



City of Fayetteville

433 Hay Street
Fayetteville, NC
28301-5537
(910) 433-1FAY (1329)

Meeting Agenda - Final City Council Work Session

Monday, March 2, 2026

3:00 PM

Council Chamber

1.0 CALL TO ORDER

2.0 INVOCATION

3.0 PLEDGE OF ALLEGIANCE

4.0 CITY MANAGER REPORT

5.0 APPROVAL OF AGENDA

6.0 OTHER ITEMS OF BUSINESS

6.01 [26-0142](#) Construction Management Division Update From Freese and Nichols, Inc.

Recommendation: Receive Update

6.03 [26-0105](#) Accept Transit's (FAST's) 2026 Feasibility Study

Recommendation: Staff recommends that Council receive the report and direct staff to implement the recommendations.

6.02 [26-0104](#) Accept and Appropriate Federal Transit Administration (FTA) Grant NC-2026-008

Recommendation: Staff recommends that the Council move to accept and appropriate the Federal Transit Administration Grant NC-2026-008 and the appropriate budgetary actions.

6.04 [26-0141](#) Emergency Operations Plan EOP

Recommendation: Accept the EOP

6.05 [26-0144](#) Consider Changes to City Council Policy 155.4 - Naming of City Property in Honor of Individuals

Recommendation: Provide recommended revisions for City Council Policy 155.4.

6.06 [26-0043](#) City Council Agenda Item Request -Corridors of Opportunity - Mayor Colvin

6.07 [26-0140](#) City Council Agenda Item Request -North Street Baseball Field - Council Member Davis

6.08 [26-0145](#) City Council Agenda Item Request -Data Center Policy: Direction to City Manager to Research and Present Options - Council Member McMillan

7.0 ANNOUNCEMENTS AND RECOGNITIONS - To begin at 6:15 p.m.

8.0 PUBLIC FORUM

9.0 ADJOURNMENT

CLOSING REMARKS

The City of Fayetteville will not discriminate against qualified individuals with disabilities on the basis of disability in the City's services, programs, or activities. The City will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities so they can participate equally in the City's programs, services, and activities. The City will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all City programs, services, and activities. Any person who requires an auxiliary aid or service for effective communications, or a modification of policies or procedures to participate in any City program, service, or activity, should contact the office of Human Relations at yamilenazar@fayettevillenc.gov, 910-433-1696, or the Office of the City Clerk at cityclerk@ci.fay.nc.us, 910-433-1989, as soon as possible but no later than 72 hours before the scheduled event.

COUNCIL WORK SESSION WILL BE AIRED

March 2, 2026 - 3:00 p.m.

Cable Channel 7 and streamed "LIVE" at FayTV.net



Five Council Strategic Priorities



Ongoing commitment to a comprehensive approach to community safety



Continue the City's commitment to revitalization efforts and housing needs



Increase Parks and Recreation opportunities for youth engagement and interaction



Enhance economic growth throughout the City



Evaluate and expand transportation and other connectivity for residents



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City Council Action Memo

File Number: 26-0142

Agenda Date: 3/2/2026

Version: 1

Status: Agenda Ready

In Control: City Council Work Session

File Type: Other Items of
Business

Agenda Number: 6.01

TO: Mayor and Members of City Council

THRU: Dr. Douglas Hewett, ICMA-CM, City Manager,

**FROM: Jeffrey Yates, ICMA-CM, Assistant City Manager,
Dan LaMontagne, PE, Sr. Project Manager - Freese and Nichols, Inc.**

DATE: March 2, 2026

**RE:
Construction Management Division Update From Freese and Nichols, Inc.**

COUNCIL DISTRICT(S):

All

Relationship To Strategic Plan:

Goal 3: City Investment in Today and Tomorrow

Goal 4: Financially Sound City Providing Exemplary City Services

Executive Summary:

The City of Fayetteville's Facilities Capital Program Management initiative strengthens the City's internal Construction Management Division while ensuring capital improvement projects are delivered efficiently, transparently, and on schedule. The program establishes a unified management framework that standardizes planning, procurement, design oversight, construction oversight, financial tracking, and public engagement processes to improve accountability and coordination across departments and consultants. Through structured workflows, a Master Program Schedule, enhanced financial tracking, and a real-time Power BI dashboard, the City will gain clear visibility into cost, schedule, and overall project performance. The initiative also includes a phased transition plan that builds internal capacity and enables long-term City-led program ownership, creating a sustainable model for managing current and future capital investments.

Background:

On March 19, 2025, Freese and Nichols, Inc. (FNI) completed a comprehensive review of the City of Fayetteville's Construction Management Division (CMD) to evaluate how the City manages its capital projects and to recommend improvements. FNI was embedded with City staff for approximately three months, working alongside the team to understand current processes, organizational structure, reporting practices, and overall project delivery performance.

Since its creation in 2019, CMD has grown significantly and now manages more than 20 active projects totaling over \$150 million. However, the review found that staffing levels, formal processes, and reporting systems have not kept pace with the City's expanding Capital Improvement Program (CIP). The Division currently operates with limited

personnel and relies heavily on external consultants and executive-level decision-making, resulting in a more reactive than proactive approach to project management.

FNI recommended transitioning to a stronger, project manager-centered framework that clearly defines roles, responsibilities, and expectations. Key recommendations include implementing structured tools such as project charters, risk registers, and responsibility matrices; formalizing Service Level Agreements between departments; strengthening design-phase cost controls; and enhancing transparency through improved financial tracking and dashboard reporting. The report also recommends restructuring the Division's funding model, elevating leadership capacity, increasing project management staffing, and ultimately implementing a Project Management Information System (PMIS) supported by a dedicated Project Controls function.

Collectively, these recommendations are intended to improve accountability, transparency, and efficiency in project delivery while building the internal capacity needed to sustainably manage the City's growing capital portfolio.

Issues/Analysis:

Budget Impact:

None

Options:

No Decision Points at this Time

Recommended Action:

Receive Update

Attachments:

Presentation



City of Fayetteville

Facilities Capital Program Management



Program Overview

OBJECTIVES

- Strengthen the City's internal Construction Management Division (CMD) capacity
- Deliver capital projects efficiently, transparently, and on schedule
- Integrate consistent tools and workflows for planning, budgeting, and reporting
- Transition program ownership to City staff as capabilities mature

KEY SERVICES

- **Program Management**
Development of tools, dashboards, and reporting systems
- **Design Oversight**
Coordination, reviews, and constructability input for design consultants
- **Procurement Support**
RFQs, bid documents, and award coordination
- **Construction Oversight**
Cost/schedule tracking, change control, and closeout documentation
- **Public Engagement**
Coordination with PIO for updates and milestone events

STRATEGIC OUTCOMES

- Unified program management framework
- Real-time cost and schedule transparency via Power BI dashboard
- Clear accountability across departments and consultants
- Sustainable handoff process enabling City-led program delivery

Facilities Capital Program – Deliverables Summary

| Category | Description | Frequency / Timing | Responsible Party | Output Format |
|--|--|--------------------------------------|-------------------|---------------------------------------|
| Program Framework Package | Establish program structure, staffing plan, roles/responsibilities, and process workflows. | One-time | FNI | PDF / SharePoint Documentation |
| Kickoff and Transition Plan | Facilitate kickoff workshop and prepare transition plan for phased City staff ownership. | One-time | FNI | Summary Report / Action Plan |
| Program Management Tools Suite | Develop Master Program Schedule (MS Project), SharePoint file structure, document control system, and change management process. | One-time | FNI | MS Project / SharePoint Configuration |
| CIP Update Package | Update capital project list, priorities, cost estimates, and schedules for the annual CIP cycle. | Annual | FNI with City | Excel / PowerPoint Summary |
| Project Reporting Dashboard | Create and deploy Power BI dashboard integrating schedule, cost, and progress data across all projects. | One-time setup with periodic refresh | FNI | Excel + Power BI Dashboard |
| Standardized Templates and Forms | Develop standard templates for project reporting, consultant progress, PSA, OPCC comparisons, and value engineering. | One-time | FNI | Word / Excel Templates |
| Design Management Deliverables | Prepare RFQs, selection documentation, design review comments (30/60/90%), constructability reviews, and OPCC review reports. | Per project | FNI | PDF / Comment Logs |
| Procurement and Award Documentation | Prepare bid packages, addenda summaries, bid tabulations, award recommendations, and notices of award. | Per project | FNI | PDF / Excel |
| Public Information Materials | Provide public information, web content, and event materials (PIO coordination). | As needed | FNI with City PIO | PDF / Web Copy / Graphics |
| Construction Closeout Package | Compile submittal logs, change orders, claim evaluations, inspection reports, punch list, warranties, and final payment documentation. | Per project | FNI | PDF / SharePoint Upload |

Facilities Capital Program – Deliverables Summary

Continuous Deliverables

| Category | Description | Frequency | Responsible Party | Output Format |
|---|--|---------------------|-------------------|-------------------|
| Financial Tracking and Analysis | Monthly monitoring of project accounts and funding availability. | Monthly | FNI | Excel / Dashboard |
| Program Progress Dashboard | Update progress metrics for internal and Council reporting. | Quarterly | FNI | Power BI / PDF |
| Program Schedule Maintenance | Update and maintain program-level and project-level schedules. | Monthly / As needed | FNI | MS Project |
| Consultant Performance and Variance Analysis | Review consultant effort, OPCC alignment, and schedule adherence. | Ongoing | FNI | Excel / Report |
| Construction Progress Reports | Summarize cost, schedule, and quality updates for active projects. | Monthly | FNI | PDF / Dashboard |
| Site Observation and Quality Reports | Document construction quality, deficiencies, and resolutions. | Monthly / As needed | FNI | PDF / Photo Log |

Adapt and Elevate

- **Provide targeted Project Management support to reinforce capacity and continuity**
- Lead management of CIP projects to maintain program momentum
- Develop a clear, actionable Standard Operating Procedure for Project Charters
- Updated and streamlined Closeout documentation to align with evolving City needs
- Collaborate with City staff to integrate Laserfiche for Charter and Closeout processes





Support Beyond CMD

- Preparation of RFQs
 - Architects
 - CMARs
 - On-Call for Architecture and Engineering
- Assistance with OA Contracts and Task Orders
- Provided a new process for qualification-based selection criteria

Project Tracking

- Currently tracking the following information and dates
- Dates feed into the Schedule Dashboard (PowerBI)

General Information

- Project Name
- Project Number
- Client /Owning Department
- Project Manager
- Status

Initiation Phase

- Project Manager Assigned
- Charter sent for Review
- Charter sent for Execution
- Charter Completion

Consultant Procurement

- RFQ in Development (Yes/No)
- RFQ Advertisement
- RFQ Closed
- Consultant Selection
- Contract Execution

Project Tracking (continued)

Design

- Project Kick-off
- Schedule
- 30%, 60%, 90%
- Final PS&E

Construction

- Construction Type (CMAR, DBB)
- ITB Advertisement / CMAR RFQ
- Contractor Selection
- Contract Executed
- Issue NTP

Other

- Project Close out
- Owner's Advisor

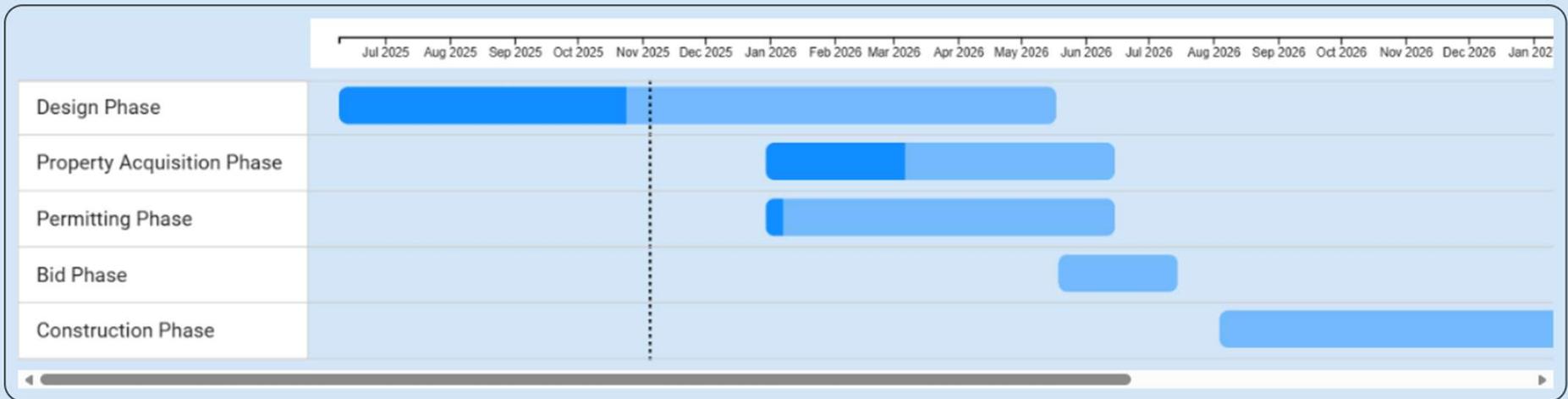
| General Information | | | | | Initiation | | | | | Consultation | | |
|------------------------------------|----------------|---------------------------|-----------------|------------|---|----------------|------------------------|--|--------------------------------|---|--|----------------|
| Project Name | Project Number | Project Owning Department | Project Manager | Status | NOTES | Secure Funding | Assign Project Manager | Charter Sent for Review | Charter Sent for Execution | Project Charter Completed (dates of last Signature) | RFQ in Development (Yes/No/Complete) | RFQ Advertised |
| Fire Station 16 | 85975 | Fire | David/Dan | Design | This project has an Owner's Advisor (OA). OA information shown after 'Closeout' column. Cummins Group | | | | | | | |
| E-911 Center | 85974 | Public Safety | David | Initiation | City will take the lead. Awaiting County's response regarding participation in the project. MCP to work on Charter. This project has an Owner's Advisor (OA). OA information shown after 'Closeout' column. Mission Critical Partners (MCP) | | | Check in with Lisa Shorter on 10/31/2025 | | | Complete | |
| Fire Station 9 | 85976 | Fire | David/Dan | Initiation | This project has an Owner's Advisor (OA). OA information shown after 'Closeout' column. MBP MBP sent signed Task Order without MSA in place. CMAR | | 7/7/2025 | | 7/31/2025 | 8/25/2025 | Complete | 9/5/2025 |
| Fire Station 2 | 85977 | Fire | David | Initiation | Need Doug's signature page. Design - Bid - Build | | 7/7/2025 | 9/23/2025 | 9/29/2025 10/7/2025 - Rev 1 | 10/23/2025 | Exempt - Service Agreement (Feasibility Study) | N/A |
| Solid Waste Building Bathroom Reno | 40013 | Public Services | Joseph | Initiation | Design - Bid - Build | | | Assigned to Joseph - due 10/31/2025 | | | N/A | 10/31/2025 |
| | 81119 (2024) | | | | | | | | | | | |

Project Tracking (continued)



Construction Management Division - Project Schedules

Fire Station 16



Fire
Client Dept.

Davis Kane ...
Consultant/AE

David/Dan
PM

CMAR
Delivery Method

| Task | Completion Date | Status |
|------------------|-----------------|--------|
| 30% Deliverables | 8/28/2025 | ✓ |
| 60% Deliverables | | ✗ |
| 90% Deliverables | | ✗ |

Phase

- Initiation
- Consultant/Designer Procureme...
- Design
- Construction Procurement

Financial Tracking

- Currently developing a budget tracking spreadsheet
 - City provides updates every Monday
- Amounts will feed into the Financial Dashboard (PowerBI)

| Column A | Design | | | | | | |
|------------------------------------|---|-------------------|----------------------|--------------------|---------------------|----------------------------|--------------------------|
| | Column N | Column O | Column P | Column Q | Column R | Column S (Column P+Q+R) | Column T (Column O-P) |
| Project Name | Design Consultant | Design Encumbered | Design Spent to Date | Land Spent to Date | Other Spent to Date | Total Spent to Date | Design Remaining |
| Market House Repurposing | ? | | | | | \$ - | \$ - |
| Cape Fear River Park | Moffatt & Nichol | \$ 350,064.00 | \$ 54,280.00 | \$ - | \$ - | \$ 54,280.00 | \$ 295,784.00 |
| Martin Luther King Jr. Park | The Site Group | | | | | \$ - | \$ - |
| Veterans Park II | Ratio | | | | | \$ - | \$ - |
| Fire Station 16 | Davis Kane Architects, PA | \$ 735,000.00 | \$ 125,380.00 | \$ 681,018.01 | \$ 649.95 | \$ 807,047.96 | \$ 609,620.00 |
| E-911 Center | Hord Coplan Macht, Inc. (Schrader Group) | \$ 1,777,000.00 | \$ 7,000.00 | \$ - | \$ - | \$ 7,000.00 | \$ 1,770,000.00 |
| Fire Station 9 | Davis Kane Architects, PA (Pending Award) | \$ - | \$ - | \$ 1,593,311.60 | \$ - | \$ 1,593,311.60 | \$ - |
| Fire Station 2 | TBD | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Transit Multi-Modal Building Upfit | TBD | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Solid Waste Bathroom Reno | TBD | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| In-Ground Bus Lift | TBD | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |

Financial Tracking (continued)

| Column A | Column B | Column C | Column D | Column E | Column F | Column G | Column H | Budget vs. Actual Information | | Column K | Column L | Column M |
|--|----------------|---------------------------|-----------------|--------------|------------------|------------------|------------------------------------|-------------------------------|---|---|--|--------------------------|
| | | | | | | | | Column I (Column G - H) | Column J | Column K | Column L (Column J-K) | Column M (Column I+L) |
| Project Name | Project Number | Project Client Department | Project Manager | Status | Total Budget | Project Budget | Project Spent to Date / Encumbered | Project Remaining Balance | Other Budget (Salaries, 401K, Life Insurance, Etc.) | Other Spent to Date / Encumbered (Salaries, 401K, Life Insurance, Etc.) | Other Remaining Balance (Salaries, 401K, Life Insurance, Etc.) | Remaining Balance Total |
| Day Resource Center | 84445 | NCORR | David | Closeout | \$ 5,990,000.00 | \$ 5,805,085.00 | \$ 5,763,598.20 | \$ 41,486.80 | \$ 184,915.00 | \$ 186,562.82 | -\$ 1,647.82 | \$ 39,838.98 |
| FAST Electric Bus Project | 88564 | Transit | David | Closeout | | | | | | | | |
| Segra Stadium CM&I | 85714 | CMO | Joseph | Complete | \$ 516,055.00 | \$ 516,055.00 | \$ 271,595.36 | \$ 244,459.64 | \$ - | \$ - | \$ - | \$ 244,459.64 |
| Courts at Glenville Lake (Formerly Tennis Ce | 83120 | Parks & Rec | Joseph | Construction | \$ 7,900,000.00 | \$ 7,648,881.00 | \$ 7,442,646.30 | \$ 206,234.70 | \$ 251,119.00 | \$ 310,901.59 | -\$ 59,782.59 | \$ 146,452.11 |
| Market House Repurposing | 86764 | Human Relations | Joseph | Construction | | | | | | | | |
| Cape Fear River Park | 83122 | Parks & Rec | Matt Milano | Design | \$ 2,380,815.00 | \$ 2,380,815.00 | \$ 603,908.50 | \$ 1,776,906.50 | \$ - | \$ 61,815.90 | -\$ 61,815.90 | \$ 1,715,090.60 |
| Martin Luther King Jr. Park | 83123 | Parks & Rec | Matt Milano | Design | \$ 2,100,000.00 | \$ 2,100,000.00 | \$ 74,571.00 | \$ 2,025,429.00 | \$ - | \$ - | \$ - | \$ 2,025,429.00 |
| Veterans Park II | 84571 | Parks & Rec | Matt Milano | Design | \$ 1,142,470.00 | \$ 1,097,887.00 | \$ 422,507.78 | \$ 675,379.22 | \$ 44,583.00 | \$ 73,049.03 | -\$ 28,466.03 | \$ 646,913.19 |
| Fire Station 16 | 85975 | Fire | David | Design | \$ 11,013,149.00 | \$ 11,013,149.00 | \$ 1,622,092.96 | \$ 9,391,056.04 | \$ - | \$ - | \$ - | \$ 9,391,056.04 |
| E-911 Center | 85974 | Public Safety | David | Initiation | \$ 16,151,430.00 | \$ 16,151,430.00 | \$ 2,285,000.00 | \$ 13,866,430.00 | \$ - | \$ - | \$ - | \$ 13,866,430.00 |
| Fire Station 9 | 85976 | Fire | David | Initiation | \$ 11,968,550.00 | \$ 3,320,335.00 | \$ 1,713,424.66 | \$ 1,606,910.34 | \$ - | \$ - | \$ - | \$ 1,606,910.34 |
| Fire Station 2 | 85977 | Fire | David | Initiation | \$ 10,000,000.00 | \$ 2,236,851.00 | \$ - | \$ 2,236,851.00 | \$ - | \$ - | \$ - | \$ 2,236,851.00 |
| Transit Multi-Modal Building Upfit | | Transit | David | Initiation | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |

Discussion / Feedback



City of Fayetteville

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City Council Action Memo

File Number: 26-0105

Agenda Date: 3/2/2026

Version: 1

Status: Agenda Ready

In Control: City Council Work Session

File Type: Other Items of
Business

Agenda Number: 6.03

TO: Mayor and Members of City Council

THRU: Michael Gibson, Interim Assistant City Manager

FROM: Tyffany L. Neal, MPA, Transit Director

DATE: March 2, 2026

RE:
Accept Transit's (FAST's) 2026 Feasibility Study

COUNCIL DISTRICT(S):

All

Relationship To Strategic Plan:

Goal 4: Desirable Place to Live, Work and Recreate

Executive Summary:

City Council is asked to accept a report on the results of the 2026 Fayetteville Area System of Transit's (FAST's) Feasibility Study. The Feasibility Study was conducted to evaluate the need for new infrastructure to support an expansion of FAST services to include express routes at both the county and regional levels, and to address the physical capacity constraints of the existing maintenance, parking, and administrative office facility for the transit system.

Background:

On April 7, 2025, the Fayetteville City Council authorized FAST to conduct a Transit Feasibility Study to support a potential expansion of service identified under Step 3 of the FAST Transit Development Plan (TDP). The TDP, adopted by Council in August 2022, serves as a roadmap for near and long-term public transportation service improvements.

The study evaluated the spatial requirements and high-level staffing needs necessary to accommodate broader service coverage, additional vehicle capacity, and enhanced maintenance and administrative capabilities. The study analyzed potential site options, infrastructure needs, environmental considerations, and capital and operating costs. It also identified the implications of integrating a new facility on the FAST service network, as well as on current and potential transit users. The outcome of this study provides a comprehensive framework to guide strategic investment in transit infrastructure, ensuring efficient, reliable, and sustainable service delivery under an expanded network.

Issues/Analysis:

The analysis was divided into three (3) tasks for review:

1. The demand for potential express route services in the county and immediate surrounding areas

2. The need for a secondary facility to support operations and vehicle maintenance activities
3. Potential locations for facility placement, contingent upon confirmation of the need for a second facility

Budget Impact:

None

Options:

1. Receive the report and direct staff to implement the recommended changes
2. Receive the report and direct staff not to implement the recommended changes
3. Do not receive the report and provide additional direction to staff

Recommended Action:

Staff recommends that Council receive the report and direct staff to implement the recommendations.

Attachments:

2026 Feasibility Study Results



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

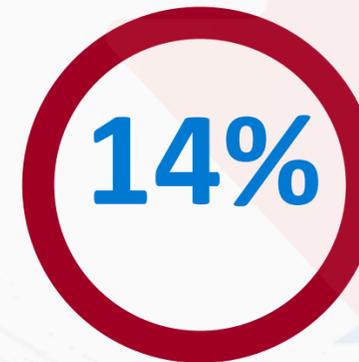


Ridership exceeded pre-pandemic levels

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

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.

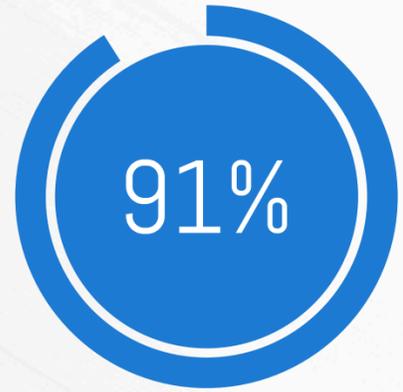
Commuting Area

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

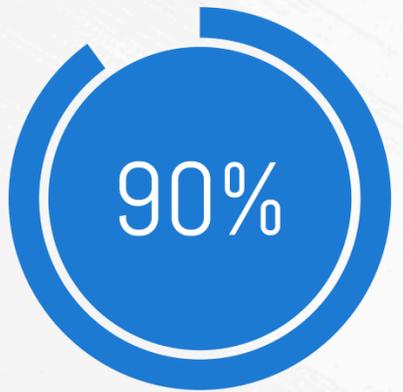


Non-Employment Trips

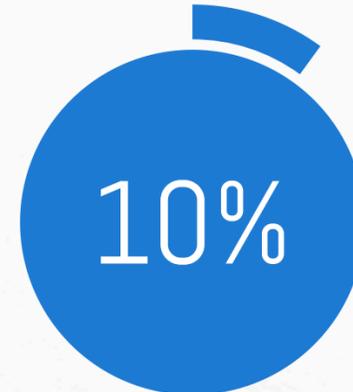
1.3M Approximate number of trips taken on an average weekday



Trips originating *from* Cumberland County



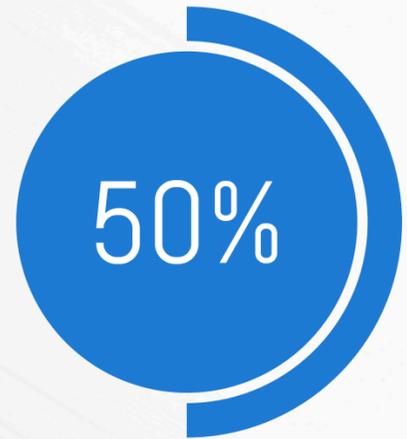
Trips originating *from* Cumberland County and ending *within* the County



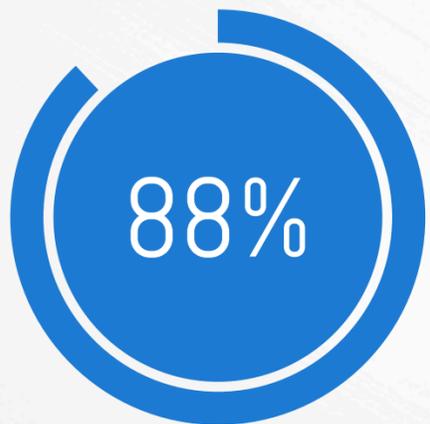
Trips originating *from* Cumberland County and ending *outside* of the County

Employment Trips

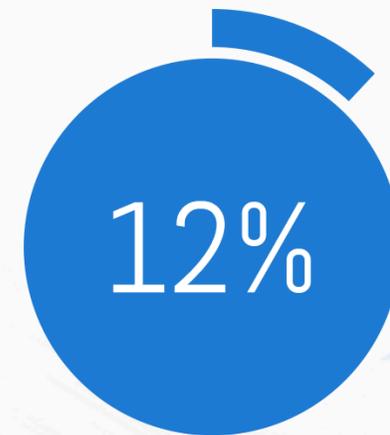
388K Approximate number of trips taken on an average weekday



