated within an urbanized area, the MPOs are required to: ○ Consult with the other MPO(s) designated for the area and the State in coordination of plans and transportation improvement plans (TIPs) required by 23 U.S.C. 134; [§ 11201(a)(2); 23 U.S.C. 134(g)(1)] ○ Ensure, to the maximum extent practicable, the consistency of any data used in the planning process, including information used in forecasting travel demand, while clarifying that they are not required to jointly develop planning documents, including a unified long-range transportation plan or unified TIP. [§ 11201(a)(2); 23 U.S.C. 134(g)(4) and (5)]
Public Participation*	Allows MPOs to use social media and other web-based tools to encourage public participation in the transportation planning process. [§ 11201(a)(3); 23 U.S.C. 134(i)(6)(D)]
Outyears of the MTP/ Fiscal Constraint*	Requires the United States Department of Transportation to amend Federal regulations to define a MTP's outer years as beyond the first four years. [§ 11202; 23 CFR 450.324(f)(11)(v)]
Travel Demand Data and Modeling	Requires the Secretary to: • Carry out a study that gathers travel data and travel demand forecasts from a representative sample of States and MPOs and compares travel demand forecasts with observed data; and to use this information to develop best practices or guidance for States and MPOs to use in forecasting travel demand for future investments in transportation improvements; [§ 11205(b)(1)] • Seek opportunities to support States' and MPOs' transportation planning processes by providing data to improve the quality of transportation plans, models, and travel demand forecasts; [§ 11205(b)(2)] • Develop, and make publicly available, a multimodal web-based tool to enable States and MPOs to evaluate the effect of highway and transit investments on the use and conditions of all transportation assets within the State or area served by the metropolitan planning organization, as applicable. [§ 11205(b)(3)]
Safe and Accessible Transportation Options	• Requires each MPO to use at least 2.5% of its PL funds (and each State to use 2.5% of its State Planning and Research funding under 23 U.S.C. 505) on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. [§ 11206(b)] • A State or MPO may opt out of the requirement, with the approval of the Secretary, if the State or MPO has Complete Streets standards and policies in place, and has developed an up-to-date Complete Streets prioritization plan that identifies a specific list of Complete Streets projects to improve the safety, mobility, or accessibility of a street. [§ 11206(c) and (e)] • For the purpose of this requirement, the term "Complete Streets standards or policies" means standards or policies that ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles. [§ 11206(a)]

Housing Coordination*	Makes several changes to include housing considerations in the metropolitan transportation planning process, including: • Updating the policy to include, as items in the national interest, encouraging and promoting the safe and efficient management, operation, and development of surface transportation systems that will better connect housing and employment; [§ 11201(d)(1); 23 U.S.C. 134(a)(1)] • Adding officials responsible for housing as officials with whom the Secretary shall encourage each MPO to consult; [§ 11201(d)(2); 23 U.S.C. 134(g)(3)(A)] • Requiring the metropolitan transportation planning process for a metropolitan planning area to provide for consideration of projects and strategies that will promote consistency between transportation improvements and State and local housing patterns (in addition to planned growth and economic development patterns); [§ 11201(d)(3); 23 U.S.C. 134(h)(1)(E)] • Adding assumed distribution of population and housing to a list of recommended components to be included in optional scenarios developed for consideration as part of development of the metropolitan transportation plan; [§ 11201(d)(4)(A); 23 U.S.C. 134(i)(4)(B)] • Adding affordable housing organizations to a list of stakeholders MPOs are required to provide a reasonable opportunity to comment on the metropolitan transportation plan; [§ 11201(d)(4)(B); 23 U.S.C. 134(i)(6)(A)] • Within a metropolitan planning area that serves a transportation management area, permitting the transportation planning process to address the integration of housing, transportation, and economic development strategies through a process that provides for effective integration, including by developing a housing coordination plan. [§ 11201(d)(5); 23 U.S.C. 134(k)]
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*Relevant items for developing the MTP

Source: Federal Highway Administration (FHWA), [Metropolitan Planning Program Fact Sheet](#)

The IIJA also introduces more than a dozen new highway programs, with a focus on safety, bridges, climate change, resilience, and project delivery. Additionally, there are more opportunities for local governments to access funding. Numerous formula programs, competitive grants, and pilot programs are included in the IIJA. Several of these programs, along with funding eligibility, are listed in **Table 2**. A complete listing can be found on the United States Department of Transportation (USDOT) website ([BIL Grant Programs](#)).

Table 2: Infrastructure Investment and Jobs Act (IIJA) Programs

Program Name	Type of Program	Eligibility	
		MPO	Local Government or Agency
Advanced Transportation Technology and Innovative (ATTAIN)	Competitive Grant	Yes	Yes
Bridge Investment	Competitive Grant	Yes	Yes
Carbon Reduction	Formula	Yes	
Charging and Fueling Infrastructure	Competitive Grant	Yes	Yes
Congestion Relief	Competitive Grant	Yes	Yes
National Electric Vehicle Infrastructure (NEVI)	Competitive Grant		Yes
National Infrastructure Project Assistance (MEGA)	Competitive Grant	Yes	Yes
Nationally Significant Multimodal Freight and Highway Projects (INFRA)	Competitive Grant	Yes	Yes
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)	Formula and Competitive Grant	Yes	Yes
Prioritization Process	Pilot	Yes	
Railroad Crossing Elimination	Competitive Grant	Yes	Yes
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	Competitive Grant	Yes	Yes
Reconnecting Communities	Pilot	Yes	Yes
Rural Surface Transportation Grant Program	Competitive Grant		Yes
Safe Streets and Roads for All	Competitive Grant	Yes	Yes
Strategic Innovation and Revenue Collection	Competitive Grant	Yes	Yes
Strengthening Mobility and Revolutionizing Transportation (SMART)	Competitive Grant	Yes	Yes
Wildlife Crossings Safety	Pilot	Yes	Yes

Source: USDOT, [Competitive Grant Programs](#) (as of March 14, 2023)

As noted in the table, MPOs and/or local governments are eligible for nearly all these programs.

Metropolitan Transportation Planning Factors

The Code of Federal Regulations Title 23, Part 405.306 states that the metropolitan transportation planning process shall provide for consideration and implementation of projects, strategies, and services that will address the following factors:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;

6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

Table 3 includes an overview of FAMPO activities that support these planning factors.

Table 3: FAMPO Activities Supporting Federal Planning Factors

Federal Planning Factor	FAMPO Planning Area Activities
1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency	• Representation from Chamber of Commerce and Fort Liberty on FAMPO's TCC • Actively working to enhance air passenger service at Fayetteville Regional Airport through policies established in the Cumberland 2030 Growth Vision Plan and Airport Master Plan • Coordination efforts and policies established in the Cumberland 2030 Growth Vision Plan to minimize encroachment of incompatible land uses abutting Fort Bragg • Identification and programming of multimodal infrastructure improvement projects through NCDOT Prioritization and regional and local planning efforts • FAMPO has become a crossroads for regionally significant transportation assets representing several modes, including I-95, US 301, US 401, NC 24, NC 87, I-295, and the East Coast Greenway • The Fayetteville Area System of Transit (FAST) runs 18 bus routes throughout the City of Fayetteville and is currently producing a Transit Development Plan that includes recommendations for expanding routes and services; additional on-demand transit services such as Hoke Area Transit Service and Harnett Area Rural Transit System (HARTS) serve areas outside of Fayetteville • Construction of the Fayetteville Outer Loop (I-295) is underway and is critical for the region; it will help support the military, promote continued economic growth, and strengthen North Carolina's ability to attract and retain business and industry • Passenger rail service at the Fayetteville Amtrak Station makes the region accessible to regional destinations such as Richmond, VA, Washington, DC, and Charleston, SC, and a study to develop commuter rail service between Fayetteville and Raleigh was completed in 2020 (Fayetteville-Raleigh Passenger Rail Feasibility Study)
2. Increase the safety of the transportation system for motorized and non-motorized users	• Track and monitor roadways with the highest number of bicycle and pedestrian incidents, as well as locations with heavy truck crashes that have resulted in a fatality or serious injury, to identify and program projects through NCDOT Prioritization • Participate and seek funding through programs such as Build A Better Block, Bicycle Rodeos/Skills Training, and Safe Routes to School (e.g.,

	Build a Better Block grant in Fayetteville to convert two lanes of Hay Street and Morganton Road into one lane, install a bike path, and encourage foot traffic) • State plans and programs: Vision Zero, Strategic Highway Safety Plan, Highway Safety Improvement Program, Spot Safety Program; FAMPO has adopted state's SHSP goals and uses recommended strategies • FAMPO updated its Congestion Management Process (CMP) in 2022, which includes numerous rail crossing improvement projects to enhance safety and reliability, several of which have been programmed in the STIP • Support of NCDOT Safety Performance Targets through adoption of annual resolutions since the inception of federal performance requirements • Strategic use and integration of intelligent transportation systems (ITS) to reduce congestion and increase safety (FAMPO Regional ITS Strategic Deployment Plan Update); ITS projects in the FAMPO region are programmed for funding in the STIP
3. Increase the security of the transportation system for motorized and non-motorized users	• Coordination with Fort Liberty to restrict base access and manage congestion in and around the base area • Cumberland County Emergency Operations Plan (EOP) and FAY's Airport Security Program (ASP) security plans established in the FAMPO planning area • Collaborative efforts with Fort Liberty to implement several highway projects that enhance physical security and restricting access to the base; public transit has also been diverted onto I-295 and Murchison Road to bypass Fort Liberty • Federal Transit Administration (FTA) grant for the construction of a multimodal Transit Transfer Center which provides greater safety and security for passengers and FAST buses are equipped with video surveillance systems • Coordination with Fort Liberty to identify and program Freight & Force Protection measures
4. Increase the accessibility and mobility of people and for freight	• Realignment of freight truck routes to ensure efficient and safe traffic flow to and from Fort Liberty • Identification of Strategic Transportation Corridors and local truck routes • Completed the Fayetteville Train Operations Study to alleviate congestion caused by trains (Norfolk Southern and CSX operate freight rail service in the Fayetteville region, along with the Aberdeen and Rockfish Railroad short line freight service) • Prioritization of projects that improve mobility and travel time reliability • Passenger rail service at the Fayetteville Amtrak Station makes the region accessible to regional destinations such as Richmond, VA, Washington, DC, and Charleston, SC, and a study to develop commuter rail service between Fayetteville and Raleigh is ongoing • FAMPO works with member communities to fund and implement the projects recommended in adopted regional bicycle and pedestrian plans (e.g. Fayetteville was awarded a multimodal planning grant from NCDOT to update the City's bike plan in 2023, which is anticipated to be completed in late 2024/early 2025)

