

MPO Board

FEBRUARY 20, 2025

Safety Targets

FEBRUARY, 2025

Safety Targets Background

- Began in 2016 with requirements under MAP-21
- States are required to develop Safety Targets, MPOs are given 180 days to agree to the targets or set their own
- No MPO in North Carolina has set their own targets (as of yet)



Investment Decisions

Using goals, measures, and data to make better informed decisions about how to invest transportation funding.



Aimed at a Better Performing Transportation System

Setting targets, developing plans, reporting results, and being accountable for performance.



For Connected and Productive Communities

Focusing on the efficient delivery of goods and safe, reliable journeys to work, to school, to shopping, to community activities.

Safety Targets

1. Fatalities

2. Fatality Rate

3. Serious Injuries

4. Serious Injury Rate

5. Non-Motorized Fatalities and Serious Injuries

MPO Board Discussion

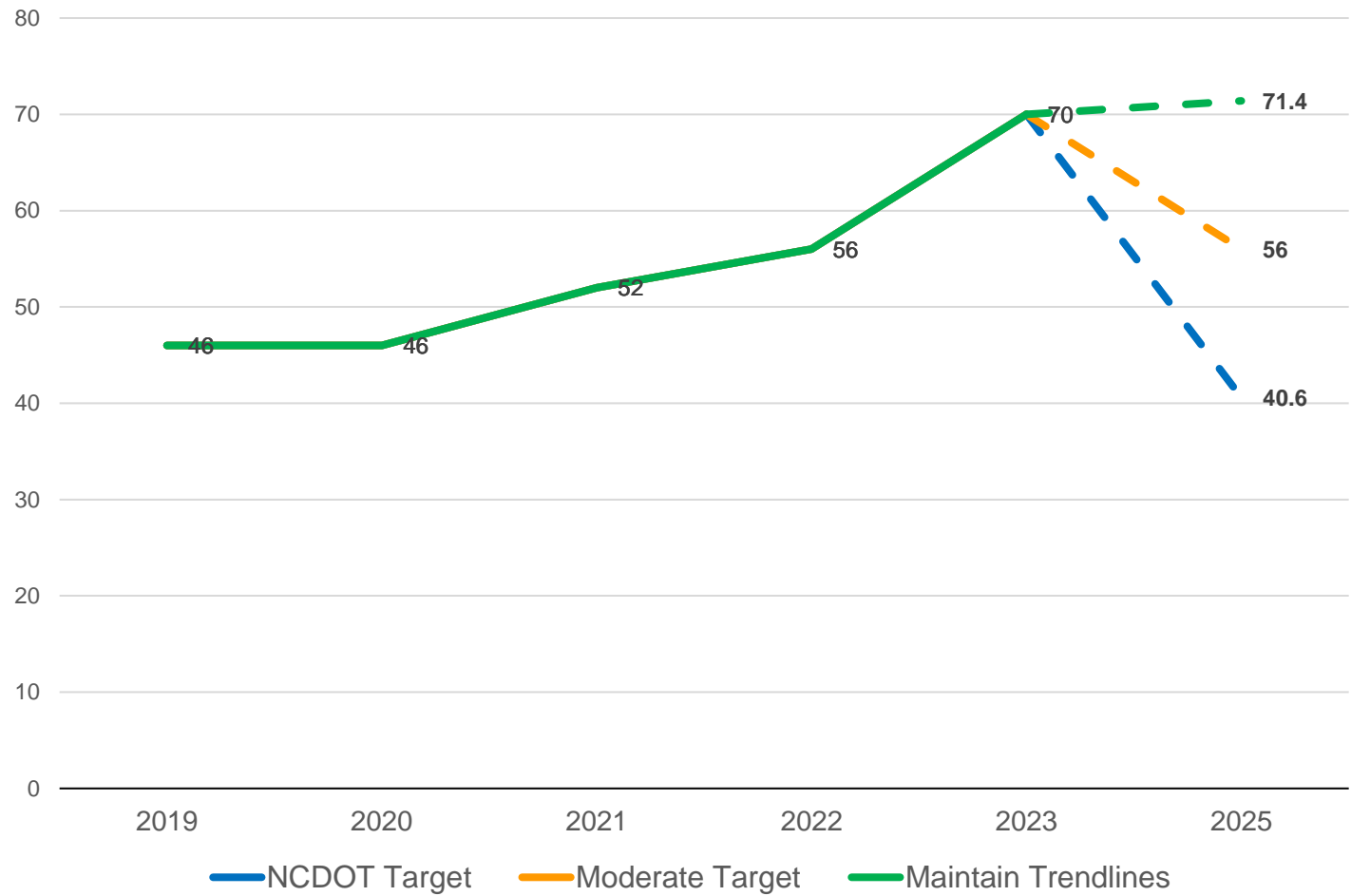
- In 2024, the MPO Board approved the State’s targets but also requested MPO staff send a letter to NCDOT regarding the inability to achieve the Safety Targets
- In January, 2025, the MPO Board requested that alternatives be presented for consideration in February

Performance Measures	5-year Rolling Averages			Target Achieved?	(Actual) Better than Baseline?	Met or Made Significant Progress?
	Target	Actual	Baseline			
	2018 - 2022	2018 - 2022	2016 - 2020			
Fatalities (5 Year Average)	45.4	51.0	49.8	No	No	No
Fatality Rate (5 Year Average)	0.912	1.030	1.008	No	No	
Serious Injuries (5 Year Average)	108.3	138.0	129.4	No	No	
Serious Injury Rate (5 Year Average)	2.151	2.786	2.613	No	No	
Non-motorized Fatalities and Serious Injuries (5 Year Average)	15.7	19.8	19.6	No	No	

Three Alternatives

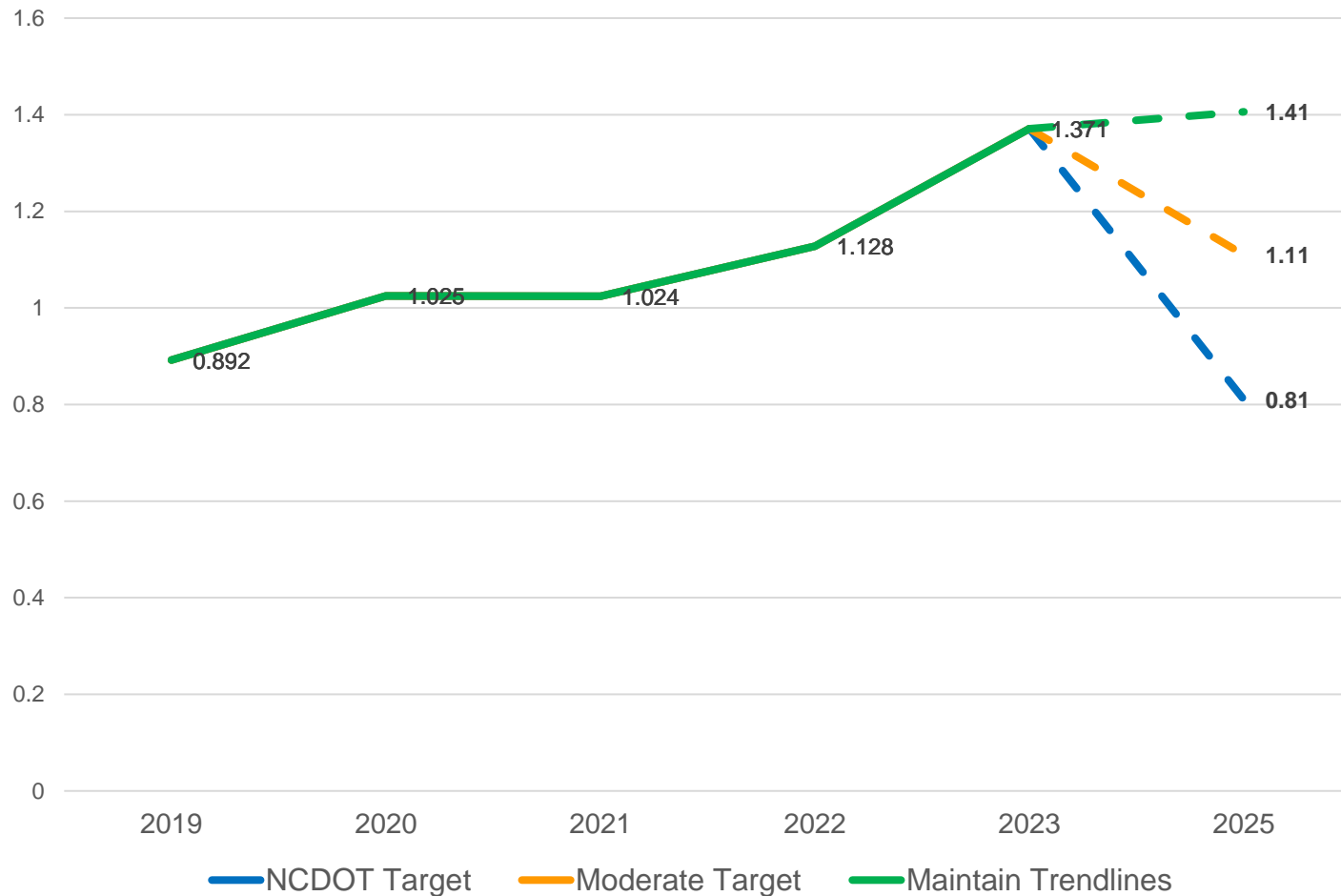
State	State Targets- the most aggressive target at reducing fatalities and serious injuries
Moderate	Moderate Target- a target halfway between the State's Targets and the current trendlines
Maintain	Maintain Trendlines- a target developed based on the five-year trendline for each performance measure, many targets would see an increase