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

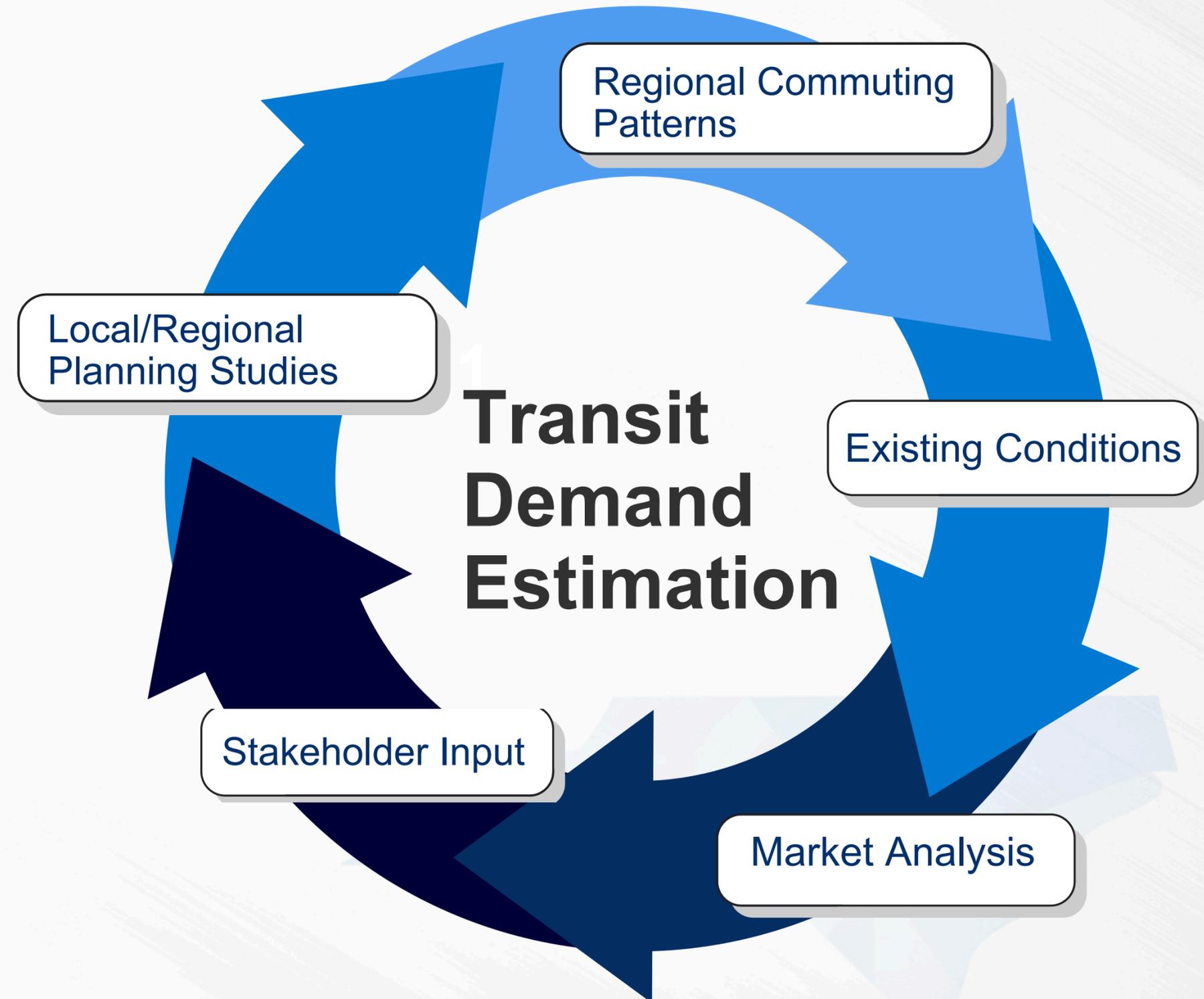
Characteristics

- 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

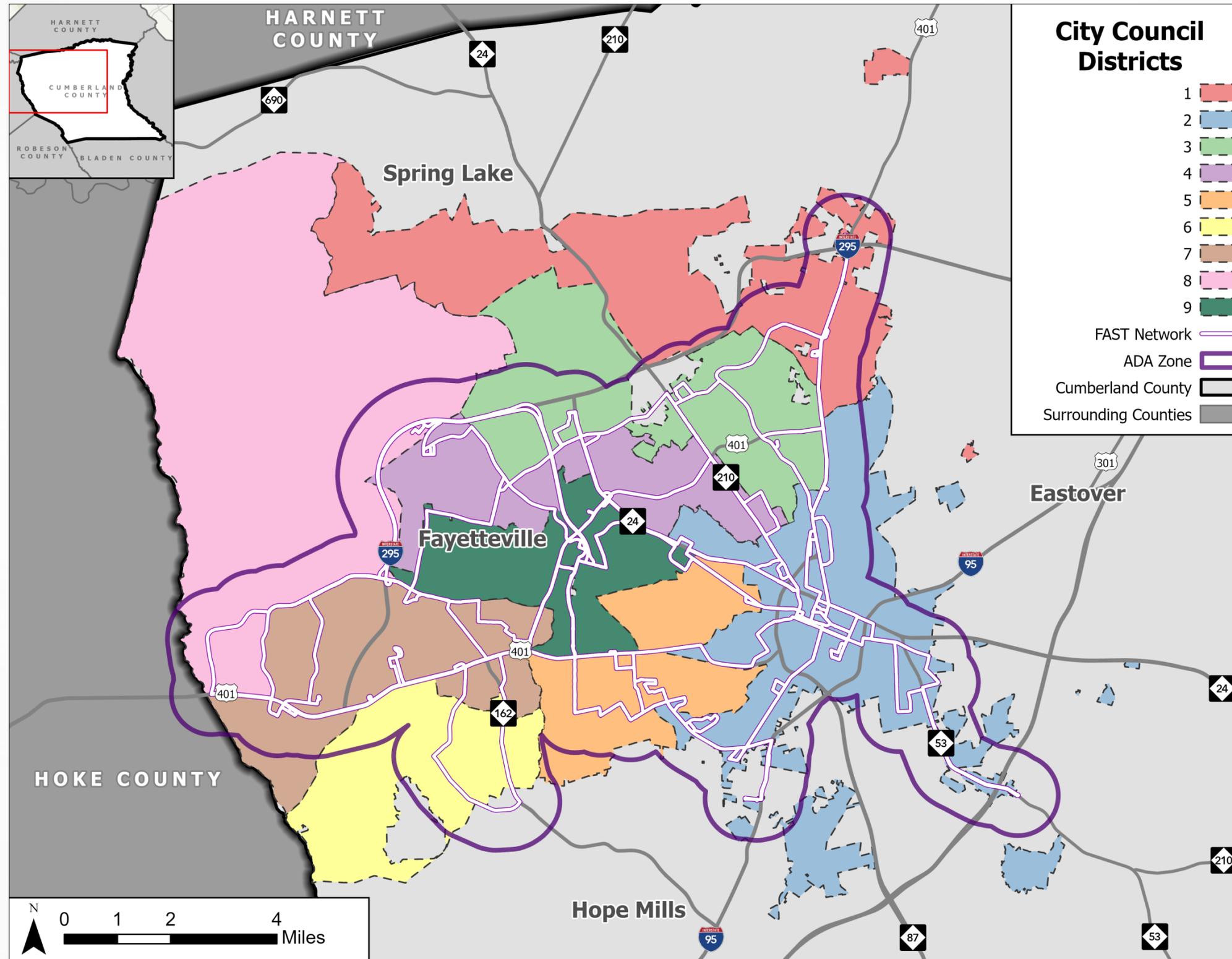


Capital investment in a secondary transfer facility

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

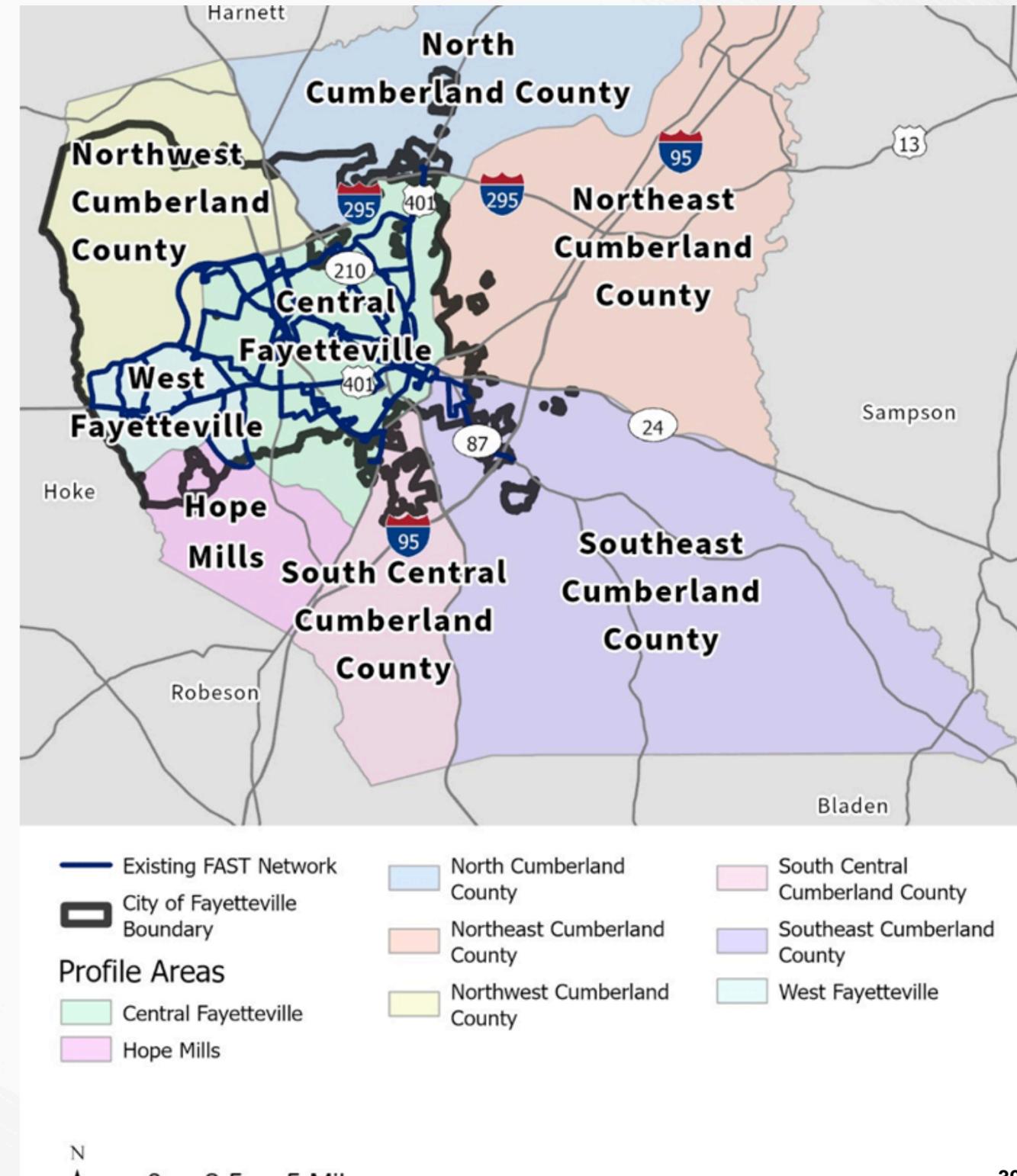
- Determines the most suitable area for a secondary facility
- Identifies facility characteristics and needs
- Identifies potential parcels that can support the estimated size requirements and facility characteristics

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

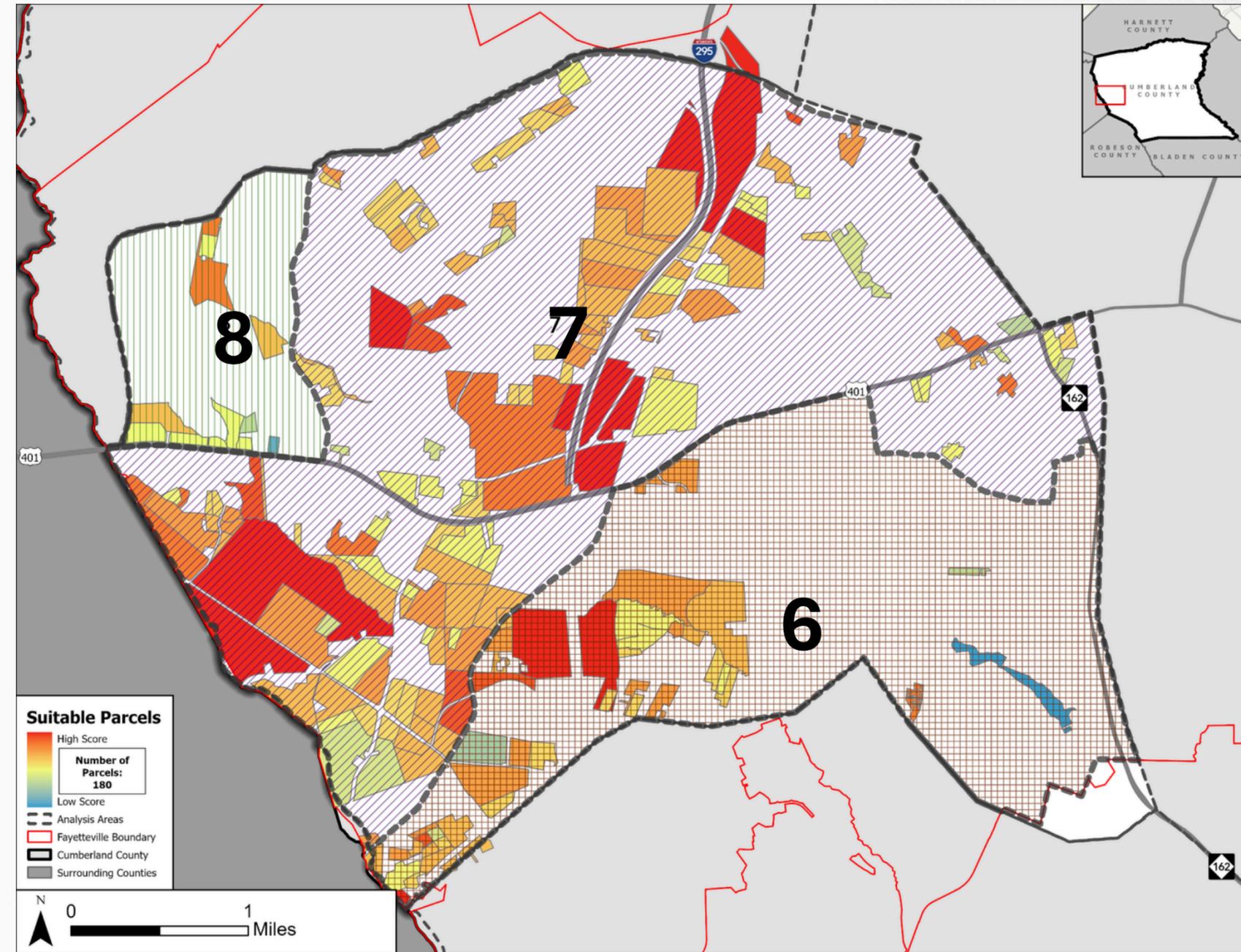
Selected Area | West Fayetteville

Strengths

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

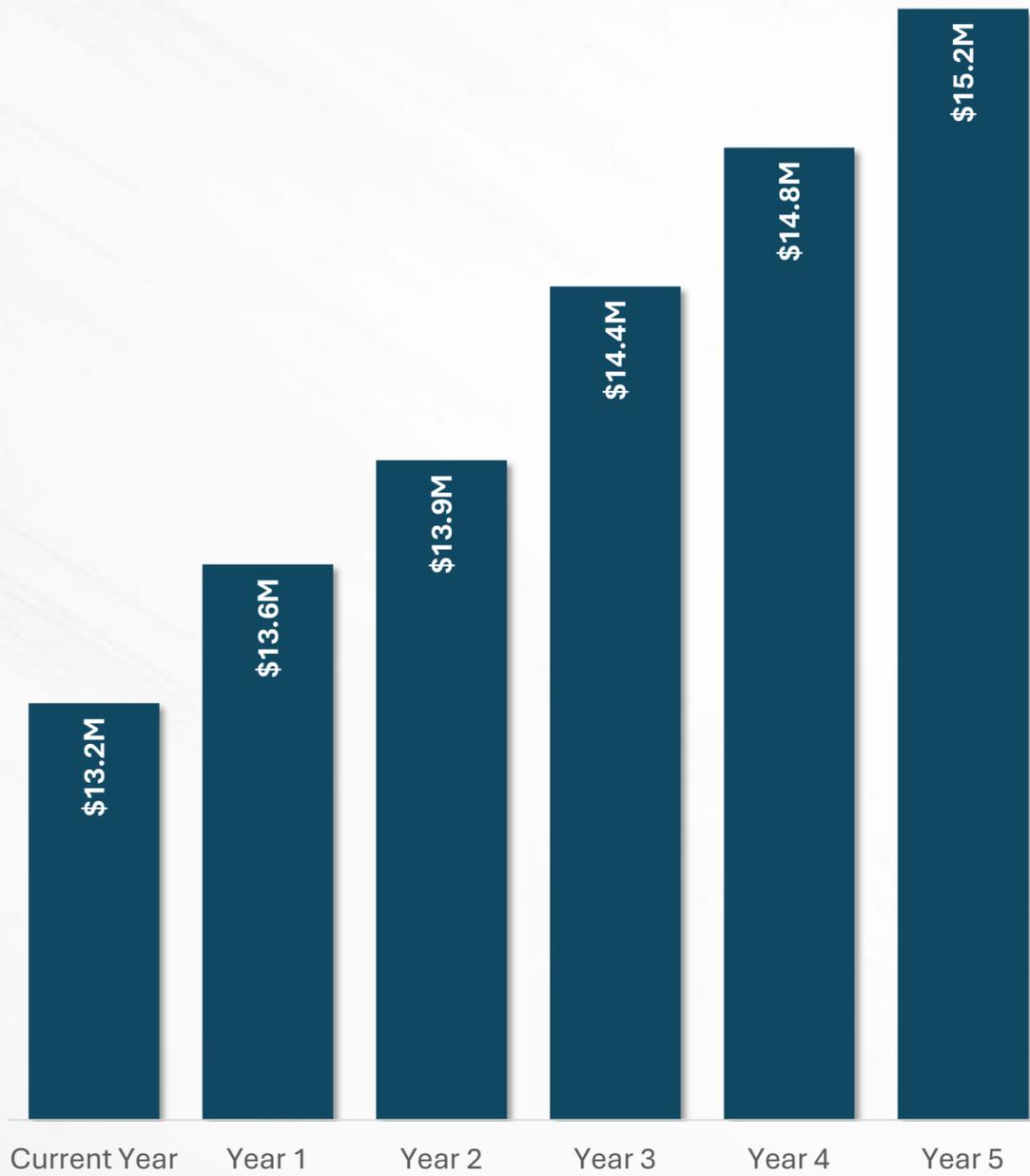
Challenges

-  • 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.

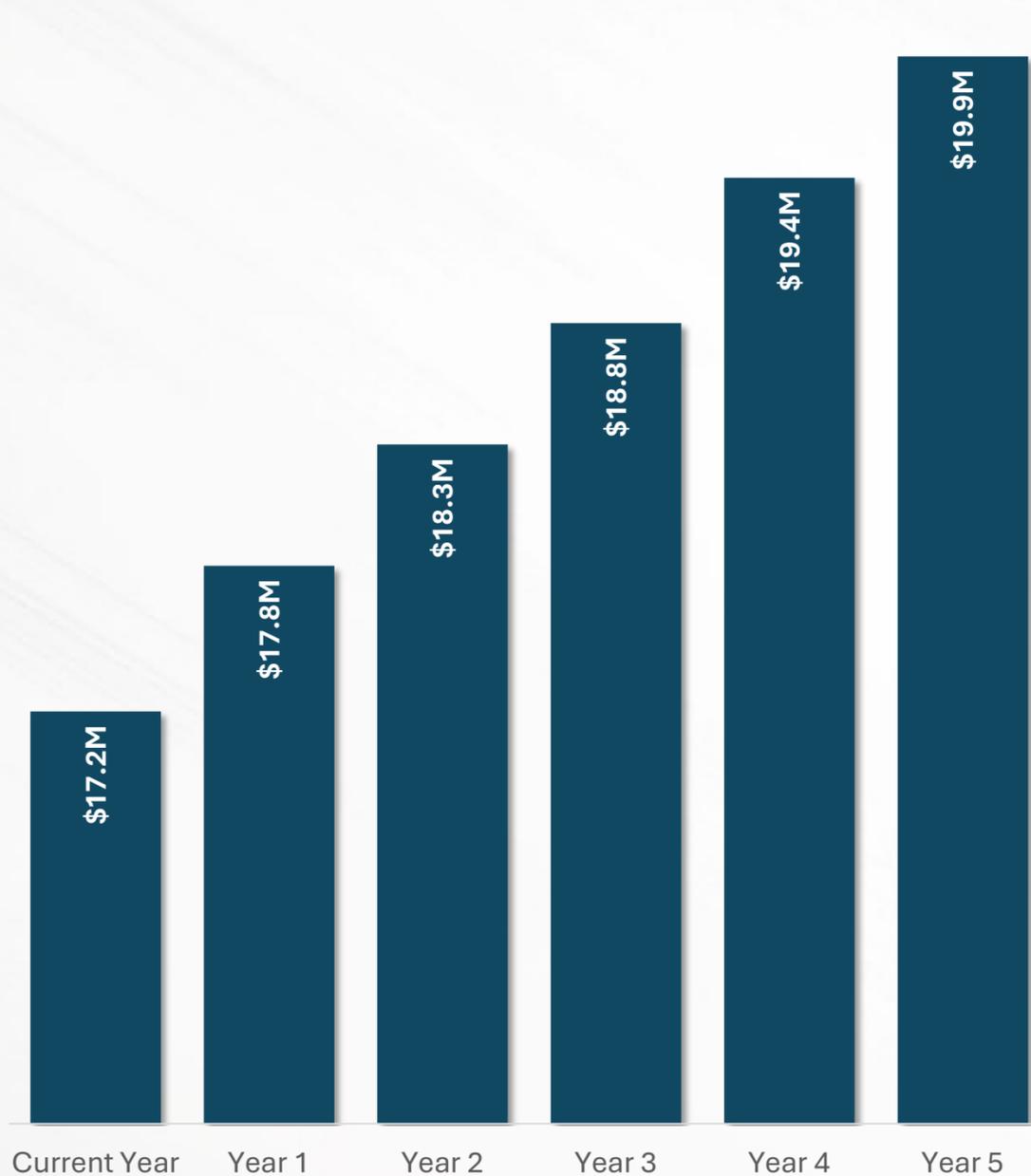
Projected Costs



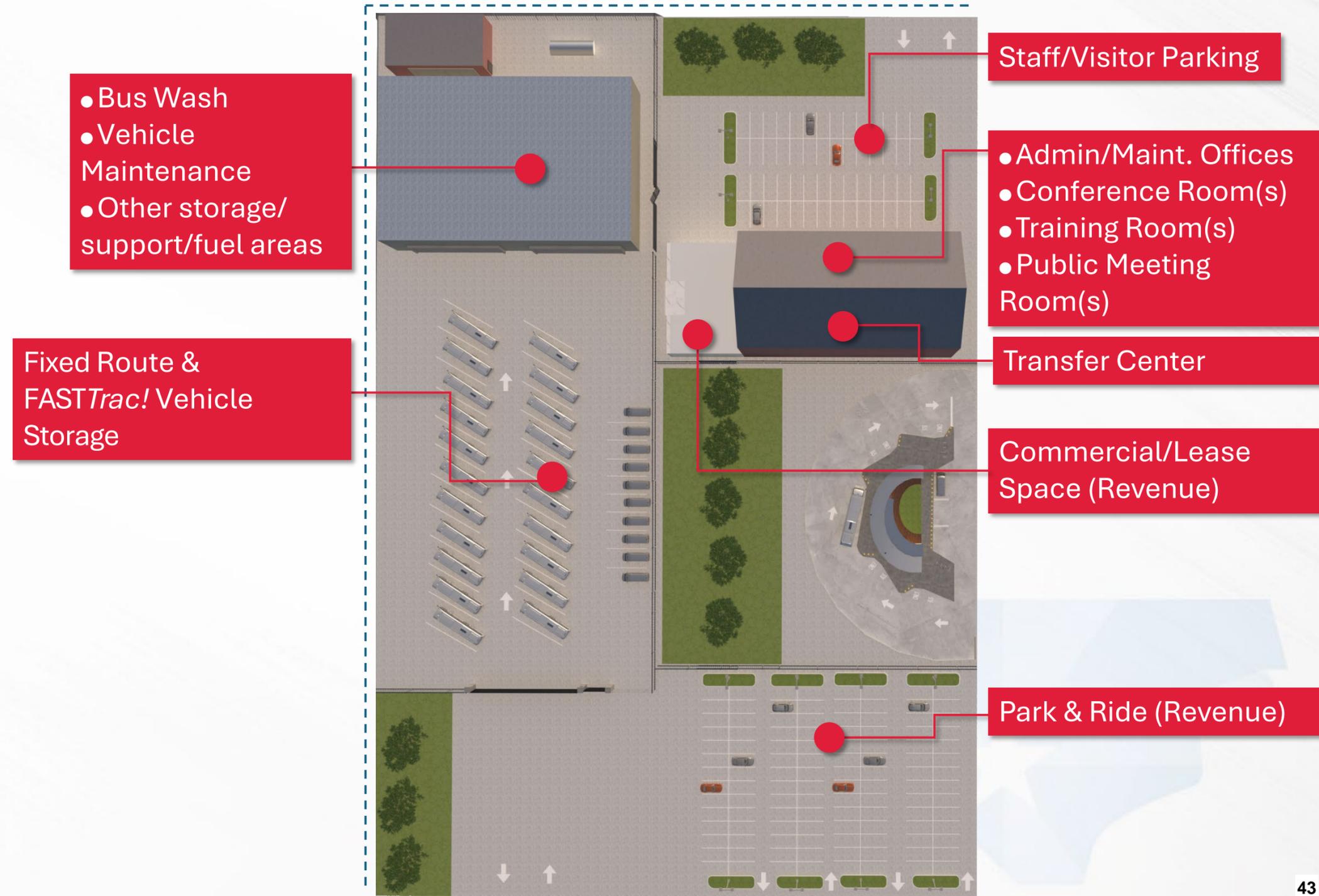
2.9 acres



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?





 **FAYETTEVILLE** ^{NC}
AMERICA'S CAN DO CITY

FayettevilleNC.gov



City of Fayetteville

433 Hay Street
Fayetteville, NC 28301-5537
(910) 433-1FAY (1329)

City Council Action Memo

File Number: 26-0104

Agenda Date: 3/2/2026

Version: 1

Status: Agenda Ready

In Control: City Council Regular Meeting

File Type: Consent

Agenda Number: 6.02

TO: Mayor and Members of City Council

**THRU: Michael Gibson, Interim Assistant City Manager
Jeffrey Yates, Assistant City Manager, ICMA-CM**

**FROM: Tyffany L. Neal, MPA, Transit Director
Michelle Brooks, Interim Budget Director**

DATE: March 2, 2026

**RE:
Accept and Appropriate Federal Transit Administration (FTA) Grant NC-2026-008**

COUNCIL DISTRICT(S):

All

Relationship To Strategic Plan:

Goal 4: Desirable Place to Live, Work and Recreate

Executive Summary:

In April 2024, Council adopted a Resolution of Support demonstrate the City's local match funding commitment for a competitive grant application (FY24 Low-No Grant) to the FTA for the purchase of four (4) 35-ft low-floor battery-electric buses (BEBs) and charging infrastructure to replace diesel buses that have already met or exceeded their useful life.

In July 2024, the City was awarded \$6,667,462 of FTA funds in addition to a local match of \$1,666,366 for a total grant of \$8,333,828, which will improve transit service for the entire community while creating American jobs.

Background:

In 2024, Congress established a competitive capital grant program under the FTA entitled Low or No Emission Grant Program (Low-No Program). This program provided transit bus funding over and above FTA's formula grant programs.

The City's bus fleet is aging, with several buses currently exceeding their estimated useful life of 12 years (or 500K miles). It is critical that buses be replaced in a timely manner since FAST buses accumulate a high number of miles every year. The City purchased 10 buses between 2010 and 2013 that are currently due to be replaced. Annual FTA formula fund apportionments are not sufficient to fund these needed replacements as formula funds also support other areas of the Transit budget such as operating assistance, maintenance, ADA, planning and other capital needs.

This is the City's third award of competitive FTA funds for revenue vehicle replacements

since 2021.

Issues/Analysis:

N/A

Budget Impact:

There is no impact to the Operating Budget.

Options:

- 1) Adopt Capital Project Ordinance 2026-37.

- 2) Do not adopt Capital Project Ordinance 2026-37 and provide further guidance to staff

Recommended Action:

Staff recommends that the Council move to accept and appropriate the Federal Transit Administration Grant NC-2026-008 and the appropriate budgetary actions.

Attachments:

Capital Project Ordinance (CPO) 2026-37
FTA Grant NC-2026-008

Award

| | |
|---|---|
| Federal Award Identification Number (FAIN) | NC-2026-008 |
| Award with Amendment Number | NC-2026-008-00 |
| Temporary Application Number | 1112-2024-6 |
| Award Name | FY24 Low No Grant 5339(c) Competitive Funds |
| Award Status | Obligated / Ready for Execution |
| Budget Revisions | 0 |

| | |
|--|--|
| Period of Performance Start Date | 1/28/2026 |
| Original Period of Performance End Date | 3/30/2033 |
| Current Period of Performance End Date | 3/30/2033 Revision #: 0 Approved?: Yes |

| | |
|---------------------------------|-----------|
| Budget Period Start Date | 1/28/2026 |
| Budget Period End Date | 3/30/2033 |

Part 1: Recipient Information

Name: FAYETTEVILLE, CITY OF

| Recipient ID | Recipient OST Type | Recipient Alias | UEI | DUNS |
|--------------|--------------------|----------------------|--------------|------|
| 1112 | City | CITY OF FAYETTEVILLE | M7SAWYCADYW1 | |

| Location Type | Address | City | State | Zip |
|------------------|------------|--------------|-------|-------|
| Physical Address | 467 HAY ST | FAYETTEVILLE | NC | 28301 |
| Mailing Address | 467 HAY ST | FAYETTEVILLE | NC | 28301 |

Union Information

| | |
|-------------------|------|
| Union Name | NONE |
|-------------------|------|

| | |
|--------------|-------|
| Address 1 | |
| Address 2 | |
| City | |
| State | |
| Zipcode | 00000 |
| Contact Name | |
| Telephone | |
| Fax | 00000 |
| E-mail | |
| Website | |

Part 2: Award Information

Title: FY24 Low No Grant 5339(c) Competitive Funds

| Award with Amendment Number | Award Status | Award Type | Award Cost Center | Date Created | Last Updated Date | From TEAM? |
|-----------------------------|---------------------------------|------------|-------------------|--------------|-------------------|------------|
| NC-2026-008-00 | Obligated / Ready for Execution | Grant | Region 4 | 7/31/2024 | 7/31/2024 | No |

Award Executive Summary

The grant requests the use of \$6,667,462 of Section 5339(c) Low and No Emissions Competitive Program funds. The grant will also use Section 5339(c) Discretionary Low and No Emissions funds competitively awarded in FY24 for the replacement of five (5) diesel buses with one (1) BEB and four (4) hybrid buses. Discretionary ID (#D2024-LOWNO-040).

