



Feasibility Study

Fayetteville Area System of Transit (FAST)

March 2, 2026



- Authorized by Fayetteville City Council (April 2025)
- Supports potential expansion of service identified in the FAST Transit Development Plan (adopted August 2022)



1

Analyze regional commuting and traffic patterns.

2

Prepare recommendations for express services that support regionalism.

3

Evaluate the need for a potential secondary facility to support regional express services.

Operational Statistics | FY19 to FY25

Service Consumption

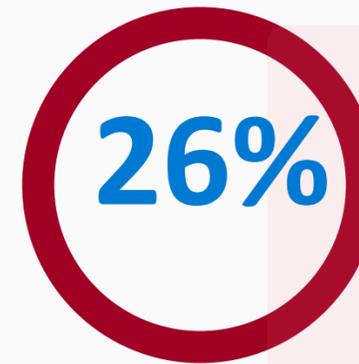


Total increase in passenger trips

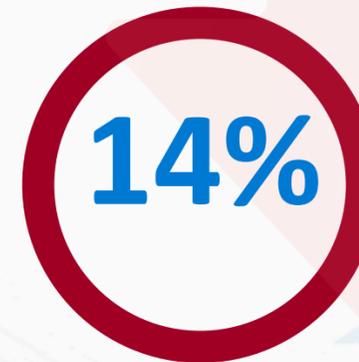


Ridership exceeded pre-pandemic levels

Service Delivery



Total decrease in vehicle revenue hours

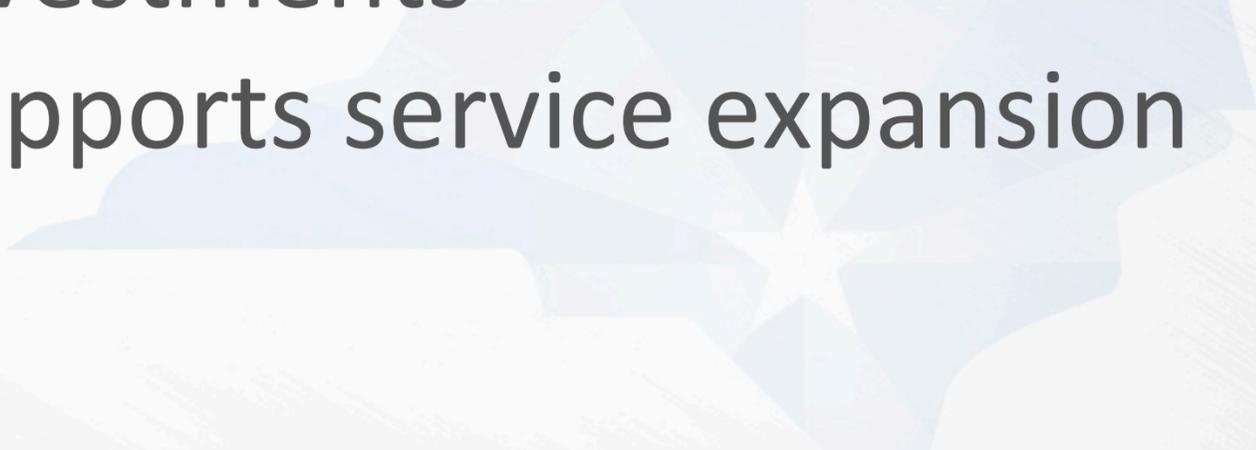


Total decrease in revenue miles

Existing O&M Facility (Grove Street)

- 57 years old
- Growth and demand exceed facility's original design
- Operating at full capacity
- Cannot support service expansion

Future O&M Facility (West Fayetteville)

- Improves operational efficiency
 - Supports fleet preservation
 - Safeguards recent capital investments
 - Supports service expansion
- 
- A large, faded version of the Fayetteville, North Carolina logo is visible in the bottom right corner of the slide.

Commuting Patterns Assessment

- Identifies primary origin and destination travel flows
- Highlights geographic areas where transit investment would yield the greatest return
- Establishes a clear recommended service boundary for future express services

Regional commuting activity analyzed by day and across multiple travel modes for employment and non-employment trip purposes.