FBRMPO Roadway Fatalities Target



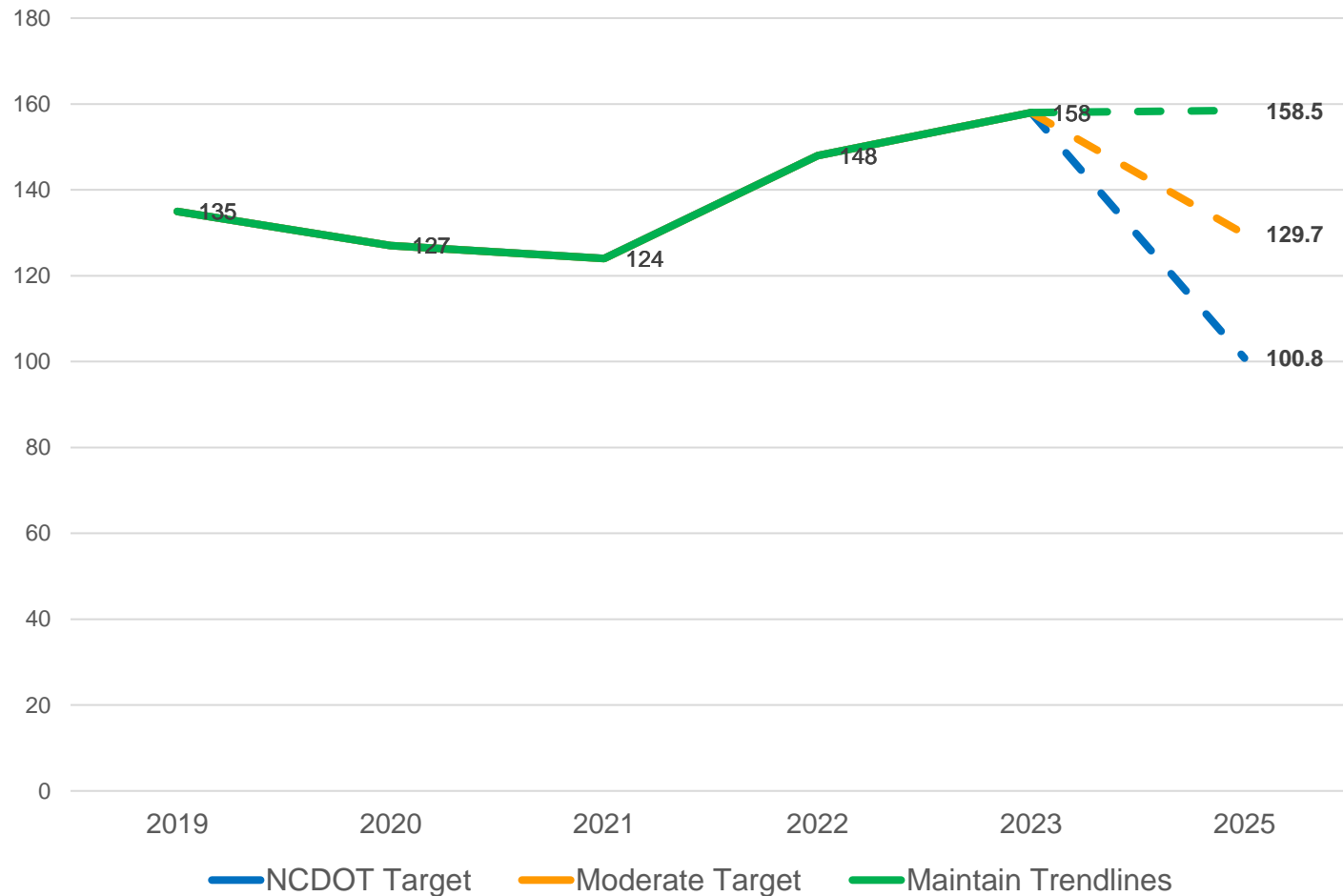
Fatalities

FBRMPO Roadway Fatality Rate Target



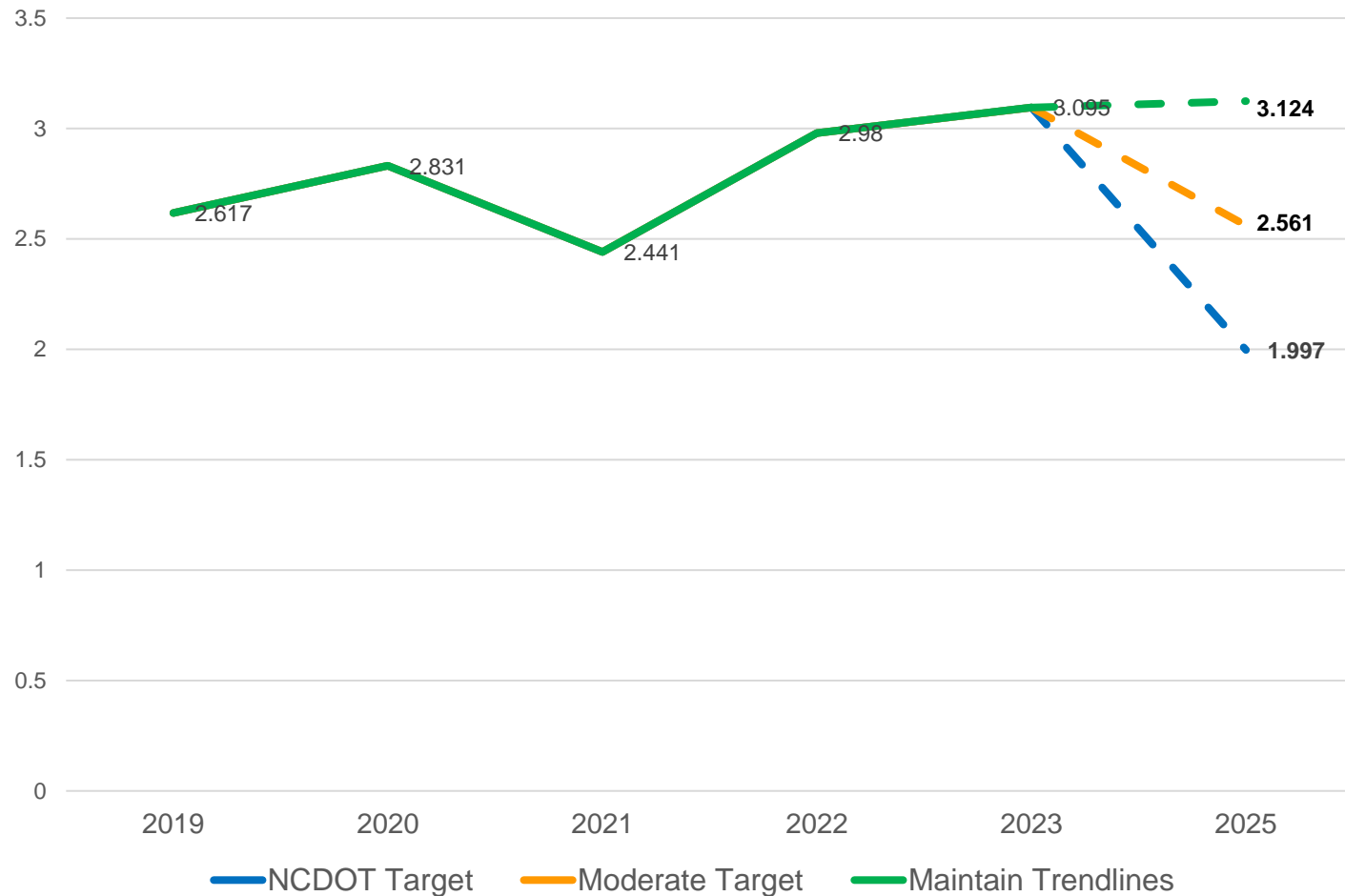
Fatality Rate

FBRMPO Roadway Serious Injuries Target



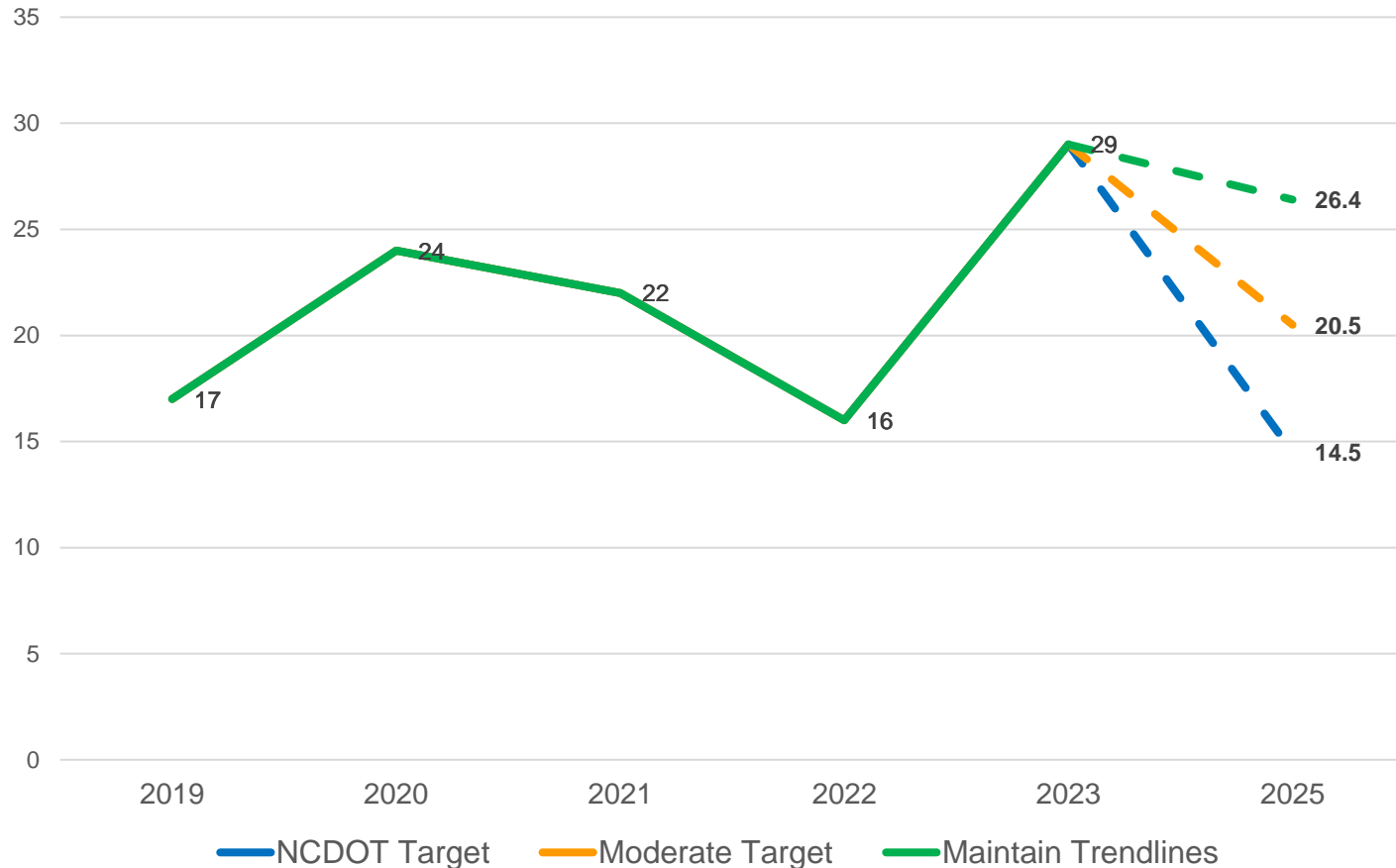
Serious Injuries

FBRMPO Roadway Serious Injury Rate Target



Serious Injury Rate

FBRMPO Non-Motorized Fatalities and Serious Injuries Target



Non-Motorized Fatalities and Serious Injuries

Three Alternatives

State	State Targets- the most aggressive target at reducing fatalities and serious injuries
Moderate	Moderate Target- a target halfway between the State's Targets and the current trendlines
Maintain	Maintain Trendlines- a target developed based on the five-year trendline for each performance measure, many targets would see an increase

Draft 2026-2035 STIP

FEBRUARY, 2025

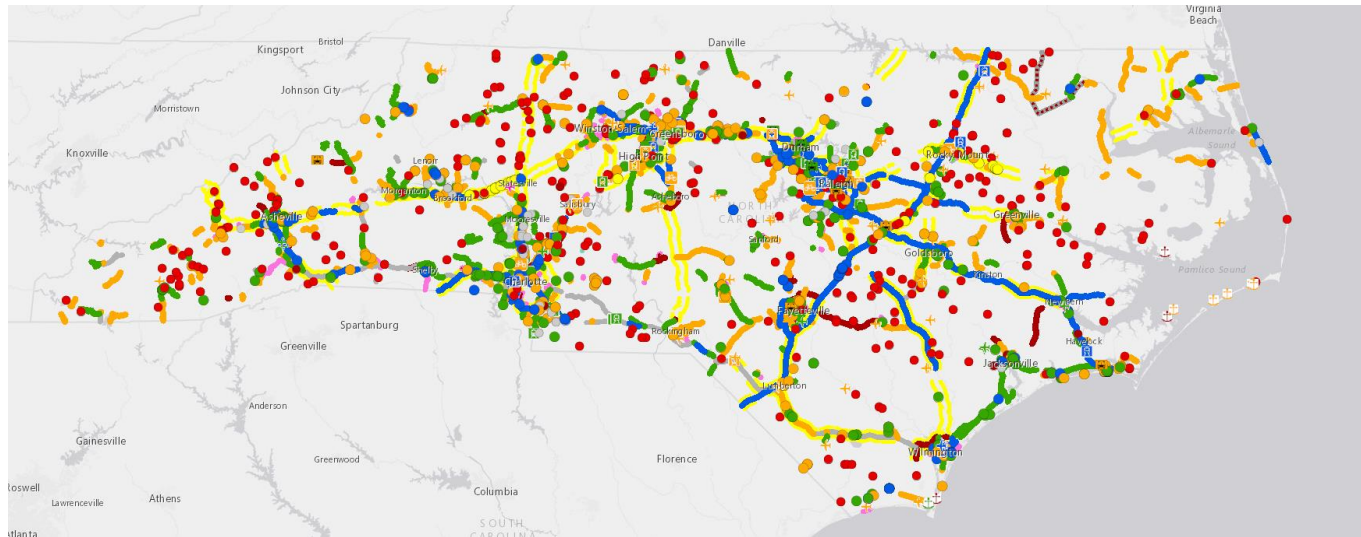
State Transportation Improvement Program (STIP)

A 10-year State and Federal-mandated plan that identifies the construction funding for and scheduling of transportation projects throughout the state.

All regionally-significant transportation projects should be reflected in the STIP

All projects with federal funds or needing federal actions should be in the STIP

Required to be fiscally-constrained

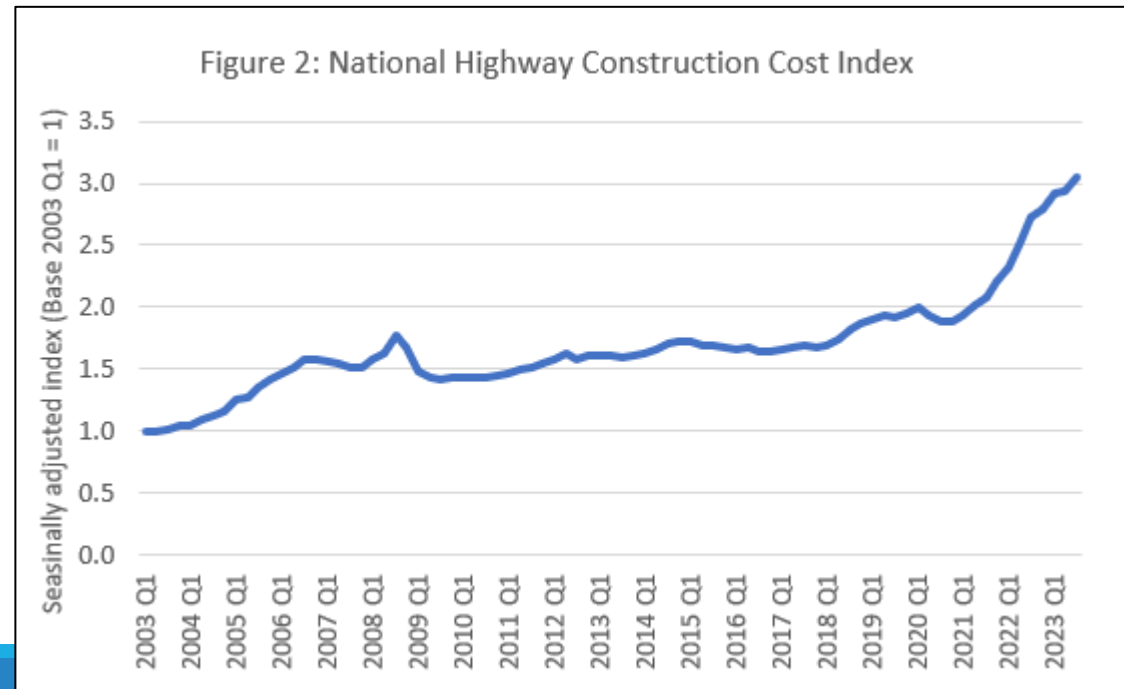


General Schedule

Action	Date
Draft STIP Released	January 31, 2025
Division 13/14 Public Meetings	February 24-28 (Drop-In at Division HQ)
Public Comments Due	April 4, 2025
NC BOT Adoption	June, 2025
FBRMPO Adoption	August, 2025

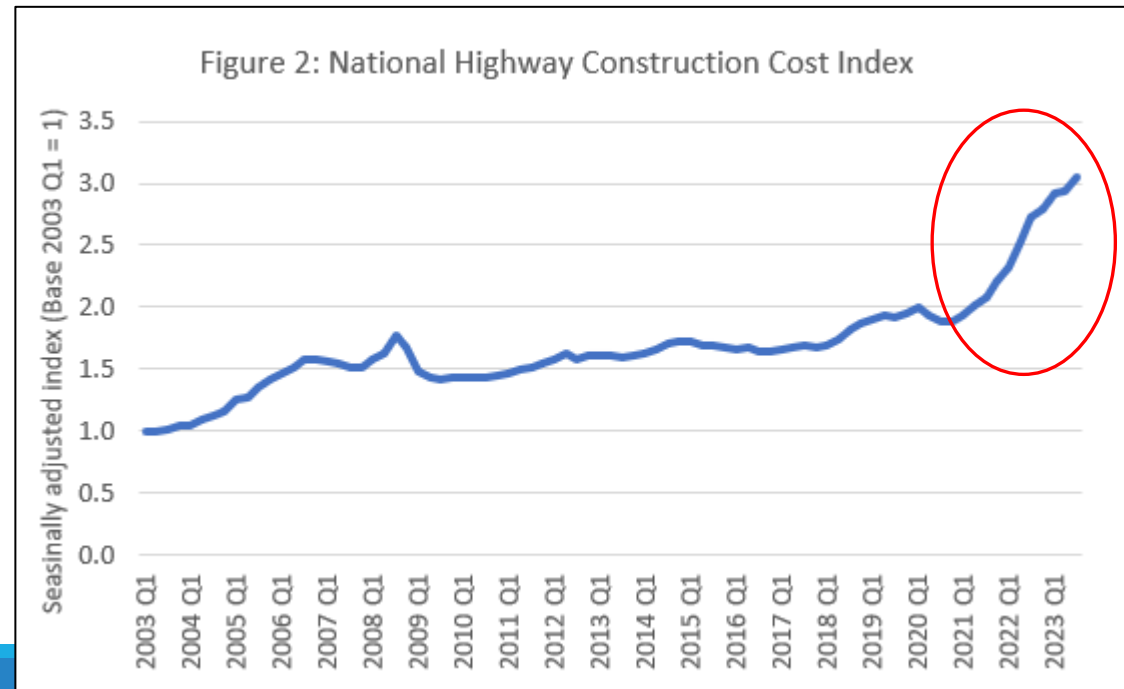
Summary

- No New Projects Funded in the STIP
- Many Projects Delayed
- Several Projects “Decommited” or “Defunded”



Summary

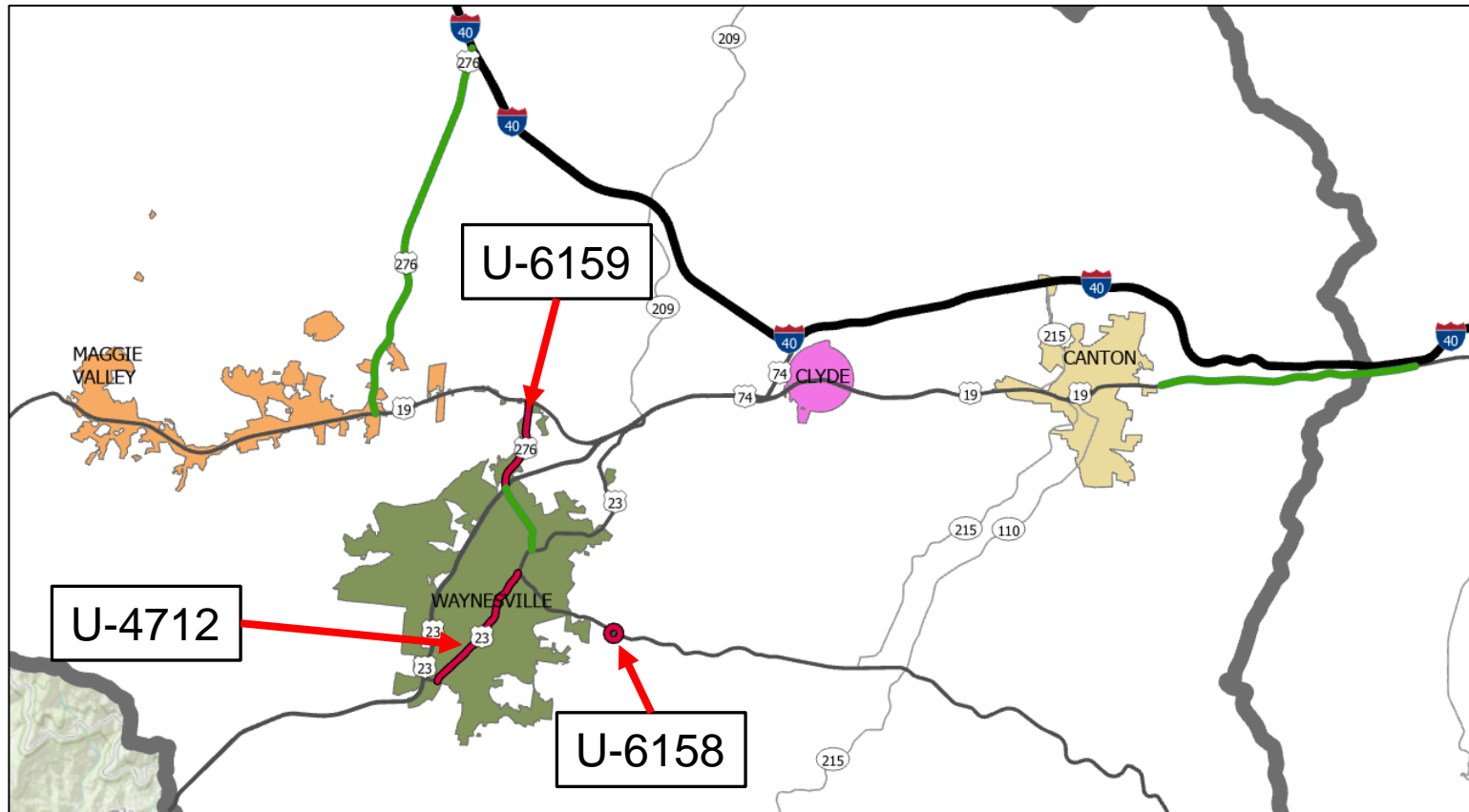
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- Many Projects Delayed
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NCDOT Process

“State and federal laws require the Department to be fiscally constrained (by STI funding category and by fiscal year) when releasing a STIP. To ensure compliance with these laws, many projects were delayed, resulting in some projects currently “Scheduled for Delivery” to become “Funded for Preliminary Engineering Only”. The STIP Unit considered many factors in determining revised schedules including (but not limited to): Current project delivery schedule (including whether right-of-way acquisition is underway or has been completed), seniority approach (P3 highest-to-lowest score, P4 highest-to-lowest score, P5 highest-to-lowest score)/revised seniority approach as agreed to by applicable MPO/RPO and Division, project cost, project sequencing, whether the project has been awarded a federal discretionary grant, funding availability, etc.”