Fixed route services, construction and installation of charging infrastructure, project management, and revenue vehicle replacement to improve fuel efficiency (in comparison to diesel buses) and have fewer moving parts, potentially decreasing fuel and maintenance costs. The SF-424 Supplemental form is attached in the application documents, activities to be performed, and the normal Buy America, use of non-disbarred 3rd party contractors, etc.

Continue essential and reliable public transit services for those living or visiting the Fayetteville area in a safe and cost-effective manner. Timely replacement of buses in accordance with our Transit Asset Management (TAM) Plan.

Citizens and visitors in the Fayetteville area will benefit with improved air quality due to reduced emissions from diesel buses. The transit operation will benefit from reduced costs from new, more efficient vehicles as well as improved working conditions in our maintenance facility.

There will be no sub-recipient activities.

Frequency of Milestone Progress Reports (MPR)

Quarterly

Frequency of Federal Financial Reports (FFR)

Quarterly

Does this application include funds for research and/or development activities?

This award does not include research and development activities.

Pre-Award Authority

This award is using Pre-Award Authority.

Does this application include suballocation funds?

Recipient organization is directly allocated these funds and is eligible to apply for and receive these funds directly.

Will this Grant be using Lapsing Funds?

No, this Grant does not use Lapsing Funds.

Will indirect costs be applied to this application?

This award does not include an indirect cost rate.

Indirect Rate Details: This award is applying an approved an indirect cost rate of 9.45%.

Requires E.O. 12372 Review

No, this application does not require E.O. 12372 Review.

Delinquent Federal Debt

No, my organization does not have delinquent federal debt.

Award Description

Purpose

The grant requests the use of \$6,667,462 of Section 5339(c) Low and No Emissions Competitive Program funds. The grant will also use Section 5339(c) Discretionary Low and No Emissions funds competitively awarded in FY24 for the replacement of five (5) diesel buses with one (1) BEB and four (4) hybrid buses. Discretionary ID (#D2024-LOWNO-040).

Activities to be performed:

Fixed route services, construction and installation of charging infrastructure, project management, and revenue vehicle replacement to improve fuel efficiency (in comparison to diesel buses) and have fewer moving parts, potentially decreasing fuel and maintenance costs. The SF-424 Supplemental form is attached in the application documents, activities to be performed, and the normal Buy America, use of non-disbarred 3rd party contractors, etc.

Expected outcomes:

Continue essential and reliable public transit services for those living or visiting the Fayetteville area in a safe and cost-effective manner. Timely replacement of buses in accordance with our Transit Asset Management (TAM) Plan.

Intended beneficiaries:

Citizens and visitors in the Fayetteville area will benefit with improved air quality due to reduced emissions from diesel buses. The transit operation will benefit from reduced costs from new, more efficient vehicles as well as improved working conditions in our maintenance facility.

Subrecipient Activities:

There will be no sub-recipient activities.

Award Point of Contact Information

| First Name | Last Name | Title | E-mail Address | Phone |
|------------|-----------|-------------------|--------------------------------|----------------|
| Guanying | Lei | General Engineer | guanying.lei@dot.gov | (404) 865-5615 |
| John | Crocker | Community Planner | john.crocker@dot.gov | (404) 865-5624 |
| Tyffany | Neal | Transit Director | tyffanyneal@fayettevillenc.gov | (910) 433-1221 |

Award Budget Control Totals

| Funding Source | Section of Statute | CFDA Number | Amount |
|--|--------------------|-------------|--------------------|
| 5339 – Low or No Emission Grants Competitive | 5339-2 | 20526 | \$6,667,462 |
| Local | | | \$1,666,364 |
| Local/In-Kind | | | \$0 |
| State | | | \$0 |
| State/In-Kind | | | \$0 |
| Other Federal | | | \$0 |
| Transportation Development Credit | | | \$0 |
| Adjustment | | | \$0 |
| Total Eligible Cost | | | \$8,333,826 |

Award Budget

| Project Number | Budget Item | FTA Amount | Non-FTA Amount | Total Eligible Amount | Quantity |
|-------------------|---|----------------|----------------|-----------------------|----------|
| NC-2026-008-01-00 | 111-00 (111-A3) BUS - ROLLING STOCK | \$4,322,000.00 | \$1,080,000.00 | \$5,402,000.00 | 5 |
| NC-2026-008-01-00 | 11.12.01 BUY REPLACEMENT 40-FT BUS | \$1,122,000.00 | \$280,000.00 | \$1,402,000.00 | 1 |
| NC-2026-008-01-00 | 11.12.02 BUY REPLACEMENT 35-FT BUS | \$3,200,000.00 | \$800,000.00 | \$4,000,000.00 | 4 |
| NC-2026-008-01-00 | 114-00 (114-A4) BUS: SUPPORT EQUIP AND FACILITIES | \$219,091.00 | \$54,772.00 | \$273,863.00 | 1 |

| | | | | | | | |
|-------------------|-----------------|----------|----------------------------------|----------------|--------------|----------------|---|
| NC-2026-008-01-00 | | 11.42.20 | ACQUIRE - MISC SUPPORT EQUIPMENT | \$219,091.00 | \$54,772.00 | \$273,863.00 | 1 |
| NC-2026-008-01-00 | 115-00 (115-A1) | | ELECTRIFICATION/POWER DIST (BUS) | \$1,426,832.00 | \$356,708.00 | \$1,783,540.00 | 3 |
| NC-2026-008-01-00 | | 11.52.20 | PURCHASE MISC ELEC/ POWER EQUIP | \$466,524.00 | \$116,631.00 | \$583,155.00 | 2 |
| NC-2026-008-01-00 | | 11.53.20 | CONSTRUCT MISC ELEC/ POWER EQUIP | \$960,308.00 | \$240,077.00 | \$1,200,385.00 | 1 |
| NC-2026-008-01-00 | 117-00 (117-A2) | | OTHER CAPITAL ITEMS (BUS) | \$699,539.00 | \$174,884.00 | \$874,423.00 | 1 |
| NC-2026-008-01-00 | | 11.71.03 | PROJECT MANAGEMENT - 3RD PARTY | \$537,120.00 | \$134,280.00 | \$671,400.00 | 1 |
| NC-2026-008-01-00 | | 11.7D.02 | EMPLOYEE EDUCATION/ TRAINING | \$162,419.00 | \$40,604.00 | \$203,023.00 | 0 |

Discretionary Allocations

| Discretionary ID | Project Title | Amount Applied | Award with Amendment Number |
|------------------|--|----------------|-----------------------------|
| D2024-LWNO-040 | Electric Bus Transition Project- Zero Emissions to Lower Carbon Footprint and Enhance Air Quality Initiative | \$6,667,462 | NC-2026-008-00 |

Sources of Federal Financial Assistance

| PO Number | Project Number | Scope Name | Scope Number | Scope Suffix | UZA Code | Area Name | Account Class Code | FPC | Description | Amendment Amount | Cumulative Amount |
|------------|-------------------|---------------------------|--------------|--------------|----------|----------------|--------------------|-----|----------------------------------|------------------|-------------------|
| NC-34-0147 | NC-2026-008-01-00 | OTHER CAPITAL ITEMS (BUS) | 117-00 (117) | A2 | 370000 | North Carolina | 2024.3J.34.LJ.1 | 09 | Low-No Competitive Grants (IIJA) | \$699,539 | \$699,539 |
| NC-34-0147 | NC-2026-008-01-00 | ELECTRIFICATION/POWER | 115-00 (115) | A1 | 370000 | North Carolina | 2024.3J.34.LJ.1 | 09 | Low-No Competitive Grants (IIJA) | \$1,426,832 | \$1,426,832 |

| | | | | | | | | | | | |
|------------|-------------------|-----------------------------------|--------------|----|--------|----------------|-----------------|----|----------------------------------|-------------|-------------|
| | | R DIST (BUS) | | | | | | | | | |
| NC-34-0147 | NC-2026-008-01-00 | BUS: SUPPORT EQUIPMENT FACILITIES | 114-00 (114) | A4 | 370000 | North Carolina | 2024.3J.34.LJ.1 | 09 | Low-No Competitive Grants (IIJA) | \$219,091 | \$219,091 |
| NC-34-0147 | NC-2026-008-01-00 | BUS - ROLLING STOCK | 111-00 (111) | A3 | 370000 | North Carolina | 2024.3J.34.LJ.1 | 09 | Low-No Competitive Grants (IIJA) | \$4,322,000 | \$4,322,000 |

Part 3: Project Information

Project Title: Zero-Emission Electric Buses to Reduce Carbon Emissions and Improve Air Quality.

| Project Number | Temporary Project Number | Date Created | Start Date | End Date |
|-------------------|--------------------------|--------------|------------|------------|
| NC-2026-008-01-00 | 1112-2024-6-P1 | 8/16/2024 | 6/30/2025 | 12/31/2028 |

Project Description

This project will replace five (5) diesel buses with one (1) BEB and four (4) hybrid buses (Discretionary ID (#D2024-LOWNO-040)). This purchase will include acquiring five (5) replacement Fixed Route buses, the purchase and installation of electric charging infrastructure and workforce development training that will allow Fayetteville Area System of Transit (FAST) to continue the transition from diesel to electric/hybrid buses. These vehicles will reduce vehicle emissions, improve air quality and overall quality of life and reduce operating costs. The City will continue to partner with the Center for Transportation and the Environment (CTE) for technical analysis and project management support. Fayetteville Area System of Transit (FAST) has prepared a Transit Vehicle Transition. The Low-No supplemental form and project selection list are attached.

Project Benefits

The project will allow FAST to remove (2) 2009 and (3) 2010 model year diesel-fueled buses from service and deploy (1) zero-emission battery electric bus and four (4) hybrid buses in their place. Combined, the (5) buses being replaced operate for approximately 59K miles and consume approximately 34K gallons of diesel fuel each year. Deploying battery electric and hybrid buses will reduce energy consumption and harmful emissions, including greenhouse gases and particulates.

Additional Information

Residents and visitors to the Fayetteville region will benefit with improved air quality, reduce consumption of fossil fuels and less noise.

Location Description

City of Fayetteville and Cumberland County, North Carolina

Project Location (Urbanized Areas)

| UZA Code | Area Name |
|----------|------------------|
| 370000 | North Carolina |
| 379630 | Fayetteville, NC |

Congressional District Information

| District | State |
|----------|----------------|
| 8 | North Carolina |
| 9 | North Carolina |

Program Plan Information

STIP/TIP

Date: 5/13/2022

Description: 2020-2029 NCDOT STIP

UPWP

Date: Not Provided

Description: FAMPO UPWP 2024

Long Range Plan

Date: Not Provided

Description: FAMPO Long Range Transit Plan

Project Control Totals

| Funding Source | Section of Statute | CFDA Number | Amount |
|--|--------------------|-------------|--------------------|
| 5339 – Low or No Emission Grants Competitive | 5339-2 | 20526 | \$6,667,462 |
| Local | | | \$1,666,364 |
| Local/In-Kind | | | \$0 |
| State | | | \$0 |
| State/In-Kind | | | \$0 |
| Other Federal | | | \$0 |
| Transportation Development Credit | | | \$0 |
| Adjustment | | | \$0 |
| Total Eligible Cost | | | \$8,333,826 |

Project Budget

| Project Number | Budget Item | FTA Amount | Non-FTA Amount | Total Eligible Amount | Quantity |
|-------------------|-------------------------------------|----------------|----------------|-----------------------|----------|
| NC-2026-008-01-00 | 111-00 (111-A3) BUS - ROLLING STOCK | \$4,322,000.00 | \$1,080,000.00 | \$5,402,000.00 | 5 |
| NC-2026-008-01-00 | 11.12.01 BUY REPLACEMENT 40-FT BUS | \$1,122,000.00 | \$280,000.00 | \$1,402,000.00 | 1 |

| | | | | | | | |
|-------------------|-----------------|----------|-----------------------------------|----------------|--------------|----------------|---|
| NC-2026-008-01-00 | | 11.12.02 | BUY REPLACEMENT 35-FT BUS | \$3,200,000.00 | \$800,000.00 | \$4,000,000.00 | 4 |
| NC-2026-008-01-00 | 114-00 (114-A4) | | BUS: SUPPORT EQUIP AND FACILITIES | \$219,091.00 | \$54,772.00 | \$273,863.00 | 1 |
| NC-2026-008-01-00 | | 11.42.20 | ACQUIRE - MISC SUPPORT EQUIPMENT | \$219,091.00 | \$54,772.00 | \$273,863.00 | 1 |
| NC-2026-008-01-00 | 115-00 (115-A1) | | ELECTRIFICATION/POWER DIST (BUS) | \$1,426,832.00 | \$356,708.00 | \$1,783,540.00 | 3 |
| NC-2026-008-01-00 | | 11.52.20 | PURCHASE MISC ELEC/ POWER EQUIP | \$466,524.00 | \$116,631.00 | \$583,155.00 | 2 |
| NC-2026-008-01-00 | | 11.53.20 | CONSTRUCT MISC ELEC/ POWER EQUIP | \$960,308.00 | \$240,077.00 | \$1,200,385.00 | 1 |
| NC-2026-008-01-00 | 117-00 (117-A2) | | OTHER CAPITAL ITEMS (BUS) | \$699,539.00 | \$174,884.00 | \$874,423.00 | 1 |
| NC-2026-008-01-00 | | 11.71.03 | PROJECT MANAGEMENT - 3RD PARTY | \$537,120.00 | \$134,280.00 | \$671,400.00 | 1 |
| NC-2026-008-01-00 | | 11.7D.02 | EMPLOYEE EDUCATION/ TRAINING | \$162,419.00 | \$40,604.00 | \$203,023.00 | 0 |

Project Budget Activity Line Items

Budget Activity Line Item: 11.12.02 - BUY REPLACEMENT 35-FT BUS

| Scope Name / Code | Line Item # | Line Item Name | Activity | Quantity |
|------------------------------|-------------|---------------------------|--------------------------------|----------|
| BUS - ROLLING STOCK (111-00) | 11.12.02 | BUY REPLACEMENT 35-FT BUS | BUY REPLACEMENTS - CAPITAL BUS | 4 |

Extended Budget Description

Purchase (4) hybrid buses

* Includes bus and related equipment, configurable options, delivery, inspection, anticipated tariffs, Buy

America audits, etc.

* Projected cost per bus is \$1,000,000 for a total vehicle cost of \$4,000,000 for (4) buses

* Replacement Buses: Vehicles #706, #707, #710, #711 (Vehicle replacement schedule is attached.)

Estimated useful life is 12 years or 500,000 miles.

STIP #TA-4948A

Will 3rd Party contractors be used to fulfill this activity line item?

Yes, 3rd Party Contractors will be used for this line item.

| Propulsion | Fuel Type | Vehicle Condition | Vehicle Size (ft.) |
|------------|-----------|-------------------|--------------------|
| N/A | Dual Mode | New | 35-ft. |

| Funding Source | Section of Statute | CFDA Number | Amount |
|--|--------------------|-------------|--------------------|
| 5339 – Low or No Emission Grants Competitive | 5339-2 | 20526 | \$3,200,000 |
| Local | | | \$800,000 |
| Local/In-Kind | | | \$0 |
| State | | | \$0 |
| State/In-Kind | | | \$0 |
| Other Federal | | | \$0 |
| Transportation Development Credit | | | \$0 |
| Adjustment | | | \$0 |
| Total Eligible Cost | | | \$4,000,000 |

| Milestone Name | Est. Completion Date | Description |
|--------------------------|----------------------|---------------------|
| RFP/IFB Issue Date | 1/31/2026 | RFP/IFB Issue Date |
| Contract Award Date | 3/31/2026 | Contract Award |
| Issue Purchase Order | 4/30/2026 | Issue PO |
| Initial Delivery Date | 10/31/2026 | 1st Bus Delivered |
| Final Delivery Date | 11/30/2026 | Final Bus Delivered |
| Contract Completion Date | 12/31/2026 | Final Payment |

Budget Activity Line Item: 11.42.20 - ACQUIRE - MISC SUPPORT EQUIPMENT

| Scope Name / Code | Line Item # | Line Item Name | Activity | Quantity |
|--|-------------|----------------------------------|---|----------|
| BUS: SUPPORT EQUIP AND FACILITIES (114-00) | 11.42.20 | ACQUIRE - MISC SUPPORT EQUIPMENT | ACQUISITION OF BUS SUPPORT EQUIP/FACILITIES | 1 |

Extended Budget Description

Purchase of PPE, tools, diagnostic tools, spare parts, equipment, etc. for the Operating and Maintenance Facility

* No purchases anticipated over \$10,000

Extension of STIP #TA-4948A

Will 3rd Party contractors be used to fulfill this activity line item?

Yes, 3rd Party Contractors will be used for this line item.

| Funding Source | Section of Statute | CFDA Number | Amount |
|--|--------------------|-------------|------------------|
| 5339 – Low or No Emission Grants Competitive | 5339-2 | 20526 | \$219,091 |
| Local | | | \$54,772 |
| Local/In-Kind | | | \$0 |
| State | | | \$0 |
| State/In-Kind | | | \$0 |
| Other Federal | | | \$0 |
| Transportation Development Credit | | | \$0 |
| Adjustment | | | \$0 |
| Total Eligible Cost | | | \$273,863 |

| Milestone Name | Est. Completion Date | Description |
|----------------|----------------------|-------------|
| Start Date | 1/1/2026 | |
| Begin Work | 1/1/2026 | |
| End Date | 12/31/2028 | |

Budget Activity Line Item: 11.7D.02 - EMPLOYEE EDUCATION/TRAINING

| Scope Name / Code | Line Item # | Line Item Name | Activity | Quantity |
|------------------------------------|-------------|------------------------------|------------------------|----------|
| OTHER CAPITAL ITEMS (BUS) (117-00) | 11.7D.02 | EMPLOYEE EDUCATION/ TRAINING | TRAINING - CAPITAL BUS | 0 |

Extended Budget Description

Provide training for staff workforce development including, but not limited to, manufacturer, NTI, CDL, High Voltage, Bus OEM, FTA and ITRE courses (FAST's Maintenance staff has participated in EV-focused training sessions thus far. As training opportunities become available, FAST will continue to provide professional development opportunities.)

* Due to a delay in a receipt of BEBs, FAST will begin its search for an EV Tech in FY27.

* Includes registration fees, training materials, related travel costs, etc.

STIP #TA-4948A

Will 3rd Party contractors be used to fulfill this activity line item?

Yes, 3rd Party Contractors will be used for this line item.

| Funding Source | Section of Statute | CFDA Number | Amount |
|--|--------------------|-------------|-----------|
| 5339 – Low or No Emission Grants Competitive | 5339-2 | 20526 | \$162,419 |
| Local | | | \$40,604 |
| Local/In-Kind | | | \$0 |
| State | | | \$0 |

| | | | |
|-----------------------------------|--|--|------------------|
| State/In-Kind | | | \$0 |
| Other Federal | | | \$0 |
| Transportation Development Credit | | | \$0 |
| Adjustment | | | \$0 |
| Total Eligible Cost | | | \$203,023 |

| Milestone Name | Est. Completion Date | Description |
|--|----------------------|--|
| Select Courses and Issue Purchase Orders | 4/1/2026 | Identify training courses and issue Purchase Orders (POs) |
| Complete Training | 6/30/2028 | Complete Training Courses |
| Final Expenditure and Drawdown(s) | 7/31/2028 | Final Payment |

Budget Activity Line Item: 11.12.01 - BUY REPLACEMENT 40-FT BUS

| Scope Name / Code | Line Item # | Line Item Name | Activity | Quantity |
|------------------------------|-------------|---------------------------|--------------------------------|----------|
| BUS - ROLLING STOCK (111-00) | 11.12.01 | BUY REPLACEMENT 40-FT BUS | BUY REPLACEMENTS - CAPITAL BUS | 1 |

Extended Budget Description

Purchase (1) battery electric bus (BEB)

* Includes bus and related equipment, configurable options, delivery, inspection, anticipated tariffs, Buy America audits, etc.

* Projected Cost per BEB is ~\$1.4M for a total vehicle cost of ~\$1.4M

* Replacement bus: Vehicle #709 (Vehicle replacement schedule is attached.)

Estimated useful life is 12 years or 500,000 miles.

Extension of STIP #TA-4948A

Will 3rd Party contractors be used to fulfill this activity line item?

Yes, 3rd Party Contractors will be used for this line item.

| Propulsion | Fuel Type | Vehicle Condition | Vehicle Size (ft.) |
|------------|---------------|-------------------|--------------------|
| N/A | Battery Power | New | 40-ft. |

| Funding Source | Section of Statute | CFDA Number | Amount |
|--|--------------------|-------------|-------------|
| 5339 – Low or No Emission Grants Competitive | 5339-2 | 20526 | \$1,122,000 |
| Local | | | \$280,000 |
| Local/In-Kind | | | \$0 |
| State | | | \$0 |
| State/In-Kind | | | \$0 |
| Other Federal | | | \$0 |
| Transportation Development Credit | | | \$0 |
| Adjustment | | | \$0 |

| | |
|----------------------------|--------------------|
| Total Eligible Cost | \$1,402,000 |
|----------------------------|--------------------|

| Milestone Name | Est. Completion Date | Description |
|---------------------------------------|-----------------------------|--|
| Contract Award Date | 1/31/2026 | Award vehicle purchase contract |
| Design-Configuration with EOM Partner | 2/28/2026 | Completion configuration and specification for purchase from EOM partner |
| Initial Delivery Date | 9/30/2027 | Receive BEB |
| Contract Completion Date | 12/31/2027 | Final Payment |

Budget Activity Line Item: 11.71.03 - PROJECT MANAGEMENT - 3RD PARTY

| Scope Name / Code | Line Item # | Line Item Name | Activity | Quantity |
|------------------------------------|--------------------|--------------------------------|---------------------|-----------------|
| OTHER CAPITAL ITEMS (BUS) (117-00) | 11.71.03 | PROJECT MANAGEMENT - 3RD PARTY | 3RD PARTY CONTRACTS | 1 |

Extended Budget Description

Project management services for battery electric bus program implementation. Center for Transportation and the Environment (CTE) is a named partner in the competitive grant submission. Services will include contracting, design and build for buses and infrastructure, bus testing and deployment and deployment validation.

Will 3rd Party contractors be used to fulfill this activity line item?

Yes, 3rd Party Contractors will be used for this line item.

| Funding Source | Section of Statute | CFDA Number | Amount |
|--|---------------------------|--------------------|------------------|
| 5339 – Low or No Emission Grants Competitive | 5339-2 | 20526 | \$537,120 |
| Local | | | \$134,280 |
| Local/In-Kind | | | \$0 |
| State | | | \$0 |
| State/In-Kind | | | \$0 |
| Other Federal | | | \$0 |
| Transportation Development Credit | | | \$0 |
| Adjustment | | | \$0 |
| Total Eligible Cost | | | \$671,400 |

| Milestone Name | Est. Completion Date | Description |
|-----------------------|-----------------------------|--------------------|
| Contract Award | 6/30/2025 | Award Contract |
| Start | 1/30/2026 | Begin Work |
| End | 3/30/2027 | Complete Work |

Budget Activity Line Item: 11.53.20 - CONSTRUCT MISC ELEC/POWER EQUIP

| Scope Name / Code | Line Item # | Line Item Name | Activity | Quantity |
|---|-------------|---------------------------------|--------------|----------|
| ELECTRIFICATION/POWER DIST (BUS) (115-00) | 11.53.20 | CONSTRUCT MISC ELEC/POWER EQUIP | CONSTRUCTION | 1 |

Extended Budget Description

Construct and install bus charging infrastructure

* Equipment will be located within the existing facility(s)

* Will compliment the new construction completed in Phase I of the BEB project

Estimated useful life is 12 years.

STIP #TA-4948A

Will 3rd Party contractors be used to fulfill this activity line item?

Yes, 3rd Party Contractors will be used for this line item.

| Funding Source | Section of Statute | CFDA Number | Amount |
|--|--------------------|-------------|--------------------|
| 5339 – Low or No Emission Grants Competitive | 5339-2 | 20526 | \$960,308 |
| Local | | | \$240,077 |
| Local/In-Kind | | | \$0 |
| State | | | \$0 |
| State/In-Kind | | | \$0 |
| Other Federal | | | \$0 |
| Transportation Development Credit | | | \$0 |
| Adjustment | | | \$0 |
| Total Eligible Cost | | | \$1,200,385 |

| Milestone Name | Est. Completion Date | Description |
|-----------------------------------|----------------------|---|
| Execute Contract for Installation | 3/31/2026 | Initiate Contract for construction and installation |
| Notice to Proceed | 4/30/2026 | Begin construction |
| Complete Construction | 6/30/2026 | Complete construction and installation |

Budget Activity Line Item: 11.52.20 - PURCHASE MISC ELEC/POWER EQUIP

| Scope Name / Code | Line Item # | Line Item Name | Activity | Quantity |
|---|-------------|--------------------------------|------------|----------|
| ELECTRIFICATION/POWER DIST (BUS) (115-00) | 11.52.20 | PURCHASE MISC ELEC/POWER EQUIP | AQUISITION | 2 |

Extended Budget Description

Purchase bus charging equipment and infrastructure

Estimated useful life is 12 years.

Extension of STIP #TA-4948A

Will 3rd Party contractors be used to fulfill this activity line item?

Yes, 3rd Party Contractors will be used for this line item.

| Funding Source | Section of Statute | CFDA Number | Amount |
|--|--------------------|-------------|------------------|
| 5339 – Low or No Emission Grants Competitive | 5339-2 | 20526 | \$466,524 |
| Local | | | \$116,631 |
| Local/In-Kind | | | \$0 |
| State | | | \$0 |
| State/In-Kind | | | \$0 |
| Other Federal | | | \$0 |
| Transportation Development Credit | | | \$0 |
| Adjustment | | | \$0 |
| Total Eligible Cost | | | \$583,155 |

| Milestone Name | Est. Completion Date | Description |
|----------------|----------------------|-----------------------|
| Contract Award | 3/31/2026 | Award Contract |
| Start | 4/30/2026 | Purchase of Equipment |
| End | 6/30/2026 | Complete Work |

Project Environmental Findings

Finding: Class II(c) - Categorical Exclusions (C-List)

Class Level Description

Class II(c) consists of projects that do not have a significant environmental impact on the human or natural environment and are therefore categorically excluded from the requirement to prepare an environmental assessment or an environmental impact statement. FTA requires a sufficient project description to support a CE determination. The project may require additional documentation to comply with other environmental laws.

Categorical Exclusion Description

Type 07: Acquisition, installation, rehabilitation, replacement, and maintenance of vehicles or equipment, within or accommodated by existing facilities, that does not result in a change in functional use of the facilities, such as: equipment to be located within existing facilities and with no substantial off-site impacts; and vehicles, including buses, rail cars, trolley cars, ferry boats and people movers that can be accommodated by existing facilities or by new facilities that qualify for a categorical exclusion.

| Date Description | Date |
|-----------------------|-----------|
| Class IIc CE Approved | 5/28/2025 |

| Scope Name / Code | Line Item Number | Line Item Name | Quantity | FTA Amount | Total Eligible Cost |
|-------------------|------------------|----------------|----------|------------|---------------------|
|-------------------|------------------|----------------|----------|------------|---------------------|

| | | | | | |
|--|----------|---------------------------------------|---|--------------|--------------|
| ELECTRIFICATION/POWER DIST (BUS) (115-00) | 11.52.20 | PURCHASE MISC ELEC/ POWER EQUIP | 2 | \$466,524.00 | \$583,155.00 |
|--|----------|---------------------------------------|---|--------------|--------------|

Finding: Class II(c) - Categorical Exclusions (C-List)

Class Level Description

Class II(c) consists of projects that do not have a significant environmental impact on the human or natural environment and are therefore categorically excluded from the requirement to prepare an environmental assessment or an environmental impact statement. FTA requires a sufficient project description to support a CE determination. The project may require additional documentation to comply with other environmental laws.