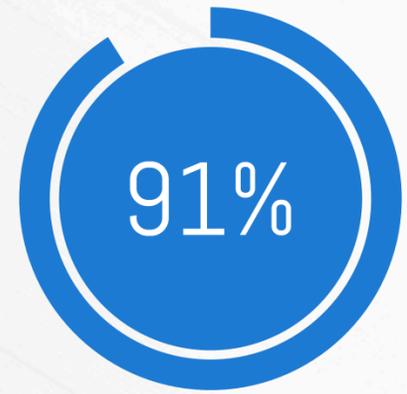
Commuting Area

Cumberland, Harnett, Sampson, Bladen, Robeson, Hoke, and Moore Counties

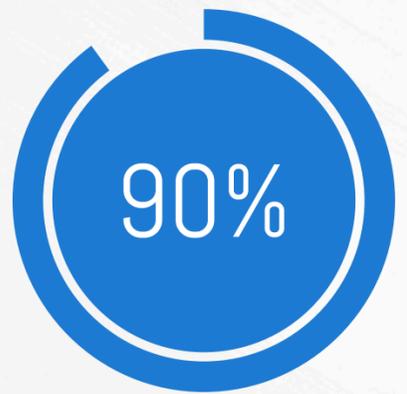


Non-Employment Trips

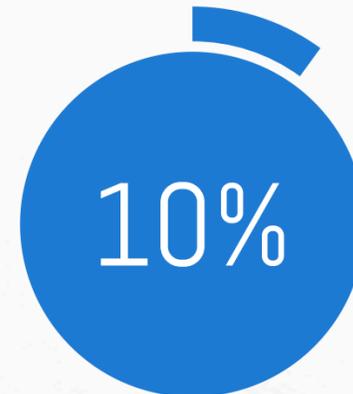
1.3M Approximate number of trips taken on an average weekday



Trips originating *from* Cumberland County



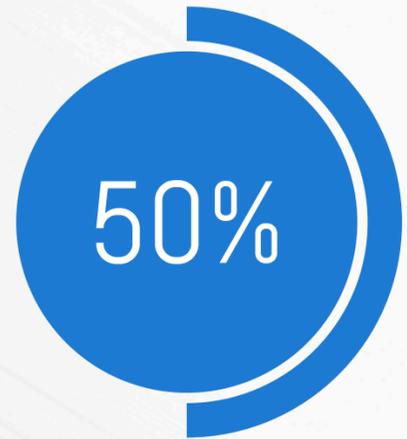
Trips originating *from* Cumberland County and ending *within* the County



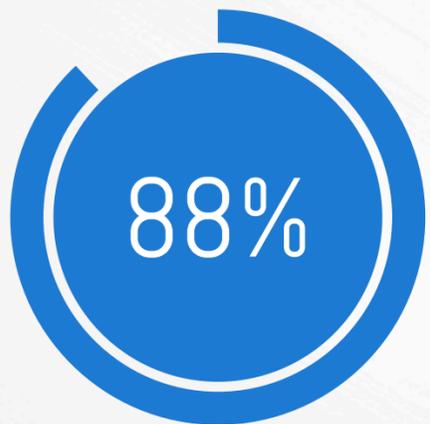
Trips originating *from* Cumberland County and ending *outside* of the County

Employment Trips

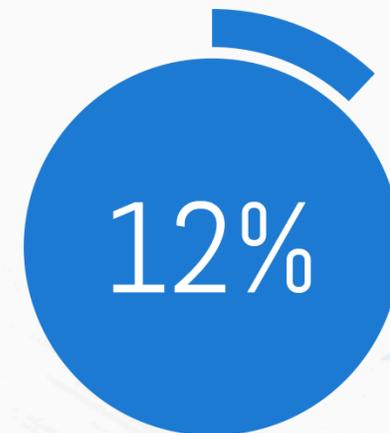
388K Approximate number of trips taken on an average weekday