	• FAST Transit Center is strategically located within walking distance of City Hall, Fayetteville Police Department Headquarters, Highsmith Rainey Hospital, the Medical Arts Building, Airborne and Special Operations Museum, Fayetteville's Amtrak station, and Segra Stadium • Support the goals and objectives in the 2023 North Carolina Statewide Multimodal Freight Plan
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth, housing, and economic development patterns	• Identification and application of environmental mitigation strategies • Environmental Resource Agency Consultation activities • Coordination with member communities to implement policy recommendations and strategies from a variety of planning efforts (e.g., Cumberland 2030 Growth Vision Plan, Fayetteville Downtown Renaissance Plan, corridor plans, etc.) • FAST Transit Center provides an attractive transportation option that is safe and comfortable for people to gather and provides multimodal connections between local transit and intercity transportation options • Coordination with local jurisdictions and NCDOT to minimize stormwater impacts, especially in areas prone to flooding • FAMPO participation in NEPA/SEPA process through project coordination and development when applicable
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight	• FAST Transit Center is a multimodal hub for local and regional bus service, Greyhound intercity buses, includes a stop on Russell Street for MegaBus and is within one block of Fayetteville's AMTRAK station • Identified of "first and last mile" projects to connect with transit service (e.g., Bragg Boulevard and Johnson Street intersection improvements) • Construction of the 39-mile I-295 outer loop is underway and will provide unprecedented interstate connectivity for the region, along with direct connections from Fort Bragg to I-95 • Coordination with member communities to identify funding and implement bicycle and pedestrian projects based on local planning efforts and as required by local ordinances • Partner in efforts to develop and fund the East Coast Greenway, as well as the expansion of the trail system within the FAMPO planning area • The Fayetteville Area System of Transit (FAST) runs 18 bus routes throughout the City of Fayetteville and is currently producing a Transit Development Plan that includes recommendations for expanding routes and services; additional on-demand transit services such as Hoke Area Transit Service and Harnett Area Rural Transit System (HARTS) serve areas outside of Fayetteville • The Fayetteville Amtrak Station makes the region accessible to destinations along the east coast and a study was completed in 2020 to develop commuter rail service between Fayetteville and Raleigh (Fayetteville-Raleigh Passenger Rail Feasibility Study) • Identification of Strategic Transportation Corridors and local truck routes
7. Promote efficient system management and operations	• Adoption of a comprehensive Multi-Modal CMP in 2022 that focuses on accessibility, connectivity, mobility, and safety for all transportation users; the CMP contains a toolbox of congestion mitigation strategies, corridor-

	specific project improvements, and a series of programmatic recommendations for multiple transportation modes • Strategic use and integration of ITS to reduce congestion and increase safety, including vision, goals, and objectives for the FAMPO region; gap assessment to identify ITS solutions; regional ITS architecture; regional multimodal list of highway and transit projects, as well as regional deployments; and guidance for linking and integrating ITS with transportation planning • Opening of the FAST Transit Center, a multimodal hub for local and regional bus service and Greyhound intercity buses
8. Emphasize the preservation of the existing transportation system	• Support of pavement rehabilitation projects in the current STIP • Completion of studies and improvements to regionally significant roadway corridors (e.g. Bragg Boulevard, Murchison Road) • Adoption of Infrastructure Condition and Transit Asset Management Performance Targets • Investment in highway maintenance
9. Improve the resiliency and reliability of the transportation system	• Coordination with local jurisdictions and NCDOT to minimize stormwater impacts, especially in areas prone to flooding • FEMA approval of the Cumberland-Hoke Regional Hazard Mitigation Plan in 2021; the plan is a long-term strategy that reduces the community's vulnerability to natural disasters • FAST Transit Center is LEED Silver for efficient use of energy and water and has thus far exceeded expectations with regards to energy efficiency; it also has two large cisterns to collect rainwater to use to irrigate its landscaped areas • NCDOT has raised bridges in Robeson and Cumberland counties from 8 feet to 10 feet
10. Enhance travel and tourism	• Participate in efforts to develop and fund the expansion of the trail system within the FAMPO planning area (e.g., East Coast Greenway, Cape Fear River Trail, etc.) • Continuing to study how to establish commuter-rail passenger service through Fayetteville; including coordination with NCDOT to evaluate the Fayetteville to Raleigh corridor, which was one of the corridors awarded a Corridor Identification and Development grant in 2023 • Representation from Chamber of Commerce on FAMPO's TCC • FAMPO has worked cooperatively with its municipalities and NCDOT to help implement and establish signage to educate travelers and tourists • Investments in the roadways and public transportation that provide access to attractions in the FAMPO planning area (e.g. Hay Street adjacent to Segra Stadium) • Completion of the Fayetteville-Raleigh Passenger Rail Feasibility Study (2020) • The Fayetteville Regional Airport provides regular passenger service to Charlotte, Atlanta, and Dallas-Fort Worth and is actively working to enhance its service (e.g., Cumberland 2030 Growth Vision Plan, Airport Master Plan) • FAMPO Executive Director serves as a member of the Chamber's Government Affairs Committee

Regional Policies

The FAMPO planning area boundary encompasses portions of Cumberland, Harnett, Hoke, and Robeson counties, which include the cities of Fayetteville and Raeford, along with the towns of Eastover, Hope Mills, Parkton, and Spring Lake. These jurisdictions have their own policies and, as the designated MPO for the region, FAMPO collaborates with member communities to develop and implement regional policies that provide opportunities to plan for and fund improvements to the transportation network. Significant regional transportation and land use policies that are currently in place within the FAMPO planning area includes the following:

FAMPO Plans and Policies

Congestion Management Process (2022)

A series of programmatic and policy-level recommendations are included in FAMPO's Congestion Management Process (CMP) for stakeholders in the FAMPO region to consider. The following recommendations consider broader approaches to shifting the transportation network toward more connected, multi-modal, and equitable infrastructure:

Improve Bicycle and Pedestrian Infrastructure around Schools – It is important to prioritize multi-modal improvements around schools, where bicycle and pedestrian access is core to the vitality of a local community. Many of the schools in the FAMPO region lack adequate infrastructure for safely walking or biking to school, even for students living nearby. Stakeholders in the region should improve mid-block crossings and sidewalks around schools, filling sidewalk gaps along school frontages and along routes to schools and providing pedestrian refuges and high-visibility crossings at schools. Rectangular Rapid Flashing Beacons (RRFBs) and Pedestrian Hybrid Beacons (PHBs) should be considered where applicable. At signalized intersections near schools, ADA-compliant crossings, pedestrian signal heads, and minimum pedestrian clearance times are critical. FAMPO should assist its member communities by coordinating with NCDOT's Integrated Mobility Division to identify Safe Routes to School funding opportunities.

Establish a Bicycle and Pedestrian Advisory Committee – The CMP has clarified and confirmed a need for improved multi-modal infrastructure in the FAMPO region, both to reduce congestion and to improve safety and access. FAMPO should establish a committee that oversees the study, evaluation, and improvement of bicycle, pedestrian, and multimodal infrastructure in the planning area.

Implement Local Bike Plans – Two completed bike plans in the region include the Sandhills Regional Bike Plan and the Fayetteville Bicycle Plan. These resources offer recommendations for building out a safe, comfortable, and accessible bicycle network, as well as providing connectivity between existing and future bicycle transportation infrastructure.

Improve Neighborhood Connectivity – As concluded through existing conditions analysis, the transportation network within the FAMPO region is disconnected, particularly between suburban neighborhoods. Large swaths of residential land uses are isolated by streets that do not connect

over streams and arterials. These neighborhoods should be connected to each other, and, to an extent, to the commercial land uses that line major corridors. Stakeholders in the region should undertake a planning process to connect the network by multi-modal means. In some locations, sidewalk or trail connections could provide the appropriate level of connectivity, while in other areas, full street connections may be necessary.

Expand Transit Service to Major Regional Hubs – Expansion of transit service is a key element in reducing congestion and improving safety in the FAMPO region. While some specific recommendations are made in Section 6.5, additional planning efforts should also be considered to expand service to Fort Liberty (formerly Fort Bragg) and to the Fayetteville Regional Airport, as well as to Spring Lake, Raeford, Hope Mills, and other surrounding communities. It should be noted that FAST is currently producing a Transit Development Plan that will also address many of these recommendations. FAST representatives on FAMPO's TCC are encouraged to provide updates and coordinate with FAMPO throughout the development of this plan.

Evaluate Rail Relocation – The City of Fayetteville is built around the rail network. Frequent at-grade rail crossings create barriers to the flow of all modes of traffic. A comprehensive study of potential rail relocation and connectivity opportunities should be undertaken, including an examination of flooding and resiliency relative to the interaction between the street and rail networks.

[Title VI Program \(2022\)](#)

Enacted as part of the Civil Rights Act of 1964, Title VI prohibits discrimination based on race, color, and national origin in programs and activities that receive federal financial assistance. Additionally, Executive Order 13166 stipulates improving access to services for persons with Limited English Proficiency (LEP). As a federal-aid recipient, FAMPO has a policy to ensure compliance with Title VI and LEP requirements. More information about the [FAMPO Title VI Program](#) is posted on its website.

[FAMPO 2045 MTP Environmental Justice Plan \(2019\)](#)

Environmental justice (EJ) is defined as the just treatment and meaningful involvement of all people, regardless of income, race, color, national origin, Tribal affiliation, or disability, in agency decision-making and other Federal activities that affect human health and the environment. It can also mean the right to a safe, healthy, productive, and sustainable environment for all, where "environment" is considered in its totality to include the ecological (biological), physical (natural and built), social, political, aesthetic, and economic setting. Environmental Justice refers to the conditions in which such a right can be freely exercised, whereby individual and group identities, needs, and dignities are preserved, fulfilled, and respected in a way that provides self-actualization and personal and community empowerment. FAMPO's roles and responsibilities related to EJ are documented in the [FAMPO Environmental Justice Element of the 2045 MTP](#).