Categorical Exclusion Description

Type 07: Acquisition, installation, rehabilitation, replacement, and maintenance of vehicles or equipment, within or accommodated by existing facilities, that does not result in a change in functional use of the facilities, such as: equipment to be located within existing facilities and with no substantial off-site impacts; and vehicles, including buses, rail cars, trolley cars, ferry boats and people movers that can be accommodated by existing facilities or by new facilities that qualify for a categorical exclusion.

| Date Description | Date |
|-----------------------|-----------|
| Class IIc CE Approved | 5/28/2025 |

| Scope Name / Code | Line Item Number | Line Item Name | Quantity | FTA Amount | Total Eligible Cost |
|--|------------------|--|----------|--------------|---------------------|
| ELECTRIFICATION/POWER DIST (BUS) (115-00) | 11.53.20 | CONSTRUCT MISC ELEC/ POWER EQUIP | 1 | \$960,308.00 | \$1,200,385.00 |

Finding: Class II(c) - Categorical Exclusions (C-List)

Class Level Description

Class II(c) consists of projects that do not have a significant environmental impact on the human or natural environment and are therefore categorically excluded from the requirement to prepare an environmental assessment or an environmental impact statement. FTA requires a sufficient project description to support a CE determination. The project may require additional documentation to comply with other environmental laws.

Categorical Exclusion Description

Type 04: Planning and administrative activities which do not involve or lead directly to construction, such as: training, technical assistance and research; promulgation of rules, regulations, directives, or program guidance; approval of project concepts; engineering; and operating assistance to transit authorities to continue existing service or increase service to meet routine demand.

| Date Description | Date |
|-----------------------|-----------|
| Class IIc CE Approved | 5/28/2025 |

| Scope Name / Code | Line Item Number | Line Item Name | Quantity | FTA Amount | Total Eligible Cost |
|-------------------|------------------|----------------|----------|------------|---------------------|
|-------------------|------------------|----------------|----------|------------|---------------------|

| | | | | | |
|---|----------|--------------------------------------|---|--------------|--------------|
| OTHER CAPITAL ITEMS (BUS) (117- 00) | 11.71.03 | PROJECT MANAGEMENT - 3RD PARTY | 1 | \$537,120.00 | \$671,400.00 |
|---|----------|--------------------------------------|---|--------------|--------------|

| |
|---|
| Finding: Class II(c) - Categorical Exclusions (C-List) |
|---|

Class Level Description

Class II(c) consists of projects that do not have a significant environmental impact on the human or natural environment and are therefore categorically excluded from the requirement to prepare an environmental assessment or an environmental impact statement. FTA requires a sufficient project description to support a CE determination. The project may require additional documentation to comply with other environmental laws.

Categorical Exclusion Description

Type 07: Acquisition, installation, rehabilitation, replacement, and maintenance of vehicles or equipment, within or accommodated by existing facilities, that does not result in a change in functional use of the facilities, such as: equipment to be located within existing facilities and with no substantial off-site impacts; and vehicles, including buses, rail cars, trolley cars, ferry boats and people movers that can be accommodated by existing facilities or by new facilities that qualify for a categorical exclusion.

| Date Description | Date |
|-----------------------|-----------|
| Class IIc CE Approved | 5/28/2025 |

| Scope Name / Code | Line Item Number | Line Item Name | Quantity | FTA Amount | Total Eligible Cost |
|------------------------------|------------------|---------------------------|----------|----------------|---------------------|
| BUS - ROLLING STOCK (111-00) | 11.12.01 | BUY REPLACEMENT 40-FT BUS | 1 | \$1,122,000.00 | \$1,402,000.00 |

| |
|---|
| Finding: Class II(c) - Categorical Exclusions (C-List) |
|---|

Class Level Description

Class II(c) consists of projects that do not have a significant environmental impact on the human or natural environment and are therefore categorically excluded from the requirement to prepare an environmental assessment or an environmental impact statement. FTA requires a sufficient project description to support a CE determination. The project may require additional documentation to comply with other environmental laws.

Categorical Exclusion Description

Type 04: Planning and administrative activities which do not involve or lead directly to construction, such as: training, technical assistance and research; promulgation of rules, regulations, directives, or program guidance; approval of project concepts; engineering; and operating assistance to transit authorities to continue existing service or increase service to meet routine demand.

| Date Description | Date |
|-----------------------|-----------|
| Class IIc CE Approved | 5/28/2025 |

| Scope Name / Code | Line Item Number | Line Item Name | Quantity | FTA Amount | Total Eligible Cost |
|-------------------|------------------|----------------|----------|------------|---------------------|
|-------------------|------------------|----------------|----------|------------|---------------------|

| | | | | | |
|---|----------|------------------------------------|---|--------------|--------------|
| OTHER CAPITAL ITEMS (BUS) (117- 00) | 11.7D.02 | EMPLOYEE EDUCATION/ TRAINING | 0 | \$162,419.00 | \$203,023.00 |
|---|----------|------------------------------------|---|--------------|--------------|

| |
|---|
| Finding: Class II(c) - Categorical Exclusions (C-List) |
|---|

Class Level Description

Class II(c) consists of projects that do not have a significant environmental impact on the human or natural environment and are therefore categorically excluded from the requirement to prepare an environmental assessment or an environmental impact statement. FTA requires a sufficient project description to support a CE determination. The project may require additional documentation to comply with other environmental laws.

Categorical Exclusion Description

Type 07: Acquisition, installation, rehabilitation, replacement, and maintenance of vehicles or equipment, within or accommodated by existing facilities, that does not result in a change in functional use of the facilities, such as: equipment to be located within existing facilities and with no substantial off-site impacts; and vehicles, including buses, rail cars, trolley cars, ferry boats and people movers that can be accommodated by existing facilities or by new facilities that qualify for a categorical exclusion.

| Date Description | Date |
|-----------------------|-----------|
| Class IIc CE Approved | 5/28/2025 |

| Scope Name / Code | Line Item Number | Line Item Name | Quantity | FTA Amount | Total Eligible Cost |
|--|------------------|--|----------|--------------|---------------------|
| BUS: SUPPORT EQUIP AND FACILITIES (114-00) | 11.42.20 | ACQUIRE - MISC SUPPORT EQUIPMENT | 1 | \$219,091.00 | \$273,863.00 |

| |
|---|
| Finding: Class II(c) - Categorical Exclusions (C-List) |
|---|

Class Level Description

Class II(c) consists of projects that do not have a significant environmental impact on the human or natural environment and are therefore categorically excluded from the requirement to prepare an environmental assessment or an environmental impact statement. FTA requires a sufficient project description to support a CE determination. The project may require additional documentation to comply with other environmental laws.

Categorical Exclusion Description

Type 07: Acquisition, installation, rehabilitation, replacement, and maintenance of vehicles or equipment, within or accommodated by existing facilities, that does not result in a change in functional use of the facilities, such as: equipment to be located within existing facilities and with no substantial off-site impacts; and vehicles, including buses, rail cars, trolley cars, ferry boats and people movers that can be accommodated by existing facilities or by new facilities that qualify for a categorical exclusion.

| Date Description | Date |
|-----------------------|-----------|
| Class IIc CE Approved | 5/28/2025 |

| Scope Name / Code | Line Item Number | Line Item Name | Quantity | FTA Amount | Total Eligible Cost |
|------------------------------|------------------|---------------------------|----------|----------------|---------------------|
| BUS - ROLLING STOCK (111-00) | 11.12.02 | BUY REPLACEMENT 35-FT BUS | 4 | \$3,200,000.00 | \$4,000,000.00 |

Part 4: Fleet Details

Fleet Type: Fixed Route

Fleet Comments

- 431 2017 28' FORD F-550 Lift LTV 21-Pass (replace with this grant)
- 432 2017 28' FORD F-550 Lift LTV 21-Pass (replace with this grant)
- 443 2020 28' FORD STARTRANS SENATOR 2 Lift 21-Passenger
- 701 2008 35' GILLIG BUS LF 32 Passenger Ramp (Grant NC-2021-023)
- 704 2008 35' GILLIG BUS LF 32 Passenger Ramp (replace with this grant -NoLo)
- 705 2009 35' GILLIG BUS LF 32 Passenger Ramp (Grant NC-2021-023)
- 706 2009 35' GILLIG BUS LF 32 Passenger Ramp (replace with this grant - NoLo)
- 707 2009 35' GILLIG BUS LF 32 Passenger Ramp (replace with this grant - NoLo)
- 709 2010 35' GILLIG HYBRID BUS LF 32 Passenger Ramp
- 710 2010 35' GILLIG HYBRID BUS LF 32 Passenger Ramp
- 711 2010 35' GILLIG HYBRID BUS LF 32 Passenger Ramp
- 712 2010 35' GILLIG HYBRID BUS LF 32 Passenger Ramp (replace with this grant)
- 713 2012 35' GILLIG HYBRID BUS LF 32 Passenger Ramp
- 714 2012 35' GILLIG HYBRID BUS LF 32 Passenger Ramp
- 715 2012 35' GILLIG HYBRID BUS LF 32 Passenger Ramp
- 716 2014 35' GILLIG BUS LF 32 Passenger Ramp
- 717 2014 35' GILLIG BUS LF 32 Passenger Ramp
- 718 2014 35' GILLIG BUS LF 32 Passenger Ramp
- 719 2020 35' GILLIG BUS LF 32 Passenger Ramp
- 720 2020 35' GILLIG BUS LF 32 Passenger Ramp
- 721 2020 35' GILLIG BUS LF 32 Passenger Ramp
- 722 2020 35' GILLIG BUS LF 32 Passenger Ramp
- 723 2021 35' NEW FLYER XD35 BUS LF 32 Passenger Ramp
- 724 2021 35' NEW FLYER XD35 BUS LF 32 Passenger Ramp
- 725 2021 35' NEW FLYER XD35 BUS LF 32 Passenger Ramp
- 726 2021 35' NEW FLYER XD35 BUS LF 32 Passenger Ramp
- 734 2022 35' NEW FLYER XD35 BUS LF 32 Passenger Ramp
- 735 2022 35' NEW FLYER XD35 BUS LF 32 Passenger Ramp
- 736 2022 35' NEW FLYER XD35 BUS LF 32 Passenger Ramp
- 77 2022 35' NEW FLYER XD35 BUS LF 32 Passenger Ramp

Attached Rolling Stock Status Report

| | | Current Value |
|----|---------------------|---------------|
| I. | Active Fleet | |
| | A. Peak Requirement | 22 |
| | B. Spares | 8 |

| | | |
|-------------|-----------------------------|-----------|
| | C. Total (A+B) | 30 |
| | D. Spare Ratio (B/A) | 36.36% |
| II. | Inactive Fleet | |
| | A. Other | 0 |
| | B. Pending Disposal | 0 |
| | C. Total (A+B) | 0 |
| III. | Total (I.C and II.C) | 30 |

Fleet Type: Paratransit

Fleet Comments

No Year Make/Model Type

- 423 2017 22' Ford E-350 Lift LTV 14-Pass *
- 424 2017 22' Ford E-350 Lift LTV 14-Pass*
- 425 2017 22' Ford E-350 Lift LTV 14-Pass *
- 426 2017 22' Ford E-350 Lift LTV 14-Pass *
- 427 2017 25' Ford E-450 Lift LTV 18-Pass *
- 428 2017 25' Ford E-450 Lift LTV 18-Pass *
- 429 2017 25' Ford E-450 Lift LTV 18-Pass *
- 430 2017 25' Ford E-450 Lift LTV 18-Pass *
- 433 2019 22' Ford E-450 Lift LTV 14 Pass *
- 434 2019 22' Ford E-450 Lift LTV 14 Pass *
- 435 2019 22' Ford E-450 Lift LTV 14 Pass *
- 436 2019 22' Ford E-450 Lift LTV 14 Pass *
- 437 2020 22' Ford E-450 Lift LTV 14 Pass *
- 438 2020 22' Ford E-450 Lift LTV 14 Pass *
- 439 2020 22' Ford E-450 Lift LTV 14 Pass *
- 440 2020 22' Ford E-450 Lift LTV 14 Pass *
- 441 2020 22' Ford E-450 Lift LTV 14 Pass *
- 442 2020 22' Ford E-450 Lift LTV 14 Pass *
- 490 2020 Grand Caravan Minivan 5 Pass **
- 491 2020 Grand Caravan Minivan 5 Pass **
- 492 2020 Grand Caravan Minivan 5 Pass **

Attached Rolling Stock Status Report

*Converted to dual-fuel Propane-Gasoline

** Lift

| | | Current Value |
|------------|-----------------------|----------------------|
| I. | Active Fleet | |
| | A. Peak Requirement | 16 |
| | B. Spares | 5 |
| | C. Total (A+B) | 21 |
| | D. Spare Ratio (B/A) | 31.25% |
| II. | Inactive Fleet | |

| | | |
|------|-----------------------------|----|
| | A. Other | 0 |
| | B. Pending Disposal | 0 |
| | C. Total (A+B) | 0 |
| III. | Total (I.C and II.C) | 21 |

Part 5: FTA Review Comments

Application Review Comments

Comment By John Crocker

| | |
|--------------|--|
| Comment Type | Pre-Award Manager Returns Application |
| Date | 4/18/2025 |
| Comment | <p>Please find initial comments on application 1112-2024-6 for 5337(c) Discretionary Funds. These comments will also be sent via TrAMS:</p> <p>Application Information Executive Summary: Please create a narrative describing the project that includes funding source (5339(c) Discretionary), Discretionary ID (D2024-LOWNO-040), indicate that the SF-424 Supplemental form is attached in Application Documents (attached it with separate email), activities to be performed and the normal Buy America, use of non-disbarred 3rd party contractors, etc. Please remove all references to 5339(b) as that is a separate discretionary program and is not included in the budget Discretionary Allocations: Change from no to yes</p> <p>Project Information Project Location: For Discretionary Applications, please only indicate the State as the UZA ALI 11:42:20 Acquire Misc Support Equipment: Please add the standard language of no purchases anticipated over \$10,000 and make sure there are three milestones (there are currently only 2) ALI 11.12.01 Buy Replacement 40-Ft Bus: Please indicate which buses are to be replaced including Year, Make/Model, VIN and current mileage (these can be listed in the Extended Budget Description or in an attached document that highlights which buses are being replaced) ALI 11.53.20 Construct Misc Elec/Power Equip: Please confirm that the equipment will be located within the existing facility(s) and does not involve new construction</p> <p>Application Documents Please attach the most current STIP from 2024 (currently the 2020 STiP is attached Please add the SF-424 Supplemental Form that was sent with the original application (attached with seperate email)</p> |
| Comment By | John Crocker |
| Comment Type | Pre-Award Manager Returns Application |
| Date | 4/25/2025 |

Please see the following Technical comments:

1) 11.42.20
i) FTA share is 81%, which exceeds the maximum allowed 80%.
ii) Workforce development should be moved to ALI 11.7D.02 for employee education/training.

2) 11.71.03
Three milestones including the contract award, activity start, and activity end are sufficient for this ALI.

Comment

3) 11.53.20
Please delete preventative maintenance from the EBD as its not eligible activity.

4) 11.52.20 - PURCHASE MISC ELEC/POWER EQUIP
i) The EBD read: Construct and install bus charging infrastructure. However, this ALI should be used for purchasing
ii) Three milestones including the contract award, activity start, and activity end are sufficient for this ALI.

5) Please include the title for each column in the attached replacement vehicle information file.

Comment By John Crocker

Comment Type Pre-Award Manager Returns Application

Date 5/21/2025

Comment Please see the following comments:
- The STIP references appear to be associated with 5307 funding, not 5339. Please review and update accordingly.
- In each ALI extended budget description, please clarify the associated activities from the SF-424 supplemental document (i.e. is high voltage training from the SF-424 associated with ALI 11.7D.02, which ALI is associated with the required workforce development? etc.)
- Until the workforce development ALI is clarified, cannot confirm the required 5% calculation for zero-emission activities.
- Please attach zero emission fleet transition plan

Comment By John Crocker

Comment Type Pre-Award Manager Returns Application

Date 5/29/2025

Comment Please retransmit with the project is in the STIP.

Application Review Comments

Comment By Guanying Lei

| | |
|--------------|---|
| Comment Type | Application Details |
| Date | 4/25/2025 |
| | <p>Technical Review Comments:</p> <p>1) 11.42.20 i) FTA share is 81%, which exceeds the maximum allowed 80%. ii) Workforce development should be moved to ALI 11.7D.02 for employee education/training.</p> <p>2) 11.71.03 Three milestones including the contract award, activity start, and activity end are sufficient for this ALI.</p> |
| Comment | <p>3) 11.53.20 Please delete preventative maintenance from the EBD as its not eligible activity.</p> <p>4) 11.52.20 - PURCHASE MISC ELEC/POWER EQUIP i) The EBD read: Construct and install bus charging infrastructure. However, this ALI should be used for purchasing ii) Three milestones including the contract award, activity start, and activity end are sufficient for this ALI.</p> <p>5) Please include the title for each column in the attached replacement vehicle information file.</p> |

Part 6: Agreement

**UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION**

**GRANT AGREEMENT
(FTA G-34)**

On the date the authorized U.S. Department of Transportation, Federal Transit Administration (FTA) official signs this Grant Agreement, FTA has obligated and awarded federal assistance as provided below. Upon execution of this Grant Agreement by the Recipient named below, the Recipient affirms this FTA Award, enters into this Grant Agreement with FTA, and binds its compliance with the terms of this Grant Agreement.

The following documents are incorporated by reference and made part of this Grant Agreement:

- (1) "Federal Transit Administration Master Agreement," FTA MA(34), <http://www.transit.dot.gov>,
- (2) The Certifications and Assurances applicable to the FTA Award that the Recipient has selected and provided to FTA, and
- (3) Any Award notification containing special conditions or requirements, if issued.

WHEN THE TERM "FTA AWARD" OR "AWARD" IS USED, EITHER IN THIS GRANT AGREEMENT OR THE APPLICABLE MASTER AGREEMENT, "AWARD" ALSO INCLUDES ALL TERMS AND CONDITIONS SET FORTH IN THIS GRANT AGREEMENT.

FTA OR THE FEDERAL GOVERNMENT MAY WITHDRAW ITS OBLIGATION TO PROVIDE FEDERAL

ASSISTANCE IF THE RECIPIENT DOES NOT EXECUTE THIS GRANT AGREEMENT WITHIN 90 DAYS FOLLOWING FTA's AWARD DATE SET FORTH HEREIN.

FTA AWARD

Federal Transit Administration (FTA) hereby awards a Federal Grant as follows:

Recipient Information

Recipient Name: FAYETTEVILLE, CITY OF

Recipient ID: 1112

UEI: M7SAWYCADYW1

DUNS:

Award Information

Federal Award Identification Number (FAIN): NC-2026-008

Award with Amendment Number: NC-2026-008-00

Award Name: FY24 Low No Grant 5339(c) Competitive Funds

Award Start Date: 1/28/2026

Original Award End Date: 3/30/2033

Current Award End Date: 3/30/2033

Award Executive Summary: The grant requests the use of \$6,667,462 of Section 5339(c) Low and No Emissions Competitive Program funds. The grant will also use Section 5339(c) Discretionary Low and No Emissions funds competitively awarded in FY24 for the replacement of five (5) diesel buses with one (1) BEB and four (4) hybrid buses. Discretionary ID (#D2024-LOWNO-040).

Fixed route services, construction and installation of charging infrastructure, project management, and revenue vehicle replacement to improve fuel efficiency (in comparison to diesel buses) and have fewer moving parts, potentially decreasing fuel and maintenance costs. The SF-424 Supplemental form is attached in the application documents, activities to be performed, and the normal Buy America, use of non-disbarred 3rd party contractors, etc.

Continue essential and reliable public transit services for those living or visiting the Fayetteville area in a safe and cost-effective manner. Timely replacement of buses in accordance with our Transit Asset Management (TAM) Plan.

Citizens and visitors in the Fayetteville area will benefit with improved air quality due to reduced emissions from diesel buses. The transit operation will benefit from reduced costs from new, more efficient vehicles as well as improved working conditions in our maintenance facility.

There will be no sub-recipient activities.

Research and Development: This award does not include research and development activities.

Indirect Costs: This award does not include an indirect cost rate.

Suballocation Funds: Recipient organization is directly allocated these funds and is eligible to apply for and receive these funds directly.

Pre-Award Authority: This award is using Pre-Award Authority.

Award Budget

Total Award Budget: \$8,333,826.00

Amount of Federal Assistance Obligated for This FTA Action (in U.S. Dollars): \$6,667,462.00

Amount of Non-Federal Funds Committed to This FTA Action (in U.S. Dollars): \$1,666,364.00

Total FTA Amount Awarded and Obligated (in U.S. Dollars): \$6,667,462.00

Total Non-Federal Funds Committed to the Overall Award (in U.S. Dollars): \$1,666,364.00

Award Budget Control Totals

(The Budget includes the individual Project Budgets (Scopes and Activity Line Items) or as attached)

| Funding Source | Section of Statute | CFDA Number | Amount |
|--|---------------------------|--------------------|--------------------|
| 5339 – Low or No Emission Grants Competitive | 5339-2 | 20526 | \$6,667,462 |
| Local | | | \$1,666,364 |
| Local/In-Kind | | | \$0 |
| State | | | \$0 |
| State/In-Kind | | | \$0 |
| Other Federal | | | \$0 |
| Transportation Development Credit | | | \$0 |
| Adjustment | | | \$0 |
| Total Eligible Cost | | | \$8,333,826 |

(The Transportation Development Credits are not added to the amount of the Total Award Budget.)

U.S. Department of Labor Certification of Public Transportation Employee Protective Arrangements:

DOL Decision: DOL Concur - Certified

DOL Review Date: 1/26/2026

DOL Certification Date: 1/26/2026

Special Conditions

There are no special conditions.

FINDINGS AND DETERMINATIONS

By signing this Award on behalf of FTA, I am making all the determinations and findings required by federal law and regulations before this Award may be made.

FTA AWARD OF THE GRANT AGREEMENT

Awarded By:
Yvette Taylor
Regional Administrator
FEDERAL TRANSIT ADMINISTRATION
U.S. DEPARTMENT OF TRANSPORTATION
Contact Info: yvette.taylor@dot.gov
Award Date: 1/28/2026

EXECUTION OF THE GRANT AGREEMENT

Upon full execution of this Grant Agreement by the Recipient, the Effective Date will be the date FTA or the Federal Government awarded Federal assistance for this Grant Agreement.

By executing this Grant Agreement, the Recipient intends to enter into a legally binding agreement in which the Recipient:

- (1) Affirms this FTA Award,
- (2) Adopts and ratifies all of the following information it has submitted to FTA:
 - (a) Statements,
 - (b) Representations,
 - (c) Warranties,
 - (d) Covenants, and
 - (e) Materials,
- (3) Consents to comply with the requirements of this FTA Award, and
- (4) Agrees to all terms and conditions set forth in this Grant Agreement.

Executed By:

FAYETTEVILLE, CITY OF

**CAPITAL PROJECT ORDINANCE
CPO 2026-37**

BE IT ORDAINED by the City Council of the City of Fayetteville, North Carolina, that pursuant to Section 13.2 of Chapter 159 of the General Statutes of North Carolina, the following capital project ordinance is hereby amended:

Section 1. The project authorizes Capital Project for Transit Grant FTA 2026-008 for the FY24 Low-No Grant to the FTA for the purchase of four (4) 35-ft low-floor battery-electric buses (BEBs) and charging infrastructure to replace diesel buses that have already met or exceeded their useful life.

Section 2. The project director is hereby directed to proceed with the project within the terms of the various agreements executed and within the funds appropriated herein.

Section 3. The following revenues are anticipated to be available in the Transit Capital Project Fund for the City to complete the project:

| | <u>Listed As</u> | <u>Amendment</u> | <u>Revised</u> |
|--|---------------------|---------------------|---------------------|
| ARPA Interest Earnings(Transfer from Federal Assistance Fund | \$ 1,666,366 | \$ - | \$ 1,666,366 |
| FTA Grant NC-2026-008 | - | 6,667,462 | 6,667,462 |
| | <u>\$ 1,666,366</u> | <u>\$ 6,667,462</u> | <u>\$ 8,333,828</u> |

Section 4. The following amounts are appropriated in the Transit Capital Project fund for the project:

| | | | |
|----------------------|---------------------|---------------------|---------------------|
| Project Expenditures | <u>\$ 1,666,366</u> | <u>\$ 6,667,462</u> | <u>\$ 8,333,828</u> |
|----------------------|---------------------|---------------------|---------------------|

Section 5. Copies of the capital project ordinance amendment shall be made available to the budget officer and the finance officer for direction in carrying out the projects.

Section 6. The City Manager is hereby authorized and directed to take such action as he may deem necessary or appropriate to execute this ordinance. The City Manager is hereby authorized to execute the agreement, subject to any necessary amendments, as well as any ancillary agreements necessary to implement the project.

Adopted this 2nd day of March, 2026.



City of Fayetteville

433 Hay Street
Fayetteville, NC 28301-5537
(910) 433-1FAY (1329)

City Council Action Memo

File Number: 26-0141

Agenda Date: 3/2/2026

Version: 1

Status: Agenda Ready

In Control: City Council Work Session

File Type: Other Items of
Business

Agenda Number: 6.04

TO: Mayor and Members of City Council

THRU: Kevin Dove, Fire Chief

FROM: Laura Smith, EM Coordinator

DATE: March 2, 2026

**RE:
Emergency Operations Plan (EOP)**

COUNCIL DISTRICT(S):

All

Relationship To Strategic Plan:

Community Safety, Resiliency

Executive Summary:

The City of Fayetteville Emergency Operations (EOP) establishes the framework for how the City prepares for, responds to, recovers from, and mitigates emergencies and disasters. The Plan outlines roles, responsibilities, and coordination structures in alignment with the Federal Emergency Management Agency's National Incident Management System. As a living, scalable document, the EOP supports informed decision-making by City leadership and ensures coordinated action to protect life, property and critical infrastructure.

Background:

The first plan of record was recorded in 2007; it has been updated to mirror FEMA's emergency support functions and the state EOP. This plan would be "activated" for any incident (technological, human-made, or natural) that would impact the day-to-day lives of the citizens and employees of the City of Fayetteville

Issues/Analysis:

None

Budget Impact:

None

Options:

Accept the EOP
Not Accept the EOP

Recommended Action:

Accept the EOP

Attachments:

EOP

PowerPoint Summary of Plan



EMERGENCY OPERATIONS PLAN
EOP

| | |
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Statement of Promulgation

The City of Fayetteville Emergency Operations Plan is intended to provide a comprehensive framework to manage disasters and emergencies that threaten the City of Fayetteville. The plan provides the structure for coordinating response activities among departments or programs and assigns tasks and responsibilities to department personnel. It also defines responsibilities and roles during a disaster or emergency that threatens this city.

All employees and staff must be well-versed with this plan. This understanding is key to ensuring the effective and efficient implementation of their departments' and programs' responsibilities. Departments, divisions, and programs should develop and maintain written emergency plan implementation instructions and standard operating plans (SOPs) to support this plan. The City of Fayetteville can better serve its employees and citizens by being prepared.

Implementing this Emergency Operations Plan (EOP) requires extensive communication, collaboration, coordination, and cooperation between all departments, employees, local agencies, and businesses. When necessary, collaboration and coordination with local, state, and federal agencies will be employed. The size and scope of the disaster or emergency will determine the level of support required by federal, state, and local partners. All programs and departments are expected to cooperate and collaborate, following the National Incident Management System (NIMS) framework to manage events that adversely affect this city.

The City of Fayetteville Emergency Operations Plan ensures consistency with current policy guidance and describes the interrelationship with other levels of government. The plan is designed to evolve, responding to lessons learned from actual disaster and emergency experiences, ongoing planning efforts, training and exercise activities, and Federal guidance. This adaptability ensures its effectiveness and your confidence in its ability to protect our city.

Therefore, in recognition of the emergency management responsibilities of the City of Fayetteville, the City of Fayetteville Emergency Operations Plan is hereby promulgated.

Douglas J. Hewett, City Manager
City of Fayetteville

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Approval and Implementation

This plan supersedes all previously dated City of Fayetteville Emergency Operations Plan versions.

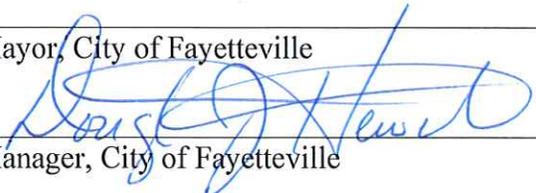
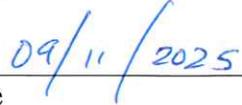
This EOP describes the management and coordination of resources and personnel during periods of major emergencies. This comprehensive local emergency operations plan is developed to ensure mitigation and preparedness, appropriate response, and timely recovery from natural and man-made hazards that may affect the City of Fayetteville residents. This plan is also intended to clarify expectations for an effective response by local officials in support of first responders in the field, which can save lives, protect property, and more quickly restore essential services.

This EOP was developed by the City of Fayetteville and is aligned with the National Response Framework, the National Disaster Recovery Framework, and guidance from the North Carolina Emergency Operations Plan. It was also developed with lessons learned from previous disasters and emergencies that have threatened the City of Fayetteville, as well as exercises and training events.