Trips originating *from* Cumberland County



Trips originating *from* Cumberland County and ending *within* the County



Trips originating *from* Cumberland County and ending *outside* of the County

Recommendations for Regional Express Services

Characteristics

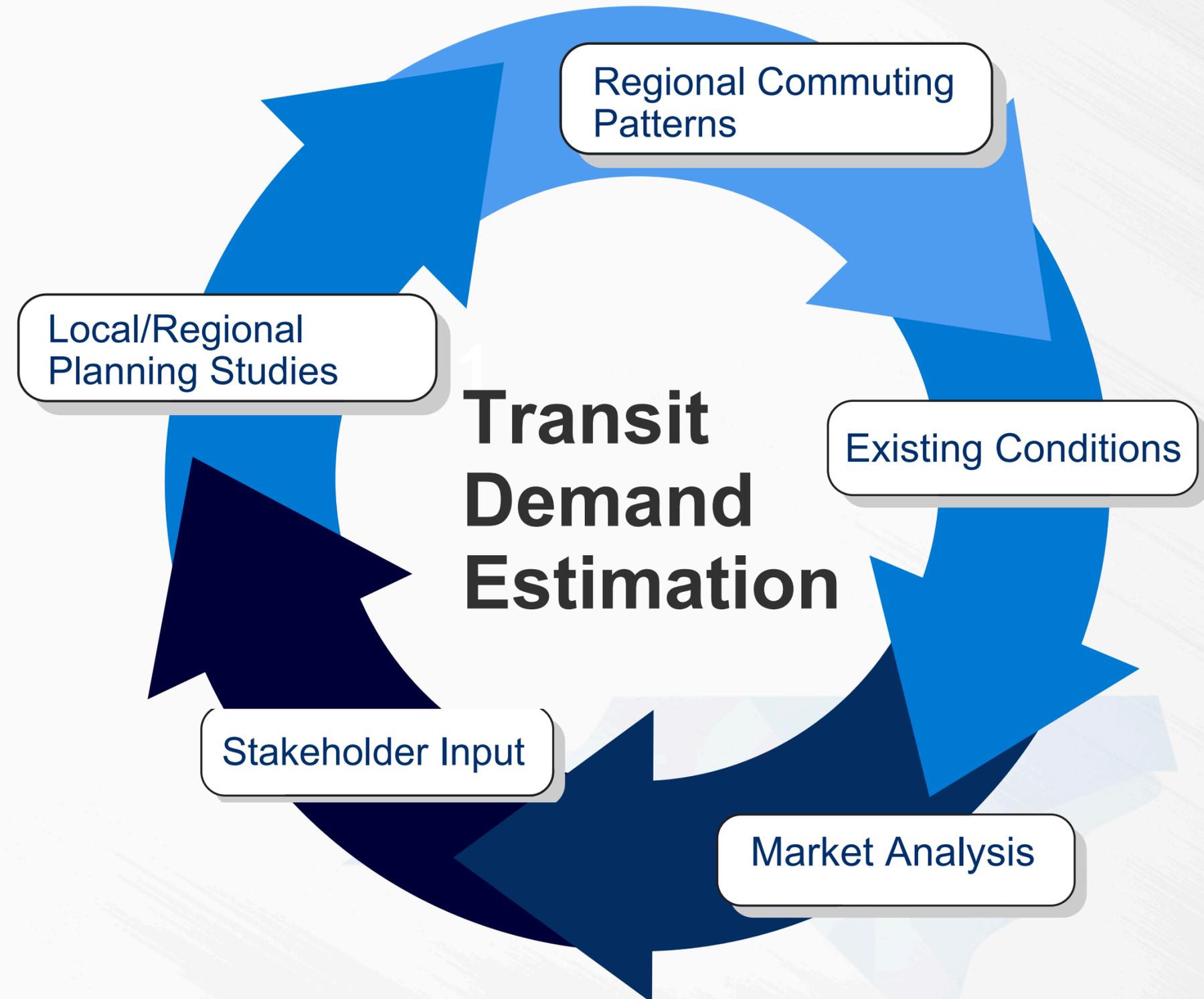
- Faster, longer-distance travel between major regional destinations
- Limited stops including Park-and-Ride lots

Benefits

- Integrates into the FAST network
- Will not expand the FAST*Trac!* service boundary



- Established through a data-driven process
- Include geographic areas with high-levels of commuter activity
- Address areas with the highest potential transit demand





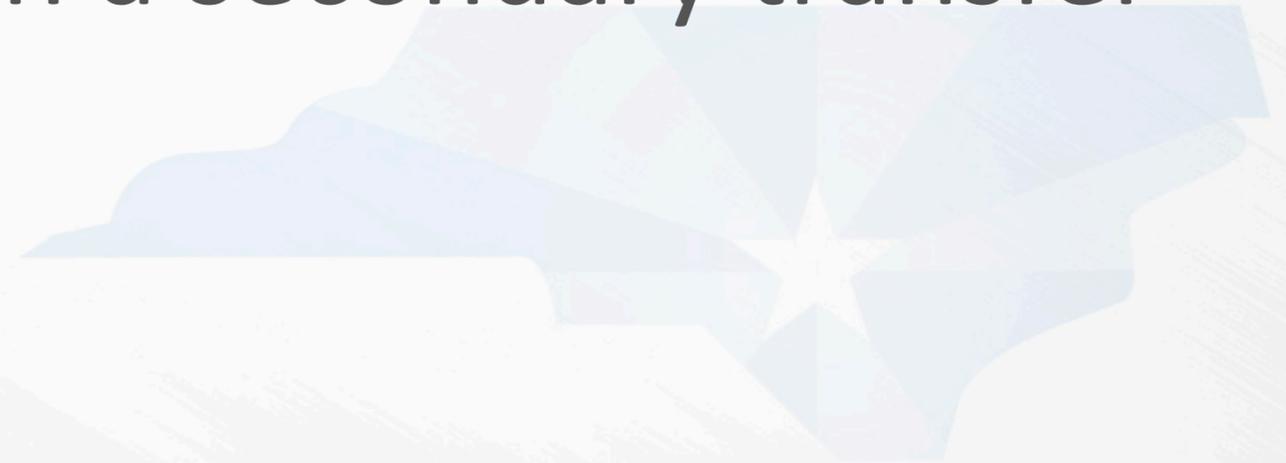
Additional coordination, funding, and local support