Projects Decommited

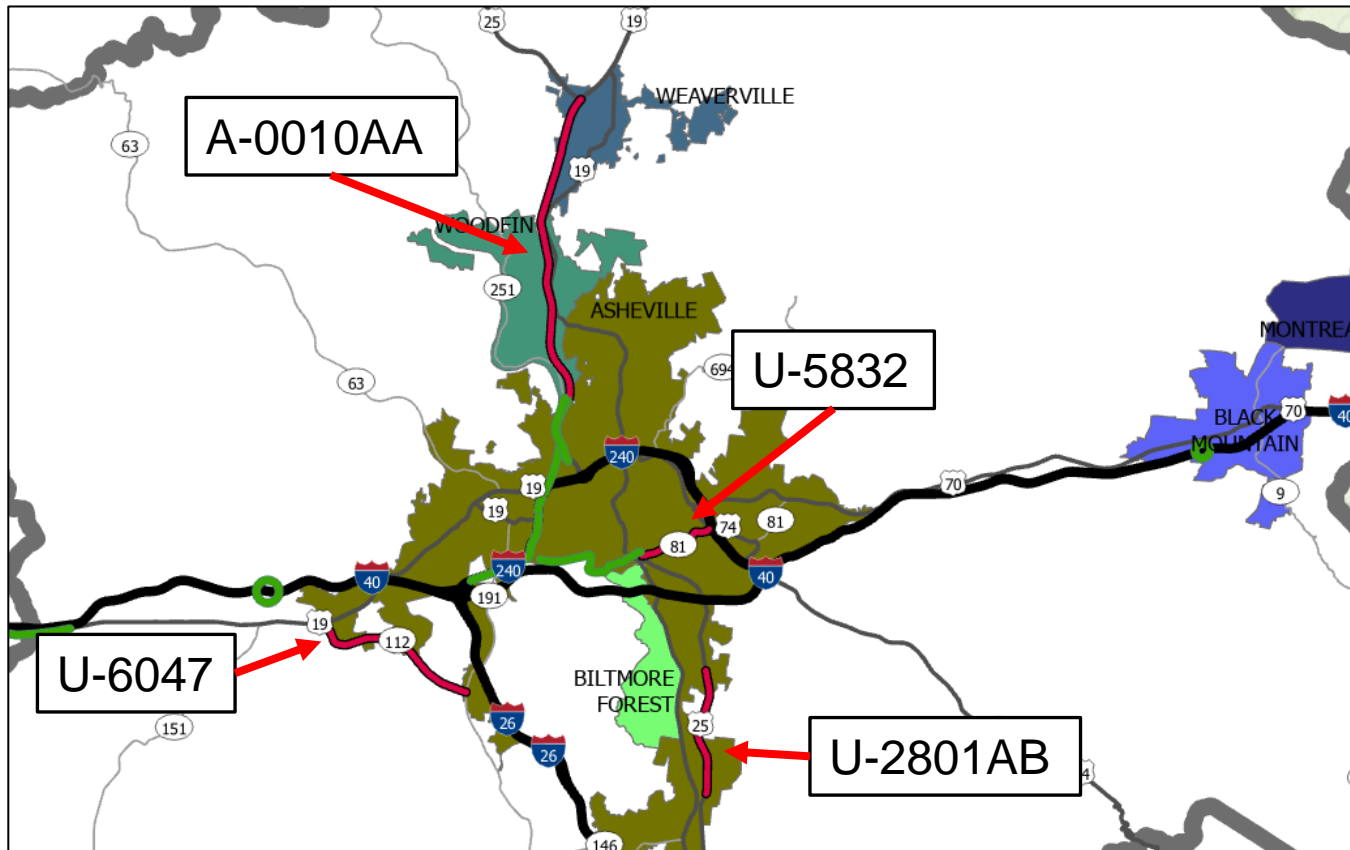


Haywood County

- **U-4712:** US 23B (South Main Street) Widening (\$57m)
- **U-6159:** US 276 (Russ Avenue) Access Management (\$39m)
- **U-6158:** US 276 @ Crymes Cove Road Intersection Improvement (\$7m)

*The Russ Avenue project under construction is still funded and moving forward

Projects Decommited

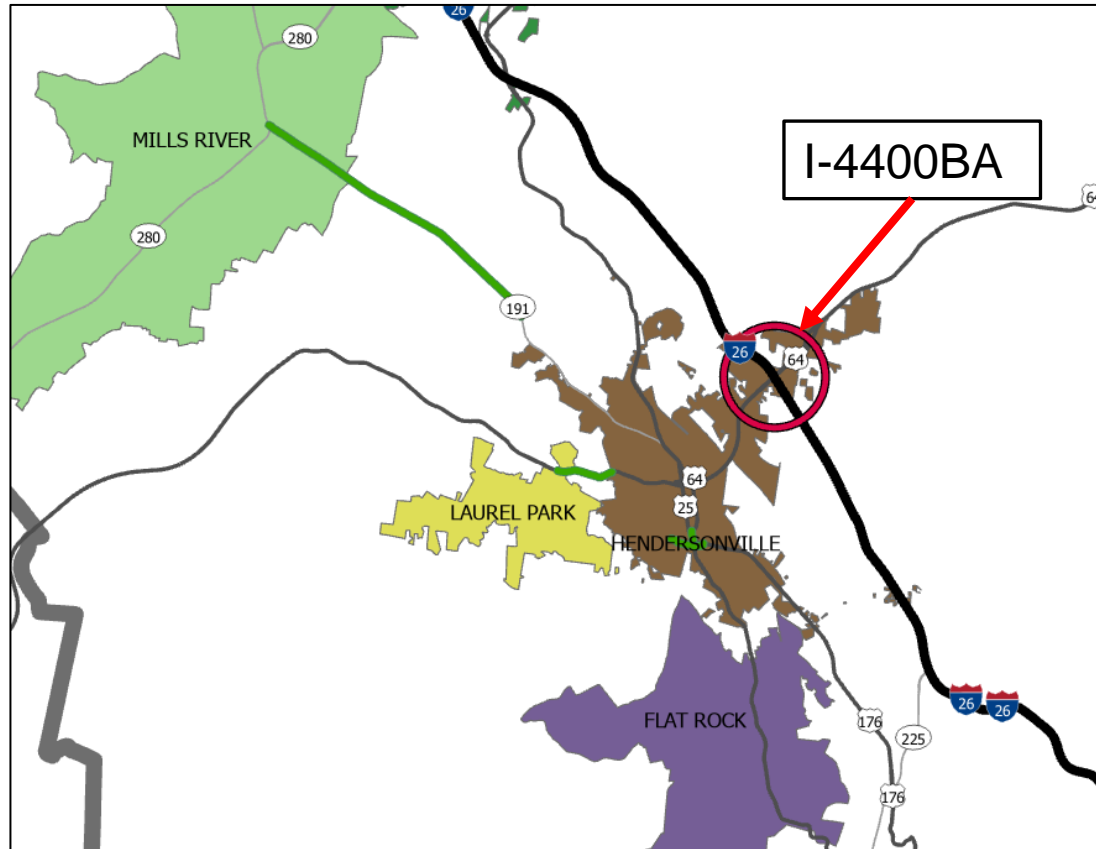


BUNCOMBE COUNTY

- U-2801AB: US 25A (Sweeten Creek Road) Widening (\$215m)
- U-6047: NC 112 (Sand Hill/Sardis Road) Widening (\$176m)
- U-5832: NC 81 (Swannanoa River Road) Widening (\$145m)
- A-0010AA: Future I-26 Widening (\$626m)*

*covered previously; New Stock Road Interchange still funded

Projects Decommitted



HENDERSON COUNTY

- I-4400BA: I-26 @ US 64 Interchange Improvements (\$144m)

Projects Decommitted

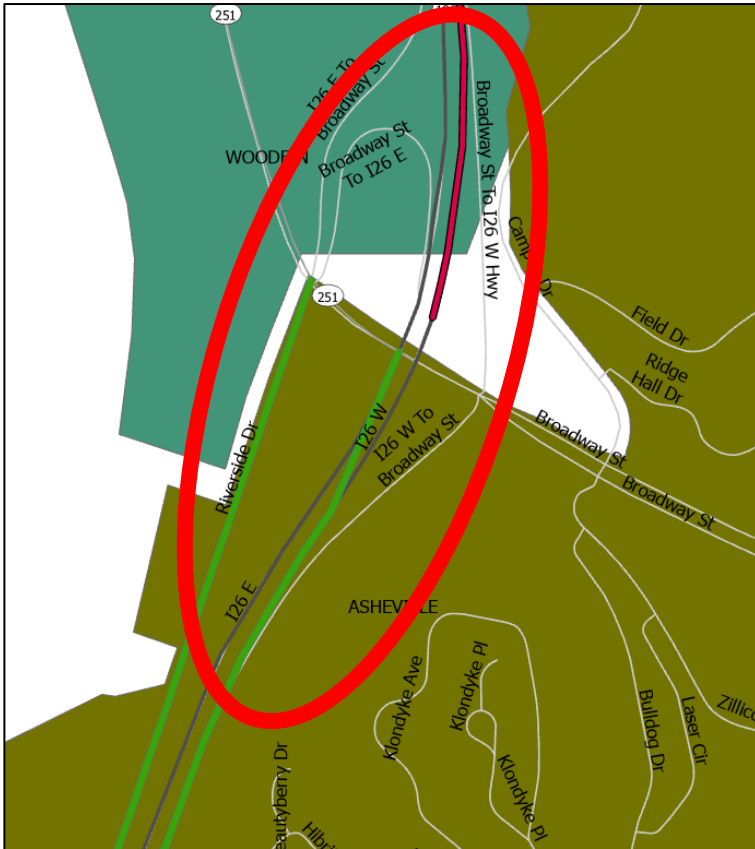
Project	Route	County	Funding Tier	Previous Cost	Revised Cost
U-4712	US 23B (South Main Street)	Haywood	Division 14	\$57,400,000	\$57,400,000
U-6159	US 276 (Russ Avenue)	Haywood	Division 14	\$30,201,000	\$39,000,000
U-6158	US 276 @ Crymes Cove	Haywood	Division 14	\$3,801,000	\$6,700,000
U-2801AB	US 25A (Sweeten Creek Road)	Buncombe	Region G	\$117,198,000	\$215,000,000
U-5832	NC 81 (Swannanoa River Road)	Buncombe	Division 13	\$48,000,000	\$145,000,000
U-6047	NC 112 (Sand Hill/Sardis Road)	Buncombe	Division 13	\$137,000,000	\$175,800,000
I-4400BA	I-26 @ US 64	Henderson	Division 14	\$30,000,000	\$143,600,000

Projects Decommited

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I-4400BA	I-26 @ US 64	Henderson	Division 14	\$30,000,000	\$143,600,000

\$782,500,000 in decommitted projects, not including A-0010AA

I-2513B & A-0010AA



- To reduce costs for I-2513B, the project limits are moving south of the Broadway interchange
- The Broadway Interchange is now A-0010AB (unfunded), estimated at roughly \$63 million

Project Delays

Project	Route	County	Previous CST Year	Updated CST Year
A-0010AE	Future I-26 (near New Stock Road)	Buncombe	2031	2031
I-2513AC	I-26/I-240	Buncombe	2025	2027
I-2513B & I-2513D	I-26/I-240	Buncombe	2024	2024
I-4409	I-40 @ Blue Ridge Road	Buncombe	2025	2026
I-4759	I-40 @ Liberty Road	Buncombe	2027	2029
U-4739	Amboy/Meadow Road	Buncombe	2030	2030
U-5834	Mills Gap Road	Buncombe	2025	2026
U-6163	Mills Gap Road @ Cane Creek Road	Buncombe	2025	2025

Project Delays

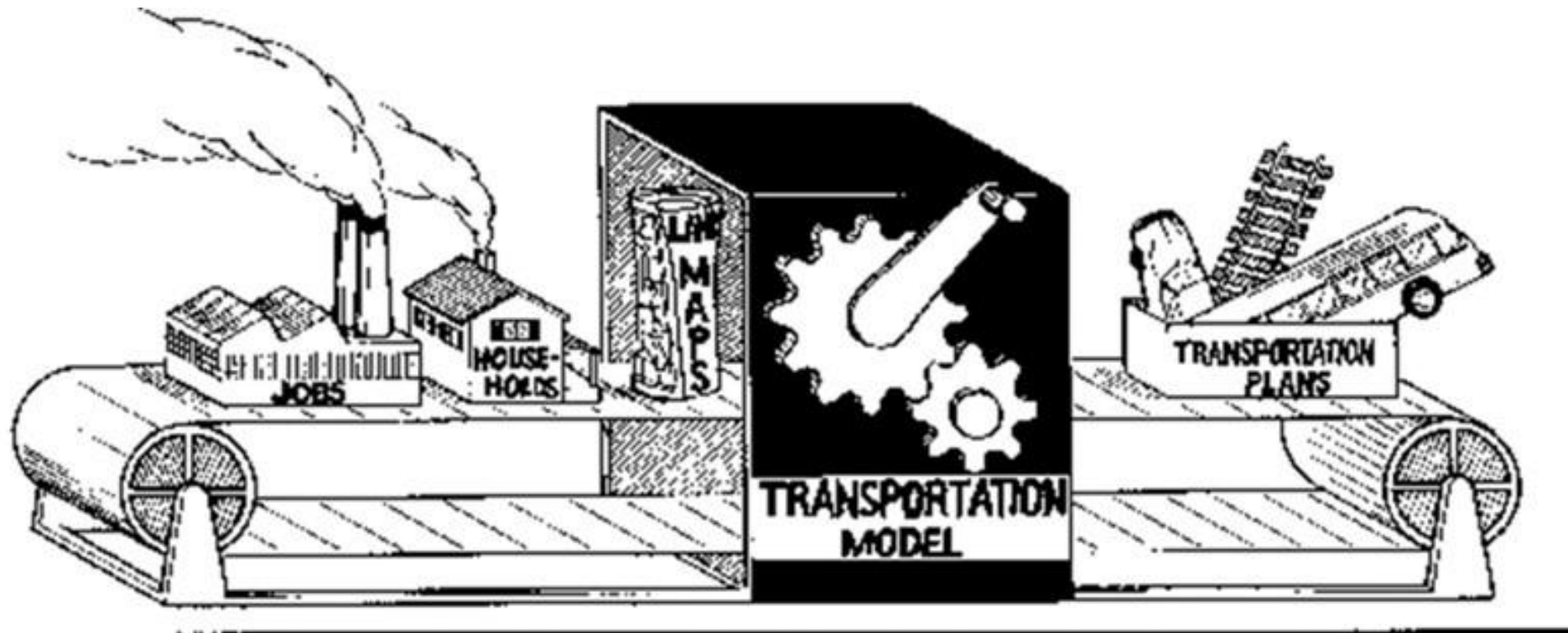
Project	Route	County	Previous CST Year	Updated CST Year
R-5921	Jonathan Creek Road	Haywood	2024	2025
U-6048	US 19/23	Haywood	2030	2033
R-2588B	NC 191	Henderson	2026	2029
U-5783	US 64	Henderson	2025	2025
U-5886	White Street	Henderson	2027	2028
U-6049	South Main Street	Henderson	2027	2028



Questions?