FAMPO's Inclusionary Planning Commitment

Addressing EJ during the transportation decision making process will allow FAMPO to:

- Continue to consider the benefits/burdens of the MTP, including how the projects funded are impacting EJ populations in the planning area.
- Continue to make better transportation decisions that meet the needs of all people by including the needs and involvement of all people.
- Work with FAST and other agencies to design transportation facilities that fit harmoniously into the community.
- Continue to enhance the public involvement process, strengthen community-based partnerships, and provide all populations with opportunities to question and improve the quality and service of transportation in their lives.
- Continue to improve data collection and look for opportunities to leverage tools from USDOT and NCDOT, such as the Transportation Disadvantaged Index Tool to help identify these populations.
- Continue to partner with other public and private agencies to leverage transportation resources to achieve an inclusive planning vision.
- Continue to minimize and or mitigate unavoidable impacts by identifying EJ concerns early and providing offsetting alternatives and/or enhancement measures to benefit affected communities and neighborhoods.
- Continue to coordinate transportation and land use planning efforts including through consideration of future recommendations in adopted land use plans, and education and collaboration related to identified future transportation corridor improvements (such as those documented in the CTP).

FAMPO 2045 MTP Freight Plan (2019)

In the Freight Element of the 2045 MTP, FAMPO commits to following the goals and objectives of the North Carolina Statewide Multimodal Freight Plan. The following goals and objectives were established in the original 2017 plan and carried forward into the 2023 plan update:

Freight Goals and Objectives

- Enhance economic development opportunities and competitiveness
 - Support the State's freight economy sectors to attract quality growth and high paying jobs
 - Improve the ports and the airports to increase exports to key trading partners and to fully participate in the global markets
 - Leverage state-owned logistical assets such as the maritime ports to form cooperative alliance and accommodate increased cargo flow from the introduction of mega-container vessels and the opening of the expanded Panama Canal
 - Improve access to freight-related industries, and potential industrial or mega development sites

- Improve mobility and access to intermodal operations and facilities
- Expand access to competitive multimodal transportation options
- Develop strategic highway and rail connections with regional trading partners
- Collaborate with local government in improving the “last mile” freight operations and urban area logistics
- Improve freight system efficiency, reliability, and resiliency
 - Enhance integration and connectivity across and between freight modes
 - Strategically expand system capacity where existing infrastructure can no longer be optimized
 - Improve mobility and travel time reliability by managing traffic congestion
 - Improve system productivity by lowering transportation costs
 - Improve incident management system by partnering with Emergency Response and Law Enforcement agencies
 - Reduce road closures during peak season and peak hours for construction and maintenance
 - Coordinate traffic signals on U.S. and North Carolina routes to improve flow of through traffic
 - Monitor and evaluate system performance to assess truck travel time reliability, operational conditions and effectiveness of congestion management strategies
 - Expand multimodal access to ports, airports and other intermodal and logistics hubs
 - Maintain alternate access routes and redundancy in the system for rapid recovery from weather or other disaster events
- Enhance freight transportation safety and security
 - Reduce fatality, injury, and crash/incident rates on all modes to improve public health
 - Reduce economic losses due to transportation crashes and incidents
 - Eliminate safety hazards by proactively working with stakeholders and agencies responsible for the freight transportation system
 - Improve system security to protect people, cargo and critical infrastructure assets
- Support adoption and deployment of new freight technologies
 - Promote the adoption of safety, fuel efficiency, telematics, alternative fuel, electronic logging device, and other technologies for the trucking industry
 - Implement adaptive signal control and other ITS safety solutions on key freight transportation corridors and freight facilities
 - Foster safe future use of autonomous vehicles and drones in freight transportation

- Foster the adoption of Mobility-as-a-Service or similar last mile freight delivery operations through freight-focused planning and projects
- Improve freight infrastructure conditions and preservation
 - Maintain, preserve, and extend the service life of existing and future freight transportation infrastructure serving all modes
 - Monitor infrastructure conditions and prepare an annual freight state-of-the system report covering all modes
- Protect and enhance the natural environment
 - Reduce freight-induced negative impacts on natural, cultural and environmental resources
 - Reduce mobile source emissions, GHG, and energy consumption
 - Reduce noise, vibration and other freight-induced negative impacts on residential communities
 - Improve quality of life for those communities most impacted by freight operations
- Foster public-private partnerships and collaboration with freight stakeholders
 - Develop and nurture partnerships with private industries with significant role in the State's economy
 - Provide a forum for public agencies, industry groups, U.S. military, and local business chambers to coordinate and integrate freight movements
 - Provide a forum for participation by freight shippers and carriers in the State
 - Improve access to data and information such as traffic speed, incidents, and construction management information
 - Expand external communication through social media and mobile apps
- Ensure good fiscal management and sustainable funding for the State's freight network
 - Secure funding for projects with long-term benefits or high benefit-cost ratio
 - Leverage Federal funding in freight projects
 - Maintain high standards in management of public assets and resources

Land Use Plans and Policies

Fayetteville 2040 Comprehensive Plan (2020)

The Fayetteville fiscal year 2020 Strategic Plan "A Focus on the Future" and its Goals, Objectives, and Targets for Action support a need and interest in planning for the City's future growth through a Comprehensive Land Use Plan. The plan includes a Future Land Use Map, character area descriptions, goals, objectives, and associated policies and implementation strategies, which are

highlighted below. More information about the [Fayetteville 2040 Comprehensive Plan](#) is posted on its website.

Goals and Policy Recommendations

The Plan establishes six Future Land Use Goals with Policies to meet the goals as summarized below:

- Goal 1: Focus value & investment around infrastructure and strategic nodes.
 - Encourage growth in areas well served by infrastructure and urban services.
- Goal 2: Promote compatible economic and commercial development in key identified areas.
 - Encourage strategic economic development.
- Goal 3: Encourage redevelopment of strip commercial areas.
 - Encourage redevelopment along underutilized commercial strip corridors and reinvestments in distressed residential neighborhoods.
 - Create well designed and walkable commercial and mixed use districts.
 - Improve gateways.
- Goal 4: Foster safe, stable and attractive neighborhoods.
 - Encourage development standards that result in quality neighborhoods.
 - Encourage a mix of housing types for all ages and incomes.
- Goal 5: Preserve and enhance environmental features through open space protection.
 - Require the reservation of open space and unique natural features in new developments.
 - Plan for connected system of open space and greenways.
 - Support land use, site design, and capital improvement initiatives that increase resiliency and reduce impacts from flooding and natural disasters.
- Goal 6: Compliment and capitalize on the strategic importance of military installations and educational and medical institutions.
 - Encourage a development pattern and community growth that respects the training and operational mission of the military, while also allowing for reasonable, appropriate uses on properties near Fort Bragg.
 - Coordinate with Fort Bragg.
 - Coordinate with local governments, non-profits and education and medical institutions on economic development initiatives and complimentary development in the vicinity of campuses.

Resiliency Element of Comprehensive Plan

The Comprehensive Plan includes a [Resilience Element](#) to plan for resiliency in natural hazard mitigation, economic development security, and social equity to maintain and enhance its physical development and economic and social structures. The City has pursued community resilience across a range of planning and capital improvement initiatives.

Purpose of Resiliency Element

- Communicate and promote the benefits of resilience to the public.
- Integrate resilience into all planning and natural area conservation efforts.
- Protect future water quality and quantity.
- Promote social equity and provide assistance and support for vulnerable populations and areas.
- Shift development patterns to sustainable community design, green buildings, and renewable energy supplies.
- Establish and maintain economic development resiliency.
- Pursue partnerships with federal and state agencies, NGOs, and nonprofit organizations to enhance local and regional resiliency.
- Establish and maintain public confidence in our government and institutions in times of physical, economic, and social stress.
- Establish and maintain monitoring, evaluation, and adaptive management capacity for addressing communitywide resilience on a continuing basis.

Fayetteville Plan Inventory and Assessment (2018)

To ensure compatibility and cohesiveness among existing plans, the City produced the [Fayetteville Plan Inventory and Assessment](#) to summarize, inventory, and assess the goals and strategies of past relevant planning efforts. The plan inventory and assessment developed by Fayetteville includes a review of the strategies from 13 plans completed in the City over the past three decades and categorizes them as policy-oriented or action-oriented. [Policy strategies were organized by theme, including transportation.](#)

The Fayetteville Plan Inventory and Assessment is similar to the approach used to develop this policy assessment for FAMPO, which concludes with recommendations based on the policy-oriented strategies established in the planning area that best help to achieve the MPO's goals and objectives.

Cumberland County 2030 Growth Vision Plan (2008)

The [2030 Growth Vision Plan](#) primarily serves as guidance for local government decisions, a source of information on a number of topics (including population, economy, transportation, housing, and community facilities), and a reflection of the attitudes and perspectives of the community (through public engagement). The plan is organized as a series of policies and actions, as follows:

Policies and Actions

- A More Diversified Local Economy
- Well Managed Growth and Development
- Infrastructure That Keeps Pace
- A Balanced Transportation System
- Community Oriented Schools
- Expanded Parks and Recreation
- Preserved Open Space and Rural Character

- Quality Housing and Residential Development
- Compatible Commercial Development
- Community Appearance and Image
- A Healthy, Sustainable Environment
- Vibrant Downtown Areas
- The Cape Fear River, A Regional Asset
- Public Safety Services Closer to the People
- Senior Citizens Well Served
- Intergovernmental Cooperation and Efficiency
- An Active, Involved Citizenry

[Harnett County Comprehensive Growth Plan/Grow Harnett County \(2015\)](#)

[Grow Harnett County](#) is the county's planning effort to create a comprehensive growth plan to guide development of the county to desired community outcomes. This growth plan is best described as a guide to the county's future and informs current and future decision makers about where they are now, where they want to go, how they intend to get there, and who will help them along the way. It is a policy document that defines a direction forward so public investment decisions can be better informed, resulting in opportunities that will improve Harnett County's quality of life and competitive position in the region, and potentially stimulate subsequent private-sector investment. The plan presents a clear vision for the future of Harnett County and outlines strategies so the public and private sectors can jointly implement the plan.