Increased capacity in personnel, facilities, and vehicles



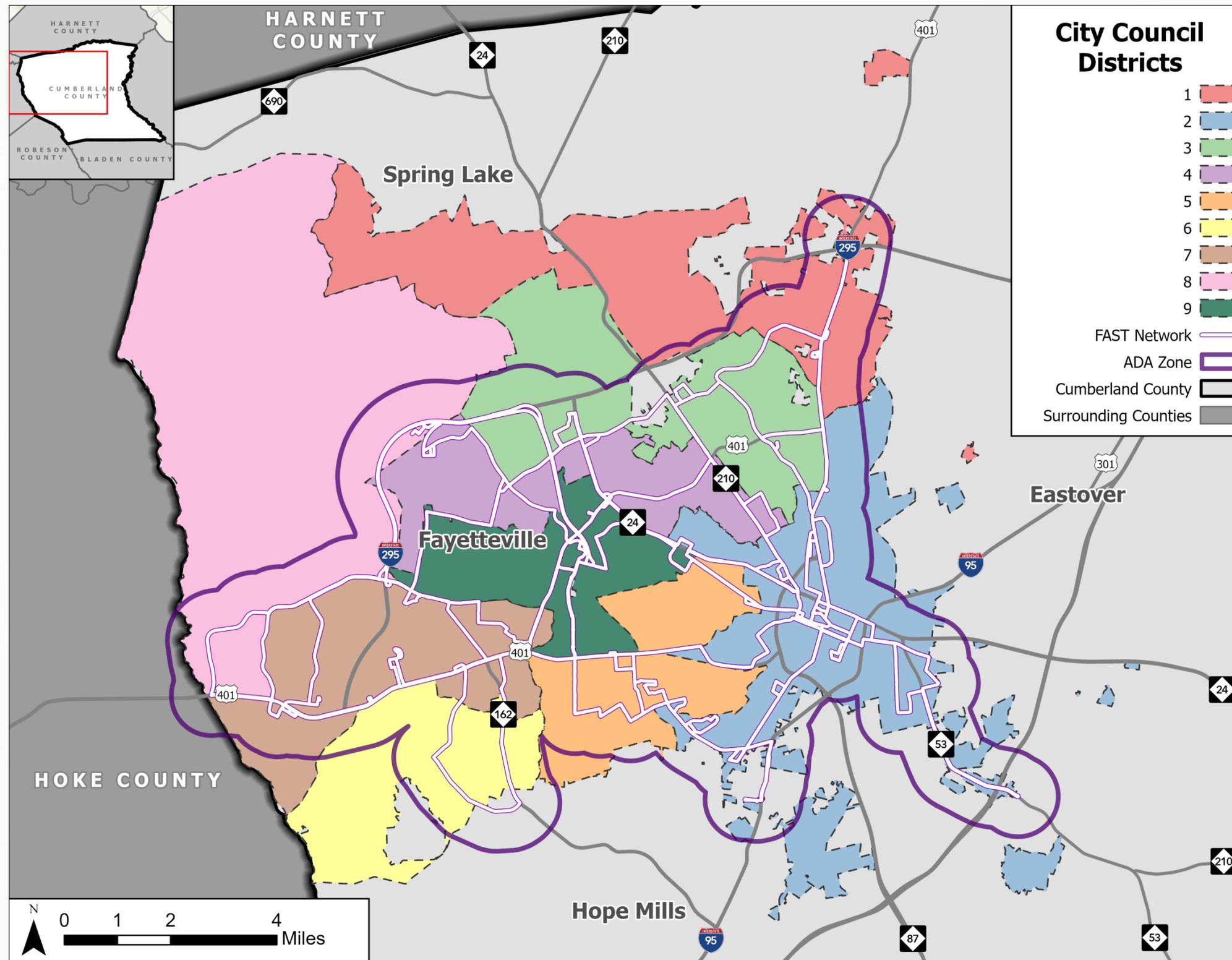
Capital investment in a secondary transfer facility



Alternatives can be implemented individually or collectively as a suite of services, depending on available financial resources.

**Recommended
timeframe for a
pilot program is
3-years.**

Alternative	Description
Alternative 1	Hope Mills/West Fayetteville
Alternative 2	Hope Mills/Cross Creek Mall
Alternative 3	Hope Mills/Cape Fear Valley Medical Center (Gray's Creek Extension)
Alternative 4	Fort Bragg/Cross Creek Mall/Fayetteville Regional Airport
Alternative 5	Fort Bragg/FAST Transit Center/Fayetteville Regional Airport
Alternative 6	Spring Lake/Fayetteville



Projected Annual Operating Expenses

-  Operating funds would come from local sources
-  Projected expenses are dependent on decisions regarding service levels and operating schedules (number of daily service hours and total operating days per year)
-  Estimated costs for baseline service, assuming 8-service hrs/day over a 12-month period:
 - Operating 3-days/week: ~\$141K
 - Operating 5-days/week: ~\$244K

Projected Capital Costs

-  Local match obligation for Federal Transit Administration (FTA) capital grant requirements is capped at 20%.
-  One 29-foot heavy-duty bus is recommended to support each alternative (at the proposed frequency).
-  Service may be scaled or expanded to reflect successes and growth realized under the pilot phase, while remaining aligned with available operating and capital resources.