2050 Socio-Economic Projections

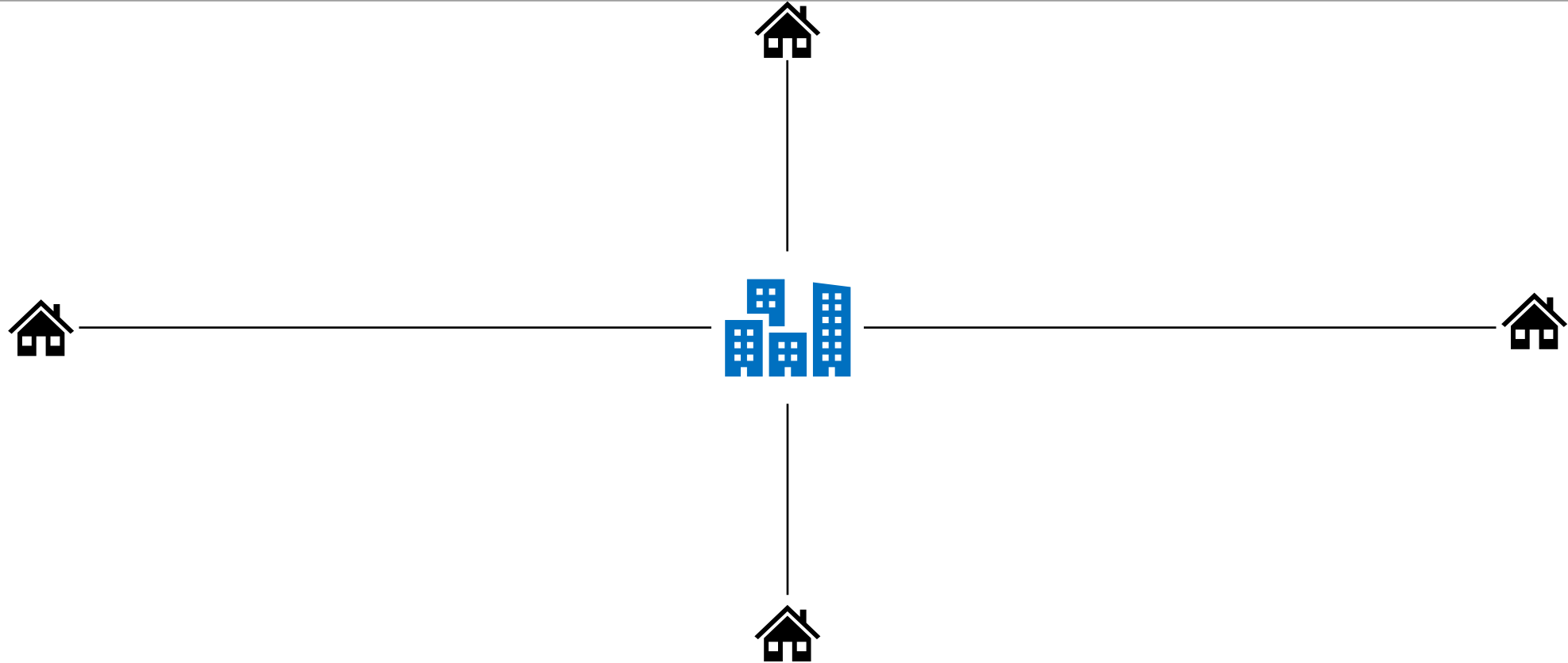
FEBRUARY, 2025



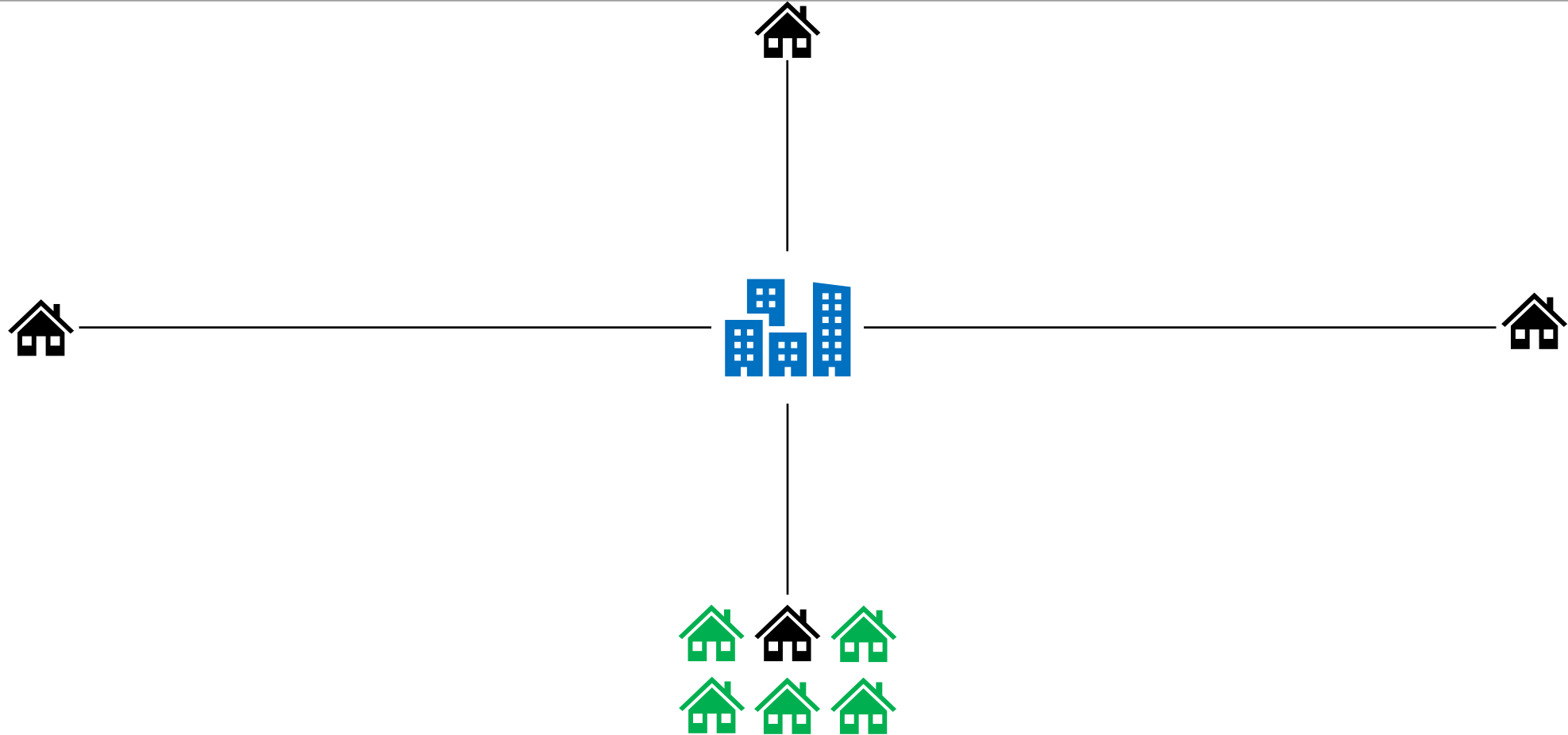
2050 Socio-Economic Projections Study

Projecting Growth & Transportation Impacts

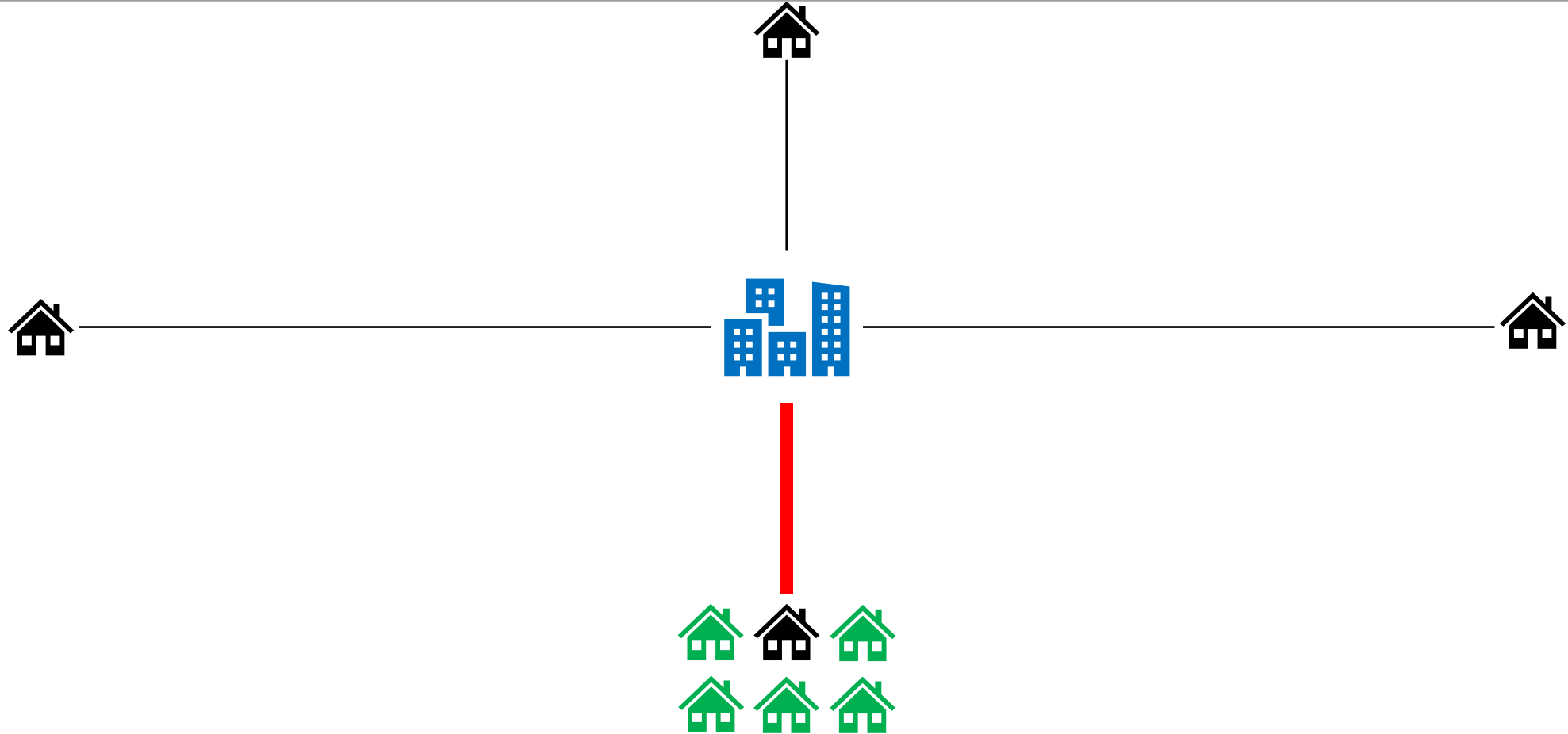
Travel Demand Model in a Nutshell



Travel Demand Model in a Nutshell



Travel Demand Model in a Nutshell



2050 Socio-Economic Projections

- Project total population growth for the region and where that growth is likely to occur
 - Includes looking at general demographics
- Project total employment growth for the region and where that is likely to occur
 - Include looking at types of employment (as organized in the travel demand model)
- Produce four scenarios
 - The MPO is required to select a “Preferred Growth Scenario” that will serve as the official input for the Region’s Travel Demand Model

Four Scenarios



1. Business as Usual- growth based on market forces and comprehensive plans



2. Consolidated Growth- increased growth in areas with lower Vehicle Miles Traveled



3. Dissipated Growth- increased growth in more rural areas, less growth in urban areas



4. Accelerated Growth- more population and employment growth than currently projected by OSBM

This Study is Wonky and Impactful

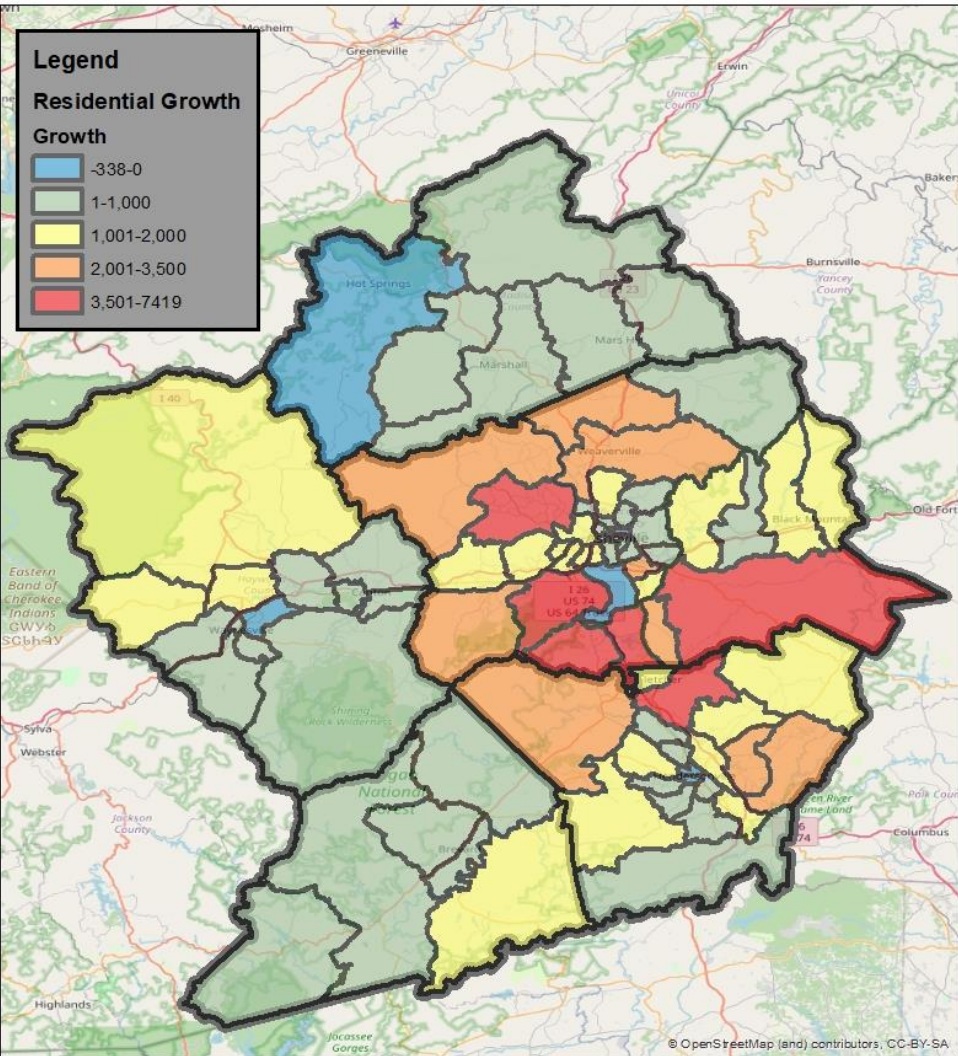
Following publication of the DEIS, the FBRMPO revised its travel demand model. This revised model, and associated revisions to the traffic forecast and capacity analysis, allowed the design team to incorporate several refinements into the project to reduce impacts of the Preferred Alternative, including the recommendation of a six-lane typical section for basic freeway lanes on I-26/I-240, from I-40 to US 19-23-70. A detailed discussion of the design refinements is included in Section 2.6.4 of the FEIS.