Focus Areas

- Economic Development
- Land Use
- Transportation
- Natural Resources
- Utilities

Transportation Goals and Policies*

- Goal TRANS-1: Develop a strategy to get a four-lane road constructed from Harnett to Wake County.
 - Policy TRANS 1.1 – Coordinate with CAMPO, NCDOT, and Fuquay Varina to plan for a limited access route from US 401 to future I-540.
 - Policy TRANS 1.2 – Continue to work with CAMPO and NCDOT to widen NC 55 north of Angier.
- Goal TRANS-2: Improve the efficiency of the local road network.
 - Policy TRANS 2.1 – Identify new-location collector and thoroughfare street alignments in growth areas.
 - Policy TRANS 2.2 – Promote access management on existing arterials.
 - Policy TRANS 2.3 – Mitigate impacts of new development on the transportation network.

- Goal TRANS-3: Provide for multi-modal transportation options near Development Nodes and in Residential Focus Areas of the County.
 - Policy TRANS 3.1 – Continue to support the incorporation of pedestrian facilities in roadway improvement projects within Residential Focus Areas and near Development Nodes.
 - Policy TRANS 3.2 – Encourage the incorporation of pedestrian infrastructure in new developments within Residential Focus Areas and near defined Development Nodes.
 - Policy TRANS 3.3 – Promote pedestrian oriented design in Development Nodes and Residential Focus Areas of the County.
- Goal TRANS-4: Develop a Countywide Greenway System.
 - Policy TRANS 4.1 – Encourage trails and greenways to be planned for and constructed by public entities or by private entities as part of amenities for new developments.
- Goal TRANS-5: Coordinate with regional and state transportation planning agencies.
 - Policy TRANS 5.1 – Coordinate with municipalities, CAMPO, FAMPO, the Mid-Carolina RPO and NCDOT to update the Harnett County CTP.
 - Policy TRANS 5.2 – Require or incentivize rights-of-way preservation for planned facilities.

**See Grow Harnett County plan for goals and policies of other Focus Areas.*

Stedman Area Land Use Plan (2019)

The [Stedman Area Plan](#) seeks to guide the future development of the area while also addressing the health, safety, and overall quality of life for its residents. With major improvements to and the widening of Highway 24 completed in recent years, the area now has better access to Fayetteville and other parts of the county west of the Cape Fear River.

Key Purposes of the Land Use Plan

- Provide guidance for rezoning, planning and capital investment decisions and set policy directives for officials, staff and other parties concerned with future development.
- Assist in producing desirable land use patterns, uses and densities.
- Ensure future development adds to the overall quality and uniqueness of the community and builds upon the existing foundation that defines Stedman and its surrounding area.

Plan Recommendations

- Protect rural character, working agriculture, and water quality.
- Facilitate quality, attractive, well-designed commercial.
- Update the Town of Stedman's Zoning Ordinance.

- The Complete Streets policy should be followed when considering new or the enhancement of existing development (as per NCDOT) to ensure the same rights and safe access for all users of streets and all modes of transportation.
- Support possible future Rails to Trails project.
- Encourage new development & redevelopment in areas well served by water and sewer infrastructure and/or town services.
- Maintain and improve the efficiency of public services.
- Create and implement a stormwater ordinance.
- Make open space and conservation a priority.
- Create a network of connected useable open space.
- Encourage useable open space in residential developments.

Bicycle and Pedestrian Plans and Policies

There are a series of adopted plans and policies within the FAMPO planning area that focus on bicycle and pedestrian facilities and their integration into the multimodal transportation network, to provide more access and connectivity for these modes. The existing plans, which include policy recommendations, include the following:

[Fayetteville Bicycle Plan \(2020\)](#)

[Fayetteville Comprehensive Pedestrian Plan \(2018\)](#)

[Fayetteville Pedestrian Safety Program/Walk Safe \(2018\)](#)

[Fayetteville Center City Parks and Trails Master Plan \(2020\)](#)

[Harnett County Bicycle, Pedestrian, and Greenway Master Plan \(2020\)](#)

[Sandhills Regional Bike Plan \(2019\)](#)

NCDOT Complete Streets Policy (2019)

In addition, NCDOT has implemented a [Complete Streets policy](#) that applies statewide. This policy directs the department to consider and incorporate several modes of transportation when building new projects or making improvements to existing infrastructure. The benefits of this approach include:

- Making it easier for travelers to get where they need to go;
- Encouraging the use of alternative forms of transportation;
- Building more sustainable communities;
- Increasing connectivity between neighborhoods, street, and transit systems;
- Improving safety for pedestrians, cyclists, and motorists.

FAMPO Policy Recommendations

As noted previously in this memorandum, there are several existing policies in the FAMPO planning area related to transportation. Based on a review of these policies, it is recommended that FAMPO consider adopting a series of its own policies that are consistent with those already in place and help achieve the goals and objectives established by the MPO.

Table 4 lists the proposed policies for the FAMPO planning area, along with the respective goal and objectives they are intended to help accomplish.

Table 4: Policy Recommendations for FAMPO

Goals and Objectives	Policies	Timeframe
Ensure a safe, secure, and resilient transportation system. ○ Support efforts to reduce the number of traffic fatalities and serious injuries ○ Improve safety for all modes and users ○ Minimize conflicts between different modes of travel ○ Reduce system vulnerability and improve system resiliency	• Develop a Vision Zero Plan.	Short-term
	• Identify intersection locations with safety concerns and develop a strategy to implement and fund design improvements.	Short/Med-term
	• Promote and pursue planning and design elements that enhance the resiliency and sustainability of the transportation system.	Short-term
	• Encourage roadway designs that incorporate complete streets policies.	Short-term
Manage congestion and system reliability. ○ Improve travel time reliability on the transportation system ○ Implement and monitor effectiveness of congestion management strategies ○ Adapt transportation infrastructure and technologies to meet changing traveler needs and desires	• Prioritize and implement projects identified in the CMP.	Med-term
	• Participate in Share the Ride NC to promote smart commuting in the region.	Short-term
	• Support the Statewide TDM Plan and coordinate with member communities and transit agencies to implement TDM strategies.	Short/Med-term
Improve connectivity and accessibility for all modes. ○ Encourage land development patterns that promote transportation efficiency ○ Increase access to essential services and activity centers ○ Enhance regional connectivity	• Support the development of land use plans that incentivize increased density and the inclusion of transit elements through infill and new development.	Short/Med-term
	• Dedicate funding for projects that improve walking and biking connections to schools.	Short/Med-term
	• Coordinate with local planning staff and update ordinances to preserve right-of-way for future CTP corridors.	Med/Long-term
Preserve the existing transportation system. ○ Maintain existing transportation facilities in good condition ○ Utilize technology and innovation to maximize sustainability of the transportation system ○ Prioritize maintenance when allocating funding	• Monitor and report on the state of good repair for transportation infrastructure and investments.	Short-term
	• Participate in regional and/or statewide efforts to adopt and incorporate new transportation technologies.	Med/Long-term
Enhance economic development opportunities and competitiveness. ○ Promote improvements that facilitate the efficient movement of freight ○ Improve project delivery for all modes ○ Explore and pursue alternative funding sources	• Collaborate with NCDOT and member communities to develop strategies to enhance freight mobility.	Short-term
	• Pursue federal grant funding opportunities to supplement project implementation and operation costs.	Short-term
Prioritize equitable transportation options. ○ Invest in the multimodal transportation system ○ Design the transportation system for all users ○ Equitably distribute transportation investments	• Improve connectivity of multimodal infrastructure adjacent to bus routes including sidewalks, crosswalks, trails, and park and ride lots.	Med/Long-term
	• Recruit representatives of groups traditionally underrepresented in the transportation planning process to serve on FAMPO boards and committees.	Short-term
	• Establish a sidewalk and bicycle program to dedicate funding for active transportation and/or prioritize identified pedestrian and bicycle projects.	Short/Med-term
Strengthen relationships with transportation partners. ○ Regularly coordinate with resource agencies, EJ communities, neighboring MPOs, and other key stakeholders ○ Participate in transportation-related planning efforts initiated by other agencies and organizations throughout the region ○ Expand outreach and engagement techniques	• Utilize social media to share information and seek input from stakeholders and residents; integrate social media in the PIP.	Short-term
	• Develop data clearinghouse that is available and accessible to member communities, stakeholders, and the public.	Med-term
Protect the natural environment and promote public health. ○ Minimize or mitigate impacts to natural and cultural resources ○ Reduce emissions from mobile sources ○ Provide transportation solutions that contribute to improved public health	• Establish performance measures to assess the health benefits of proposed projects.	Short/Med-term
	• Support capital investments of the transit vehicle fleet to reduce emissions and increase reliability.	Short-term

Fayetteville Area Metropolitan Planning Organization (FAMPO) Metropolitan Transportation Plan System Performance Report

Background

Pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21) Act enacted in 2012 and the Fixing America's Surface Transportation Act (FAST Act) enacted in 2015, state Departments of Transportation (DOT), Metropolitan Planning Organizations (MPO), and public transportation providers must apply a transportation performance management approach in carrying out their federally required transportation planning and programming activities. The process requires the establishment and use of a coordinated performance-based approach to transportation decision-making to support national goals for the federal-aid highway and public transportation programs.

On May 27, 2016, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued the Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Final Rule (The Planning Rule).¹ This regulation implements the transportation planning and transportation performance management provisions of MAP-21 and the FAST Act.