Facility Suitability Analysis

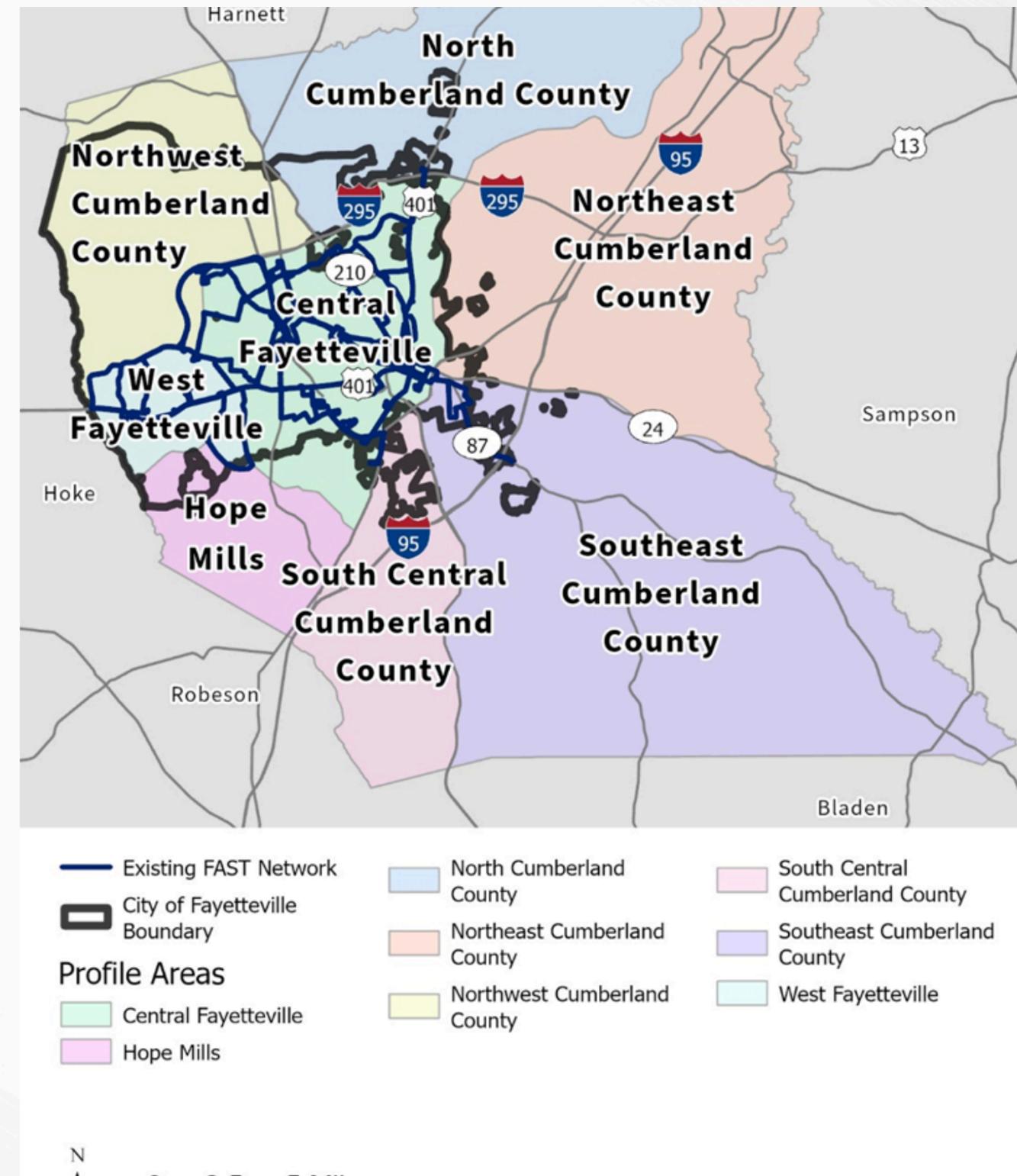
- Determines the most suitable area for a secondary facility
- Identifies facility characteristics and needs
- Identifies potential parcels that can support the estimated size requirements and facility characteristics

Area Profiles and Suitability Evaluation

- Cumberland County divided into 8 areas
- Strengths and weaknesses identified
- Evaluation criteria applied to assess the suitability of each area

Evaluative Criteria and Associated Weights

Criteria	Weight
Property Cost	25%
Route Proximity	25%
Population Density	20%
Ability to Expand	15%
Suitability for Development	15%



