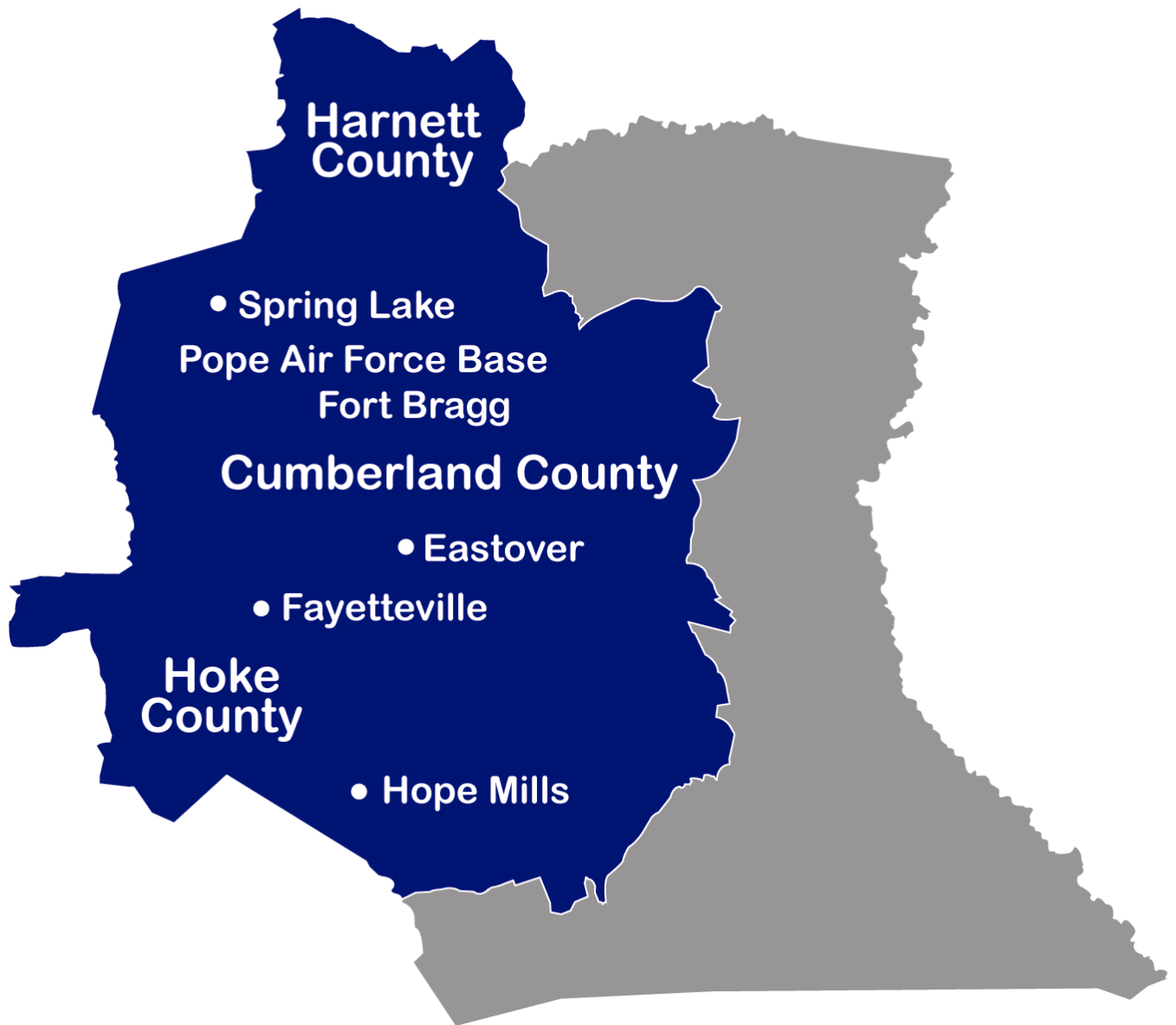


FAMPO

Fayetteville Area Metropolitan Planning Organization

LONG RANGE TRANSPORTATION PLAN SECURITY PLAN



April 22, 2009

Continuing · Comprehensive · Cooperative · Transportation Planning

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INTRODUCTION

When the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy For Users (SAFETEA-LU) became law in August 2005, Security became a separate Planning Factor required in the State and Metropolitan Transportation Planning Process. This was the first Transportation Reauthorization after the September 11, 2001 terrorist attack.