In accordance with 23 CFR 450.324(f)(3)-(4)(i)(ii) of the Planning Rule, and the North Carolina Performance Management Agreement between the North Carolina Department of Transportation (NCDOT), the Fayetteville Area Metropolitan Planning Organization (FAMPO), and public transportation providers, NCDOT and each North Carolina MPO must include a description of the applicable performance measures and targets and a System Performance Report for the performance measures in their respective statewide and metropolitan transportation plans. The System Performance Report presents the condition and performance of the transportation system with respect to required performance measures and approved performance targets, and reports on progress achieved in meeting the targets in comparison with previous reports and the baseline. The Planning Rule specifies the following timeframes for when a state or MPO must include the System Performance Report:

- Highway Safety/PM1 - In any statewide or metropolitan transportation plan amended or adopted on or after May 27, 2018;
- Pavement and Bridge Condition/PM2 - In any statewide or metropolitan transportation plan amended or adopted on or after May 20, 2019;
- System Performance, Freight, and Congestion Mitigation and Air Quality/PM3 - In any statewide or metropolitan transportation plan amended or adopted on or after May 20, 2019;
- Transit Assets - In any statewide or metropolitan transportation plan amended or adopted on or after October 1, 2018;
- Transit Safety Measures - In any statewide or metropolitan transportation plan amended or adopted on or after July 20, 2021.

¹ 23 CFR 450.314

The FAMPO 2050 Metropolitan Transportation Plan (MTP) was adopted / amended on May 10, 2024. Per the Planning Rule and the North Carolina Performance Management Agreement, the System Performance Report for the FAMPO 2050 MTP is included, herein, for the required performance Measures.

The FAMPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the Sandhills Safe & Connected planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, the North Carolina Strategic Highway Safety Plan, (SHSP), the Highway Safety Improvement Program (HSIP), the Transportation Asset Management Plan (TAMP), the North Carolina Multimodal Statewide Freight Plan, the NCDOT Group Transit Asset Management Plan, and the current 2040 North Carolina Statewide Long Range Transportation Plan (SLRTP).

- The 2040 SLRTP provides a 30-year transportation blueprint for the state. The Plan summarizes the state's highest priorities for ensuring safety and preserving the existing transportation systems and focusing on services and facilities with statewide significance. Investment strategies identified in the 2040 SLRTP are intended to meet the mobility needs, ensuring safety and promote economic growth for the state, and reflect optimal performance impacts across each investment program given anticipated transportation revenues.
- The North Carolina SHSP is intended to articulate the way forward to achieve Vision Zero, where even one fatality is too many on North Carolina roads. The SHSP's vision, mission, and goals guide the development and implementation of strategies and actions to achieve Vision Zero for the MPOs and other safety partners in addressing safety and defines a framework for implementation activities to be carried out across North Carolina.
- The HSIP annual report provides for a continuous and systematic process that identifies and reviews traffic safety issues across the state to identify locations with potential for improvement. The goal of the HSIP process is to reduce the number of crashes, injuries and fatalities by eliminating certain predominant types of crashes through the implementation of engineering solutions.
- MAP-21 requires States to develop a TAMP for all NHS pavements and bridges within the state. North Carolina's TAMP includes investment strategies leading to a program of projects that would make progress toward achievement of a State's pavement and bridge condition targets.
- The North Carolina Multimodal Statewide Freight Plan defines the conditions and performance of the state freight system and identifies the policies and investments that will enhance highway freight mobility well into the future. The Plan identifies freight needs and the criteria used to determine investments in freight, and prioritizes freight investments across modes.

The sections that follow provide detail regarding the performance measures and associated targets, as well as, information/discussion by FAMPO regarding how projects programmed in their TIP are helping the NCDOT achieve their targets.

Highway Safety/PM1

Effective April 14, 2016, the FHWA established five highway safety performance measures² to carry out the HSIP. The HSIP is a federal-aid funding program intended to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. These performance measures are:

1. Number of fatalities;
2. Rate of fatalities per 100 million vehicle miles traveled;
3. Number of serious injuries;
4. Rate of serious injuries per 100 million vehicle miles traveled; and
5. Number of combined non-motorized fatalities and non-motorized serious injuries.

Safety performance targets are established annually by the State DOTs for each safety performance measure and reported to FHWA in the HSIP Annual Report. MPOs then establish annual targets for each measure by either agreeing to program projects that will support the statewide targets or setting quantifiable targets for the metropolitan planning area.

Current statewide safety targets address calendar year 2024 and are based on a five-year rolling average of historical data and anticipated trends. North Carolina established statewide safety performance targets for 2024 in August 2023. The statewide targets for 2023 and 2024 are included in Table 1, along with statewide safety performance for the three most recent reporting periods (2016-2020, 2017-2021, and 2018-2022). The FAMPO adopted/approved the 2024 North Carolina statewide safety performance targets on March 27, 2024.

Table 1. Highway Safety/PM1, Statewide System Conditions and Performance

Performance Measures	2020 (2016-2020 Average)	2021 (2017-2021 Average)	2022 (2018-2022 Average)	2023 Targets (2019-2023 Average)	2024 Targets (2020-2024 Average)
Number of Fatalities	1,427.2	1,494.8	1,550.6	1,202.2	1,151.7
Rate of Fatalities per 100 Million Vehicle Miles Traveled	1.208	1.279	1.327	1.011	0.967
Number of Serious Injuries	3,905.0	4,903.4	5,038.6	3,423.0	3,312.1
Rate of Serious Injuries per 100 Million Vehicle Miles Traveled	3.281	4.195	4.311	2.863	2.767
Number of Combined Non- Motorized Fatalities and Non- Motorized Serious Injuries	543.4	637.2	676.0	468.2	451.1

² 23 CFR Part 490, Subpart B

As shown in Table 1, the five-year rolling average increased between 2020 and 2022. The 2024 targets are based on a goal of reducing fatalities and serious injuries by a certain percentage by December 31, 2024.

In early 2022, FHWA completed an assessment of target achievement for NCDOT's calendar year (CY) 2020 safety targets, based on the 5-year averages for 2016-2020 for each measure. Per FHWA's PM1 rule, a state has met or made significant progress toward its safety targets when at least four of the targets have been met or the actual outcome is better than the baseline performance. Based on FHWA's review, North Carolina did not make significant progress toward achieving its safety targets. As a result, NCDOT must ensure that all HSIP safety funds are obligated and must develop an HSIP Implementation Plan that describes actions the State will take to meet or make significant progress toward achieving its targets.

The latest safety conditions will be updated annually on a rolling 5-year average basis and will be reflected within each subsequent System Performance Report, to track performance over time in relation to baseline conditions and established targets.

The Sandhills Safe & Connected plan will increase the safety of the transportation system for motorized and non-motorized users as required by the Planning Rule. The plan includes the following safety goal and associated objectives – Ensure a safe, secure, and resilient transportation system. Safety was also a prominent criteria in the project ranking methodology. Projects that meet the safety goal and scored the highest in the safety project evaluation criteria are roadway projects that remove center left turn lanes, incorporate reduced conflict intersections (RCIs), and include bicycle and pedestrian accommodations. Key projects are R1, R2, R3, and R4. The fiscally constrained project list also includes several bike lane, sidewalk, and pedestrian improvements at signalized intersections projects that also help the MPO make progress toward its safety targets.

Pavement and Bridge Condition/PM2

Effective May 20, 2017, FHWA established performance measures to assess pavement condition³ and bridge condition⁴ for the National Highway Performance Program. This second FHWA performance measure rule (PM2) established six performance measures:

1. Percent of Interstate pavements in good condition;
2. Percent of Interstate pavements in poor condition;
3. Percent of non-Interstate National Highway System (NHS) pavements in good condition;
4. Percent of non-Interstate NHS pavements in poor condition;
5. Percent of NHS bridges by deck area classified as in good condition; and
6. Percent of NHS bridges by deck area classified as in poor condition.

Pavement Condition Measures

The pavement condition measures represent the percentage of lane-miles on the Interstate or non-Interstate NHS that are in good condition or poor condition. FHWA established five metrics to assess pavement condition: International Roughness Index (IRI), applicable to asphalt and concrete pavements; cracking percent, applicable to asphalt and concrete pavements; rutting, applicable only to asphalt pavements; faulting applicable only to certain types of concrete pavements; and Present Serviceability Rating (PSR), applicable only to roads with lower posted speeds and used in lieu of the other metrics at the option of the state. For each metric, a threshold is used to establish good, fair, or poor condition.

Pavement condition is assessed using the applicable metrics and thresholds. A pavement section is rated in good condition if two or three of the applicable metric ratings are good, and in poor condition if two or more applicable metric ratings are poor. If a state reports PSR for any pavement segments, those segments are rated according to a single PSR scale. For all pavement types, sections that are not good or poor are rated as fair.

The pavement condition measures are expressed as a percentage of all applicable roads in good or poor condition. Pavement in good condition suggests that no major investment is needed. Pavement in poor condition suggests major reconstruction investment is needed due to either ride quality or a structural deficiency.

Bridge Condition Measures

The bridge condition measures represent the percentage of bridges, by deck area, on the NHS that are in good condition or poor condition. The condition of each bridge is evaluated by assessing four bridge components: deck, superstructure, substructure, and culverts. FHWA created a metric rating threshold for each component to establish good, fair, or poor condition. Every bridge on the NHS is evaluated using these component ratings. If the lowest rating of the four metrics is greater than or equal to seven, the structure is classified as good. If the lowest rating is less than or equal to four, the structure is classified as poor. If the lowest rating is five or six, it is classified as fair.

To determine the percent of bridges in good or in poor condition, the sum of total deck area of good or poor NHS bridges is divided by the total deck area of bridges carrying the NHS. Deck area is computed using structure length and either deck width or approach roadway width. Good condition suggests that no major investment is needed. Bridges in poor condition are safe to drive on; however, they are nearing a point where substantial reconstruction or replacement is needed.

³ 23 CFR Part 490, Subpart C

⁴ 23 CFR Part 490, Subpart D

Pavement and Bridge Targets

Pavement and bridge condition performance is assessed and reported over a four-year performance period. The first performance period began on January 1, 2018, and ran through December 31, 2021. NCDOT reported baseline PM2 performance and targets to FHWA on October 1, 2018, and reported updated performance information at the midpoint and end of the performance period.

As shown in Table 3, all required targets were achieved during the first performance period.