Area Evaluation Results

Area	Population Density	Property Cost	Ability to Expand	Suitability for Development	Route Modification	Weighted Score
West Fayetteville	7	1	5	3	7	4.6
Central Fayetteville	7	1	7	1	7	4.6
Southeast Cumberland County	3	7	1	5	5	4.5
North Cumberland County	3	5	1	7	3	3.8
Northeast Cumberland County	3	7	3	5	1	3.6
South Central Cumberland County	3	5	3	3	1	3
Hope Mills	5	3	1	3	1	2.4
Northwest Cumberland County	3	1	1	3	1	1.6

Top 3 Ranked Areas

- West Fayetteville
- Central Fayetteville
- Southeast Cumberland County

Preferred Area

West Fayetteville ranked highly in:

- Population density,
- ability to expand, and
- lack of route modification need to existing services

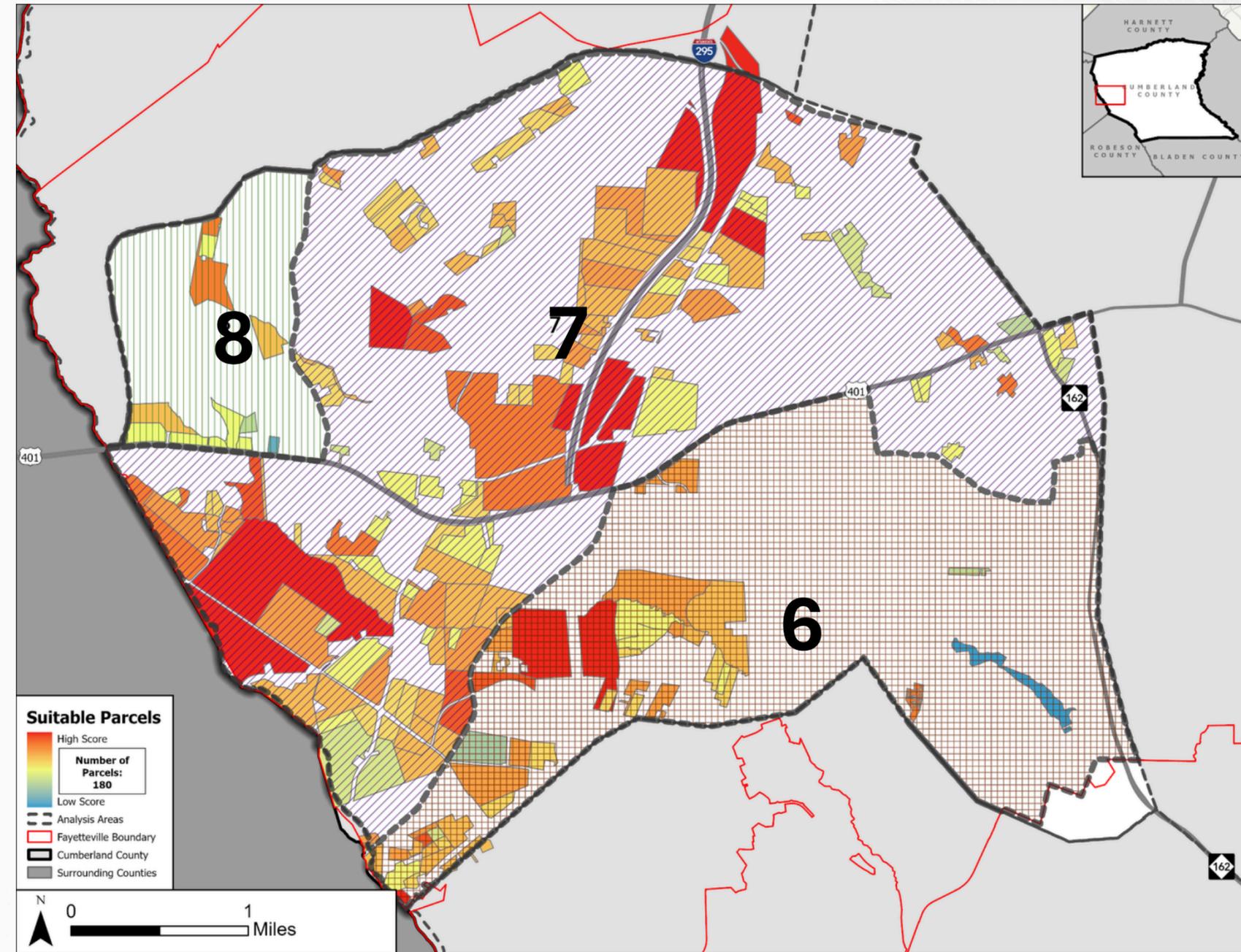
Selected Area | West Fayetteville

Strengths

-  • Support from stakeholders
-  • High population density
-  • Established service
-  • High retail and commercial growth
-  • Adjacent to neighboring counties