The line of succession for the City Council proceeds from the mayor to the members of the Council according to the Council policy. If a member of the Council is unavailable, the City of Fayetteville Emergency Operations Plan delegates the City Council authority to specific individuals. The chain of succession in a major emergency or disaster is as follows:

- A. City Manager or designee
- B. City Emergency Management Coordinator or designee
- C. City Department Heads

Statement of Approval I, the undersigned, agree to the responsibilities assigned to their named agency or jurisdiction in the City of Fayetteville Emergency Operations Plan. By signing this Statement of Approval, I agree to implement the roles and responsibilities outlined in this plan with the equivalent departments within my jurisdiction or organization. Plan modification and maintenance shall be the responsibility of the City of Fayetteville Office of Emergency Management.

| | |
|---|---|
| _____ Mayor, City of Fayetteville | _____ Date |
|  |  |
| _____ Manager, City of Fayetteville | _____ Date |

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Foreword

The City of Fayetteville Emergency Operations Plan establishes a comprehensive policy framework and guidance for local disaster preparedness, response, recovery, and mitigation operations. This plan outlines the capabilities, authorities, and responsibilities of specific individuals, offices, divisions, departments, agencies, and organizations within the City.

The EOP is built upon the policy and guidance reflected in the National Incident Management System (NIMS) and the National Response Framework (NRF). NIMS provides a consistent nationwide template that enables partners at all levels of government and non-governmental organizations to collaborate in preventing, protecting against, responding to, recovering from, and mitigating the effects of incidents, regardless of their cause, size, location, or complexity. The NRF is built upon the scalable, flexible, and adaptable concepts identified in the NIMS and describes the doctrine under which the Nation responds to incidents. The EOP utilizes the Comprehensive Planning Guide (CPG 101) concepts and guidance, following an Emergency Support Function format.

The Basic Plan provides an overview of the City of Fayetteville's emergency management system and assigns legal responsibilities. The basic plan facilitates coordination, cooperation, and effective utilization of responding agencies within the City of Fayetteville. The plan contains an analysis of hazards, an overview of organizations with response duties, and basic conceptual and policy frameworks. The Emergency Support Functions Appendices (ESF) include the 15 ESFs identified by the CPG and NRF documents, the primary and supporting agencies, and the responsibilities of each agency in support of the ESF. The ESFs describe the framework through which the City of Fayetteville's departments and partners will coordinate and execute the common emergency management strategies. Each ESF describes a coordinating agency as well as partner agencies.

The Emergency Operations Plan does not define how each Department or partner agency will perform their individual task. The tasks to be performed will be outlined within each department or partner agency's standard operating procedure, guidelines, and checklist. Companion documents referenced throughout this EOP should be consulted when implementing portions of the plan. This document contains some referenced materials, including emergency management authorizing ordinances, mutual aid agreements, and memorandums of understanding.

The 2025 Emergency Operations Plan, upon approval and adoption by the City Council, supersedes all previous versions of this plan. The plan shall remain in effect until a proper replacement plan has been implemented.

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Record of Change

| Date | Version | Description | Author |
|-------------------|---------|---|---------------|
| July 31, 2007 | 1.0 | Created original version of the EOP | Mike Costa |
| December 31, 2013 | 2.0 | Updated version 1.0 | Scott Bullard |
| February 20, 2020 | 3.0 | Updated version 2.0 | Scott Bullard |
| June 1, 2022 | 4.0 | Updated version 3.0 & re-branding | Scott Bullard |
| February 2025 | 5.0 | Complete overhaul. Implementation of Emergency Support Functions (ESF). | Laura Smith |
| August 2025 | 5.1 | Incorporation of Office of Community Safety | Laura Smith |
| | | | |

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Basic Plan

Purpose

This plan coordinates and establishes actions to be taken by the government and private organizations of the City of Fayetteville to reduce the vulnerability of people and property to disaster. This EOP contains basic information that provides a framework for response to any disaster regardless of its size, scope, or causes. The EOP serves as the primary tool for city emergency management to prepare for, respond to, and recover from disasters by defining disaster-specific procedures and outlining roles and responsibilities.

Scope

The City of Fayetteville EOP is an all-hazards plan that includes all personnel and equipment that may be called upon to help facilitate a response to specific disasters and emergency events. The EOP defines the responsibilities of all personnel in the phases of emergency management, including prevention, protection, mitigation, response, and recovery in the City of Fayetteville. It may be activated in support of planned events, emergencies in the City of Fayetteville, and major disasters affecting the entire county or a portion of the city.

Situation Overview

Geography:

The City of Fayetteville is located in Cumberland County, southeast of North Carolina. Fort Bragg Military Reservation and Pope Army Airfield are adjacent to the city. The economy is based on manufacturing, retail, tourism, and the military.

Fayetteville has a population of approximately 208,501¹ Citizens. The City of Fayetteville is the county seat of Cumberland County. The city covers an area of approximately 146 square miles. (*OEM demographics are from the NC Office of the State Budget and Management, 2021).

¹ Population, Census April 1, 2020 – www.census.gov

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City of Fayetteville Departments and Organizations

The City of Fayetteville is governed by the Fayetteville City Council, which consists of ten members, including the mayor, elected at large. The Council members are elected from individual districts, and only citizens within the city limits are eligible to vote for those seats on the Council. The City of Fayetteville operates through independent departments and offices:

| | |
|----------------------------------|-----------------------------|
| Airport | Human Relations |
| Budget & Evaluation | Human Resources Development |
| City Attorney's Office | Information Technology |
| City Manager's Office | Marketing & Communications |
| Development Services | Parks & Recreation |
| Economic & Community Development | Police |
| Finance | Public Services |
| Fire | Transit |

Transportation

State roads are the major commercial and tourist traffic routes through the county. Hurricane evacuees and people seeking shelter from coastal counties could use highway routes into and through the City of Fayetteville. Public roadways within Cumberland County are almost exclusively owned and maintained by the NC Department of Transportation. The NC Department of Transportation has identified several key bridges crucial for the safe movement of traffic through the city and for intra-county movement. Blockage of these roads could temporarily isolate areas of the city.

Bridges:

- | Location | Route |
|-------------------|--|
| • Cape Fear River | US 301/I-95 US 301 N/S |
| • Cape Fear River | Person Street Eastern County/ Western County |
| • Cape Fear River | I-95 South North/South |
| • Cape Fear River | I-95 North North/South |
| • Cape Fear River | I-295 East East/West |
| • Cape Fear River | I-295 West East/West Major |

Motor Vehicle Traffic Arteries:

- Interstate 95 • NC 24 • NC 59
- US 13 • NC 53 • I-295
- US 301 • NC 87
- US 401 • NC 210

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Railroad:

- Aberdeen & Rockfish • Amtrak
- Cape Fear • CSX

Airports:

The Fayetteville Regional Airport provides commercial air service to the city and backup service to the military airfields at Pope Army Airfield and Simmons Army Airfield. The airport is located on Airport Road off US 301 South. The cargo terminals are located on Doc Bennett Road. The following airports are in Cumberland County:

- Fayetteville Regional Airport • Gray's Creek Airport
- Pope Army Airfield • Simmons Army Airfield
- Eastover Air Ranch

Major Pipelines:

- Motiva

Hazard Analysis

The City of Fayetteville is exposed to numerous hazards that have the potential to disrupt local communities, cause damage, result in casualties, and affect communication networks. It is essential to recognize that one type of hazard (e.g., a hurricane) can also trigger secondary hazards (e.g., hazardous materials release) and cascading effects, such as contamination of water supplies and power outages. The city has identified known potential hazards.

Earthquake

An earthquake is a movement or shaking of the ground. Most earthquakes are caused by the release of stress accumulated because of the rupture of rocks along opposing fault planes in the Earth's outer crust. These faulty planes are typically found along the borders of the Earth's 10 tectonic plates. The areas of greatest tectonic instability occur at the perimeters of the slowly moving plates, as these locations are subjected to the greatest strains from plates traveling in opposite directions and at different speeds. Deformation along plate boundaries causes strain in the rock, resulting in the buildup of stored energy. When the built-up stress exceeds the rock's strength, a rupture occurs. The rock on both sides of the fracture is snapped, releasing the stored energy and producing seismic waves that generate an earthquake.

Dam Failure

A dam failure is the collapse or breach of a dam that causes downstream flooding. Natural events, human-caused events, or a combination of the two may cause dam failures. Due to the

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lack of advance warning, failures resulting from natural events, such as hurricanes, earthquakes, or landslides, may be particularly severe. Prolonged rainfall and subsequent flooding are the most common causes of dam failure.

Drought

Drought is a deficiency in precipitation over an extended period. It is a normal, recurrent feature of climate that occurs in virtually all climate zones. The duration of droughts varies widely. There are cases when drought develops relatively quickly and lasts a very short period, exacerbated by extreme heat and/or wind, and there are other cases when drought spans multiple years or even decades.

Extreme/Excessive Heat

According to the National Weather Service, about 175 Americans die from heat exposure, and nearly 20,000 people died between 1936 and 1975 from the effects of heat and solar radiation. Humans dissipate heat by varying the depth of blood circulation and sweating. Heat disorders typically occur when the body's ability to remove heat is disrupted or by a chemical imbalance of salt caused by excessive sweating. Sun exposure, wind conditions, age, and physical condition influence susceptibility to heat disorder.

Hurricane/Tropical Storm

A hurricane is a type of tropical cyclone or severe tropical storm that forms in the southern Atlantic Ocean, Caribbean Sea, Gulf of Mexico, and in the eastern Pacific Ocean. All Atlantic and Gulf of Mexico coastal areas are subject to hurricanes. The Atlantic hurricane season lasts from June to November, with the peak season from mid-August to late [MONTH]. While hurricanes pose the greatest threat to life and property, tropical storms and depressions also can be devastating. A tropical disturbance can grow more intensely through increased sustained wind speeds.

Flooding

Flooding is the rising and overflowing of water onto normally dry land. FEMA defines a flood as a general and temporary condition of partial or complete inundation of 2 or more acres of normally dry land or two or more properties. Flooding can result from an overflow of inland waters or an unusual accumulation or runoff of surface waters from any source.

Severe Weather (thunderstorm, wind, lightning, and hail)

Thunderstorms are responsible for developing and forming many severe weather phenomena, posing great hazards to the population and landscape. Damage from thunderstorms is mainly inflicted by downburst winds, large hailstones, and flash flooding caused by heavy precipitation. Stronger thunderstorms can produce tornadoes and waterspouts.

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Tornado

According to the Glossary of Meteorology (AMS 2000), a tornado is "a violently rotating column of air, pendant from a cumuliform cloud or underneath a cumuliform cloud, and often (but not always) visible as a funnel cloud." Tornadoes can appear from any direction. Most move from southwest to northeast or west to east. Some tornadoes have changed direction amid the path or even backtracked.

Wildfire

Wildfire is an uncontained fire that spreads through the environment. Wildfires can consume large areas, including infrastructure, property, and resources. When massive fires or conflagrations develop near populated areas, evacuations may ensue. Not only do the flames impact the environment, but the huge volumes of smoke spread by certain atmospheric conditions also impact the health of nearby populations.

Public Health Emergency

According to the World Health Organization (WHO), a public health emergency (the condition that requires the governor to declare a state of public health emergency) is defined as "an occurrence or imminent threat of an illness or health condition, caused by bioterrorism, epidemic or pandemic disease, or (a) novel and highly fatal infection agent or biological toxin, that poses a substantial risk of a significant number of human fatalities or incidents or permanent or long-term disability.

Hazardous Material Release – Transportation

A HazMat release, intentional or accidental, during transport can pose a significant concern to the health and safety of the population, property, and the environment throughout Cumberland County. These situations can pose considerable concern, particularly regarding the release of mobile containers on roadways.

Hazardous Material Release – Fixed Site

A hazardous material (HazMat) is a substance or material that may pose an unreasonable risk to safety, health, or property. A HazMat release from a fixed-site facility, whether intentional or accidental, can significantly concern populations, property, and the environment throughout Cumberland County.

Radiological Release

Radiological release involves the exposure of a radiation source or the detonation of a nuclear weapon in a populated area, which would cause environmental contamination, radiation exposure, and possible physical injuries. Incidents may be sudden (acute), as when radiation is released into the environment, or they may be characterized by a slow onset. The main radiological risk to the City of Fayetteville is the Harris Nuclear Plant (HNP).

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Train Derailment

Train derailments occur when one or more train sections leave the track, causing injuries, death, or other damage. The main causes of derailments include defective or worn rails or train equipment, human error (such as excessive speed), collision with an object on the track, and collision with another train. One of the greatest concerns during train derailment is if the train is hauling HazMat.

Airplane Incident

Cumberland County has three Airports and two Army Airfields, with the Fayetteville Regional Airport in the footprint of the City of Fayetteville. In the event of an airplane crash or incident, facilities could be shut down for an extended period because of debris, property damage, or building damage. In addition, incidents involving fatalities could cause facilities to close for an additional period.

Active Assailant

An active assailant is an individual(s) actively engaged in killing or attempting to use deadly physical force on other people in a confined and populated area wherein, in most cases, active assailants utilize a firearm(s), and there is generally no pattern or method to their selection of victims.

Cyber Attack Against Data

A cyber-attack is a set of actions performed by an individual or group of individuals to gain unauthorized access, steal data, or damage computers, computer networks, or other computing systems. These types of attacks can be launched from any location.

Vulnerability Analysis

The city is vulnerable to several human-caused, natural, and technological hazards, which may present as individual isolated incidents or events affecting the entire county. Natural hazards to which the city is most vulnerable include hurricanes and flooding events. Human-caused hazards to which the city is most susceptible include a fixed-site or transportation-related HazMat release and public health emergencies.

Mitigation Overview

The Cumberland-Hoke Hazard Mitigation Plan has developed goals, objectives, and courses of action to mitigate the effects of natural threats and hazard events identified as having the highest prevalence and/or potential impact. The City of Fayetteville's mitigation actions include multiple

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and diverse efforts related to preventative measures, public information activities, stream monitoring, structural projects, and emergency services measures.

Planning Assumptions

The occurrence of any one or more of the emergency/disaster events previously listed could impact the City of Fayetteville severely and include several of the following possibilities:

- a. Loss of electric service.
- b. Loss of water distribution and storage system.
- c. Loss of part or all of waste treatment systems.
- d. Severance of road/highway network.
- e. Necessity for mass care and feeding operations.
- f. Need for debris clearance.
- g. Multiple injuries/fatalities.
- h. Increased media attention.
- i. Damage to the communications network.
- j. Damage to the telephone network.
- k. Severe economic impact.
- l. Increase in number of insects and other pests.
- m. Need for official public information and rumor control.
- n. Need for County, State, or Federal assistance.
- o. Re-entry of the public into damaged/evacuated areas.
- p. Damage to vital records.
- q. Need for damage assessment.
- r. Need for auxiliary power.
- s. Solicited/Unsolicited goods.
- t. Contamination of private wells.
- u. Exhaustion of local resources.
- v. Lack of staffing.
- w. Loss of facilities is vital to maintaining essential services.
- x. Environmental impact/wildlife, natural resources destruction.
- y. Need for management of reconstruction.
- z. Need for coordination of staged resources.
- aa. Damage to historical sites.
- bb. Isolation of populations.
- cc. A Presidential Disaster Declaration. etc.

The occurrence of one or more of the previously listed emergency/disaster events could result in a catastrophic situation, which could overwhelm local resources.

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The City of Fayetteville must plan for and be able to carry out coordinated disaster response and short-term recovery operations utilizing local resources; however, outside assistance is likely to be available and needed in most major disaster situations affecting the city.

If an emergency or disaster exceeds the capabilities of City resources, mutual aid agreements will be activated, and coordination will be made with Cumberland County for additional assistance.

There is a high probability that emergencies and disaster occurrences could disrupt government functions. This necessitates that the city and its departments develop and maintain standard operating guidelines to ensure government continuity should a disaster occur. These guidelines will address the depth of staffing, line of succession, and mode of operation. These processes and procedures will be managed through a separate Continuity of Operations Plan. The Emergency Management Coordinator for all City Departments maintains and manages this plan.

Most natural disasters have the potential to leave at least some part of the city isolated and on its own for a period of time. Families should be encouraged to train and prepare to be self-sufficient for these events for three days.

City officials are aware of the threat of a major emergency or disaster and will fulfill identified responsibilities as needed to the extent possible.

Implementing this plan will reduce or prevent the loss of lives and property damage.

Concept of Operations

A. Preparedness:

As provided in North Carolina General Statutes 166A-2, the City of Fayetteville has the authority and responsibility to organize and plan to protect life and property from the effects of hazardous events or disasters. The statute allows municipalities to develop plans for the prevention of, preparation for, response to, and recovery from natural, technological, or human-caused disasters.

Facilities vital to the operation of the city government have been identified (Continuity of Operations Plan). Restoration of service will be prioritized for these facilities.

Planning and training are necessary and integral parts of emergency and disaster preparation and must be a prerequisite to effective emergency operations.

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Coordination and mutual aid agreements with adjoining jurisdictions are essential when events that impact beyond City jurisdictional borders occur.

It is the responsibility of elected officials to ensure that all legal and sensitive documents of a public and private nature recorded by designated officials are protected and preserved in accordance with existing laws, statutes, and ordinances.

B. Response:

The Policy/Administration Group will manage direction and control during declared emergencies/disasters. Attachment A, Assignment of Responsibilities, lists the members of this group.

The City of Fayetteville's Coordination Center (CCC) will be staffed by City employees and internal/external stakeholders as the situation dictates. When activated, operations are supported by ranking representatives from city departments, the private sector, and volunteer organizations as needed to provide information, data, and recommendations to the Policy/Administration Group.

When an emergency develops, the senior elected official or the designee of the jurisdiction (as defined in GS 14-288.1) may declare a State of Emergency to exist within the jurisdiction (or a part thereof) and begin implementing emergency procedures.

The City Manager and City Emergency Management Coordinator will coordinate City resources.

The Public Information Officer will utilize all available media outlets to distribute emergency information to the public. This may also be accomplished using an Integrated Public Alert and Warning System (IPAWS), as prescribed by the Federal Emergency Management Agency, in cooperation with the County of Cumberland, as well as other mass notification tools.

Should local government resources prove inadequate during emergency operations, requests for assistance will be made to other jurisdictions, higher levels of government, and/or other agencies in accordance with existing mutual-aid agreements and understandings. Requests for State or Federal resources must be made through the City of Fayetteville Emergency Management Agency to Cumberland County Emergency Management through WebEOC.

C.Recovery:

Termination of a State of Emergency shall be declared by the authority by whom it was proclaimed. (Authorizations and Authorities Section)

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D.Mitigation:

Following any major emergency/disaster event, an After-Action Review (AAR) will be held to evaluate the city's response to the event. The AAR will include the following issues related specifically to recovery:

- 1.Mitigate potential problems using Hazard Mitigation Grants and other resources.
- 2.Plan revision based on lessons learned.
- 3.Unmet needs status.
- 4.Management of donated goods.
- 5.Interdepartmental cooperation.
- 6.Damage Survey Report process and documentation.
- 7.Training needed.

Plan Development and Maintenance

Each agency/department of local government is responsible for developing standard operating guidelines to support this plan. The Emergency Management Coordinator should receive a copy of these guidelines for filing.

The City Manager mandates that all officials involved in developing and regularly reviewing this plan will coordinate necessary revisions through the Emergency Management Coordinator. This review will be conducted annually and documented. It shall include a critique of the actions taken in support of the plan following any event requiring implementation of the plan.

Each agency or department shall participate in training and exercises annually to test emergency plans and procedures, including actual responses to real emergency events, but not in lieu of.

Authorities and References

General

- 1.Actions taken during incidents/events require legal guidelines to assure the protection of the general public and maintain law and order within the city limits of the City of Fayetteville.

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2. Verbal and written mutual aid agreements exist between the City of Fayetteville and other response agencies.

Authorities

The following listed authorities and references form the legal basis for action outlined in This plan was consulted during the subsequent revisions and updates to this plan.

Federal

1. Civil Defense Act of 1950, as amended
2. Robert T. Stafford Disaster Relief and Emergency Assistance Act, Public Law 93-288, as amended by Public Law 100-77, August 2016
3. OSHA 1910.120
4. Emergency Planning and Community Right-to-Know Act (EPCRA)
5. The Superfund Amendments and Reauthorization Act (SARA)
6. FAA Authority (FAR) to close airspace over disaster areas.

State

1. N.C. General Statute 166-A, Emergency Management Act
2. North Carolina Emergency Operations Plan
3. As amended, the North Carolina Oil Pollution and Hazardous Substance Control Act.
4. North Carolina Statewide Emergency Management Mutual Air and Assistance Agreement, as amended.

Local

1. City of Fayetteville Emergency Management Ordinance
2. Sample Proclamation of a State of Emergency
3. Sample Termination of State of Emergency
4. Mutual Aid Agreements with Partner Agencies
5. Cumberland-Hoke Regional Hazard Mitigation Plan

The Code of the City of Fayetteville, North Carolina

Sec. 9-1. Short title.

This chapter shall be known as the "Emergency Management Ordinance for Fayetteville, North Carolina," and may be cited and referred to as such.

(Code 1961, § 10A-1)

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Sec. 9-2. Intent and purpose.

(a) It is the intent and purpose of this chapter:

1. To authorize and establish an agency that will ensure the complete and efficient utilization of the personnel and material resources of the city to carry out its emergency management responsibilities and functions, pursuant to G.S. 14-288.12, as amended, and G.S. 166A-41.
2. The city emergency management agency and the city manager's office will coordinate all activities related to city emergency management. They will be the instrument through which the city council may exercise the authority and discharge the responsibilities vested in them during disaster emergencies.

(b) This chapter will not relieve any unit of local government, or any department, commission, office, or other agency of such unit, of any responsibilities or authority given it under the Constitution and laws of the United States or the state or any charter or ordinance of the local unit of government, except as expressly provided in such laws.

(c) This chapter is not intended to supersede or adversely affect the work of any volunteer agency organized for relief in disaster emergencies, except as expressly provided in the Constitution and law of the United States or the state or as explicitly provided in this chapter.

(d) The following definitions shall be applied when interpreting this article.

Attack means direct or indirect assault against the city, its government, its environs, or the nation by the forces of a hostile nation or its agents, including assault by bombing, conventional or nuclear, chemical or biological warfare, terrorism, or sabotage.

City emergency management means the basic government functions of maintaining public peace, health, and safety during an emergency. This term shall include plans and preparations for protection and relief, recovery, and rehabilitation from the effects of an attack by the forces of an enemy nation or the agents thereof or an emergency as defined in this section. It shall not, however, include any activity that is the primary responsibility of the military forces of the United States.

City emergency management forces mean the employees, equipment, and facilities of all city departments, boards, councils, institutions, and commissions. It shall also include all volunteer personnel, equipment, and facilities contributed by or obtained from volunteer people or agencies.

The city manager or his designee is the city manager or the person or persons he delegates certain responsibilities to.

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"Coordinator" means the coordinator of the city's emergency management agency, as employed as prescribed in this chapter.

Emergency means, but is not limited to, actual or threatened enemy attack, sabotage, extraordinary fire, flood, storm, epidemic, accident, chemical spill, or other impending or actual calamity endangering or threatening to endanger the constituted government's health, life, or property.

An emergency management volunteer refers to any person duly registered, identified, and appointed by the coordinator of the city's emergency management agency and assigned to participate in the city's emergency management activities.

Regulations mean plans, programs, and other emergency procedures deemed essential to emergency management.

Volunteer means contributing services, equipment, or facilities to the city emergency management agency without remuneration.

(Code 1961, § 10A-2)

Sec. 9-3. Organization and appointments.

(a) The emergency management agency shall be organized within the city government's operating departments under the city manager's direction. The head of the emergency management agency shall be known as the coordinator, and this position shall be appointed by the city manager. Such assistants and other employees, as are deemed necessary for the proper functioning of the agency, will be appointed.

(b) When the emergency operations plan is implemented, the emergency management agency will coordinate all emergency response/recovery force activity and be the agency through which the city council exercises the authority vested in it during accidents and disasters.

(c) The employees and resources of all city departments, boards, institutions, and councils shall participate in the emergency management activities. Duties assigned to city departments shall be the same as or similar to the department's normal duties, where possible.

(Code 1961, § 10A-3)

Sec. 9-4. Duties and responsibilities of the coordinator.

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(a) The coordinator shall be responsible for planning, coordinating, and operating emergency management activities in the city. The coordinator's duties shall include, but not be limited to, the following:

(1) Develop and coordinate plans for the emergency use of the city's facilities, equipment, manpower, and other resources.

(2) Educating the public in case of attack or disaster.

(3) Coordination of public practice alerts authorized by appropriate local units of government designed to ensure the readiness of emergency response/recovery forces and to familiarize residents of the city with emergency management regulations and activities that will be implemented and conducted in the event of an attack or disaster.

(4) Liaison with county, state, and federal authorities and the authorities of appropriate political subdivisions outside the city to ensure the preparation of effective emergency management plans and regulations and the effective coordination of the agency's emergency management activities with those of the other authorities in the event of attack or disaster.

(5) Promulgation of standard operating procedures controlling the activities of city employees in fulfilling the responsibilities and conducting the functions designated in subsection (a) of this section.

(b) The coordinator shall designate deputy coordinators to assume the coordinator's duties in the event of his absence or inability to act.

(Code 1961, § 10A-4)

Sec. 9-5. Emergency management plans.

(a) Comprehensive emergency management plans shall be adopted and maintained by resolution of the city council. In preparing these plans as they pertain to city organization, it is intended that the services, equipment, facilities, and personnel of all existing departments and agencies shall be utilized to the fullest extent. When approved, it shall be the duty of all departments and agencies to perform the functions assigned by these plans and to maintain their portions of the plans in a current state of readiness at all times. These plans shall be incorporated by reference as outlined in this section and shall have the effect of law whenever an emergency has been proclaimed. The resolution shall be located in the city clerk's office. The plans shall be located in the city's emergency operations center.

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(b) Each service chief and department head assigned responsibility in the plans shall be responsible for carrying out all duties and functions assigned therein. Duties will include organizing and training assigned employees and, where needed, volunteers. Each service chief/department head shall formulate the standard operating procedure to implement the plans for their service.

(c) When a required competency or skill for an emergency function is unavailable within the city or when city resources are exhausted, the coordinator is authorized to seek assistance from persons outside the city. The assignment of duties, when of a supervisory nature, shall also include the granting of authority for the persons assigned to carry out such responsibilities before, during, and after the occurrence of an emergency. Such services from persons outside of government may be accepted by local government on a volunteer basis. Such citizens shall be enrolled as emergency management volunteers.

(Code 1961, § 10A-5)

Secs. 9-6—9-30. Reserved.

Sec. 9-31. Proclaiming a state of emergency.

The mayor of the city may proclaim a state of emergency as authorized under G.S. 14-288.12 and G.S. 166A-8 to respond to disasters and states of emergency as defined under the aforementioned statutes and place into effect any or all the restrictions authorized in this article.

(Code 1961, § 10A-20)

Sec. 9-32. Proclamation imposing prohibitions and restrictions.

(a) The mayor may, by proclamation, impose as many of the prohibitions and restrictions specified in sections 9-34 through 9-38 as necessary to maintain an acceptable level of public order and services and protect lives, safety, and property.

(b) The proclamation shall be in writing and incorporated by reference as set forth in this section. Reasonable efforts will be made to give notice of the terms of the proclamation to those affected by it. The city clerk will post a copy in the city hall lobby. Reports of the substance of the proclamation shall be sent to the public information officer for dissemination to the mass communications media that serves the affected area.

(Code 1961, § 10A-21)

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Sec. 9-33. Evacuation.

The mayor may direct and compel the evacuation of all or part of the city's population by prescribed routes and modes of transportation and control entry to and egress from a disaster area, the movement of persons within the area, and the occupancy of premises therein.

(Code 1961, § 10A-22)

Sec. 9-34. Curfew and restricting access to areas.

(a) A curfew may prohibit public appearance in certain areas and during certain periods for anyone not exempted. The proclamation shall specify the geographic regions and the period during each 24-hour day the curfew applies.

(b) Unless otherwise specified, the curfew shall continue to apply until removed by a new proclamation or until the state of emergency is terminated as described in this article.

(c) The proclamation may prohibit obtaining access or attempting to obtain access to designated areas in violation of any order, clearly posted notice, or barricade indicating that access is denied or restricted.

(d) Authority to close roads or limit access to affected areas during a locally declared state of emergency pursuant to G.S. 166A-19.31(b)(1). Providing for the closure within the emergency area of streets, roads, highways, bridges, public vehicular areas, or other areas ordinarily used for vehicular travel, except for the movement of emergency responders and other persons necessary for recovery from the emergency. In addition to any other notice or dissemination of information, notification of any closure of a road or public vehicular area under the authority of this subdivision shall be given to the Department of Transportation as soon as practicable.

(Code 1961, § 10A-23; Ord. No. S2020-003, § 1, 03/16/2020)

Sec. 9-35. Restrictions on possession, consumption, or transfer of alcoholic beverages.