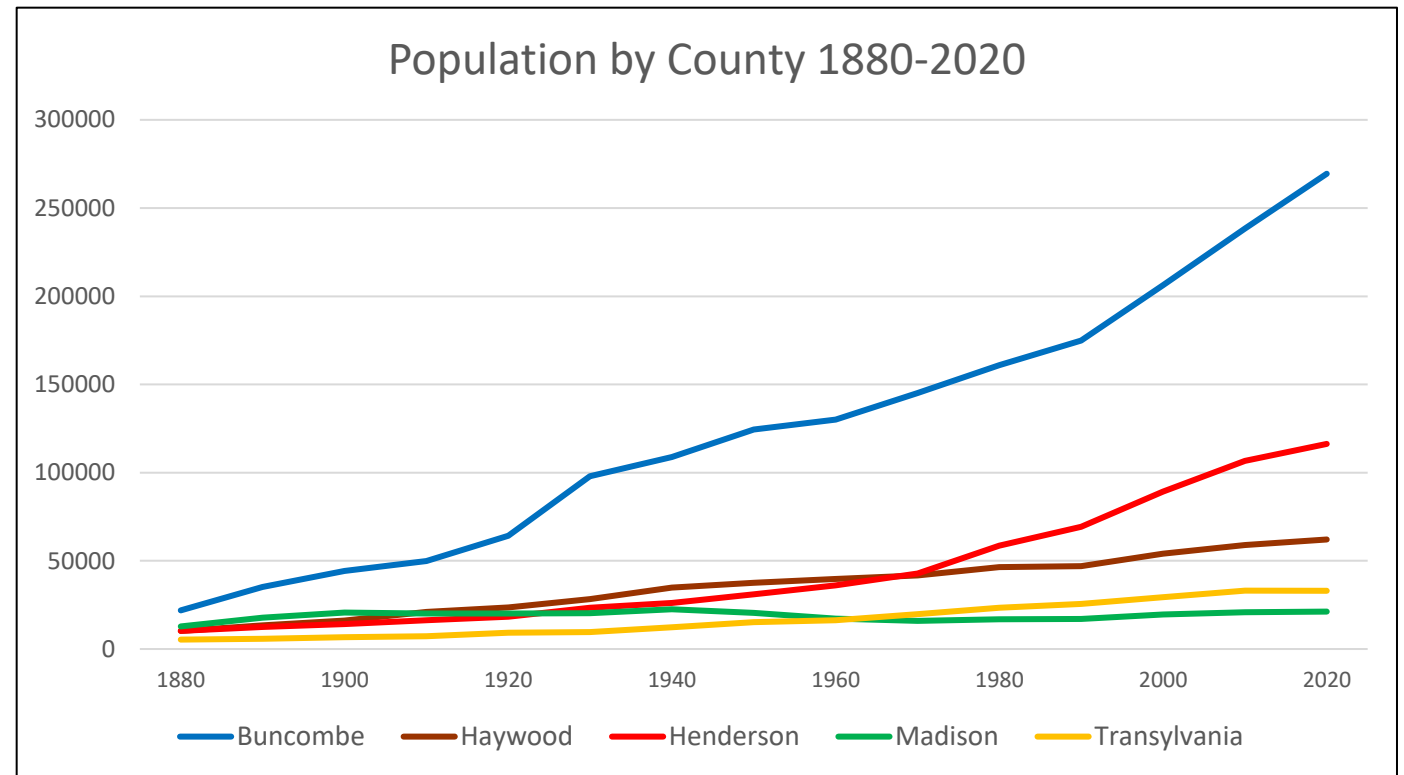
Recent Trends & The Costs of Building Somewhere Else

PHOTO CREDIT: ASHEVILLE
CITIZEN-TIMES

Population Growth 2000-2020

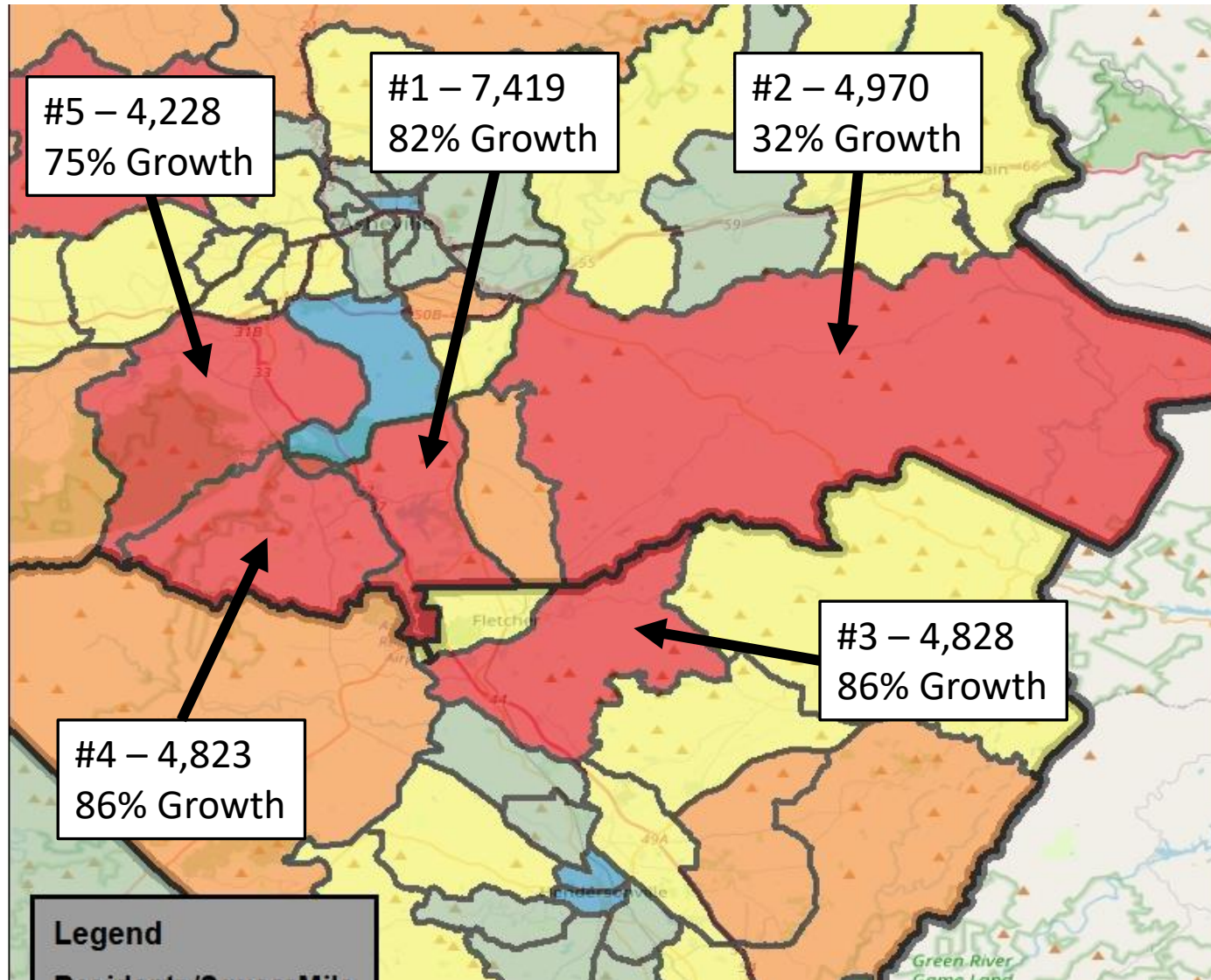


How Have We Grown?



High-Growth Areas






- 26,268 New Residents in Five Census Tracts (25.38% of the Region's Growth)

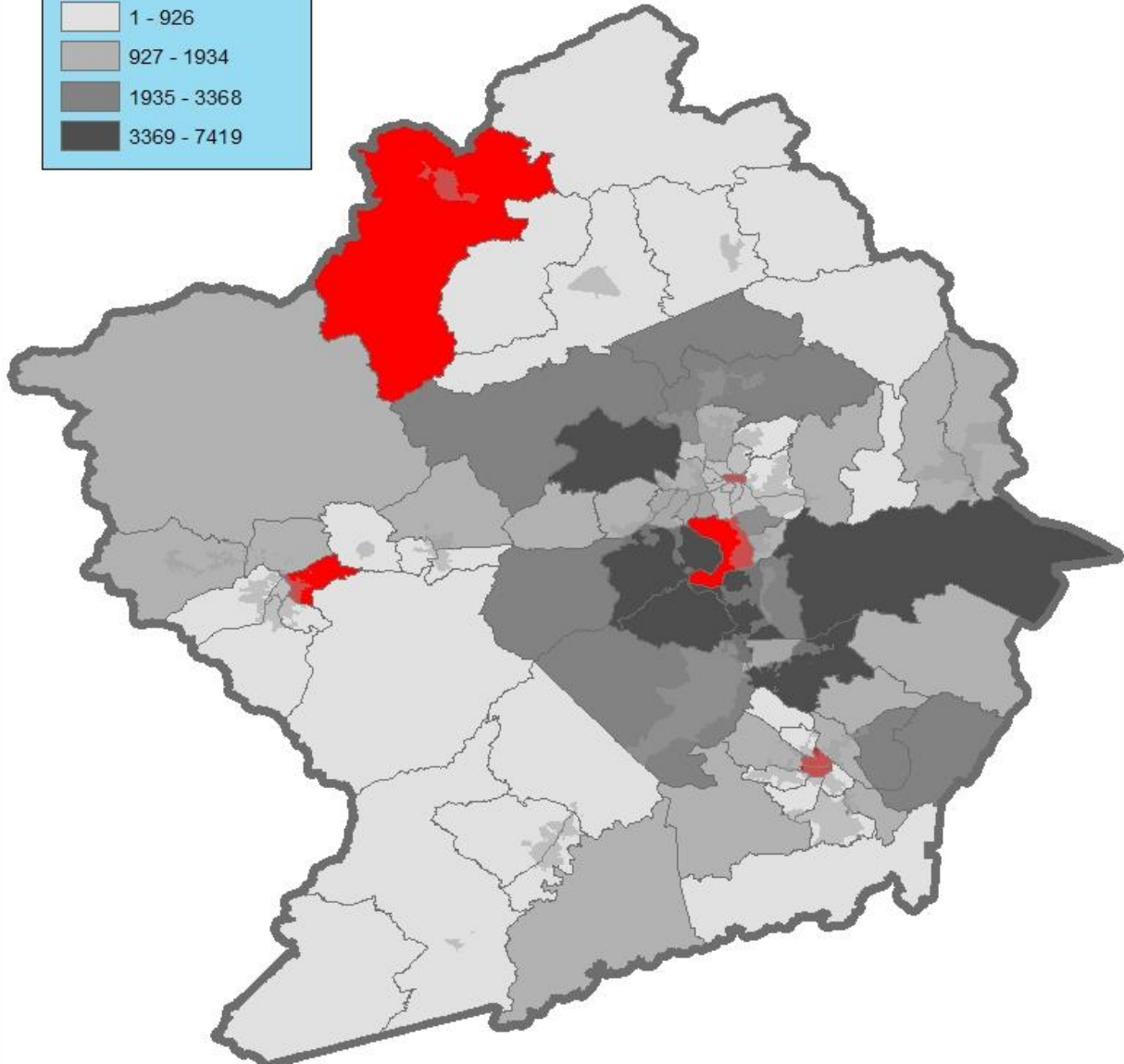


Legend

Tract Comparison

Growth

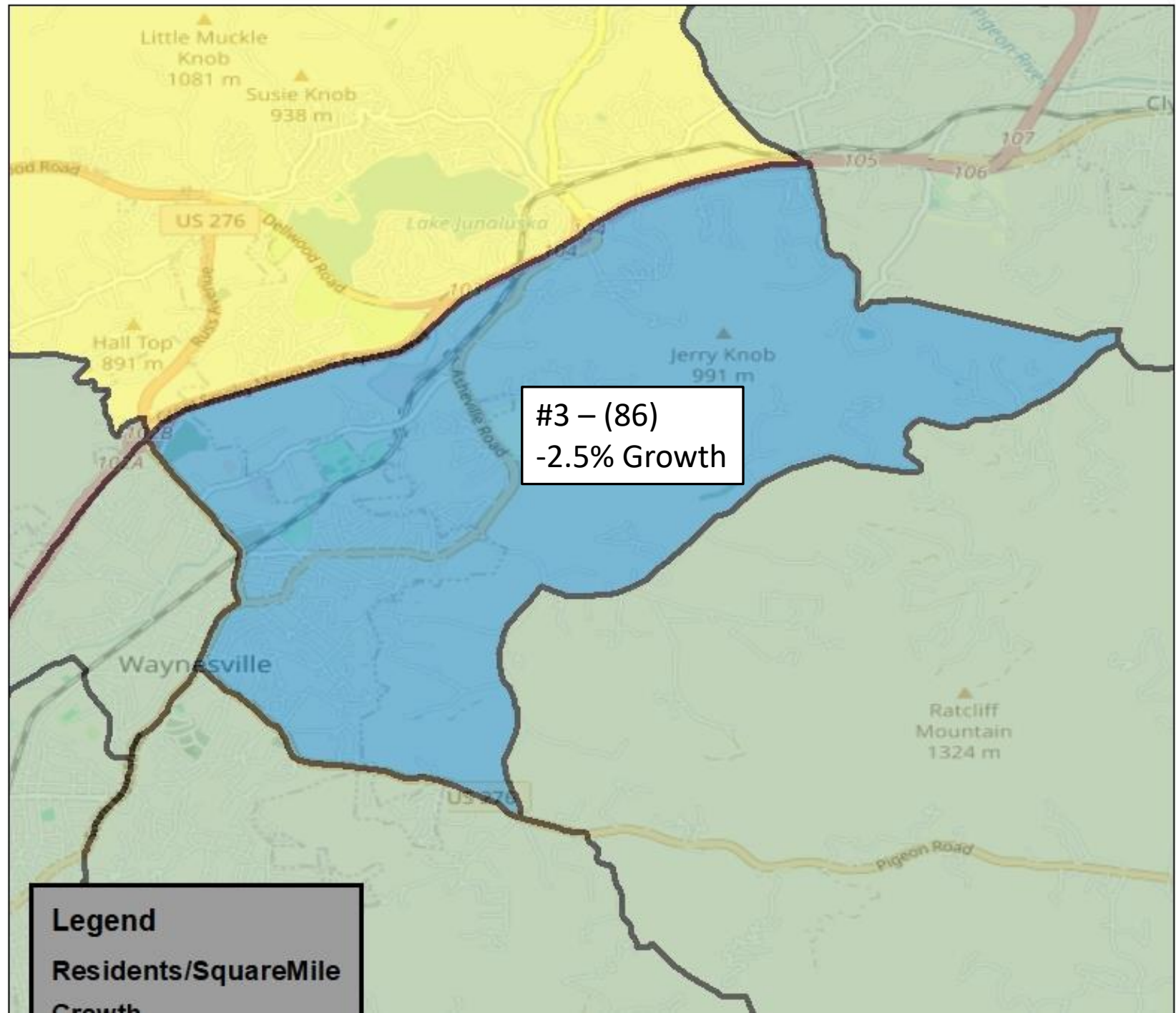
-  -338 - 0
-  1 - 926
-  927 - 1934
-  1935 - 3368
-  3369 - 7419