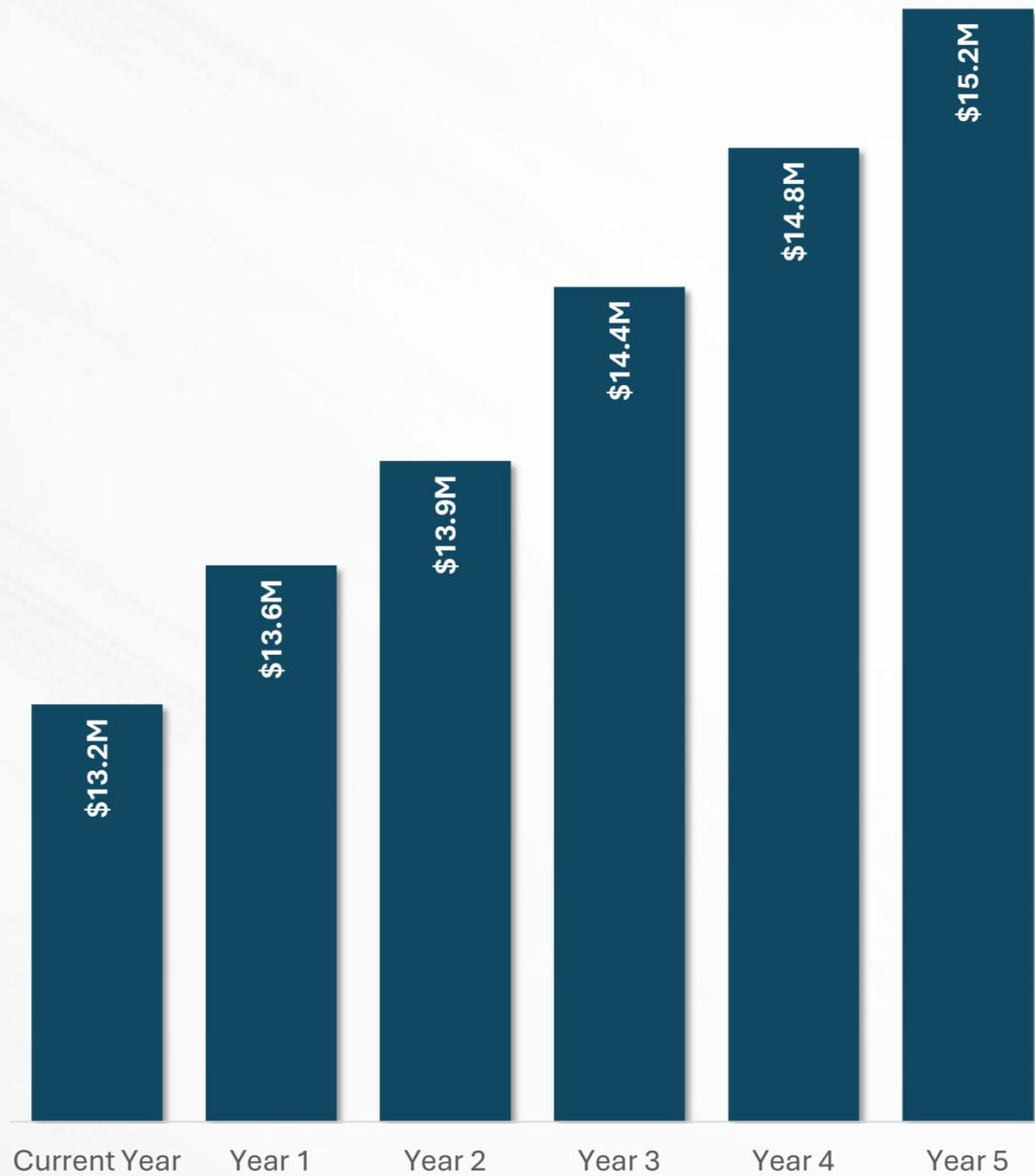
Challenges

-  • High-demand for space
-  • Low street connectivity in residential areas



180 parcels in West Fayetteville that are within City limits, non-residential, undeveloped, and meet the minimum recommended size of 2.9 acres under the Need Scenario, while **118** parcels meet the minimum recommended size of 5.5 acres under the Choice Scenario.