The proclamation may prohibit the possession or consumption of any alcoholic beverage other than on one's own premises and may restrict the transfer, transportation, sale, or purchase of any alcoholic beverage within the area described in the proclamation. The prohibition, if imposed, may apply to transfers of alcoholic beverages by employees of alcoholic beverage control stores and anyone else within the geographic area described.

(Code 1961, § 10A-24)

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Sec. 9-36. Restriction on possession, transportation, and transfer of dangerous weapons and substances.

The proclamation may prohibit the sale, purchase, transportation, or possession of one's premises of any dangerous weapon or substance as defined in G.S. 14-288.1(2).

(Code 1961, § 10A-25)

Sec. 9-37. Exemptions from restrictions.

The mayor is hereby authorized to exempt those classes of persons whose exemption will benefit public safety, health, and welfare from all or any part of the restrictions imposed by the emergency proclamation. These persons shall be exempt from the proclamation's restrictions only while acting within the scope of their official duties or acting under the direction of emergency response/recovery force personnel. Those exempt from restrictions include, but are not limited to, firefighters, law enforcement personnel, EMS personnel, doctors, nurses, military personnel, communications personnel, public utilities employees, and newspaper, radio and television employees.

(Code 1961, § 10A-26)

Sec. 9-38. Removal of prohibitions and restrictions and proclamation termination.

The mayor shall terminate the entire declaration of emergency or remove any of the prohibitions and restrictions by proclamation when the emergency no longer requires them or when directed to do so by the city council. A proclamation shall expire five days after the imposition unless renewed.

(Code 1961, § 10A-27)

Sec. 9-39. Absence or disability of the mayor.

In case of the absence or disability of the mayor, the mayor pro tem or other such person as may be designated by the city council shall have the authority to exercise all the powers given to the mayor in this article.

(Code 1961, § 10A-28)

Sec. 9-40. Extraordinary powers and duties.

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- (a) If no declaration of emergency as heretofore required has been made, but an attack or disaster within the legal jurisdiction of the city has occurred and timely communication with the governing body of the city cannot be had; or if there is an imminent threat of an attack or disaster within the legal jurisdiction of the city, and such a threat is verified by proper county, state or federal authorities, and timely communication with the governing body of the city cannot be had, and in either instance immediate action is necessary to protect life and property and preserve critical resources, the city manager, or his designee, shall be authorized to declare that an emergency exists and, without any declaration by the city government, implement prior approved plans and promulgation of prior approved regulations to the extent necessary, in his judgment, to protect life, property, and critical resources in danger. If, in the judgment of the city manager or his designee, the emergency is such that the implementation and promulgation of prior approved plans and regulations will be insufficient to protect endangered life, property, and critical resources adequately, the city manager or his designee, shall have the authority to implement modified plans and promulgate additional regulations necessary to provide such protection. Modified plans and additional regulations may include, but shall not be limited to the following:
- (1) Control of the movement of vehicles to facilitate the work of emergency response/recovery forces or the mass movement of persons from critical areas within the city and authority to close roads or limit access during a locally declared state of emergency to affected areas. Including, but not limited to, conditions under Section 9-34, Curfew and Restricting Access to Areas, of this article. Prescribing routes, modes of transportation, and destinations in connection with evacuation.
 - (2) Limitations on the movement of people in public places by imposing a curfew.
 - (3) Limitations of the operation of offices, business establishments, and other places to or from which people may travel or at which they may congregate.
 - (4) Protection and maintenance of communications facilities.
 - (5) Protection of food, water, and other vital supplies necessary to preserve public safety, health, and welfare.
 - (6) Control of rioting and looting.
- (b) The city manager, or his designee, shall possess such extraordinary powers and duties only until communication can be established or re-established with the governing body of the city

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or until such governing body is lawfully succeeded or reconstituted. No action taken under the provisions of this chapter by the governing body or by the city manager shall preclude, contravene, or be inconsistent with the lawful assumption of operational control of the agency and emergency response/recovery forces thereunder by the governor or the state general statutes or by duly constituted authorities of the government of the United States acting by law.

(c) *Violation.* Any person who violates any provision of an ordinance or a declaration enacted or declared under this section shall be guilty of a Class 2 misdemeanor in accordance with G.S. 14-288.20A.

(Code 1961, § 2-29; Ord. No. S2020-003, § 2, 03/16/2020)

Secs. 9-41—9-60. Reserved.

Sec. 9-61. Violation and penalty for violation.

(a) It shall be a misdemeanor for any person to violate any of the provisions of this chapter or plans or restrictions issued pursuant to the authority contained in this chapter or to willfully obstruct, hinder, or delay any member of the emergency response force in the enforcement of the provisions of this chapter or any plan or restriction issued under this chapter.

(b) Any person violating any prohibition or restriction imposed by a proclamation authorized by this chapter shall be guilty of a misdemeanor, as provided by G.S. 14-4, in addition to any other civil or criminal liability provided under the law.

(Code 1961, § 10A-40)

Sec. 9-62. Authority of law enforcement officers and others preserved.

Nothing in this chapter shall restrict the police, firefighters, or other relevant public officers and agencies from exercising their authority to protect public health and safety, as that authority is established by state and local law.

(Code 1961, § 10A-41)

Sec. 9-63. Governmental and private liability.

(a) The conduct of emergency management activities or the implementation of plans or the promulgation of regulations under the provisions of this chapter and the compliance in good faith on the part of the governmental officials, emergency management volunteers, and private parties with the provisions of such plans and regulations are hereby declared to be governmental functions of and on behalf of the city which functions are intended for the protection of the

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public peace, health, and safety. Neither the city nor agents and representatives of the city, nor any individual, receiver, firm, partnership, cooperation, association, or trustee or any of the agents thereof in good faith carrying out, complying with, or attempting to comply with any order, rule or regulation, promulgated under the provisions of this chapter, shall be liable for any damage sustained to persons or property as the result of such activity.

(b) Any person owning or controlling real estate or other premises who voluntarily and without compensation grants the city the right to inspect, designate, and use a whole or any part or parts of such real estate or premises to shelter persons during an actual, impending, or practice disaster situation, is hereby declared to be serving a governmental function of and on behalf of the city and shall not be civilly liable for the death of or injury to any persons on or about such real estate or premises under the license, privilege or other permission, or for the loss or damage to the property of such person occurring while such real estate or premises are used to shelter persons during such actual, impending, or practice disaster situation.

(Code 1961, § 10A-42)

Sec. 9-64. Inconsistent provisions.

This chapter intends to comply with G.S. 14-288.12 provisions and G.S. 166A-41 et seq. Where the provisions of this chapter are inconsistent therewith, the provisions of the general statutes shall prevail.

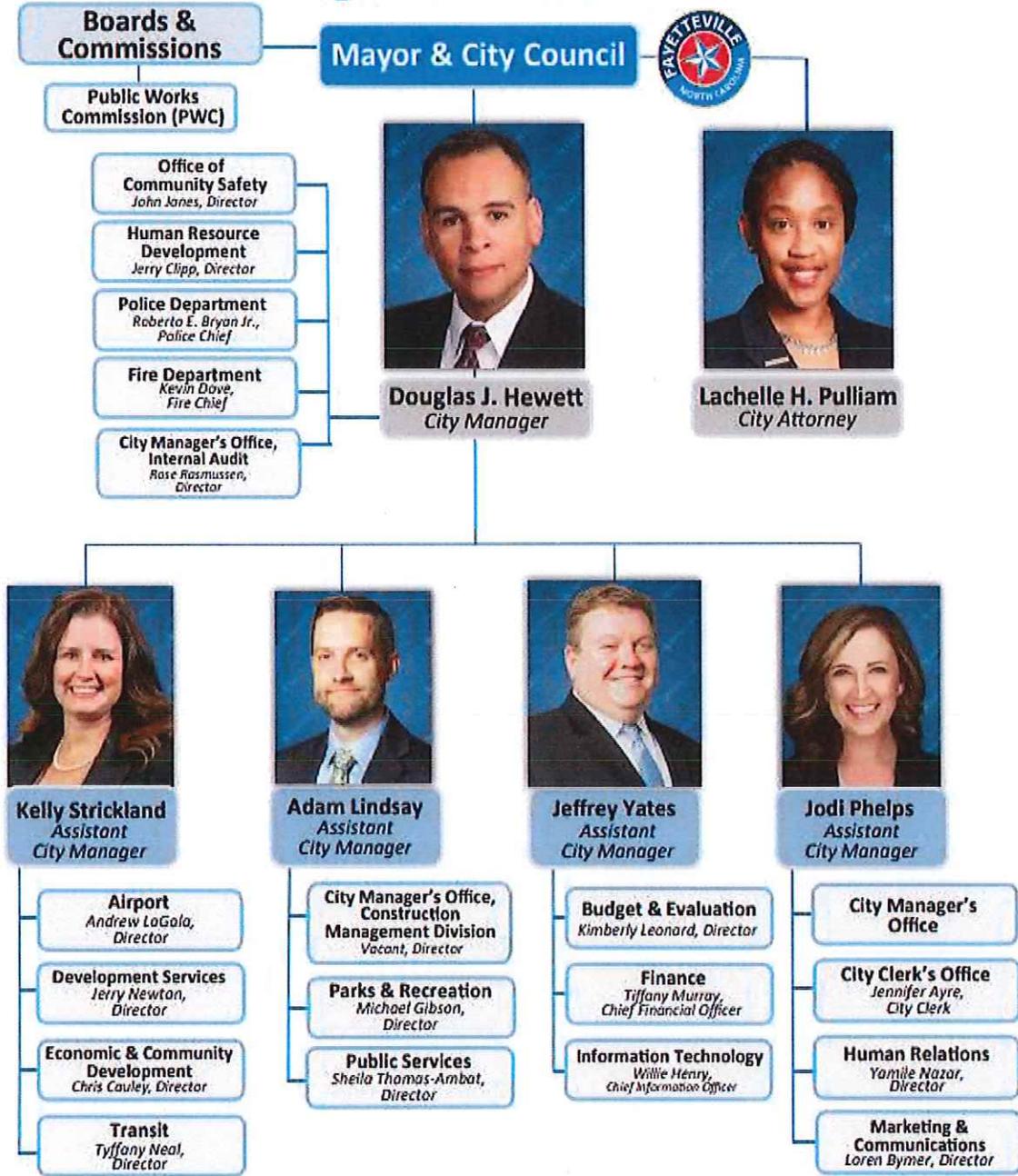
(Code 1961, § 10A-45)

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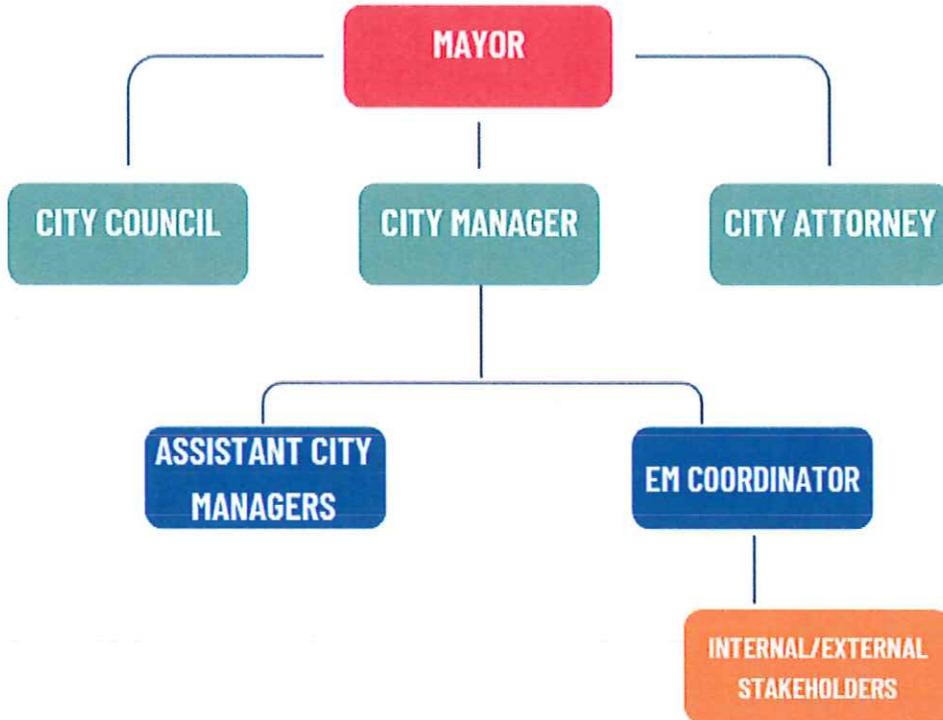
Organizational Chart



Current as of July 2025

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CCC ORGANIZATIONAL STRUCTURE



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Glossary

Amateur Radio Emergency Services: A public service group of licensed amateur radio operators who have voluntarily registered their qualifications and equipment to provide emergency communications for public service events as needed.

American Red Cross: A humanitarian organization led by volunteers, that provides relief to victims of disasters and helps prevent, prepare for, and respond to emergencies. It does this through services that are consistent with its Congressional Charter and the Principles of the International Red Cross Movement.

Command Section: One of the five functional areas of the Incident Command System. The function of command is to direct, control, or order resources, including people and equipment, to the best possible advantage.

Command Post: That location at which primary Command functions are executed; usually collocated with the Incident Base. Also referred to as the Incident Command Post.

Command Staff: The command staff includes all positions that assume responsibility for key activities at an incident and are not part of the line organization. The command staff is headed by the incident commander and may include the positions detailed on the table below. If a position is not filled by the IC, the IC performs the relevant duties directly.

Coordinating Agency: The coordinating agency shall be responsible for detailed planning, testing, and evaluation of their respective emergency support function. The Department Director of the coordinating agency shall serve as the principal advisor to the City Executive during the response and recovery phase. In addition, the Department Director of the coordinating agency must assure that essential operations of his/her agency will continue, unless otherwise directed by the City Executive or his/her designee.

Coordination: The process of systemically analyzing a situation, developing relevant information, and informing appropriate personnel of viable alternatives for selection of the most effective combination of available resources to meet specific objectives.

Emergency: Any occurrence, or threat, whether natural, technological, or man-made, which results or may result in substantial injury or harm to the population or substantial damage to or loss of property or natural resources and may involve governmental action beyond that authorized or contemplated by existing law because governmental inaction for the period required to amend the law to meet the exigency would work immediate and irrevocable harm upon the citizens or the environment of the county or clearly defined portion or portions thereof.

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Decontamination: The process of making people, objects, or areas safe by absorbing, destroying, neutralizing, making harmless, or removing the Hazardous Materials (HAZMAT).

Emergency/Disaster/Incident: An event that demands a crisis response beyond the scope of any a single-line agency or service that presents a threat to a community or larger area. An emergency is usually an event that can be controlled within the scope of local capabilities, a major emergency or disaster usually requires resources beyond what is available locally.

Emergency Alert System: A network of broadcast stations interconnecting facilities authorized by the Federal Communications Commission (FCC) to operate in a controlled manner to warn and inform the public of needed protective actions in the event of a disaster or emergency.

Emergency Operations Center: A facility from which the government directs and controls its emergency operations, where information about the status of the emergency is officially collected, assimilated, and reported on; where coordination among response agencies takes place; and from which outside assistance is officially requested.

Emergency Operations Plan: A document that provides for preplanned and coordinated response in the event of an emergency or disaster situation.

Emergency Management: The preparation for and the carrying out of functions (other than functions for which military forces are primarily responsible) to prevent, minimize, and repair injury and damage resulting from natural, technological, or manmade disasters. These functions include firefighting, police, medical and health, rescue, warning, engineering, communications, evacuation, resource management, plant protection, restoration of public utility services, and other functions related to preserving the public health, safety, and welfare.

Emergency Support Function: A functional area of response activity established to facilitate the delivery of Federal assistance required during the immediate response phase of a disaster to save lives, protect property and public health, and maintain public safety.

Exercise: An activity designed to promote emergency preparedness; test or evaluate emergency operations plan, procedures, or facilities, train personnel in emergency response duties, and Demonstrates operational capability. There are three specific types of exercises: tabletop, functional, and full-scale.

Evacuation: Assisting people to move from the path or threat of a disaster to an area of relative safety.

Federal Disaster Assistance: Aid to disaster victims and/or state and local governments by

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federal agencies under provisions of the Robert T. Stafford Relief and Emergency Assistance Act of (PL 93-288).

General Staff: The general staff is responsible for the functional aspects of the incident command structure and typically includes operations, planning, logistics, and finance/administration section chiefs (if activated).

Geographic Information System: A computer system capable of assembling, storing, manipulating, and displaying geographically referenced information, i.e.-data identified according to their locations.

Hazardous Materials: Substances or materials which may pose unreasonable risks to health, safety, property, or the environment when used, transported, stored, or disposed of, which may include materials which are solid, liquid, or gas. Hazardous materials may include toxic substances, flammable and ignitable materials, explosives, or corrosive materials, and radioactive materials.

Incident Command System: A model for disaster response that uses common terminology, modular organization, integrated communications, unified command structure, action planning, manageable span or control, predesigned facilities, and comprehensive resource management. In ICS there are five functional elements: Command, Operations, Logistics, Planning, and Finance/Administration.

Incident Commander: The individual responsible for the management of all incident operations. **Initial Damage Assessment Report:** A report that provides information regarding overall damage to public and private property, thereby providing a basis for emergency declaration and/or disaster assistance.

Local Emergency: The condition declared by the local governing body when, in its judgment, the threat or actual occurrence of a disaster is or threatens to be of sufficient severity and magnitude to warrant coordinated local government action to prevent, or alleviate loss of life, property damage, or hardship. Only the Governor, upon petition of a local governing body, may declare a local emergency arising wholly or substantially out of a resource shortage when he deems the situation to be of sufficient magnitude to warrant coordinated local government action to prevent or alleviate the hardship or suffering threatened or caused thereby.

Local Emergency Planning Committee: Appointed representatives of local government, private industry, business, environmental groups, and emergency response organizations responsible for ensuring that the hazardous materials planning requirements of the Superfund Amendments and Reauthorization Act of 1986 (SARA Title III) are complied with.

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Mitigation: Activities that eliminate or reduce the chance occurrence or the effects of a disaster. Examples of mitigation measures include, but are not limited to, the development of zoning laws and land use ordinances, State building code provisions, regulations and licensing for handling and storage of hazardous materials, and the inspection and enforcement of such ordinances, codes, and regulations.

Mutual Aid Agreement: A written agreement between agencies and/or jurisdictions in which they agree to assist one another, upon request, by furnishing personnel and/or equipment in an emergency.

National Response Framework: A guide to how the Nation conducts all-hazard response. It is built upon scalable, flexible, and adaptable coordinating structures to align key roles and responsibilities across the nation.

National Weather Service: The federal agency which provides localized weather information to the population, and during a weather-related emergency, to state and local emergency management officials.

Preparedness: The development of plans to ensure the most effective, efficient response to a disaster or emergency. Preparedness activities are designed to help save lives and minimize damage by preparing people to respond appropriately when an emergency is imminent. Preparedness also includes establishing training, exercises, and resources necessary to achieve readiness for all hazards, including Weapons of Mass destruction incidents.

Presidential Declaration: A presidential declaration frees up various sources of assistance from the Federal government based on the nature of the request from the governor.

Public Safety Policy Group/Executive Policy Group: For significant incidents and special events, the OEM may convene the Public Safety Policy Group. At times, the group is identified as the Executive Policy Group when there is less of a public safety focus. This group includes the Mayor, City Manager, Mayor's Chief of Staff, OEM, Police Chief, Fire Chief, City Attorney, and other senior executives on an incident-specific basis. The Policy Group provides policy, decision-making, and resource support to incident commanders and unified commands. If the City Coordination Center (CCC) is activated, the Policy Group generally supports incident commanders through the CCC.

Resource Management: Maximizes the use of available resources, consolidates like resources, and reduces the communications load on the Incident Command Operation.

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Situation Report: A form which, when completed at the end of each day of local Emergency Operations Center operations will provide the County with an official daily summary of the status of an emergency and of the local emergency response. A copy should be submitted to the State EOC via fax or submitted through WebEOC.

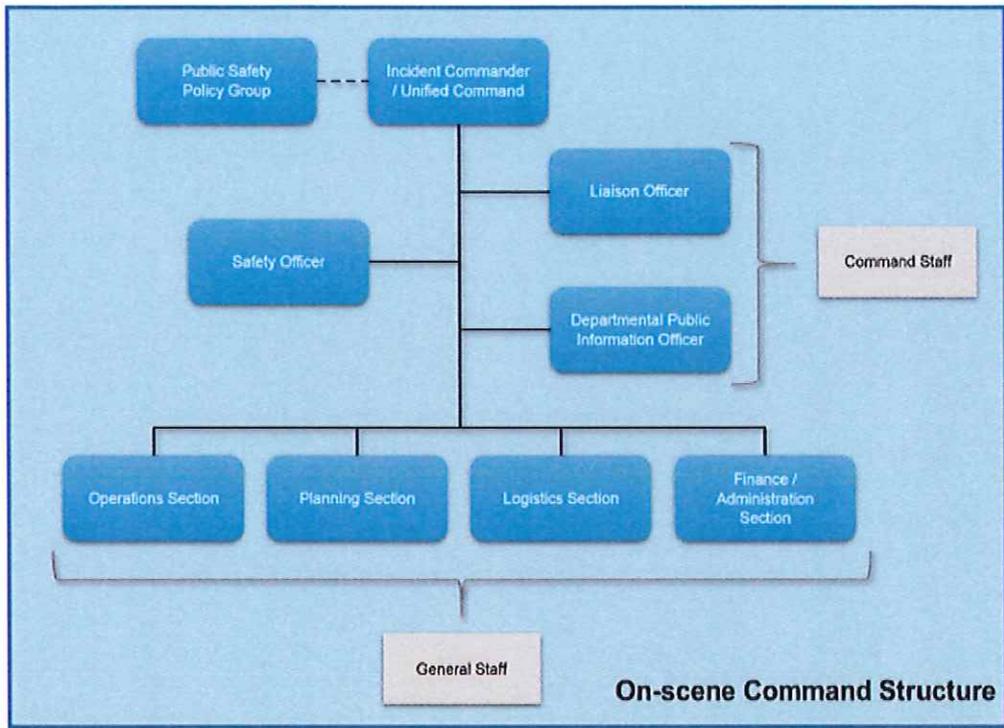
Span of Control: As defined in the Incident Command System, Span of Control is the number of subordinates one supervisor can manage effectively. Guidelines for the desirable span of control recommend three to seven persons. The optimal number of subordinates is five for one supervisor.

State of Emergency: The condition declared by the Governor when, in his judgment, a threatened or actual disaster in any part of the State is of sufficient severity and magnitude to warrant disaster assistance by the State to supplement local efforts to prevent or alleviate loss of life and property damage.

Superfund Amendments and Reauthorization Act of 1986: Established Federal regulations for the handling of hazardous materials.

Unified Command: Shared responsibility for overall incident management because of a multijurisdictional or multi-agency incident. In the event of conflicting priorities or goals, or where resources are scarce, there must be a clear line of authority for decision-making. Agencies contribute to unified command by determining overall goals and objectives, jointly planning for tactical activities, conducting integrated tactical operations, and maximizing the use of all assigned resources.

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| Position | Responsibility |
|-----------------------------------|---|
| Liaison Officer | Serves as IC/UC's point of contact for representatives of other governmental agencies, non-governmental organizations, and the private sector. |
| Safety Officer | Monitors incident operations and advises IC/UC on all matters relating to operational safety. |
| Public Information Officer | Works in coordination with other agency PIOs and, in some cases, Mayor's Press Office, to provide timely, accurate, and accessible information to the public. |

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List of Acronyms

| | |
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| ARC..... | American Red Cross |
| CRDP..... | County Receiving and Distribution Point |
| CFR..... | Code of Federal Regulations |
| CHEMTREC..... | Chemical Transportation Emergency Center |
| CIKR..... | Critical Infrastructure and Key Resources |
| CISM..... | Critical Incident Stress Management |
| COG..... | Continuity of Government |
| CWP..... | County Warning Point |
| DAC..... | Disaster Assistance Center |
| DENR..... | Department of Environment and Natural Resources |
| DHS..... | U.S. Department of Homeland Security |
| DMAT..... | Disaster Medical Assistance Team |
| DOD..... | Department of Defense |
| DOE..... | Department of Energy |
| DOT..... | Department of Transportation |
| DPS..... | Department of Public Safety |
| DROC..... | Disaster Recovery Operations Center |
| DRT..... | Disaster Response Team |
| DSS..... | Department of Social Services |
| DWQ..... | North Carolina Division of Water Quality |
| EAS..... | Emergency Alert System |
| EM..... | Emergency Management |
| EMS..... | Emergency Medical Services |
| EOC..... | Emergency Operations Center |
| EOP..... | Emergency Operations Plan |
| EPA..... | U.S. Environmental Protection Agency |
| ESD..... | Emergency Services Director |
| ESF..... | Emergency Support Function |
| FCC..... | Federal Communications Commission |
| FCO..... | Federal Coordinating Officer |
| FEMA..... | Federal Emergency Management Agency |
| GIS..... | Geographical Information Systems |
| GS..... | General Statute |
| HAZMAT..... | Hazardous Materials |
| IAP..... | Incident Action Plan |
| IC..... | Incident Commander |
| ICP..... | Incident Command Post |
| ICS..... | Incident Command System |
| IMT..... | Incident Management Team |
| JFO..... | Joint Field Office |

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| JIS..... | Joint Information System |
| MOU..... | Memorandum of Understanding |
| NAWAS..... | National Warning System |
| NCDA..... | North Carolina Department of Agriculture |
| NCEM..... | North Carolina Division of Emergency Management |
| NCEM..... | EOP North Carolina Emergency Operations Plan |
| NCGS..... | North Carolina General Statutes |
| NCNG..... | North Carolina National Guard |
| NC SHP..... | North Carolina State Highway Patrol |
| NDMS..... | National Disaster Medical System |
| NFIP..... | National Flood Insurance Program |
| NHC..... | National Hurricane Center |
| NIMS..... | National Incident Management System |
| NOAA..... | National Oceanic and Atmospheric Administration |
| NRF..... | National Response Framework |
| NWS..... | National Weather Service |
| OEM..... | Office of Emergency Management |
| PA..... | Public Assistance |
| PDA..... | Preliminary Damage Assessment |
| PIO..... | Public Information Officer |
| PSA..... | Public Service Announcement |
| RRT..... | Regional Response Team |
| SA..... | Staging Area |
| SAR..... | Search and Rescue |
| SARA..... | Superfund Amendment and Reauthorization Act |
| SCO..... | State Coordinating Officer |
| SITREP..... | Situation Report |
| SNS..... | Strategic National Stockpile |
| SOP..... | Standard Operating Procedure |
| SOG..... | Standard Operating Guide |
| SWP..... | State Warning Point |
| USDA..... | U.S. Department of Agriculture |

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Our vision is to create a prepared and resilient Fayetteville.

Emergency Support Function

Each ESF is supported by a coordinating agency(s) designated based on its authorities, resources, and capabilities in the functional area. ESFs are expected to support one another in carrying out their respective missions.

This plan identifies the purpose of each ESF, the primary and supporting agencies, Emergency Operations Center (EOC) and City Coordination Center (CCC) staffing requirements, planning assumptions, concept of operations, and actions for the preparedness and recovery phases of the disaster response.

Concept of Operations

Emergency Management Doctrine

The City of Fayetteville's emergency management program is premised on a shared vision and shared responsibilities.

This vision is realized through the combined efforts of government, non-governmental organizations, and members of the community. OEM coordinates these efforts through the development, implementation, and continuous refinement of a comprehensive emergency management program. The program is supported by risk assessment and consultative and strategic planning processes led by OEM and informed by the priorities listed below. Organizational and programmatic goals are elaborated in greater detail in the Emergency Management Strategic Plan and operational goals are specified in various hazard-specific and functional plans.

Preparedness Priorities

1. Conduct regular threat and hazard assessments to identify and assess risk
2. Build and sustain capabilities to address risk in a strategic way
3. Develop and maintain operational and scalable plans and procedures
4. Establish and maintain systems, structures, and processes to support emergency operations
5. Promote personal and organizational preparedness among all members of the community

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OEM's mission is to focus people, plans, and programs to promote a prepared and resilient Fayetteville.

Response Priorities

1. Protect the life-safety of emergency responders and the public
2. Stabilize the incident
3. Minimize damage to property and the environment
4. Provide timely and accurate information to the public
5. Coordinate response operations to maximize capability and minimize duplication

Recovery Priorities

Short-term Priorities

1. Address health and welfare needs
2. Provide accessible sheltering for all affected individuals
3. Initiate damage assessment and debris removal activities
4. Engage in public information and community relations activities
5. Restore essential public facilities, infrastructure, and services
6. Restore utility and transportation services
7. Coordinate federal disaster assistance programs

Long-term Priorities

1. Initiate housing plans for those displaced
2. Redevelop and revitalize damaged areas
3. Rebuild social, economic, and educational systems
4. Address recovery needs across sectors of the economy and community

Mitigation Priorities

1. Protect public health and safety
2. Protect property
3. Protect the environment
4. Promote a sustainable economy
5. Increase public preparedness for disasters
6. Recover and rebuild smarter: minimize future risk and avoid repetitive loss

Responsibilities

The Role of the Office of Emergency Management (OEM) is responsible for emergency management in the City of Fayetteville. OEM leads a collaborative emergency management

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program that engages the public, all levels of government, non-profit organizations, and the private sector to prepare and plan for emergencies and disasters.