Population Loss

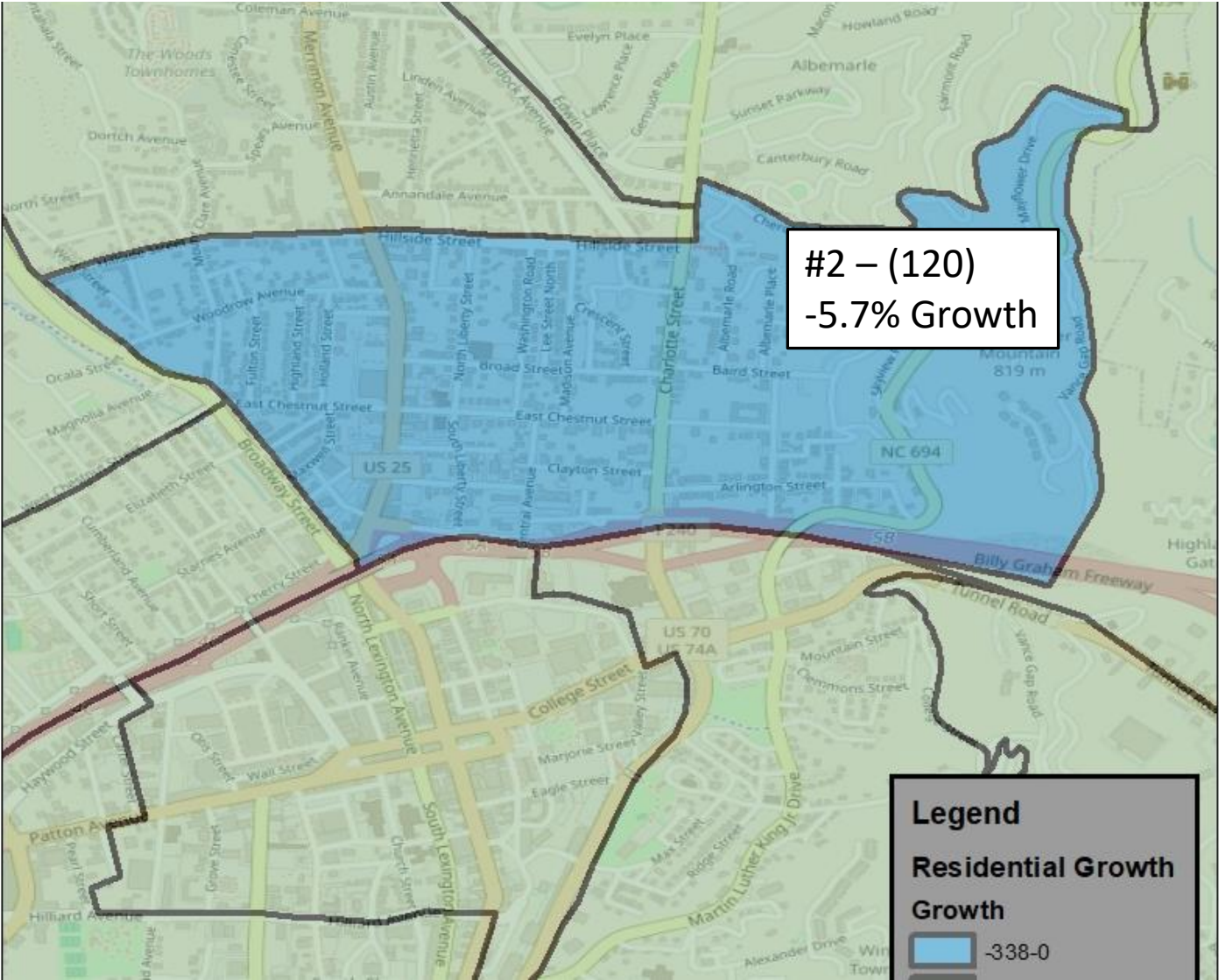
Low-Growth Areas

- NOTE: population growth isn't the only kind of growth
- Only census tracts in Haywood County to lose population since 2000



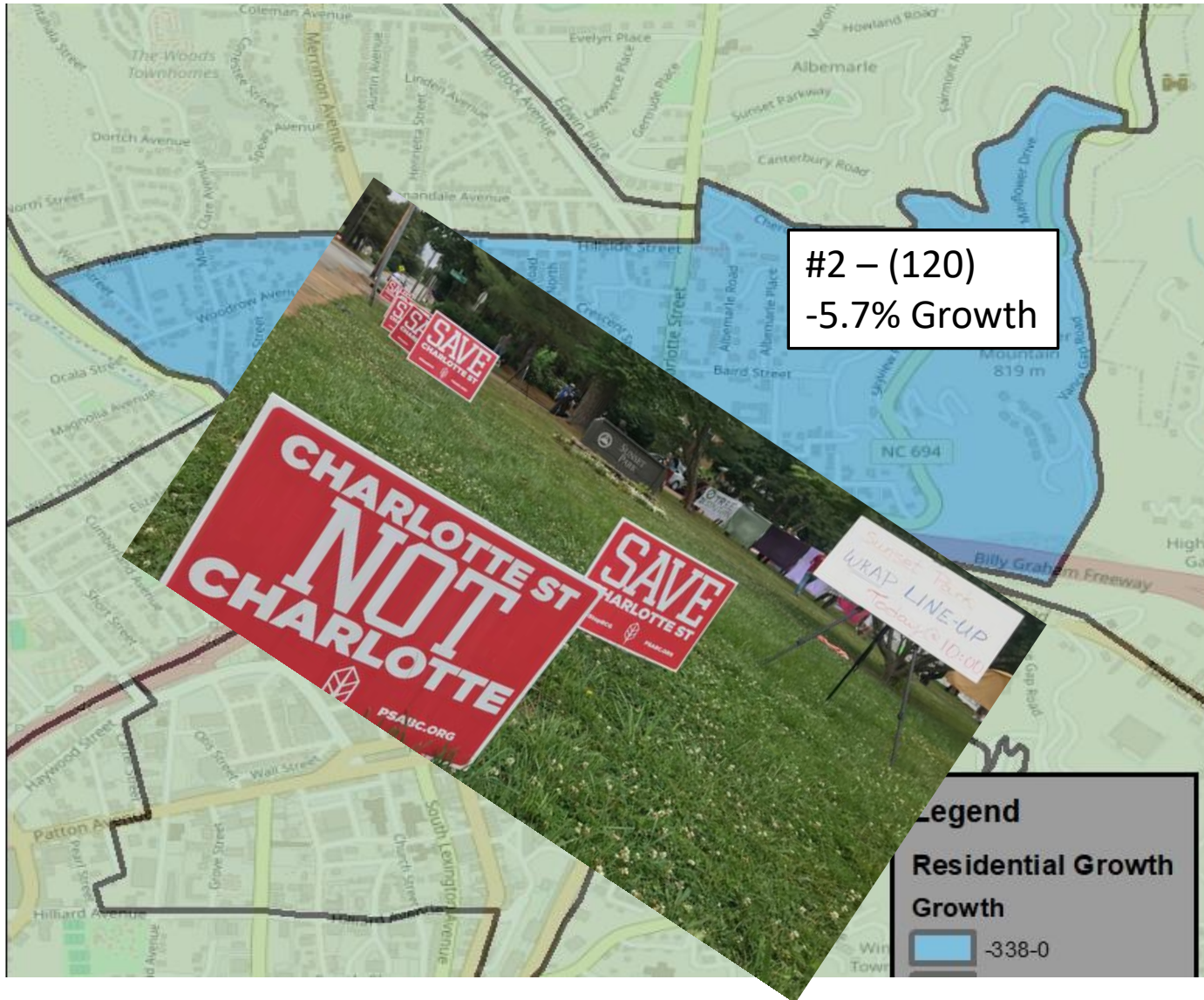
Low-Growth Areas

- NOTE: population growth isn't the only kind of growth
- One of Two Census Tracts in Buncombe County to lose population since 2000

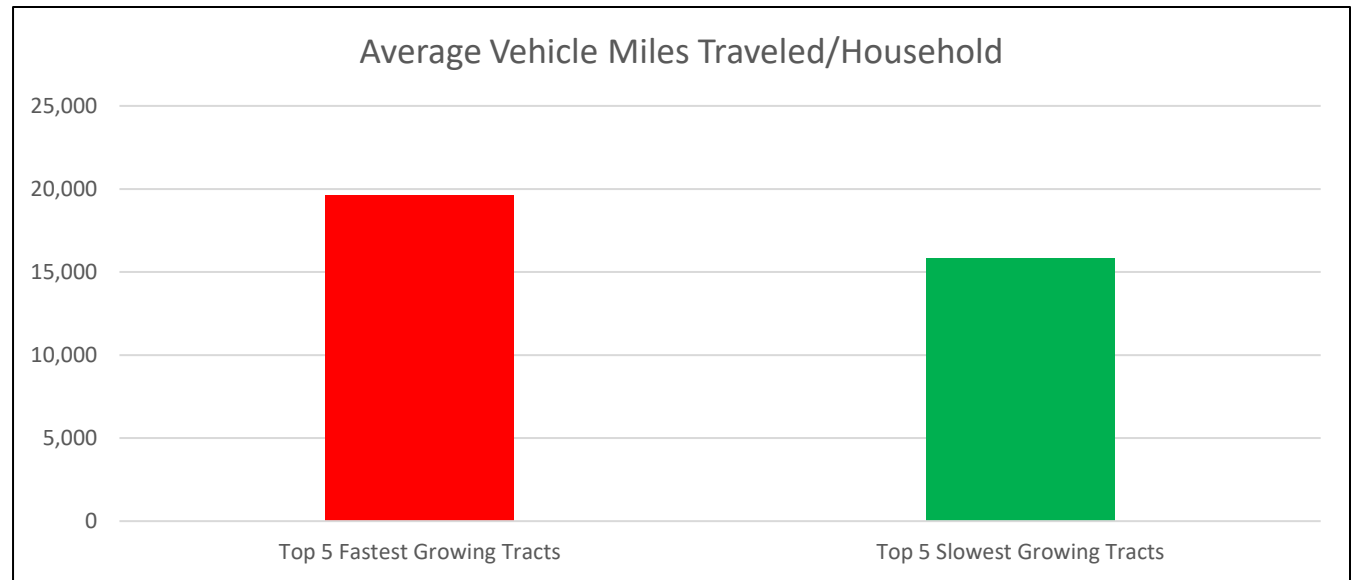
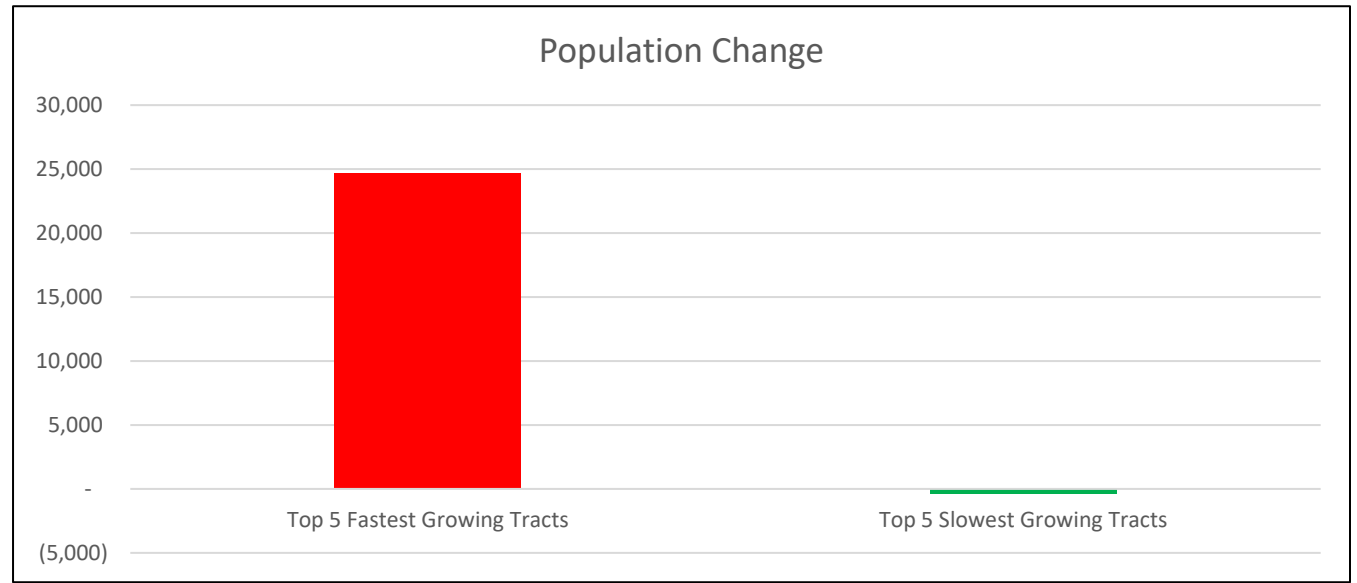
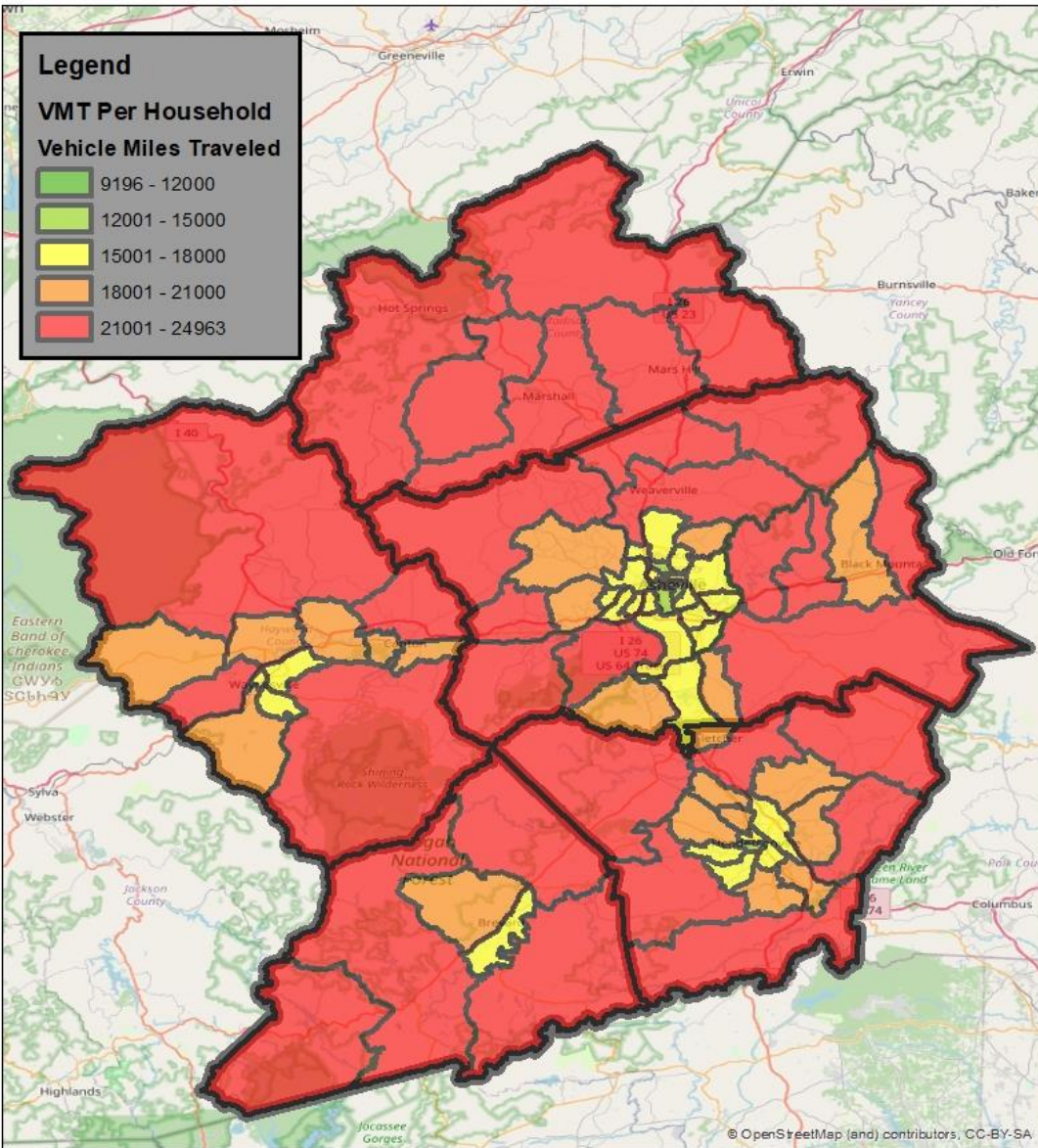