Table 3. Statewide Pavement and Bridge Condition/PM2, Statewide System Conditions and Performance (First Performance Period)

Performance Measures	2- year Target (2019)	4- year Target (2021)	Statewide Performance	
			2019 Actual	2021 Actual
Percent of Interstate pavements in good condition*	Not required	37.0%	Not required	75.1%
Percent of Interstate pavements in poor condition**	Not required	2.2%	Not required	0.2%
Percent of non-Interstate NHS pavements in good condition*	27.0%	21.0%	36.6%	34.6%
Percent of non-Interstate NHS pavements in poor condition**	4.2%	4.7%	1.0%	1.2%
Percent of NHS bridges (by deck area) in good condition*	33.0%	30.0%	41.0%	45.9%
Percent of NHS bridges (by deck area) in poor condition**	8.0%	9.0%	4.2%	2.8%

*- higher number = better performance

** - lower number=better performance

The second four-year performance period began on January 1, 2022, and runs through December 31, 2025, with additional performance periods following every four years.

The PM2 rule requires states and MPOs to establish two-year and/or four-year performance targets for each PM2 measure. Current two-year targets represent expected pavement and bridge condition at the end of calendar year 2023, while the current four-year targets represent expected condition at the end of calendar year 2025.

MPOs establish targets for each measure by either agreeing to program projects that will support the statewide targets or setting quantifiable targets for the metropolitan planning area.

NCDOT established current statewide two-year and four-year PM2 targets on December 15, 2022. The FAMPO adopted/approved the statewide PM2 targets on May 24, 2023. Table 4 presents the current two-year and four-year statewide targets established by NCDOT.

Table 4. Statewide Pavement and Bridge Condition/PM2 Targets (Second Performance Period)

Performance Measures	2- year Target (2023)	4- year Target (2025)
Percent of Interstate pavements in good condition	60.0%	62.0%
Percent of Interstate pavements in poor condition	1.8%	1.5%
Percent of non-Interstate NHS pavements in good condition	30.0%	31.0%
Percent of non-Interstate NHS pavements in poor condition	3.5%	3.0%
Percent of NHS bridges (by deck area) in good condition	38.0%	36.0%
Percent of NHS bridges (by deck area) in poor condition	5.0%	5.0%

The FAMPO 2050 MTP addresses infrastructure preservation and identifies pavement and bridge infrastructure needs within the metropolitan planning area and allocates funding for targeted infrastructure improvements. The plan includes the following goal and associated objectives – Preserve the existing transportation system. FAMPO has also completed studies and improvements to regionally significant roadway corridors including Bragg Boulevard and Murchison Road. The NCDOT STIP contains 10 committed bridge replacement projects in the FAMPO planning area. Additionally, NCDOT has a designated Highway Maintenance Improvement Program (HMIP). The 2024 HMIP plan includes 29 projects in Cumberland County (\$6.625M), 33 projects in Harnett County (\$5.097M), 43 projects in Robeson County (\$8.627M), and 39 projects in Hoke County \$3.026M).

The FAMPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the Sandhills Safe & Connected planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, the TAMP and the current 2040 SLRTP.

- MAP-21 requires States to develop a TAMP for all NHS pavements and bridges within the state. North Carolina's TAMP includes investment strategies leading to a program of projects that would make progress toward achievement of a State's pavement and bridge condition targets.
- The 2040 SLRTP summarizes transportation deficiencies across the state and defines an investment portfolio across all modes, highway preservation, highway safety, and highway operations over the 30-year plan horizon. Investment priorities reflect optimal performance impacts across each investment program given anticipated transportation revenues.

System Performance, Freight, and Congestion Mitigation & Air Quality Improvement Program/PM3

Effective May 20, 2017, FHWA established measures to assess performance of the NHS⁵, freight movement on the Interstate system⁶, and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program⁷. This third FHWA performance measure rule (PM3) established six performance measures, described below.

National Highway System Performance:

1. Percent of person-miles on the Interstate system that are reliable;
2. Percent of person-miles on the non-Interstate NHS that are reliable;

Freight Movement on the Interstate:

3. Truck Travel Time Reliability Index (TTTR);

Congestion Mitigation and Air Quality Improvement (CMAQ) Program:

4. Annual hours of peak hour excessive delay per capita (PHED);
5. Percent of non-single occupant vehicle travel (Non-SOV); and
6. Cumulative two-year and four-year reduction of on-road mobile source emissions for CMAQ funded projects (CMAQ Emission Reduction).

The CMAQ performance measures apply to states and MPOs with projects financed with CMAQ funds whose boundary contains any part of a nonattainment or maintenance area for ozone, carbon monoxide or particulate matter.

The FAMPO meets air quality standards, therefore, the CMAQ measures do not apply and are not reflected in the System Performance Report.

System Performance Measures

The two System Performance measures assess the reliability of travel times on the Interstate or non-Interstate NHS system. The performance metric used to calculate reliability is the Level of Travel Time Reliability (LOTTR). LOTTR is defined as the ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) over all applicable roads during four time periods (AM peak, Mid-day, PM peak, and weekends) that cover the hours of 6 AM to 8 PM each day.

The LOTTR ratio is calculated for each segment of applicable roadway, essentially comparing the segment with itself. A segment is deemed to be reliable if its LOTTR is less than 1.5 during all four time periods. If one or more time periods has a LOTTR of 1.5 or above, that segment is unreliable.

The measures are expressed as the percent of person-miles traveled on the Interstate or non-Interstate NHS system that are reliable. Person-miles take into account the number of people traveling in buses, cars, and trucks over these roadway segments. To determine total person miles traveled, the vehicle miles traveled (VMT) on each segment is multiplied by average vehicle occupancy. To calculate the percent of person miles traveled that are reliable, the sum of the number of reliable person miles traveled is divided by the sum of total person miles traveled.

⁵ 23 CFR Part 490, Subpart E

⁶ 23 CFR Part 490, Subpart F

⁷ 23 CFR Part 490, Subparts G and H

Freight Movement Performance Measure

The Freight Movement performance measure assesses reliability for trucks traveling on the Interstate. A TTTR ratio is generated by dividing the 95th percentile truck travel time by a normal travel time (50th percentile) for each segment of the Interstate system over five time periods throughout weekdays and weekends (AM peak, Mid-day, PM peak, weekend, and overnight) that cover all hours of the day. For each segment, the highest TTTR value among the five time periods is multiplied by the length of the segment. The sum of all length-weighted segments is then divided by the total length of Interstate to generate the TTTR Index.

PM3 Performance Targets

Performance for the PM3 measures is assessed and reported over a four-year performance period. The first performance period began on January 1, 2018, and ended on December 31, 2021.

As shown in Table 5, all required targets were achieved during the first performance period.

Table 5. System Performance, Freight Movement, and PHED/PM3 (First Performance Period)

Performance Measures	2- year Target	4- year Target	Statewide Performance	
	(2019)	(2021)	2019 Actual	2021 Actual
Percent of person-miles on the Interstate system that are reliable*	80.0%	75.0%	88.7%	96.6%
Percent of person-miles on the non-Interstate NHS that are reliable*	Not required	70.0%	Not required	95.7%
Truck Travel Time Reliability Index**	1.65	1.70	1.43	1.27
Annual hours of peak hour excessive delay per capita (PHED)**	Not required	34.0 hrs	Not required	9.7 hrs

*- higher number = better performance

** - lower number=better performance

The second four-year performance period covers January 1, 2022, to December 31, 2025, with additional performance periods following every four years.

The PM3 rule requires state DOTs and MPOs to establish two-year and/or four-year performance targets for each PM3 measure. The current two-year and four-year targets represent expected performance at the end of calendar years 2023 and 2025, respectively.

MPOs establish four-year targets for the System Performance, Freight Movement, and PHED measures, and two-year and four-year targets for the Non-SOV and CMAQ Emission Reduction measures (if applicable). MPOs establish targets by either agreeing to program projects that will support the statewide targets or setting quantifiable targets for the MPO's planning area that differ from the state targets.

NCDOT established statewide PM3 targets for the second performance period on December 15, 2022. The FAMPO adopted/approved the statewide PM3 targets on May 24, 2023. Table 6 presents the current two-year (2023) and four-year (2025) statewide targets established by NCDOT.

Table 6. System Performance, Freight Movement, and PHED/PM3 Performance and Targets (Second Performance Period)

Performance Measures	2- year Target (2023)	4- year Target (2025)
Percent of person-miles on the Interstate system that are reliable	75.0%	75.0%
Percent of person-miles on the non-Interstate NHS that are reliable	70.0%	70.0%
Truck Travel Time Reliability Index	1.70	1.70

The FAMPO 2050 MTP addresses reliability, freight movement, and congestion and identifies needs for each of these issues within the metropolitan planning area and allocates funding for targeted improvements. The plan includes the following related goals and associated objectives – Manage congestion and system reliability and Enhance economic development opportunities and competitiveness. FAMPO updated its Congestion Management Process in 2022 and has completed several corridor studies to improve reliability and congestion. FAMPO also coordinates with Fort Liberty to identify and program freight protection measures and manage congestion around the base. Projects that meet the above goals and scored the highest in the congestion, system reliability, and economic development evaluation criteria are roadway projects that incorporate reduced conflict intersections (RCIs), intersection improvements, and access management. Key projects are R4, R6, and R23.

The FAMPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the Sandhills Safe & Connected planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, the North Carolina Multimodal Statewide Freight Plan and the current 2040 SLRTP

- The North Carolina Multimodal Statewide Freight Plan defines the conditions and performance of the state freight system and identifies the policies and investments that will enhance highway freight mobility well into the future. The Plan identifies freight needs and the criteria used to determine investments in freight and prioritizes freight investments across modes.
- The SLRTP summarizes transportation deficiencies across the state and defines an investment portfolio across highway and transit capacity, highway preservation, highway safety, and highway operations over the 25-year plan horizon. Investment priorities reflect optimal performance impacts across each investment program given anticipated transportation revenues.

Transit Asset Management Performance

On July 26, 2016, FTA published the final Transit Asset Management (TAM) rule. This rule applies to all recipients and subrecipients of Federal transit funding that own, operate, or manage public transportation capital assets. The rule defines the term “state of good repair,” requires that public transportation providers develop and implement TAM plans and establishes state of good repair standards and performance measures for four asset categories: transit equipment, rolling stock, transit infrastructure, and facilities. The rule became effective on October 1, 2018.

Table 7 identifies performance measures outlined in the final rule for transit asset management.