OEM Programs

OEM pursues its mission through three divisions and a variety of programs.

The Planning Division includes health and human services, infrastructure, and homeland security planning, data analysis and mapping, city service preparedness, and regional preparedness. These programs lead interagency planning initiatives, critical infrastructure protection projects, and training and exercise activities.

The Operations Division includes information technology, logistics, emergency operations center, operational coordination, public alert and warning, and OEM response programs. These programs provide the city with field response services, logistics coordination, and advanced facilities and systems to promote operational coordination.

The Strategy, Engagement, and Administration Division includes training and exercise, community engagement, public information, and administration and grants management programs. The division leads preparedness programming and performs public information functions during emergencies, facilitates training opportunities for all emergency management stakeholders.

City departments and agencies maintain exercise and training programs suited to agency-specific requirements. OEM manages a citywide training and exercise program to coordinate and complement agency-specific training and exercise programs.

Departments and agencies are responsible for training and maintaining certification records of personnel. OEM supports agency training programs by:

- Providing advanced National Incident Management System and Incident Command System training to agency-identified emergency personnel.
- Coordinating the delivery of specialized training to select personnel based on departmental need
- Maintaining records of City personnel who have participated in OEM-coordinated training courses
- Briefing newly elected and appointed officials regarding responsibilities and procedures contained in the EOP and other relevant plans, upon request

Departments and agencies are responsible for maintaining exercise programs consistent with agency-specific requirements. OEM supports agency exercise programs by:

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- Evaluating and implementing citywide plans through discussion-based and operations-based exercises
- Facilitating the broad participation of City departments and agencies in local and regional exercises
- Providing exercise planning support to City departments and agencies
- Promoting the disciplined development, tracking, and implementation of corrective actions

The OEM Training and Exercise Program develops exercise activities in accordance with Homeland Security Exercise and Evaluation Program (HSEEP) guidelines to evaluate the efficacy of emergency management plans and procedures. These exercises are intended to build capabilities, improve information-sharing, and test existing plans and policies.

OEM Operations Support

OEM personnel and programs provide operations support for various types of incidents, citywide emergencies such as severe weather events, and special events. Operations support activities range from on-scene liaison officer services to situation reporting, to decision-making support, to full-scale activation of the City's Coordination Center (CCC). The Emergency Management Coordinator (OEM) serves as the primary official responsible for emergency management in the City of Fayetteville.

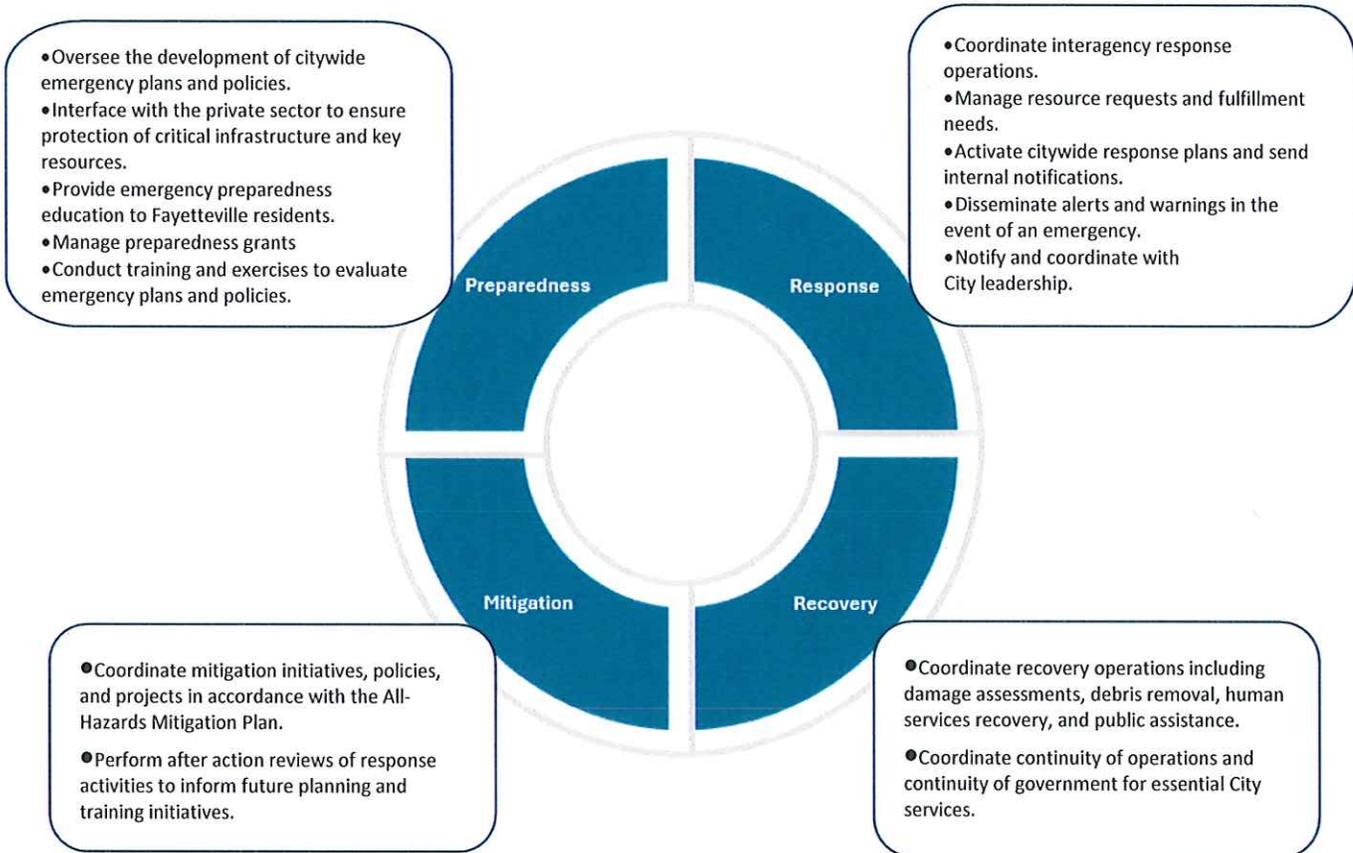
Program Strategy

Every three years, OEM will lead the development of an emergency management program strategic plan. The strategic plan defines the program's mission, goals, objectives, milestones, and performance measures.

Program Evaluation

Select elements of the strategic plan will be evaluated on an ongoing basis. Six months before the expiration of the current strategic plan, OEM will lead a comprehensive review of program activities. This review will evaluate program elements, identify opportunities for improvement, and specify corrective actions. This review will inform the development of the next iteration of the emergency management program strategic plan.

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The Role of Primary Responding Agencies

EOC Operations Section and Emergency Support Function/Recovery Support Function Structure

The City of Fayetteville organizes City departments and agency activities into 15 Emergency Support Functions (ESFs) to coordinate and execute complex interagency and intergovernmental operations. The purpose of ESF organization is to identify and coordinate the activities of significant government and non-governmental agencies with a given type of functional responsibility and capability. For example, ESF 13: Public Safety and Security unites all involved agencies with law enforcement responsibilities to address security issues efficiently and effectively.

The OEM activates ESFs on a selective basis according to incident-specific requirements. City ESFs may be combined and integrated with state and federal ESFs to varying degrees depending on the nature of an incident and the particularities of individual ESFs.

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By default, OEM serves as the coordinating agency for all ESFs. Depending on the context and scale of an incident, the OEM may designate a particular agency to lead one or more ESFs. This agency then assumes the ESF Coordinating Agency role.

ESF Coordinating Agency Roles and Responsibilities

The coordinating agency provides leadership, coordination, and oversight for its designated function. Specifically, coordinating agencies are responsible for chairing ESF meetings, coordinating the operations of ESF agencies, reporting on progress and challenges, and communicating unmet needs to OEM. ESF Agency Roles and Responsibilities All EOC liaisons are responsible for collaborating horizontally with one another and vertically with departmental leadership to share information, establish citywide priorities, commit resources, and coordinate response and recovery operations. This process is supported by OEM staff and the City's executive leadership. This organizational approach promotes interagency coordination and accelerates problem-solving. The table below describes each ESF and the relevant local and regional agencies associated with each function. Any of these agencies may be asked to assume a coordinating role within a designated ESF.

| Support Function | Description | Coordinating Agency |
|--|---|--|
| ESF 1- Transportation | This ESF addresses transportation requirements of organizations to perform their respective missions during an emergency and provides guidance for other support functions to accomplish response recovery and assistance missions to include evacuation out of an area at risk to a safe area within or outside of the county. | Airport Transit FCPR Public Services FPD FFD |
| ESF 2- Communications | This ESF describes communication systems and resources and establishes communications and warning procedures to be used by the County, and the surrounding municipalities during an emergency. | Information Technology FPD/Fay911 Human Relations FFD |
| ESF3- Public Works and Engineering | This ESF provides guidance to coordinate public and private public works services during an emergency or disaster. The public works services may include solid waste disposal, water distribution, sewer system, and debris removal. Coordination of services includes technical advice, technical evaluations, engineering services, construction management, inspections, emergency contracting, and repairs. | Development Services Public Services Fayetteville PWC |

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| ESF4- Firefighting | This ESF provides guidance for the coordination of fire resources and activities to ensure the safety of life and property within the County during imminent or actual emergency situations. | FFD |
| ESF5- Emergency Management | This ESF supports activation and coordination of the Emergency Operations Center and coordination of incident management and response efforts in accordance with NIMS. | OEM |
| ESF6- Mass Care and Emergency Assistance | This ESF provides guidance for establishing a system of identifying, procuring, distributing, sustaining, coordinating, and tracking resources for emergency operations within the county. Also included is a method of tracking the expenses incurred to locate, transport, and consume these resources. | Transit Economic & Community Development FCPR FFD FPD OEM Office of Community Safety Marketing & Communications |
| ESF7- Logistics Management and Resource Support | This ESF provides guidance for establishing a system of identifying, procuring, distributing, sustaining, coordinating, and tracking resources for emergency operations within the county. Also included is a method of tracking the expenses incurred to locate, transport, and consume these resources. | Budget & Evaluation Finance FFD Public Services Fleet |
| ESF8- Public Health and Medical Services | This ESF provides guidance for general coordination of public health, emergency medical services, mass medical activities, mental health services, and mortuary needs in an emergency. It also establishes a process to obtain additional emergency health and medical services, if required. | OEM Office of Community Safety |
| ESF9- Search and Rescue | This ESF provides guidance in coordinating search and rescue (SAR) activities in the county, to include a search for a missing or lost person(s), missing watercraft, or suspected drowning. It outlines the general procedures that may be implemented as necessary for a successful search, to include providing medical assistance to victims upon rescue. | OEM FFD FPD |
| ESF10- Hazardous Materials | This ESF provides basic information and guidance for a coordinated response to a potential or actual hazardous material (HazMat) incident (chemical, biological, and radiological) within Cumberland | OEM FFD FPD Public Services |

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| | County, or a surrounding municipality. | |
| ESF11- Agriculture and Natural Resources | This ESF coordinates support for the protection of the agricultural, natural, and cultural resources during an emergency or disaster. This section also works to coordinate animal and agricultural health issues, animal and plant disease pest response, and food safety security. It also discusses directions for handling issues related to animals before, during, and after a disaster situation. | OEM FCPR |
| ESF12- Energy | This ESF provides guidance to coordinate public and private sector response and recovery activities for continued energy sources during an emergency that may impact or threaten to impact the county. The primary responsibilities addressed in this ESF are the restoration of public utilities and energy during an emergency. | Public Service Fayetteville PWC |
| ESF13- Public Safety and Security | This ESF provides guidance for coordination of law enforcement activities, security of resources and CIKR, and traffic control during an emergency and disaster situations. | FPD FFD |
| ESF14- Recovery | This ESF describes the damage assessment and recovery process and outlines the criteria for individual assistance and public assistance programs. | Development Services Economic & Community Development Public Services FFD FPD |
| ESF15- External Affairs | This ESF provides guidance for the distribution of emergency public information and protective action guidance. It also is responsible for the staffing, operating, maintaining, and coordination of Public Information Centers and Joint Information Centers. | Human Relations Marketing & Communications |

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It's important to prepare yourself, your family, and your loved ones for the hazards Fayetteville faces. Everyone is responsible for having an emergency plan, storing emergency supplies in the home, and knowing how to Shelter-in-Place and evacuate.

The Role of Individuals and Organizations

Individuals and households, non-governmental organizations, and the private sector play a leading role in the city's preparedness for, response to, and recovery from emergencies. The city government promotes community preparedness through programs including OEM public education, alert and warning, and other initiatives.

Individuals and families are responsible for taking steps to prepare themselves for disasters. This includes making a plan, setting aside supplies, and keeping informed of events that may affect the safety of the community. City departments and agencies support these efforts by offering a variety of preparedness workshops, trainings, and outreach programs that provide guidelines and information to inform planning and preparedness.

Non-governmental organizations also perform critical services before, during, and after emergencies and disasters. These organizations are essential to the capacity of the community to respond to and recover from disasters. Private sector organizations play a similarly important role. Through these relationships, the city is able to coordinate expanded preparedness initiatives and response and recovery activities that would not be possible through government activities alone.

Continuity of Government

The purpose of continuity of government planning is to ensure that City government can be preserved, maintained, and/or reconstituted in the event of an emergency. In accordance with the *City of Fayetteville Continuity of Operations Plan*, this document specifies the succession of authority for the Office of Mayor, succession and delegation of authority for senior appointed positions, and command and control.

Mayor

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In the event that the mayor is incapacitated, formal succession to the Office of Mayor is established in the City of Fayetteville charter in the following order:

1. Mayor Pro Tem

Appointive Offices

Succession and delegation for senior appointed positions are addressed in the City of Fayetteville Continuity of Operations Program. Agency-specific continuity of operations plans elaborate position, authority, delegation to position, triggering conditions, and limitations in detail.

Command and Control

In the event that continuity of government plans is to be implemented, command and control relationships remain as specified in other existing policies, plans, and procedures.

City of Fayetteville Continuity of Operations Program

Department and agency-specific continuity of operations planning support the City's continuity of government planning. The purpose of continuity of operations planning is to ensure that agencies can continue to perform essential city functions under a broad range of circumstances. For this reason, OEM has established the City of Fayetteville Continuity of Operations Program. Through this program, City departments and agencies develop and maintain continuity of operations plans for the maintenance and/or prompt resumption of essential city services and functions. For City agencies, the Office of Innovation and Technology is a primary partner in the citywide continuity of operations program.

City Departments/Agencies/Offices

City departments and agencies will identify a continuity of operations planning officer and establish and update annually a continuity of operations plan that:

- Identifies the official (and at least three successors) responsible for directing the organization's emergency response operations.
- Identifies circumstances under which succession authorities would become effective.
- Identifies the specific emergency authorities that may be assumed by a designated successor during emergencies.
- Identifies the stakeholders responsible for the organization's physical and virtual environments; and
- Prescribes procedures to be followed in executing the organization's emergency response tasks.

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Preservation of Records

The elected officials and heads of departments and agencies will ensure that all documents of both public and private nature recorded by City officials are protected from unauthorized disclosure, damage, or destruction at all times.

Emergency and Disaster Declarations

Levels of Government

The direction of emergency services is the responsibility of the lowest level of government capable of managing a given incident. During an emergency, the mayor will direct and coordinate response and recovery operations through the regularly constituted government structure, assisted by OEM.

Municipal State of Emergency/Local Declaration of Disaster Emergency

The Mayor is authorized to declare a State of Emergency by the Article 1A, Chapter 166A, N.C.G.S.; N.C.G.S. §166A-19.22 and Chapter 9 of the Code of Ordinances, City of Fayetteville they find that the city or any part thereof is suffering or is in imminent danger of suffering civil disturbance, disorder, riot, or other occurrence which will seriously and substantially endanger the health, safety, and property of the citizens.

By declaring a State of Emergency and Declaration of Disaster Emergency, the Mayor may take any of the following measures:

- Prohibit or limit the number of persons who may gather or congregate upon the public highways or public sidewalks, or in any outdoor place, except persons who are awaiting transportation, engaging in recreational activities at a usual and customary place, or peaceably entering or leaving buildings.
- Halt access or egress upon public highways to or from the city or any part thereof.
- Suspend operations at municipal airports.
- Halt the movement of trains, boats, or other vehicles into, within, or from the city.
- Establish a curfew limiting the hours when people may go upon or travel the public streets.
- Require the closing of taprooms and bars and prohibit the sale or service of alcoholic beverages in any hotel, restaurant, club, or other establishment.
- Prohibit or restrict the sale of gasoline or other inflammable liquids; and
- Prohibit the sale, carrying, or possession on public streets or public sidewalks, or in any public park or square, of weapons including, but not limited to, firearms, bows and arrows, air rifles, slingshots, knives, razors, or missiles of any kind.

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The State of Emergency declared by the mayor shall exist for the period set forth in the proclamation unless it is formally terminated prior to the date set forth.

State Declaration of Disaster Emergency

The Governor of North Carolina may declare a disaster emergency by executive order or proclamation if a disaster has occurred or if the threat of a disaster is imminent. When two or more counties are affected by a disaster emergency, the Governor will exercise directional authority and control through NCEM. The NCEM Director shall be prepared to become the Executive Officer in charge of carrying out the decisions of the gubernatorial administration for direction, coordination, and support of response activities for all commonwealth departments/agencies, counties, municipalities, and designated institutions. NCEM will exercise this authority through the affected county emergency management agencies. If and when a disaster exceeds the resources of the Commonwealth, the Governor may request assistance from the Federal government through a variety of programs including a Presidential Disaster Declaration. Under a declaration of disaster emergency, the Governor is granted powers over temporary housing, debris, and wreckage removal, distribution of community disaster loans, individual and family assistance, and grants for hazard mitigation, appropriation of federal funds, and the suspension of certain laws during emergency assignments.

In addition to the powers listed above, the declaration grants the Governor the authority to take any of the following measures:

- Suspend the provisions of any regulatory statute prescribing the procedures for the conduct of Commonwealth business, or the orders, rules, or regulations of any Commonwealth agency, if strict compliance with the provisions of any statute, order, rule, or regulation would in any way prevent, hinder, or delay necessary action in coping with the emergency.
- Utilize all available resources of the Commonwealth Government and each political subdivision of the Commonwealth as reasonably necessary to cope with the disaster emergency.
- Transfer the direction, personnel, or functions of Commonwealth agencies or units thereof for the purpose of performing or facilitating emergency services.
- Subject to any applicable requirements for compensation under NCGS 166A-11, commandeer or utilize any private, public, or quasi-public property if necessary to cope with the disaster emergency.
- Direct and compel the evacuation of all or part of the population from any stricken or threatened area within the Commonwealth if this action is necessary for the preservation of life or other disaster mitigation, response, or recovery.
- Prescribe routes, modes of transportation, and destinations in connection with evacuation.

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- Control ingress and egress to and from a disaster area, the movement of persons within the area, and the occupancy of premises therein.
- Suspend or limit the sale, dispensing, or transportation of alcoholic beverages, firearms, explosives, and combustibles.

Federal Disaster Declarations

If the Governor deems that the disaster exceeds the capacities of the Commonwealth, they may submit a request for assistance via FEMA to the President of the United States, who upon approval may direct supplemental assistance to the affected jurisdiction(s).

The Robert T. Stafford Act provides two types of federal assistance:

- **Emergency Declarations** – The President can issue an Emergency Declaration for any occasion or instance when the president determines federal assistance is needed. Emergency Declarations supplement state and local efforts in providing emergency services, such as the protection of lives, property, public health, and safety, or to lessen or avert the threat of a catastrophe in any part of the United States. The total amount of assistance provided for a single emergency may not exceed \$5 million. If this amount is exceeded, the President shall report to Congress.
- **Major Declarations** – The President can declare a Major Disaster Declaration for any natural event, including any hurricane, tornado, storm, high water, wind-driven water, tidal wave, tsunami, earthquake, volcanic eruption, landslide, mudslide, snowstorm, or drought, or, regardless of cause, fire, flood, or explosion, that the president believes has caused damage of such severity that it is beyond the combined capabilities of state and local governments to respond.

During Major Declarations, three main types of federal financial assistance may be provided. Federal assistance may be provided individually or in conjunction, depending on the needs identified:

- **Individual Assistance** – Financial assistance to individuals and households
- **Public Assistance** – Financial assistance to state and local governments and certain private nonprofit organizations for emergency work and the repair or replacement of disaster-damaged facilities
- **Hazard Mitigation Assistance** – Financial assistance to state and local governments and certain private nonprofit organizations for actions taken to prevent or reduce long-term risk to life and property from natural hazards

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Direction, Control, and Coordination

Incident Management Field Operations

The mayor, acting through the Managing Director, is responsible for the overall management of incidents affecting public welfare. Operational responsibilities are delegated to City departments and agencies with statutory jurisdiction. Field operations are overseen by a single incident commander or a unified command depending upon the jurisdictional and functional scope of an incident. Incident commanders and unified command structures perform primary tactical-level, on-scene incident command functions. Command is exercised from a location specified by the incident commander or unified command. This location is identified as the Incident Command Post. Ranking officers and supervisors from responding agencies report to the Incident Command Post to coordinate field response operations. All agencies are required to identify and train personnel with emergency responsibilities in the National Incident Management System (NIMS) and Incident Command System (ICS). OEM offers NIMS and ICS training of various types to personnel from all City agencies and key partner organizations. City agencies and partner organizations are responsible for identifying personnel who should receive NIMS and/or ICS training and ensuring that selected individuals' levels of training are appropriate and current.

Interagency Coordination and Support

During routine incidents, ICs rarely require centralized policy and coordination support. However, ICs and UCs may require assistance during unusual, expanding, or complex incidents. OEM will dispatch liaison officers, deploy mobile command resources, and/or activate the City's CCC to provide enhanced coordination services to support field operations.

The OEM and/or City leadership may employ enhanced multi-agency coordination measures for incidents of:

- Significant magnitude and scope
- Unusual complexity
- Extended duration
- Substantial interagency involvement

Executive Coordination

In the event of a citywide emergency, the OEM will convene the Policy Group to include select executives from departments with significant roles in the City's response and recovery efforts.

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City Coordination Center

The CCC is the City’s primary venue for interagency coordination and decision-making. The CCC is staffed by liaisons from City, State, and Federal governments; the private sector; and non-governmental organizations.

The CCC supports and coordinates incident command by:

- Collecting, analyzing, and sharing information
- Coordinating interagency operations
- Providing decision-making support
- Establishing citywide priorities
- Managing resource requests and logistics support

The OEM, in consultation with the Managing Director, will activate the CCC to one of three staffing levels depending on the requirements of a given incident, as described in the table below.

| Activation Level | Posture |
|------------------|---|
| Monitor | <ul style="list-style-type: none"> • OEM enhance incident monitoring activities • Agency coordination is generally achieved via telephone and virtual communication. |
| Partial | <ul style="list-style-type: none"> • OEM and select agency liaisons staff the CCC, typically one to three emergency support functions are represented. • Senior Leadership may respond to the CCC to support decision-making and coordination process • This may be done in person or virtually, dependent on incident severity. |
| Full | <ul style="list-style-type: none"> • OEM and a full complement of agency liaisons staff the CCC, typically more than three emergency support functions are represented. • Senior Leadership may respond to CCC to support the decision-making and coordination process. • This may be conducted both virtually and in person, depending on the severity of the incident. |

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CCC Organization and Management

The CCC is organized to complement the administrative structure of City government, provide for scalability and flexibility, and align with Commonwealth and federal organizational structures. The CCC employs a hybrid Incident Command System/Emergency Support Function (ICS/ESF) organizational model. The main components of the CCC organization are summarized in the following table and the Operations Section is described in additional detail in the sections that follow.

| EOC Organizational Unit | Function |
|---|---|
| CCC Command | CCC Command is maintained by the OEM or designee. OEM is supported by Command Staff including CCC Manager, Public Information Officer, ESF Coordinators, and on-scene liaison officers. The OEM may convene select senior executives for ongoing consultation via the Policy Group. |
| Citywide Operations Section | Citywide Operations coordinates and supports interagency operations through an ESF structure. |
| Citywide Planning Section | Citywide Planning maintains situational awareness through the generation of regular situation reports, data tracking and analysis, and GIS activities. Future planning is also conducted during complex events with both Incident Action Plans and function-specific concepts of operations when warranted. |
| Citywide Logistics Section | Citywide Logistics serves as the single ordering point for significant citywide incidents, performing resource tracking functions, and managing the interagency and intergovernmental resource request process. |
| Citywide Finance & Administration Section | Citywide Finance & Administration provides procurement and public assistance support services to departments and agencies. |

Incident Command Post/City Coordination Center Interface

The CCC complements but does not displace the authority of incident commanders and unified command structures at the scene of an incident. Command—defined by NIMS as “the act of

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| City of Fayetteville | Version: 5.1 |
| Emergency Operations Plan | Date: August 2025 |

directing, ordering, or controlling by virtue of explicit statutory, regulatory, or delegated authority”—is exercised in the field and supported from the CCC. On-scene commanders interface with the CCC via their designated agency liaison officers and/or OEM on-scene Liaison Officers. The CCC interfaces with City, County, and State departmental operations centers and communications centers.

Intergovernmental Coordination and Resource Support

OEM, through the CCC, leads intergovernmental information sharing, operational coordination, and resource requests during emergencies. OEM works laterally with other agencies, counties, and those with a standing mutual aid agreement, as well as vertically with the Commonwealth of North Carolina and other levels of government when appropriate.

Operational Coordination

OEM establishes operational coordination through liaison relationships with local and regional departments and agencies, the forum of the CCC, and other coordination mechanisms, such as mobile command posts and video conferencing. When a particular incident requires support from the county, state or other jurisdictions, OEM will partner with Cumberland County Emergency Management and other emergency management agencies to maintain a unified coordination structure and process centered around the incident action planning cycle.

Resource Support

As a major municipal government, the City of Fayetteville maintains considerable resources and capabilities. Furthermore, the city participates in mutual aid agreements that promote the prompt transfer of resources across jurisdictional boundaries. OEM manages the non-routine interagency and intergovernmental sourcing of resources for all City departments and partner agencies.

Public Information and Alert & Warning

The city provides accurate, coordinated, and actionable information as promptly as possible to the whole community through all proper communications platforms while considering accessibility and language access needs to relay hazards, mitigation efforts and protective actions, services, and assistance being made available to the community.

To ensure consistent, one-voice messaging with stakeholders to avoid confusing and conflicting public information, a Joint Information System is created before, during, and/or after a complex event. The group consists of internal and external agencies’ communications representatives who are connected via email, phone, virtual, or in-person. The group is used to inform, de-conflict,

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|---------------------------|-------------------|
| City of Fayetteville | Version: 5.1 |
| Emergency Operations Plan | Date: August 2025 |

and present a common understanding of departmental information before it becomes public. If a response requires ongoing multi-agency communications coordination and publication of information, a Joint Information Center (JIC) may be created as a space for tracking media inquiries and to create official, vetted information for social media or media release. Publication of information can be through OEM and city-managed communications assets on social media, digital media, news media, fliers, door-to-door and public address, press releases, media interviews, live-streamed press conferences, and protective actions statements.

Finance and Administration

Citywide Finance and Administration supports the purchasing, financial, and administrative coordination of a response. This includes liaising between City central departments (Procurement, Finance, Budget, Law, City Management Office (CMO), and Recovery) and operational departments. During a response, OEM will contact and when necessary, bring into the CCC, a representative from the City's Procurement Department. OEM will also request a representative from Budget and/or Finance be available 24/7 during a response. OEM will contact and/or convene the Finance and Administration Department, whenever an event is anticipated to need procurement, it is likely to be a reimbursable event or is requested by an operating department for assistance. The OEM/CCC Finance and Administration Section will work with the central department representatives to find purchasing and contracting solutions for resource and professional service needs. This may include existing contracts, emergent contracting, purchase card uses, or other solutions. OEM/CCC Finance and Administration Section will also work with central and operational departments to ensure communication and action is taken regarding potentially reimbursable activities, which would require tracking of personnel straight time, overtime, equipment usage, and contract usage.

Plan Requirements, Maintenance, and Distribution

This Plan has been written with the guidance of the Comprehensive Preparedness Guide (CPG) 101 - Developing and Maintaining Emergency Operations Plans.

Plan Maintenance

City leadership and personnel with responsibility for emergency management and/or designated essential services shall adhere to the policies and procedures established in this plan. The plan components will be reviewed and updated every three years or sooner as determined by the OEM. OEM conducts several different planning efforts, including hazard-specific plans, functional plans, playbooks, and incident action plans.

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|---------------------------|-------------------|
| City of Fayetteville | Version: 5.1 |
| Emergency Operations Plan | Date: August 2025 |

Hazard-based plans describe how departments and organizations will organize and act to manage a specific hazard event such as a hurricane or winter storm. These plans integrate and synchronize elements from relevant functional plans and add hazard-specific context and tactical considerations. OEM maintains a limited number of hazard-based plans.