Low-Growth Areas

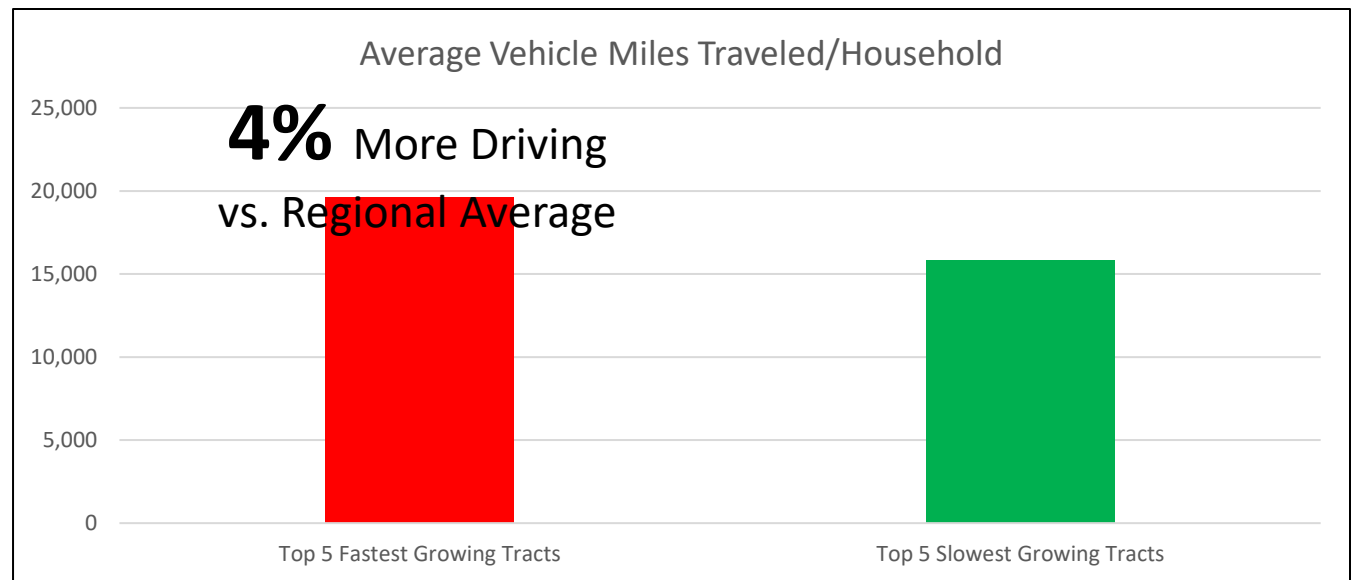
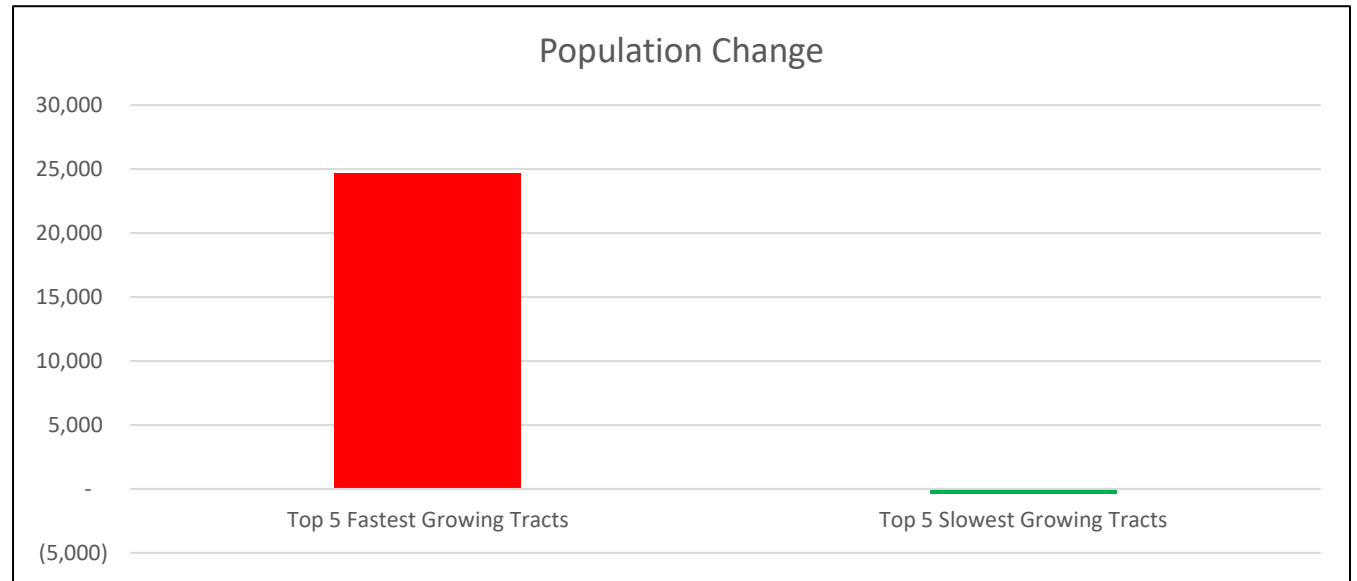
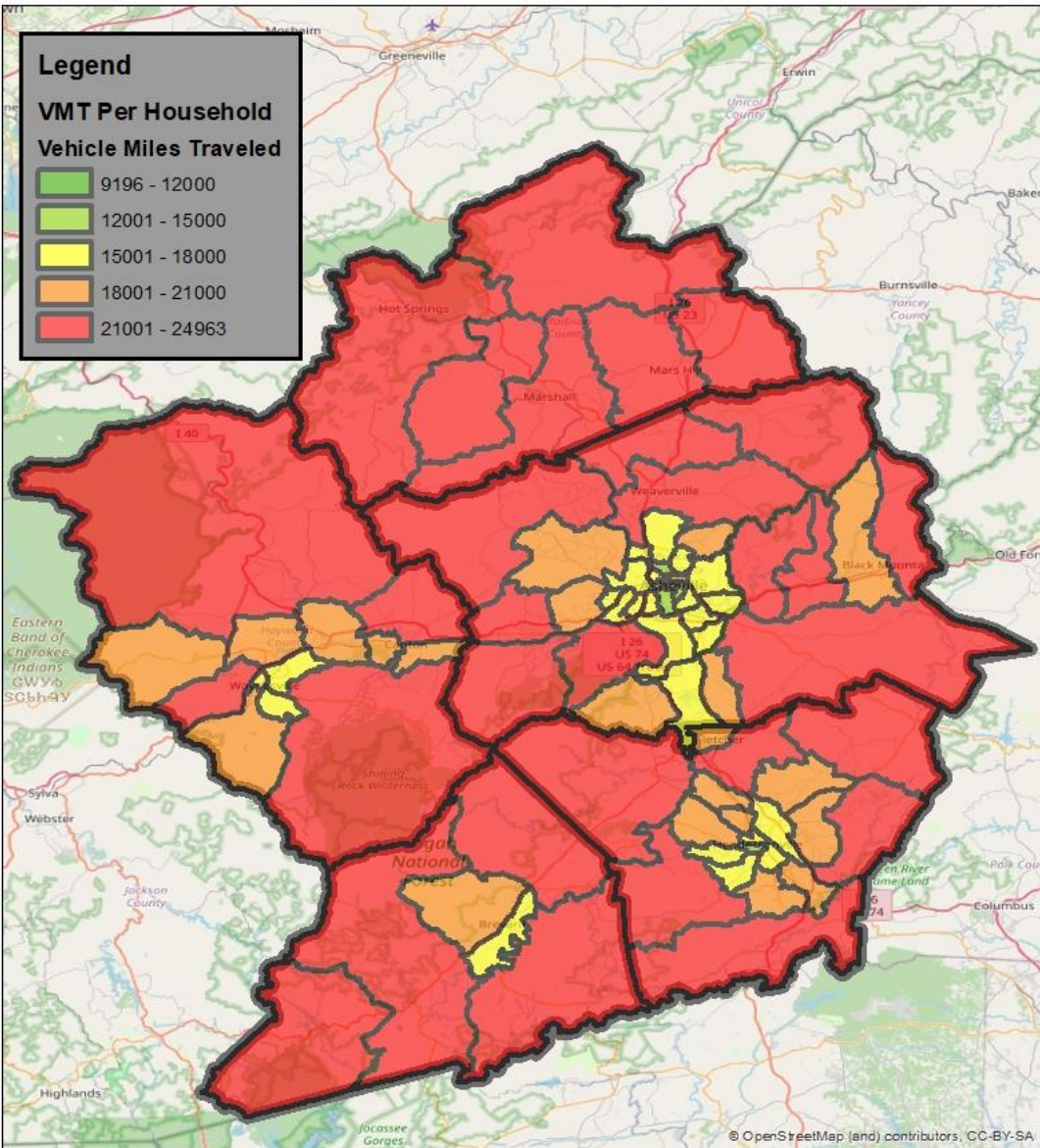
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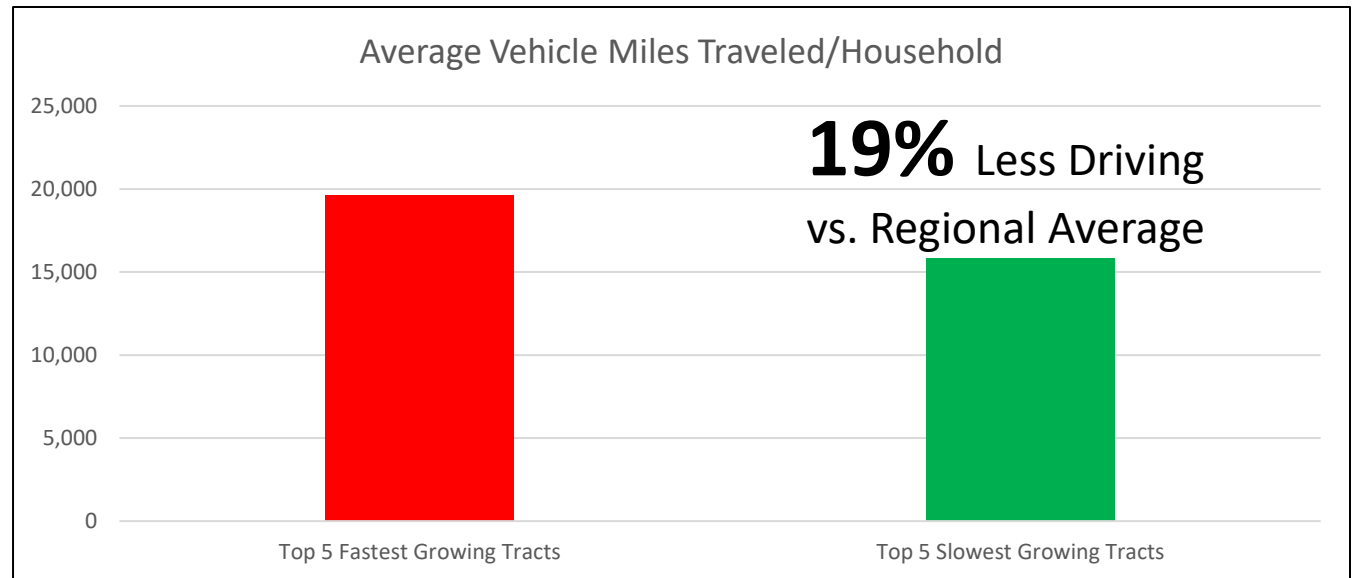
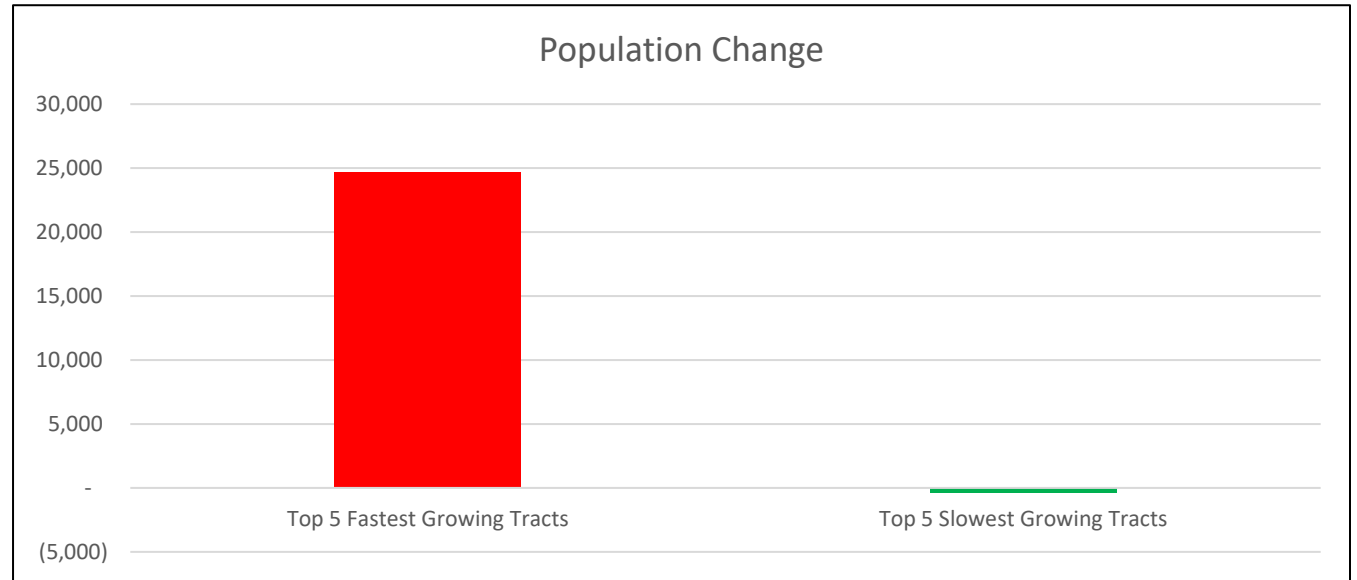
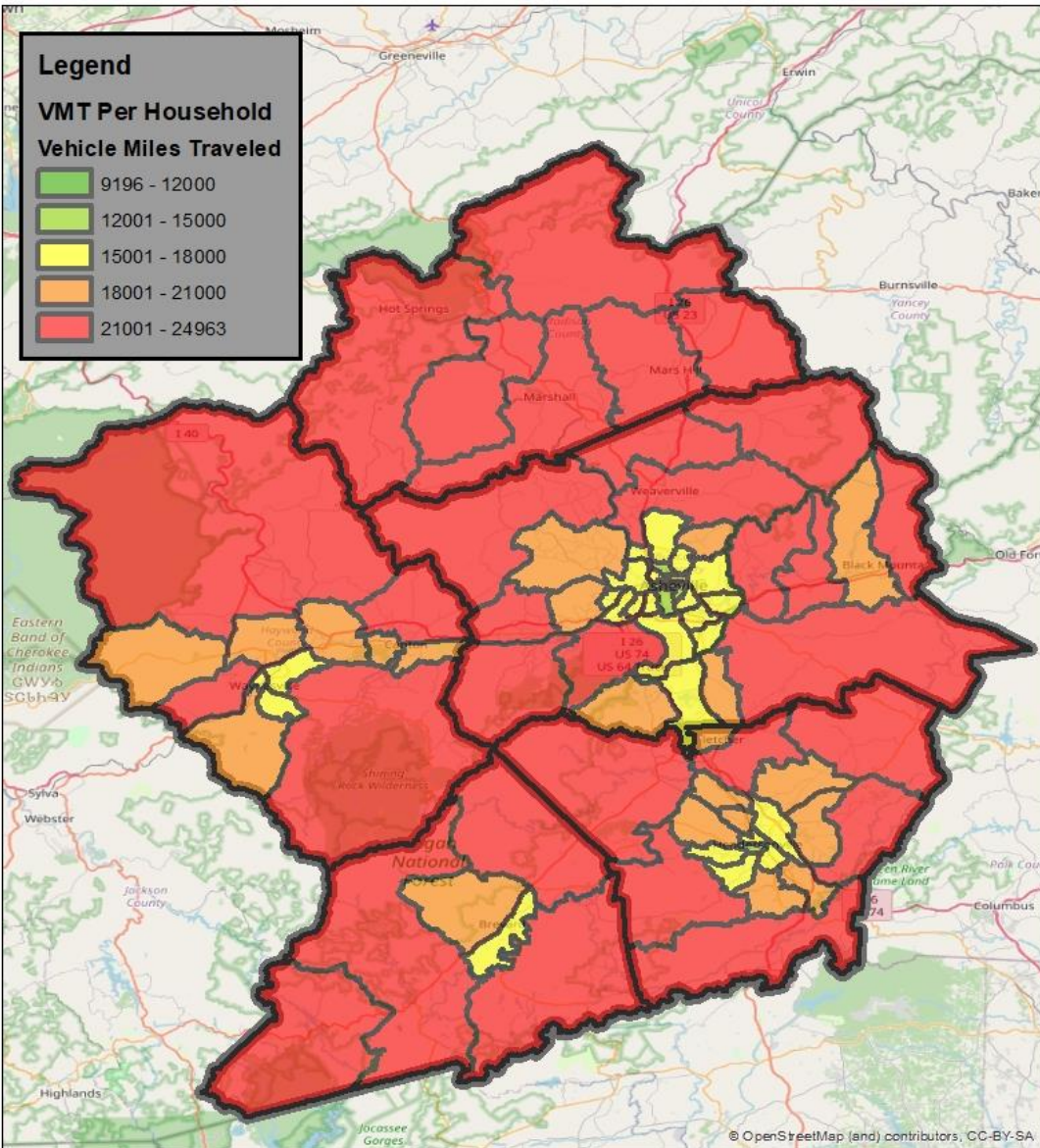
Vehicle Miles Traveled per Household 2019