The Fayetteville Area Metropolitan Planning Organization includes, among its jurisdictions, Fort Bragg Military Reservation and Pope Air Force Base. Fort Bragg is the most populous military base in the nation and home of the XVIII Airborne Corps, the 82nd Airborne Division, the U.S. Army Special Operations Command and is known as the “Home of the Airborne and Special Operations Forces”. Because of the 2005 Base Realignment And Closures (BRAC), the U.S. Forces Command and the U.S. Army Reserve Command, currently located in Atlanta GA, will also headquarter at Fort Bragg by 2011, making this area particularly sensitive to security.

FORT BRAGG PHYSICAL SECURITY

Fort Bragg Military Installation’s security is too complex and sensitive in nature to be included in this plan. The physical security of the base has been a topic of planning and discussion with the MPO since prior to the 2001 events. On September 12, 2001 all major roads converging into the military reservation became massive parking lots, with queues lasting five hours or more due to the closing of access points to maintain post security; making a collaborative effort in transportation planning and management even more crucial. As a result of collaborative efforts, several major highway projects will enhance the physical security of Fort Bragg, while maintaining connections with adjoining areas. Fort Bragg has several Access Control Points (ACPs) that require identification to gain entrance, with two of the ACPs specifically for non-ID Card holders and one for truck traffic. The truck traffic ACP is equipped with mega X-Ray machines and other sophisticated equipment that allow security personnel to properly inspect cargo. The proposed Bus Rapid Transit (BRT) and park-and-ride facilities will have identification checks prior to boarding, making access to the base smoother and enticing Fort Bragg working force to use public transportation rather than private occupancy vehicles (POVs), reducing congestion at the gates and through some major thoroughfares.

FAYETTEVILLE AREA SYSTEM OF TRANSIT SECURITY

HOMELAND SECURITY

Fayetteville Area System of Transit has undertaken the task of developing an Emergency Preparedness Plan. All personnel will receive training through the Department of Homeland Security, to meet the DHS Five Year Training Plan. Included in the Emergency Preparedness planning is to have all personnel follow the recommended NIMS compliancy measures. In conjunction with the planning all relevant policies and procedures will be reviewed and rewritten as necessary. Added to the Emergency Preparedness Plan, is anticipated training for serious incidents and emergency evacuations as recommended by FEMA. A new Safety/Training Coordinator is on staff and is obtaining numerous certifications, such as Bus

System Safety, Effective Management of Transit Emergencies, and Bus Collision Investigation. This additional staffing will allow for more intense and precise training.

MULTI-MODAL CENTER –TRANSFER CENTER

The Fayetteville Area System of Transit is in the process of planning a new Multi-Modal facility in a new location (several years out), but in the meantime will be purchasing a new temporary, modular facility to replace the existing one. The replacement transfer center is the central hub of the fixed route system, where passengers can await the arrival of buses and where system information, passes and transfer passes can be obtained. The newer transfer center improves the safety and security of both passengers and personnel.

SYSTEM TECHNOLOGY

In mid year 2009, scheduling and routing software will be purchased and installed. As part of this installation, Mobile Data Terminals (MDT) and Automatic Vehicle Locators (AVL) will be installed on both fixed route and para-transit vehicles to allow for enhanced safety, security, efficiencies and performance.

FAMPO’S CONTINUING OPERATIONS PLAN

During the development of the Cumberland County Multi-Jurisdictional Hazard Mitigation Plan, Cumberland County Emergency 911 office geo-coded, among a long list of facilities, all “critical facilities” and “hazardous materials” locations, providing FAMPO with critical security information. The MPO office requires that, as part of the services provided, it continues to operate in case of emergency. FAMPO resides within the Cumberland County Planning and Inspections Department, which is covered by the County’s Continuing Operations Plan (CoOP). In addition, FAMPO’s web site is maintained by an external provider, all data is housed off-site (to include Exponare, the MPO’s major visualization and public information tool) and staff can remotely access it.

SUMMARY

By maintaining a strong relationship with our partners in safety, NCDOT, local jurisdictions, our citizen stakeholders, and the emergency management community, FAMPO can only improve on current trends to make our infrastructure safer for our customers. We need to work together to provide an environment conducive to multi-modalism, while protecting and preserving the lives of our citizens, increasing quality of life and providing a sense of place.

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