Functional plans describe how departments and organizations will organize and act to perform a specific mission or service in any number of contingencies. Most OEM plans are functional in nature. Functional plans may be activated in various combinations to flexibly meet the operational requirements of a given contingency. Examples include the Mass Care Plan, Mass Casualty Plan, and Public Assistance Plan.

Incident action plans are special events or significant no-notice event planning documents detailing command and control and public safety, communications, transportation, public information, and event-specific policies and procedures.

Plans maintained by OEM are intended to be updated on a regular schedule. Hazard-specific plans will be reviewed annually. Functional plans are intended to be reviewed every two years. Incident action plans are developed for specified events and expire once the event concludes. Continuity of Operations Plans are intended to be reviewed every two years. The Hazard Mitigation Plan is intended to be reviewed every five years.

Enforceability

This plan is enforceable under the provisions of N.C.G.S. Chapter 166A – North Carolina Emergency Management Act.

Execution

This plan provides the standing framework for the management of natural disasters, accidents or failures, and terrorist or major criminal incidents affecting the City of Fayetteville. City agencies will activate functional and hazard-specific plans in concert with this plan as circumstances require.

Distribution

This base plan is a public document developed by OEM in consultation with City executives and approved by the Fayetteville City Council. The plan is distributed to the City Council and all OEM liaisons and is also available on the City’s website.



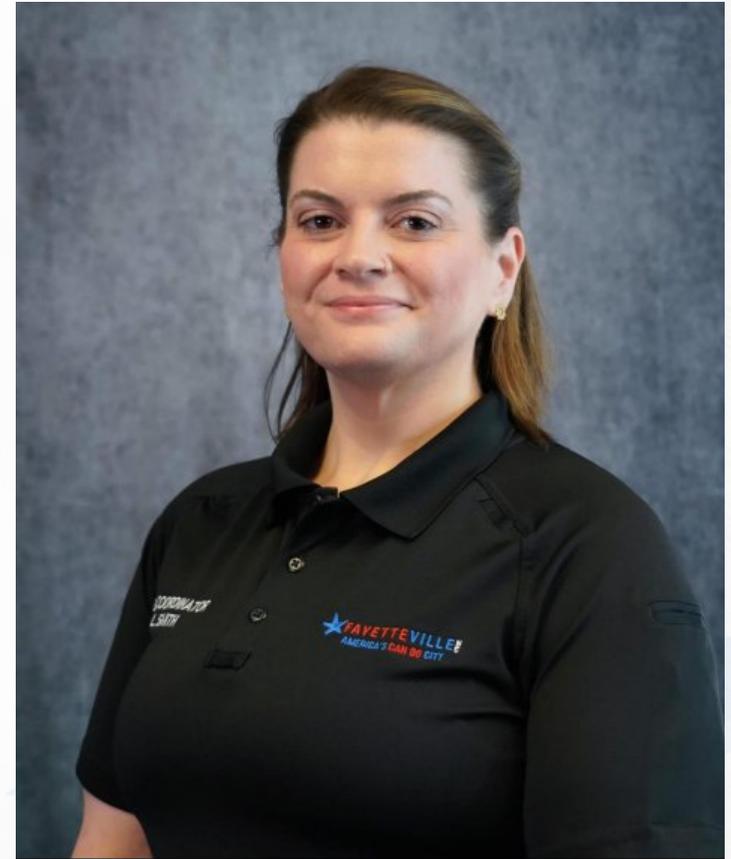
City of Fayetteville Emergency Operations Plan

March 2, 2026



LAURA SMITH

- Telecommunicator, Cumberland County, 2016-2018
- CTO (Communications Certified Training Officer), Cumberland County, 2018-2021
- Emergency Management Planner, Cumberland County, 2021-2024
- Emergency Management Coordinator, City of Fayetteville 2024-Current
- BSc, Emergency & Disaster Management, Western Carolina University
- MPA, Clemson University (May 2026 graduation)



- A disaster is any event that causes significant disruption, harm, or destruction to a community.
- Not limited to weather-related incidents such as hurricanes, tornadoes, and floods.
- Includes public health emergencies (pandemics), technological failures, hazardous material spills, infrastructure failures, and acts of terrorism.
- Emergency management plans for a wide range of disasters to ensure resilience and preparedness.

Establish and Maintain Emergency Management Agencies. Municipalities are authorized to establish and maintain emergency management agencies to coordinate disaster response and recovery efforts within their jurisdictions. NCGS § 166A-19.15(b)(1)

Coordinate with County and State Agencies.

Municipalities must coordinate their emergency management activities with county and state agencies to ensure a unified and effective response to emergencies. NCGS § 166A-19.15(b)(2)

Declare a Local State of Emergency*

In case of an emergency, the governing body of a municipality... may enact ordinances designed to permit the declaration of a state of emergency and the imposition of prohibitions and restrictions during the emergency. NCGS § 166A-19.22(a)

Declaring a State of Emergency

NCGS § 166A-19.22(a):

"In case of an emergency, the governing body of a municipality... may enact ordinances designed to permit the declaration of a state of emergency and the imposition of prohibitions and restrictions during the emergency."

Restrictions that can be imposed are:

- Curfews
- Evacuation*
- Restriction on movement or operations of businesses
- Control of alcohol and dangerous weapons

City of Fayetteville Code of Ordinances, Chapter 9 Emergency Management provides further direction.

- A local State of Emergency (SOE) declaration is not effective or enforceable until a written, signed copy is electronically published on both:
 - The jurisdiction's website (if available), and;
 - The NC Department of Public Safety's WebEOC system.

The 2025 Emergency Operations Plan (EOP) provides a comprehensive framework for managing emergencies and disasters in Fayetteville. It aligns with the National Incident Management System (NIMS) and is designed to adapt and evolve through real-world experience and exercises.

- Basic Plan: Defines purpose, scope, situation overview, hazard & vulnerability analysis, and planning assumptions.
- ? Concept of Operations: Organized into 4 phases:
 - Preparedness – Planning, mutual aid, training
 - Response – Activation of the CCC, deployment, public alerts
 - Recovery – Damage assessments, restoration, after-action reviews
 - Mitigation – Grants, plan updates, risk reduction
- ? ESF Structure: 15 Emergency Support Functions with designated lead and support agencies.
- ? Legal Framework: Supported by federal, state, and local law.
- ? Continuity of Government: Ensures leadership and essential services remain operational.
- ? Public Engagement: Focuses on individual, family, business, and NGO preparedness.

Emergency Support Functions (ESFs) provide the structure for coordinating Federal interagency support for a Federal response to an incident. They are a way to group functions that provide federal support to states and federal-to-federal support, both for [Stafford Act](#) declared disasters and emergencies and for non-Stafford Act incidents.

Broken into 15 essential functions:

- ESF1 – Transportation – transportation support and evacuation routing for incidents.
- ESF2 – Communications – ensures resilient communications and warning systems for responders and the public.
- ESF3 – Public Works & Engineering – Coordinates damage assessment, debris removal, water, sewer, and structural safety.
- ESF4 – Firefighting – Provides fire suppression, technical rescue, and life-safety operations.
- ESF5 – Emergency Management – manages overall incident coordination.



Emergency Support Functions, continued

- ESF6 – Mass Care & Emergency Assistance – Delivers sheltering, feeding, and family reunification services.
- ESF7 – Logistics & Resource Support – Sources, tracks, and delivers supplies, equipment, and facilities.
- ESF8 – Public Health & Medical Services – Coordinates EMS, public health, mental health, and mortuary operations.
- ESF9 – Search & Rescue – Conducts land & water search, victim extrication, and initial medical aid.
- ESF 10 – Hazardous Materials – Manages chemical, biological, radiological, and other hazardous releases.
- ESF11- Agriculture & Natural Resources - Protects food supply, pets, livestock, and natural & cultural resources.
- ESF12- Energy – Restores power, fuel, and critical utilities to affected areas.
- ESF13 – Public Safety & Security – Provides law enforcement, site security, and traffic control.
- ESF14 – Recovery – Leads damage assessment, debris management, and long-term recovery programs.
- ESF15 – External Affairs – Delivers public information, media relations, and community outreach.

Why Emergency Support Functions?

- Provides uniformity across federal, state, and local agencies nationwide. Common language and operating procedures.
- Allows you to activate only the functions essential to the incident.



- The EOP is the city's framework for coordinated disaster response and recovery.
- It establishes structure – not rigid instructions.
- The EOP is a living, breathing document that evolves with our community, risks, and lessons learned.
- It is reviewed and updated regularly following exercise and real-world events.
- Flexibility is built into the plan to allow professional judgment during dynamic incidents.
- The EOP supports policy leadership while allowing operational professionals to manage incident response.
- It defines roles without restricting decision-making authority.
- It ensures continuity of government and protection of public trust.
- Plans do not eliminate emergencies – they eliminate confusion.
- The EOP guides us. It does not direct us.



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AMERICA'S CAN DO CITY

FayettevilleNC.gov



City of Fayetteville

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(910) 433-1FAY (1329)

City Council Action Memo

File Number: 26-0144

Agenda Date: 3/2/2026

Version: 1

Status: Agenda Ready

In Control: City Council Work Session

File Type: Other Items of
Business

Agenda Number: 6.05

TO: Mayor Colvin and Members of City Council

THRU: Jodi Phelps, Assistant City Manager

FROM: Jennifer Ayre, MMC, City Clerk

DATE: March 2, 2026

RE:

Consider Changes to City Council Policy 155.4 - Naming of City Property in Honor of Individuals

COUNCIL DISTRICT(S):

All

Relationship To Strategic Plan:

Goal III: A city invested in Today and Tomorrow

Executive Summary:

The City Council Policies Review Committee met on Thursday, February 19, 2026. During the meeting the Committee voted to send City Council Policy 155.4 - Naming of City Property in Honor of Individuals to the March Work Session for further discussion and review. Council Member Haire was in opposition to the motion.

Background:

City Council Policy 155.4 was created on March 15, 1999, with revisions on June 12, 2006. The Committee has discussed the policy on January 9, 2025, May 20, 2025, June 17, 2025, August 21, 2025, and February 19, 2026.

Issues/Analysis:

The primary discussion during the Committee meeting focused on the potential revision of the policy to allow properties to be named after living individuals and former Council Members. The Committee also considered whether a waiting period should be established for former Council Members before a property may be named in their honor.

Budget Impact:

N/A

Options:

1. Approve all revisions for City Council Policy 155.4.
2. Do not approve all revisions for City Council Policy 155.4.
3. Approve some revisions for City Council Policy 155.4.

Recommended Action:

Provide recommended revisions for City Council Policy 155.4.

Attachments:

City Council Policy 155.4

Proposed Revised City Council Policy 155.4

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|--|-------------------------------|----------------------------------|---|--------------------|
| SUBJECT – CITY PROPERTY Naming of City Properties in Honor of Individuals | Number 155.4 | Revised 6-12-06 | Effective Date 3-15-1999 | Page 1 of 2 |
|--|-------------------------------|----------------------------------|---|--------------------|

It is hereby declared to be a policy of the City of Fayetteville that for the naming of all City-owned facilities or properties, except those covered in paragraph B below, the following policy shall apply:

A. General Naming Policy:

1. Any City facility or property may be named in honor of deceased individuals only and organizations who have made significant contributions to the quality of life and the community through their achievements, leadership, service, and civic or financial donations.
2. The City Council will not consider the renaming of any City facility or property which has previously been named for an individual.
3. The City Council shall hold a public hearing before the naming or renaming of any facility or property and the public hearing shall be held in accordance with the City Council policy on public hearings.

B. Naming of Facilities in Cross Creek Linear Park:

For purposes of development of the Cross Creek Linear Park by the Cross Creek Linear Park Corporation, Council delegates the naming of components of the Park to the Corporation with the following provisions:

1. The City Council shall approve the components of the Park eligible for naming rights along with an estimated cost for these components.
2. The named components shall be a part of the approved plan and design of the Park.
3. The Corporation will be able to assign the naming rights of these components without additional action by the City Council.

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| SUBJECT – CITY PROPERTY Naming of City Properties in Honor of Individuals | Number 155.4 | Revised 6-12-06 | Effective Date 3-15-1999 | Page 2 of 2 |
|--|-------------------------------|----------------------------------|---|--------------------|

4. The naming of the component shall be reserved for contributions of \$25,000.00 or more. The components of this Park may be named after sitting elected officials or employees of the City as long as other requirements of this policy are met.

C. Naming of Parks and Recreation Facilities:

For the purpose of naming parks and recreation facilities, the following shall apply:

1. All requests shall be accompanied by a recommendation from the Fayetteville-Cumberland Parks and Recreation Advisory Commission.
2. As long as other requirements of this policy are met, the City Council shall, on a case-by-case basis, render a decision as to whether to name parks and recreation facilities to include the athletic fields, or only name the athletic fields.

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|--|-------------------------------|---|---|--------------------|
| SUBJECT – CITY PROPERTY Naming of City Properties in Honor of Individuals | Number 155.4 | Revised 6-12-06 <small>xx-xx-26</small> | Effective Date 3-15-1999 | Page 1 of 2 |
|--|-------------------------------|---|---|--------------------|

It is hereby declared to be a policy of the City of Fayetteville that for the naming of all City-owned facilities or properties, except those covered in paragraph B below, the following policy shall apply:

A. General Naming Policy:

1. Any City facility or property may be named in honor of living or deceased individuals, former living Council Members, and organizations who have made significant contributions to the quality of life and the community through their achievements, leadership, service, and civic or financial donations.
 - a. Living Council Member, must have been off City Council for at least 5 years before they may be considered.
2. The City Council will not consider the renaming of any City facility or property which has previously been named for an individual.
3. The City Council shall hold a public hearing before the naming or renaming of any facility or property and the public hearing shall be held in accordance with the City Council policy on public hearings.

B. Naming of Facilities in Cross Creek Linear Park:

For purposes of development of the Cross Creek Linear Park by the Cross Creek Linear Park Corporation, Council delegates the naming of components of the Park to the Corporation with the following provisions:

1. The City Council shall approve the components of the Park eligible for naming rights along with an estimated cost for these components.
2. The named components shall be a part of the approved plan and design of the Park.

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| SUBJECT – CITY PROPERTY Naming of City Properties in Honor of Individuals | Number 155.4 | Revised 6-12-06 <small>XX-XX-26</small> | Effective Date 3-15-1999 | Page 2 of 2 |
|--|-------------------------------|---|---|--------------------|

3. The Corporation will be able to assign the naming rights of these components without additional action by the City Council.
4. The naming of the component shall be reserved for sponsorships to Linear Park of \$25,000.00 or more. The components of this Park may be named after sitting elected officials or employees of the City as long as other requirements of this policy are met.

C. Naming of Parks and Recreation Facilities:

For the purpose of naming parks and recreation facilities, the following shall apply:

1. All requests shall be accompanied by a recommendation from the Fayetteville-Cumberland Parks and Recreation Advisory Commission.
2. As long as other requirements of this policy are met, the City Council shall, on a case-by-case basis, render a decision as to whether to name parks and recreation facilities to include the athletic fields, or only name the athletic fields.



City of Fayetteville

433 Hay Street
Fayetteville, NC 28301-5537
(910) 433-1FAY (1329)

City Council Action Memo

File Number: 26-0043

Agenda Date: 3/2/2026

Version: 1

Status: Agenda Ready

In Control: City Council Work Session

File Type: Other Items of
Business

Agenda Number: 6.06

TO: Mayor and Members of City Council

THRU:

FROM: Mayor Mitch Colvin

DATE: March 2, 2026

**RE:
City Council Agenda Item Request - Expand Sewer Grant Program - Mayor Colvin**

COUNCIL DISTRICT(S):

All

Relationship To Strategic Plan:

Goal II: The City of Fayetteville will have a Responsive City Government Supporting a Diverse and Viable Economy

Goal III: The City of Fayetteville will be a City Invested in Today and Tomorrow

Executive Summary:

Build an incentive program to encourage redevelopment as well as new development on existing corridors.

Examples of this program are in Charlotte and Greensboro.

Background:

Issues/Analysis:

Budget Impact:

Options:

Recommended Action:

Attachments:

City Council Agenda Item Request Form



City Council Agenda Item Request

Date of Request: January 6, 2026 Requester: Mayor Mitch Colvin

Agenda Item Title: Corridors of Opportunity

Estimated Cost: Unknown Anticipated Funding Source: Unknown

City Department(s) Support Requested: Economic Development

Estimated Staff Time Required: Unknown

Anticipated Date for Future Council Work Session Discussion: March 2, 2026

Which City Council approved Goal(s) within the Strategic Plan does this request directly support?

Goal II: The City of Fayetteville will have a Responsive City Government Supporting a Diverse and Viable Economy

Goal III: The City of Fayetteville will be a City Invested in Today and Tomorrow

What do you envision accomplishing with this agenda item request?

Build an incentive program to encourage redevelopment as well as new development on existing corridors.

Examples of this program are in Charlotte and Greensboro.

Additional Comments:



City of Fayetteville

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City Council Action Memo

File Number: 26-0140

Agenda Date: 3/2/2026

Version: 1

Status: Agenda Ready

In Control: City Council Work Session

File Type: Other Items of
Business

Agenda Number: 6.07

TO: Mayor and Members of City Council

THRU:

FROM: Council Member Davis

DATE: March 2, 2026

**RE:
City Council Agenda Item Request - North Street Baseball Field - Council Member Davis**

COUNCIL DISTRICT(S):

All

Relationship To Strategic Plan:

Goal IV: The City of Fayetteville will be a desirable place to live, work, and recreate.

Executive Summary:

Send the renaming of the baseball field at North Street Park request to the Parks and Recreation for consideration.

Background:

Issues/Analysis:

Budget Impact:

Options:

Recommended Action:

Attachments:

City Council Agenda Item Request Form

City Council Agenda Item Request

Date of Request: 2/18/2026 **Requester:** CM Davis

Agenda Item Title: North Street Baseball Field

Estimated Cost: Unknown **Anticipated Funding Source:** Parks and Recreation

City Department(s) Support Requested: _____

Estimated Staff Time Required: Unknown

Anticipated Date for Future Council Work Session Discussion: 3/2/2025

Which City Council approved Goal(s) within the Strategic Plan does this request directly support?
Goal IV

What do you envision accomplishing with this agenda item request?
Send the Renaming of the Baseball Field at North Street park request to the Parks and Recreation for consideration.

Additional Comments:
Please See Attached Documents

TWO-SIX PROJECT

To Whom It May Concern,

I am writing to respectfully request that the baseball field at North Street Park in Fayetteville, NC, be named and dedicated in honor of Coach Donald Bennett. For over four decades, Coach Bennett's unparalleled dedication as a veteran, coach, mentor, and community leader has transformed countless young lives and profoundly shaped Fayetteville's sports culture, elevating our city onto the national stage. Renaming this field in his honor would be a fitting tribute to the movement he inspired, a movement built on commitment to athletics, character development, and access to opportunity.

Born in Charleston, South Carolina, Donald Bennett's love for baseball was lifelong. After proudly serving over 20 years in the U.S. Army, retiring as a Master Sergeant, he settled in Fayetteville and seamlessly transitioned his focus to community service through coaching and youth development.

In 1983, at just 14 years old, he began volunteering his time at local organizations like the YMCA and community recreation centers. He quickly became known not just for coaching baseball, football, basketball, and soccer, but for his profound mentorship, instilling discipline, work ethic, and self-respect. His dedication remained unwavering, even after being diagnosed with multiple myeloma, he continues to coach with the same passion and commitment.

It was at North Street Field where Coach Bennett's legacy truly blossomed. This park became the foundational home for his pioneering travel teams. With a clear vision, he transformed raw potential into elite talent, providing top-tier instruction and life mentorship that helped athletes become better players and people. What started as community practices evolved into the nationally recognized Carolina Rebels, a premier youth travel baseball organization that ranked Top 3 in North Carolina and Top 40 nationally in the 15U division. Through the Rebels and later a partnership with 5 Star National Baseball, Coach Bennett's programs have produced over 100 college commitments across NCAA Divisions I, II, and III.

His mentorship has guided numerous athletes to professional careers, including:

- Dennis Smith Jr. – NBA guard, 2017 NBA Draft Lottery Pick
- Alim McNeill – NFL defensive tackle, Detroit Lions
- Isaiah Bennett – His son, ranked #1 in North Carolina and #20 nationally; a two-time USA Baseball National Team member and 2019 San Diego Padres draft pick

TWO-SIX PROJECT

Coach Bennett's impact extends beyond elite programs. He has remained a fixture in Fayetteville schools, volunteering at EE Smith High School, leading Pine Forest Middle School to a near-unbeaten record from 2011 to 2015, and offering support at Seventy-First High School.

North Street Baseball Field is more than a location; it's where a generational impact began—a sacred ground where belief was built, dreams took shape, and lives were changed. Naming this field after Donald Bennett would not only honor his decades of selfless work but also serve as a powerful reminder to future generations of what commitment to uplifting others can achieve. His remarkable legacy is inextricably woven into the very history of this field, and his inspiring story deserves to live on in the space where it all began.

Sincerely,



Grant Bennett

Founder, The Two-Six Project

List of Coach Donald Bennett's Most Recent Players College Commitments

| Name | College/University |
|---------------------|-------------------------------------|
| Shemar Dalton | NC A&T |
| Elijah Knight | Guilford College |
| Jason Montague | Coker College |
| Randy Floyd | UNC Pembroke |
| Brendan Cuthrell | Guilford College |
| Mac Gortney | Sewanee |
| Darren Bowen | UNC Pembroke |
| Noah Lea | NC A&T |
| Jason Delossantos | William & Mary |
| Brandon Butterworth | NCCU |
| Greg Bello | South Eastern CC |
| Jett Rutherford | Caldwell CC |
| Kyle Wimmer | USC Lancaster |
| DJ Valoy | Grambling St |
| Brandon Davis | UNC Charlotte |
| Blake Cheatham | Averett University |
| Aidan Rice | Davidson College |
| Nicholas Noto | Samford University |
| Zach Smith | Cleveland CC |
| William Bishop | Averett University |
| CJ Collins | Averett University |
| Will Flower | Catawba Valley |
| Cameron Revels | UNC Pembroke |
| Charles McDowell | UNC Wesleyan |
| JC Menendez | |
| TJ Parker | Wake Tech CC |
| Michael Dansky | Wingate Univ. |
| Jaylen Mack | SE CC Whitefield / South Eastern CC |
| Heath Yow | Brevard College |

TWO-SIX PROJECT

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|-------------------|-------------------------|
| Gordon Pihl | Brunswick CC |
| Syncere Pittman | WSSU |
| John Burton III | Brevard College |
| Landon Harris | UNC Pembroke |
| Ras Amon | WSSU |
| Keith Sherard Jr. | Tuskegee |
| Garrett Dunn | Coker College |
| Bryson Horney | Belmont Abbey |
| Ben Jones | St. Andrews |
| Robbie Burnette | UNC Asheville |
| Jaiden Chinnis | West Texas A&M |
| Clay Haigh | Cleveland CC |
| Louis Berini | Queens |
| Antonio Rentas | Cleveland CC |
| Donovan Whitfield | Norfolk State |
| Luke Collier | Lee University |
| Ben Michael | Lenoir Rhyne University |
| Jonathan Douglas | Florence Darlington CC |
| Joe McKinney | Francis Marion |
| Zious Dorley | Wake Tech CC |
| Caiden Chilausky | UNC Asheville |
| Tyler Steele | UNC Greensboro |
| Javier Martinez | Grambling St |
| Ried Dittner | Brunswick CC |
| Colby Guy | Jackson St |
| TJ Ash | NC A&T |
| Nate Anderson | Cleveland CC |
| Zachary Ross | Barton College |
| Justin Clark | Fayetteville |
| Isaac Gonzales | UNC Asheville |
| Jackson McLamb | Barton |
| Zach Smith | Averett University |
| Ethan Ashlock | Methodist |
| Hunter Powell | Methodist |

TWO-SIX PROJECT

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|--------------------|---------------------------|
| Buddy Howard | Western Carolina |
| Carson Peggins | Univ. of Lynchburg |
| Joshua Morgan | Cleveland CC |
| Bo Trantham | UVA Wise University |
| George Triplet III | Limestone College |
| Colby Helms | USC Union |
| Larson Scholtz | Louisburg |
| Will Stadler | William Peace College |
| Nic Keever | Rockingham CC |
| Christian Glaze | Cleveland CC |
| Miles Newsome | Brown University |
| Elliot Darr | Cleveland CC |
| Griffin Dawes | Guilford Tech |
| Alex Acosta | Guilford Tech |
| Wyatt Hedrick | Wake Tech CC |
| Coltin Hedrick | Wake Tech CC |
| Matthew Sermeno | Georgian Court University |
| Logan Teno | Catawba Valley CC |
| Luke Ligon | Wake Tech CC |
| Rayce Buskirk | Coker College |
| Thomas Ealy | Virginia State |
| Adam Newcomb | Brevard College |
| Conner Berry | Barton College |
| Trip Rhoden | Morehouse |
| Jack Carela | St. Andrews |



City of Fayetteville

433 Hay Street
Fayetteville, NC 28301-5537
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City Council Action Memo

File Number: 26-0145

Agenda Date: 3/2/2026

Version: 1

Status: Agenda Ready

In Control: City Council Work Session

File Type: Other Items of
Business

Agenda Number: 6.08

TO: Mayor and Members of City Council

THRU:

FROM: Council Member McMillan

DATE: March 2, 2026

RE:

City Council Agenda Item Request - Data Center Policy Discussion: Southern Environmental Law Center Presentation - Council Member McMillan

COUNCIL DISTRICT(S):

All

Relationship To Strategic Plan:

Goal III: City Investment Planning (Objective 3.2 - Manage the City's future growth and strategic land use; Objective 3.5 - Increase smart city capacity)

Priority: Develop a comprehensive approach to community safety. (safety through environmental, health and community-centered lenses)

Executive Summary:

This request directs the City Manager and appropriate staff to research data center development policy options and return to City Council with a formal presentation of findings and recommendations. The goal is to ensure Fayetteville acts proactively and strategically rather than reactively when data center proposals arrive.

Staff research should address, at minimum, the following policy options for Council's consideration:

- Zoning text amendment creating a standalone definition for data centers with performance standards, environmental impact assessments, public benefit evaluation, ect.
- Permitting conditions and community benefit requirements
- A temporary development moratorium on new data center applications, providing a defined window - typically 60 to 180 days - for the City to complete its policy development before accepting or approving proposals. Staff should assess the legal framework, scope, and appropriate duration of a Fayetteville moratorium as one of the options presented to Council.

Recommend interlocal coordination mechanisms with Cumberland County to align standards, share research, and present a unified regulatory posture to prospective developers. In addition, the Southern Environmental Law Center (SELC) has published a report titled "Getting It Right: Local Approaches to Data Center Development" that may assist City staff in benchmarking policy options

Recommendation: Invite the City Attorney's Office, FCEDC and relevant department staff to attend in order to facilitate follow-up discussion on implementation options.

Background:

Issues/Analysis:

Budget Impact:

Options:

Recommended Action:

Attachments:

City Council Agenda Item Request Form

City Council Agenda Item Request

Date of Request: 20 FEB 2026 **Requester:** CM McMillan

Agenda Item Title: Data Center Policy: Direction to City Manager to Research and Present Options

Estimated Cost: N/A **Anticipated Funding Source:** N/A

City Department(s) Support Requested: Request attendance of FCEDC & other relevant staff depts

Estimated Staff Time Required: N/A

Anticipated Date for Future Council Work Session Discussion: 02 March 2026

Which City Council approved Goal(s) within the Strategic Plan does this request directly support?

Goal III: City Investment Planning (Objective 3.2 -- Manage the City's future growth and strategic land use; Objective 3.5 -- Increase smart city capacity)
 Priority: Develop a comprehensive approach to community safety. (safety through environmental, health and community-centered lenses)

What do you envision accomplishing with this agenda item request?

This request directs the City Manager and appropriate staff to research data center development policy options and return to City Council with a formal presentation of findings and recommendations. The goal is to ensure Fayetteville acts proactively and strategically rather than reactively when data center proposals arrive. Staff research should address, at minimum, the following policy options for Council's consideration:

- Zoning text amendment creating a standalone definition for data centers with performance standards, environmental impact assessments, public benefit evaluation, etc.
- Permitting conditions and community benefit requirements
- A temporary development moratorium on new data center applications, providing a defined window -- typically 60 to 180 days -- for the City to complete its policy development before accepting or approving proposals. Staff should assess the legal framework, scope, and appropriate duration of a Fayetteville moratorium as one of the options presented to Council.

Additional Comments:

Recommend interlocal coordination mechanisms with Cumberland County to align standards, share research, and present a unified regulatory posture to prospective developers. In addition, the Southern Environmental Law Center (SELC) has published a report titled "Getting It Right: Local Approaches to Data Center Development" that may assist City staff in benchmarking policy options.

Recommendation: Invite the City Attorney's Office, FCEDC and relevant department staff to attend in order to facilitate follow-up discussion on implementation options.