Table 7. FTA TAM Performance Measures

Asset Category	Performance Measure and Asset Class
1. Equipment	Percentage of non-revenue, support-service and maintenance vehicles that have met or exceeded their useful life benchmark
2. Rolling Stock	Percentage of revenue vehicles within a particular asset class that have either met or exceeded their useful life benchmark
3. Infrastructure	Percentage of track segments with performance restrictions
4. Facilities	Percentage of facilities within an asset class rated below condition 3 on the TERM scale

For equipment and rolling stock asset categories, useful life benchmark (ULB) is defined as the expected lifecycle of a capital asset, or the acceptable period of use in service, for a particular transit provider’s operating environment. ULB considers a provider’s unique operating environment such as geography and service frequency and is not the same as an asset’s useful life.

Public Transportation Provider Coordination with States and MPOs for TAM Targets

Following are key TAM considerations for NCDOT, MPOs, and transit providers:

- Public transportation providers are required to establish and report transit asset management targets annually for the following fiscal year.
- To the maximum extent practicable, transit providers, states, and MPOs must coordinate with each other in the selection of performance targets.
- Each provider or its sponsors must share its targets, TAM plan, and asset condition information with each MPO in which the provider’s projects and services are programmed in the MPO’s TIP.
- MPOs are required to establish initial transit asset management targets within 180 days of the date that public transportation providers establish initial targets. However, MPOs are not required to establish transit asset management targets annually each time the transit provider establishes targets. Instead, subsequent MPO targets must be established when the MPO updates the TIP or MTP.
- When establishing transit asset management targets, the MPO can either agree to program projects that will support the provider targets or establish its own regional transit asset management targets for the MPO planning area.

- In cases where two or more providers operate in an MPO planning area and the providers establish different targets for the same measure and asset class, the MPO has the option of coordinating with the providers to establish a single asset class target for the MPO planning area, or establishing a set of targets for the MPO planning area that reflects the differing transit provider targets.
- MPOs and states must reference the transit asset targets in their long-range transportation plans and describe the anticipated effect of their respective transportation improvement programs toward achieving their targets.

Tier I and Tier II Providers

The TAM rule defines two tiers of public transportation providers based on size parameters. Tier I providers are those that operate rail service or more than 100 vehicles in all fixed route modes, or more than 100 vehicles in one non-fixed route mode. Tier II providers are those that are a subrecipient of FTA 5311 funds, or an American Indian Tribe, or have 100 or less vehicles across all fixed route modes, or have 100 vehicles or less in one non-fixed route mode. A Tier I provider must establish its own TAM plan and transit asset targets, as well as report performance and other data to FTA. A Tier II provider has the option to establish its own TAM plan and targets, or to participate in a group plan with other Tier II providers whereby the TAM plan and annual targets are established by a plan sponsor, typically a state DOT, for the entire group. NCDOT adopted the current Group TAM Plan in October 2022.

There are no Tier I public transportation providers operating in the FAMPO planning area. The Fayetteville Area System of Transit (FAST) is a Tier II provider that has opted to establish its own TAM plan and targets. The remaining public transportation providers in the planning area are Tier II agencies that participate in the Group TAM Plan. A full list of Tier II providers is listed below:

Tier II:

Fayetteville Area System of Transit (FAST)
 Community Transportation Program (Cumberland County)
 Hoke Area Transit Service (Hoke County)
 South East Area Transit System (SEATS) (Robeson County)
 Harnett Area Rural Transit Systems (HARTS)(Harnett County)

Transit Asset Targets in the FAMPO Planning Area

The FAST established the transit asset targets identified in Table 8 in November 2023.

Table 8. FAST TAM Performance and Targets

Asset Category Performance Measure	Asset Class	2023 Performance	FY 2024 Target
Revenue Vehicles			
Age - % of revenue vehicles within a particular asset class that have met or exceeded their ULB	Bus (BU)	35.71%	31.00%
	Cutaway Bus (CU)	54.17%	26.00%
	Mini-van (MV)	50.00%	0.00%
Equipment			
Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their ULB	Non Revenue/Service Automobile	64.29%	87.00%
	Trucks and other Rubber Tire Vehicles	71.43%	100.00%
Facilities			
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration / Passenger Facility	0.00%	0.00%
	Operations / Maintenance Facility	0.00%	0.00%

Source: FAST 11/28/2023 TAM Plan

On January 24, 2024, the FAMPO agreed to support the FY24 FAST transit asset management targets, thus agreeing to program projects that, once implemented, will make progress toward achieving the transit provider(s) targets.

NCDOT's asset condition summary as provided in the FY22 NCDOT Transit Asset Management Plan is identified in Table 9.

Table 9. NCDOT Asset Condition Summary

Asset Condition Summary

Asset Category	Total Number	Avg Age	Avg Mileage	Avg TERM Condition	Avg Value	% At or Past ULB
Revenue Vehicles	1758	4.6	108,587	N/A	\$477,592.52	8%
AB - Articulated Bus	0	-	-	N/A	-	-
AO - Automobile	3	4.0	108,360	N/A	\$21,391.33	0%
BR - Over-the-road Bus	0	-	-	N/A	-	-
BU - Bus	83	8.1	294,412	N/A	\$606,241.20	17%
CU - Cutaway Bus	897	3.9	98,662	N/A	\$66,107.07	3%
DB - Double Decked Bus	0	-	-	N/A	-	-
FB - Ferryboat	33	20.0	#DIV/0!	N/A	\$20,947,080.33	70%
MB - Mini-bus	3	5.0	68,571	N/A	\$63,500.00	0%
MV - Mini-van	133	5.1	70,350	N/A	\$26,793.61	18%
RT - Rubber-tire Vintage Trolley	0	-	-	N/A	-	-
SB - School Bus	1	25.0	72,702	N/A	\$500,000.00	100%
SV - Sport Utility Vehicle	1	5.0	208,935	N/A	\$2,500.00	0%
TB - Trolleybus	0	-	-	N/A	-	-
VN - Van	599	4.2	107,162	N/A	\$57,214.09	9%
EV - Electric Vehicle	5	2.0	3,355	N/A	\$29,194.00	0%
Custom 2	0	-	-	N/A	-	-
Custom 3	0	-	-	N/A	-	-
Equipment	51	8.3	107,664	N/A	\$37,530.89	45%
Non Revenue/Service Automobile	39	9.7	107,664	N/A	\$26,869.94	56%
Computer Software	1	5.0	N/A	N/A	\$93,770.00	0%
Office Equipment	2	7.0	N/A	N/A	\$89,867.50	50%
Maintenance Equipment	0	-	-	N/A	-	-
Vehicle Technology	9	2.8	N/A	N/A	\$65,849.22	0%
Custom 1	0	-	-	N/A	-	-
Facilities	233	17.6	N/A	3.9	\$1,088,008.38	N/A
Administration	104	19.9	N/A	3.9	\$910,538.24	N/A
Maintenance	43	23.8	N/A	3.7	\$1,462,910.32	N/A
Parking Structures	3	3.3	N/A	5.0	\$550,640.33	N/A
Passenger Facilities	17	8.7	N/A	4.1	\$4,241,928.47	N/A
Shelter	49	9.5	N/A	4.2	\$7,916.96	N/A
Storage	12	25.8	N/A	3.9	\$90,634.75	N/A
Admin/Maintenance	5	14.8	N/A	3.8	\$4,132,915.80	N/A

Source: FY22 NCDOT Transit Asset Management Plan

The NCDOT 2023 transit asset targets are identified in the FY22 NCDOT Transit Asset Management Plan (see Table 10).

Table 10. NCDOT 2023 TAM Targets

Asset Category - Performance Measure	Asset Class	2023 Target
REVENUE VEHICLES		
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	AB - Articulated Bus	N/A
	AO - Automobile	20%
	BR - Over-the-road Bus	N/A
	BU - Bus	20%
	CU - Cutaway Bus	20%
	DB - Double Decked Bus	N/A
	FB - Ferryboat	20%
	MB - Mini-bus	20%
	MV - Mini-van	20%
	RT - Rubber-tire Vintage Trolley	N/A
	SB - School Bus	20%
	SV - Sport Utility Vehicle	20%
	TB - Trolleybus	N/A
	VN - Van	20%
	EV - Electric Vehicle	20%
	Custom 2	N/A
	Custom 3	N/A
EQUIPMENT		
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non Revenue/Service Automobile	20%
	Computer Software	20%
	Office Equipment	20%
	Maintenance Equipment	N/A
	Vehicle Technology	20%
	Custom 1	N/A
FACILITIES		
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	20%
	Maintenance	20%
	Parking Structures	20%
	Passenger Facilities	20%
	Shelter	20%
	Storage	20%
	Admin/Maintenance	20%

Source: FY22 NCDOT Transit Asset Management Plan

On January 24, 2024, the FAMPO agreed to support the FY23 NCDOT transit asset management targets, thus agreeing to program projects that, once implemented, will make progress toward achieving the transit provider(s) targets.

The statewide group TAM targets are based on the condition of existing transit assets and planned investments in equipment, rolling stock, infrastructure, and facilities over the next year. The targets reflect the most recent data available on the number, age, and condition of transit assets, and expectations and capital investment plans for improving these assets during the next fiscal year, using the asset inventory and investment prioritization process incorporated in the Group TAM Plan.

A performance target of 20 percent was set for all asset categories, meaning that 80 percent of the assets in each category meet or exceed the asset management performance measure. Twenty-percent was selected to account for delays in acquiring the local match, the grant cycle, procurement process, and asset delivery.

As required by FTA, NCDOT will update the Group TAM Plan at least once every four years. NCDOT will update the performance targets for the participating agencies on an annual basis and will notify the participating transit agencies and the MPOs in which they operate when the targets are updated.

TAM Performance

In 2023, FAST exceeded some of its TAM targets and did not meet others. Table 11 compares the 2023 targets to 2023 performance.