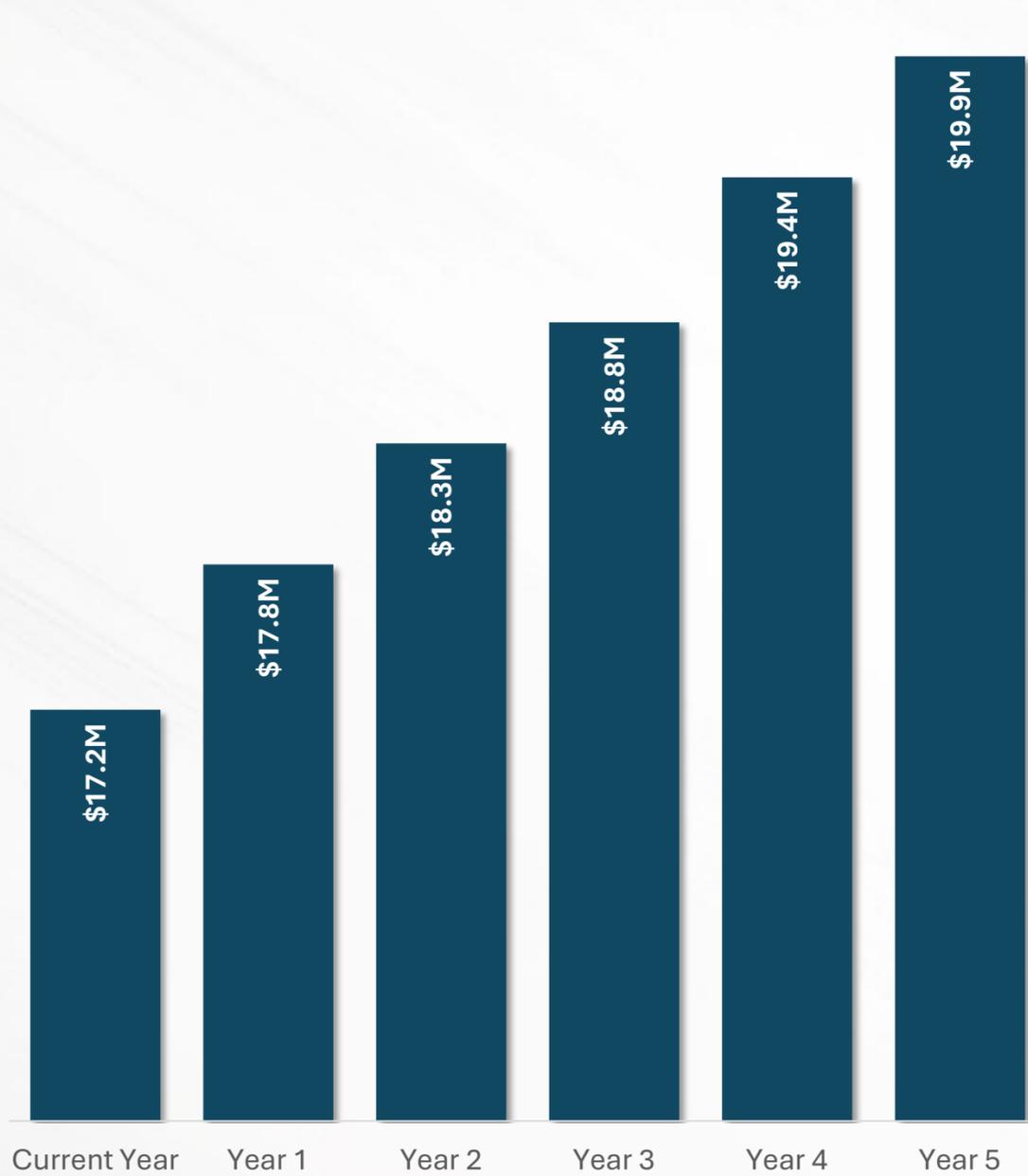
Projected Costs



2.9 acres



Projected Costs



5.5 acres



Peer Agency	State	Ridership	Revenue Vehicles	Operations/ Maintenance Facility Site Size (acres)	Park-and-Ride Lot Size (acres)
TDP Peers					
GoDurham	NC	6,540,017	294	16.0	N/A
Winston-Salem Transit Authority	NC	1,778,798	87	6.0	N/A
Fort Wayne Public Transportation Corporation	IN	1,613,446	63	5.0	N/A
Asheville Transit System	NC	1,607,423	28	3.5	1
Fayetteville Area System of Transit (FAST)	NC	1,521,040	51	2.5	N/A
Metropolitan Transit System	GA	797,856	45	6.0	0.5
Tri-State Transit Authority	WV	743,263	49	2.8	N/A
Cape Fear Public Transportation Authority	NC	715,814	55	8.0	0.25
Wave Transit System	AL	627,574	57	4.2	N/A
Clarksville Transit System	TN	552,819	47	5.0	0.5
High Point Transit System	NC	532,979	24	3.3	N/A
Geographic Peers					
GoRaleigh	NC	4,677,637	313	20.0	0.25-3.0
Greensboro Transit Agency	NC	2,541,347	100	12.0	1.0
GoTriangle	NC	1,878,480	135	Unk	0.25-1.0

Final Recommendations

1. Approve the Feasibility Study
2. Authorize FAST staff to continue collaborations with community partners on potential regional express services
3. Authorize FAST staff to seek competitive grants for a secondary Operations and Maintenance (O&M) Facility in West Fayetteville

Questions?





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