Table 11. FAST TAM PERFORMANCE

Asset Category Performance Measure	Asset Class	2023 Target	2023 Performance
Revenue Vehicles			
Age - % of revenue vehicles within a particular asset class that have met or exceeded their ULB	Bus (BU)	19.00%	35.71%
	Cutaway Bus (CU)	50.00%	54.17%
	Mini-van (MV)	00.00%	50.00%
Equipment			
Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their ULB	Non Revenue/Service Automobile	67.00%	64.29%
	Trucks and other Rubber Tire Vehicles	100.00%	71.43%
Facilities			
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration / Passenger Facility	0.00%	0.00%
	Operations / Maintenance Facility	0.00%	0.00%

To improve revenue vehicle performance, FAST is working to acquire five electric buses, replacing a 35' diesel bus with a 30' diesel bus, replacing three cutaway buses with minivans, and replacing two

diesel buses with cutaway buses.

In reviewing performance of the Tier II agencies that participate in the NCDOT Group TAM plan, the overall percentage of revenue vehicles that have exceeded their Useful Life Benefit (ULB) has declined every year between 2018-2022. The overall percentage of equipment at or past its ULB has also declined every year since 2019. The average condition rating of facilities has remained steady at 3.9 from 2018-2022, with all facilities rating above a 3 (adequate) on the Transit Economic Requirements Model (TERM) Scale since the Final Rule was established. Table 12 summarizes the performance of the Tier II agencies participating in the Group TAM Plan between FY2018-FY2022.

Table 12. Tier II TAM Performance (Agencies Participating in Group TAM Plan)

Asset Category	% At or Past ULB				
	FY2018	FY2019	FY2020	FY2021	FY2022
Revenue Vehicles	16%	12%	10%	9%	8%
<i>AO – Automobile</i>	<i>100%</i>	<i>100%</i>	<i>50%</i>	<i>0%</i>	<i>0%</i>
<i>BU- Bus</i>	<i>21%</i>	<i>18%</i>	<i>13%</i>	<i>26%</i>	<i>17%</i>
<i>CU – Cutaway Bus</i>	<i>5%</i>	<i>5%</i>	<i>5%</i>	<i>4%</i>	<i>3%</i>
<i>FB – Ferryboat</i>		<i>0%</i>	<i>0%</i>	<i>0%</i>	<i>70%</i>
<i>MB- Minibus</i>	<i>3%</i>	<i>25%</i>	<i>0%</i>	<i>0%</i>	<i>0%</i>
<i>MV – Minivan</i>	<i>22%</i>	<i>27%</i>	<i>20%</i>	<i>22%</i>	<i>18%</i>
<i>SB – School Bus</i>					<i>100%</i>
<i>SV – Sport Utility Vehicle</i>		<i>0%</i>		<i>0%</i>	<i>0%</i>
<i>VN-Van</i>	<i>27%</i>	<i>16%</i>	<i>14%</i>	<i>13%</i>	<i>9%</i>
<i>EV – Electric Vehicle</i>			<i>0%</i>		<i>0%</i>
Equipment	45%	57%	55%	52%	45%
<i>Non Revenue/ Service Automobile</i>	<i>55%</i>	<i>80%</i>	<i>75%</i>	<i>63%</i>	<i>56%</i>
<i>Vehicle Technology</i>	<i>36%</i>		<i>31%</i>	<i>33%</i>	<i>0%</i>
<i>Maintenance Equipment</i>	<i>0%</i>	<i>0%</i>	<i>0%</i>	<i>0%</i>	
<i>Computer Software</i>	<i>0%</i>	<i>0%</i>	<i>0%</i>	<i>0%</i>	

<i>Office Equipment</i>	<i>0%</i>	<i>0%</i>	<i>0%</i>	<i>33%</i>	<i>0%</i>
	Avg TERM Condition				
Facilities	3.8	3.9	3.9	3.9	3.9
<i>Administration</i>	<i>3.8</i>	<i>3.8</i>	<i>3.8</i>	<i>3.8</i>	<i>3.9</i>
<i>Maintenance</i>	<i>3.6</i>	<i>3.8</i>	<i>3.9</i>	<i>3.8</i>	<i>3.7</i>
<i>Parking Structures</i>	<i>3.8</i>	<i>4.3</i>	<i>4.3</i>	<i>5.0</i>	<i>5.0</i>
<i>Passenger Facilities</i>	<i>3.9</i>	<i>3.9</i>	<i>4.1</i>	<i>4.1</i>	<i>4.1</i>
<i>Shelter</i>	<i>4.8</i>	<i>4.4</i>	<i>4.5</i>	<i>4.5</i>	<i>4.2</i>
<i>Storage</i>	<i>4.3</i>	<i>4.5</i>	<i>4.5</i>	<i>4.5</i>	<i>3.9</i>

Transit Safety Performance

The FTA published a final Public Transportation Agency Safety Plan (PTASP) rule and related performance measures as authorized by Section 20021 of the MAP-21. The PTASP rule requires operators of public transportation systems that receive federal financial assistance under 49 U.S.C. Chapter 53 to develop and implement a PTASP based on a safety management systems approach. Development and implementation of PTASPs is anticipated to help ensure that public transportation systems are safe nationwide.

The rule applies to all operators of public transportation that are a recipient or sub-recipient of FTA Urbanized Area Formula Grant Program funds under 49 U.S.C. Section 5307, or that operate a rail transit system that is subject to FTA's State Safety Oversight Program. The rule does not apply to certain modes of transit service that are subject to the safety jurisdiction of another Federal agency, including passenger ferry operations that are regulated by the United States Coast Guard, and commuter rail operations that are regulated by the Federal Railroad Administration.

Rail operators subject to the rule, and operators of large bus systems (more than 100 vehicles in peak revenue service), must draft and implement their own PTASP. For small operators (defined as those operating 100 or fewer vehicles in peak revenue service) subject to the rule, states must draft and certify PTASPs on their behalf, unless a small provider opts to draft and certify its own safety plan and notifies the State that they will do so. FTA allows the state and small providers within the state to decide whether the state will develop a single statewide PTASP for all small providers, or whether it will draft and certify multiple individualized safety plans for each provider. FTA recommends as best practice that the state develop individualized PTASPs for each small provider. If a state drafts a single statewide PTASP, the state must ensure that the plan clearly identifies the specific safety information for each provider, including the safety performance targets. Regardless of whether the state or small transit provider drafts and certifies a safety plan, each transit provider is required to implement its own safety plan.

The PTASP rule was published on July 19, 2018 with an effective date of July 19, 2019. Transit operators subject to the rule must have a PTASP and safety targets in place by July 20, 2020. MPOs must then establish transit safety targets no later than 180 days after transit operators establishes its targets (on or before January 16, 2021, depending on the date the transit agency established targets).

Transit Safety Performance Measures

The transit agency sets targets in the PTASP based on the safety performance measures established in the National Public Transportation Safety Plan (NPTSP). The required transit safety performance measures are:

1. Total number of reportable fatalities.
2. Rate of reportable fatalities per total vehicle revenue miles by mode.
3. Total number of reportable injuries.
4. Rate of reportable injuries per total vehicle revenue miles by mode.
5. Total number of reportable safety events.
6. Rate of reportable events per total vehicle revenue miles by mode.
7. System reliability - Mean distance between major mechanical failures by mode.

Transit Provider Coordination with States and MPOs for Transit Safety

Key considerations for MPOs and transit agencies:

- Transit operators are required to review, update, and certify their PTASP annually.
- A transit agency must make its safety performance targets available to states and MPOs to aid in the planning process, along with its safety plans.
- To the maximum extent practicable, a transit agency must coordinate with states and MPOs in the selection of state and MPO safety performance targets.
- MPOs are required to establish initial transit safety targets within 180 days of the date that public transportation providers establish initial targets. MPOs are not required to establish transit safety targets annually each time the transit provider establishes targets. Instead, subsequent MPO targets must be established when the MPO updates the TIP or MTP.
- When establishing transit safety targets, the MPO can either agree to program projects that will support the transit provider targets, or establish its own regional transit targets for the MPO planning area.
- In cases where two or more providers operate in an MPO planning area and establish different targets for a given measure, the MPO has the option of coordinating with the providers to establish a single target for the MPO planning area, or establishing a set of targets for the MPO planning area that reflects the differing transit provider targets.
- MPOs and states must reference those targets in their long-range transportation plans. States and MPOs must each describe the anticipated effect of their respective transportation improvement programs toward achieving their targets.

Transit Safety Targets in the FAMPO Area

The public transportation providers subject to the PTASP requirements operating in the MPO region are as follows:

Fayetteville Area System of Transit (FAST)
Community Transportation Program (Cumberland County)*
Hoke Area Transit Service (Hoke County)
Harnett Area Rural Transit Systems (HARTS)(Harnett County)

*This is the first year Cumberland County is subject to PTASP requirements and their plan (and associated targets) are currently under development.

Robeson County does not have a PTASP (and associated targets).

Table 13 shows the PTASP targets for the transit operators in the region at the time of MTP adoption.

Table 13. Transit Operator PTASP Targets

Mode of Service	Fatalities (Total)	Fatalities (Per 100,000 VRM)	Serious Injuries (Total)	Serious Injuries (Per 100,000 VRM)	Safety Events (Total)	Safety Events (Per 100,000 VRM)	System Reliability
FAST (FY2024)							
ADA/Paratransit	0	0.00	0	0.00	1	0.27	27,921
Fixed Route	0	0.00	2	0.39	3	0.28	6,479
Hoke County (FY2022)							
Demand Response	0	0	0	0	3	3.00	80,000
Harnett County (FY2023)*							
Demand Response	0	0.00	0	0.00	2	2.00	80,000
Cumberland County (FY2024)							
Demand Response	Under development						

* Harnett and Hoke counties are discussing their FY2024 targets with NCDOT IMD and they have not been adopted by their Board. The most recent targets provided were presented for adoption.

On January 24, 2024, the FAMPO agreed to support the transit safety targets as provided by the transit providers, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the transit provider targets.

Transit Safety Performance

The MTP System Performance Report discusses the condition and performance of the transportation system for each applicable target as well as the progress achieved by the MPO in meeting targets in comparison with performance recorded in previous reports. The FTA transit safety performance measures are relatively new, with transit providers adopting an initial PTASP that includes transit safety performance and targets in July 2020.

In future MTP updates, additional transit safety performance data will be available to allow a fuller discussion of trends and progress toward achieving targets. This information will be included in the next System Performance Report.