Vehicle Miles Traveled per Household 2019



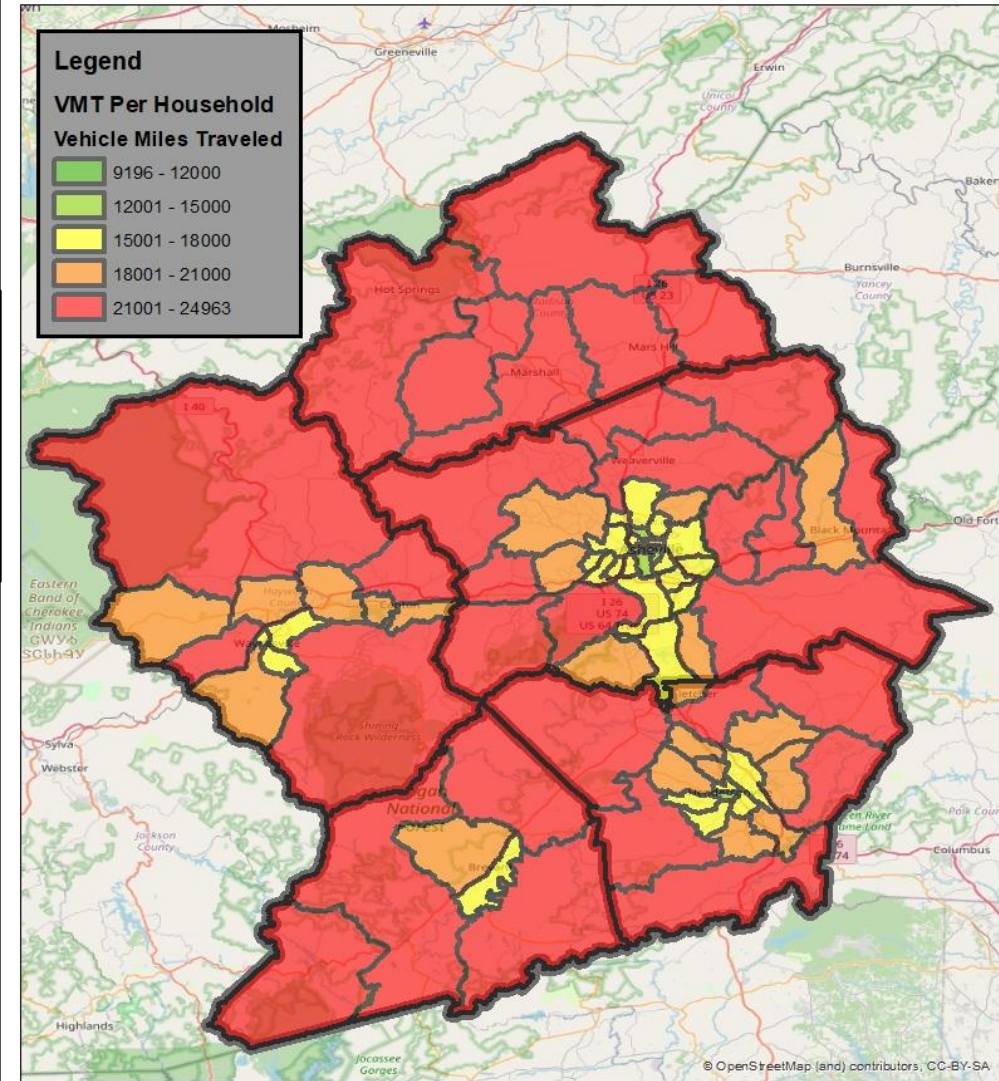
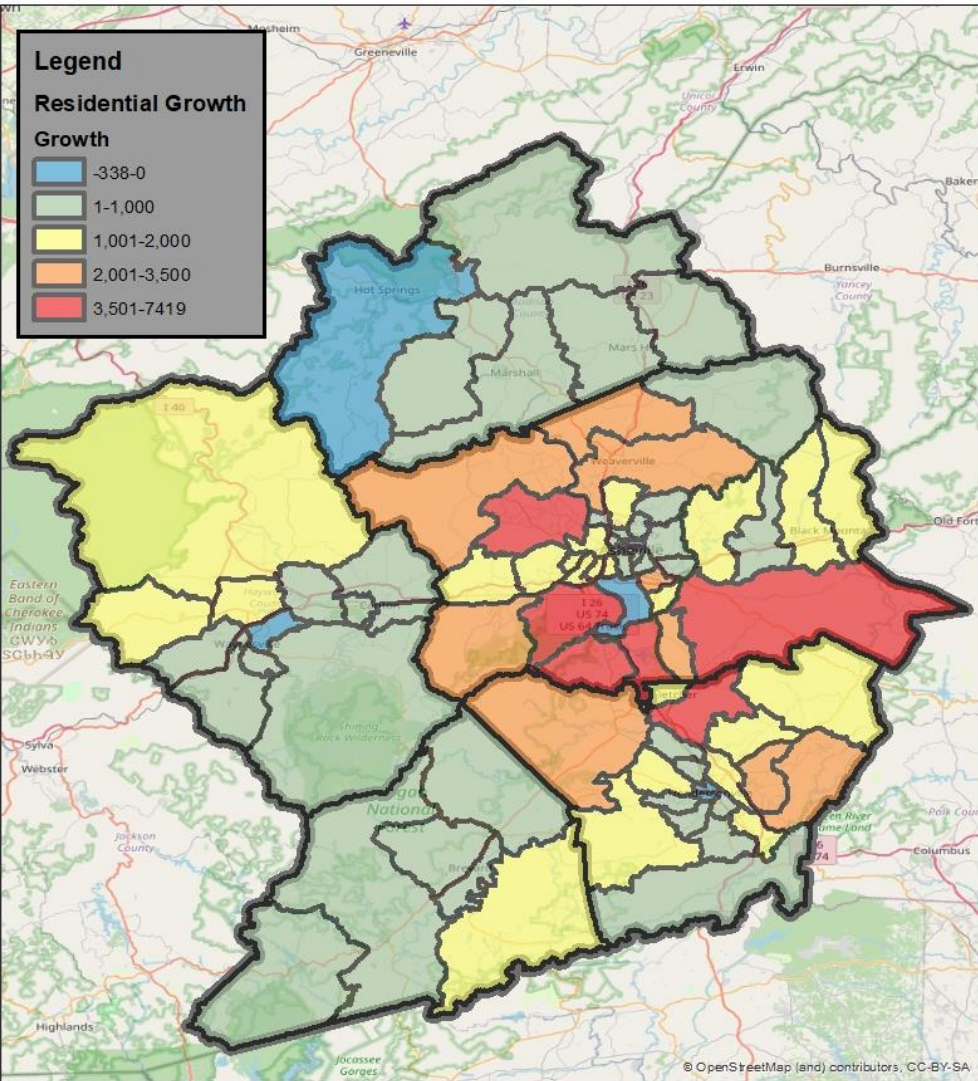
Vehicle Miles Traveled per Household 2019



Population Growth 2000-2020

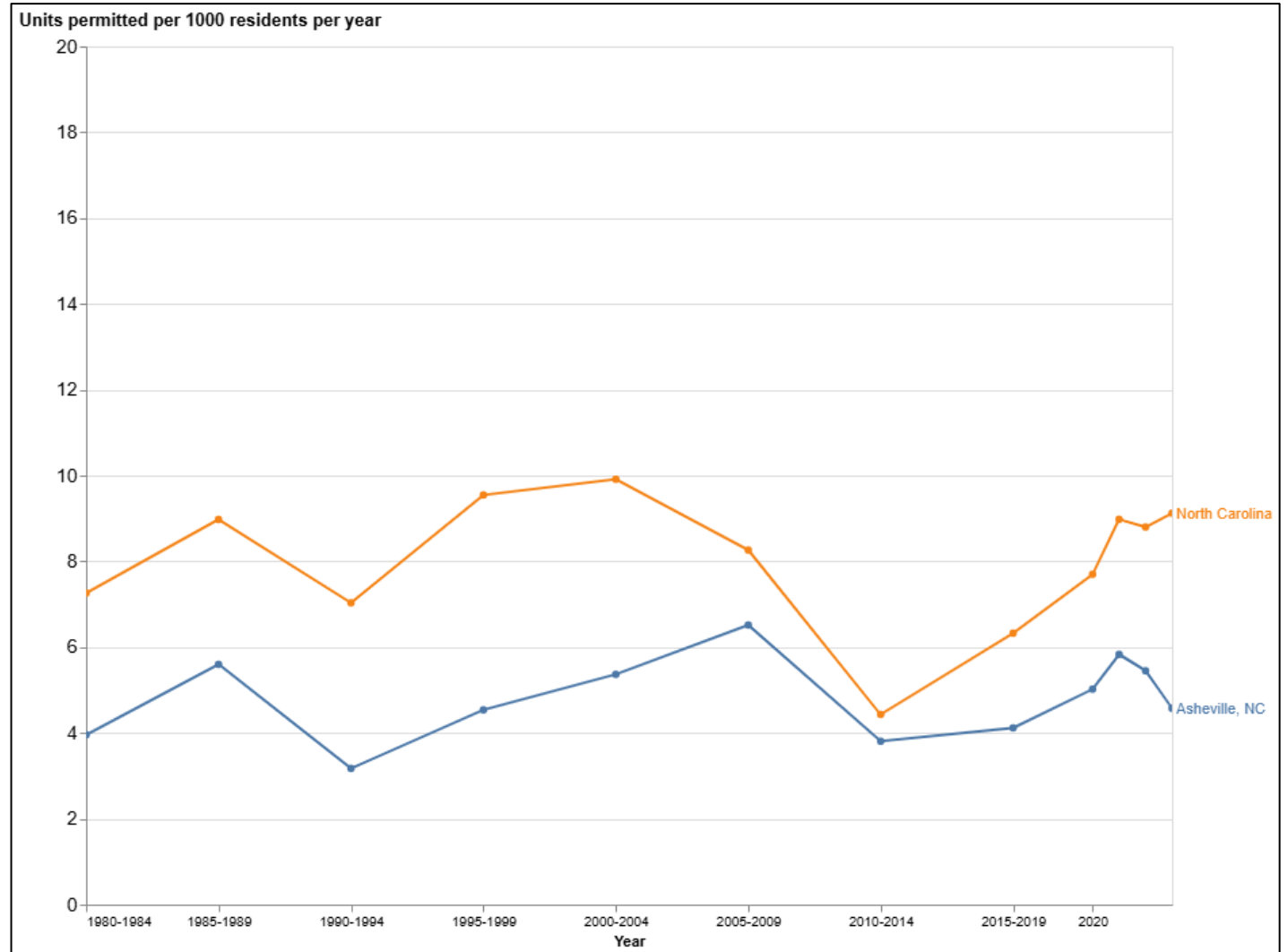
Vehicle Miles Traveled per Household 2019

Growth and Transportation Impacts



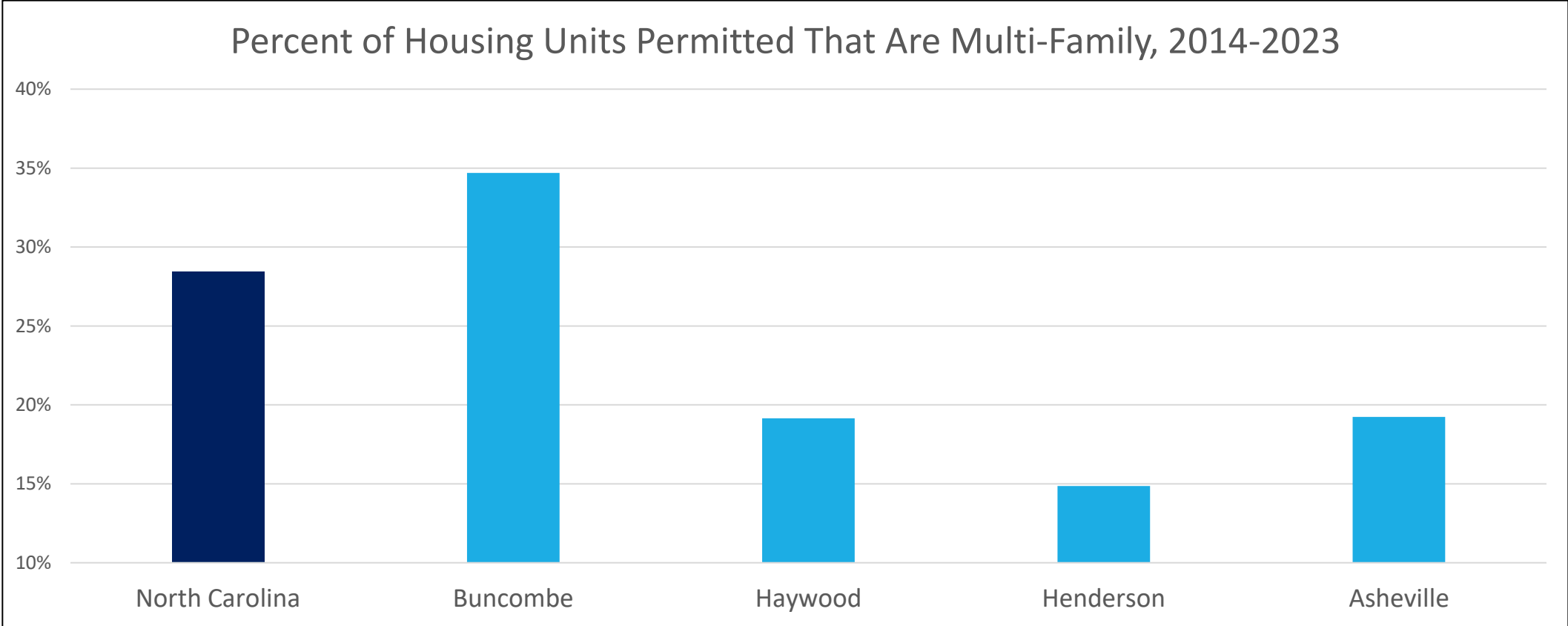
Housing Units Permitted

➤ The rate of housing development in the City of Asheville has been less than the state average despite being one of the more desirable places to live



Source: US Census Building Permits Survey

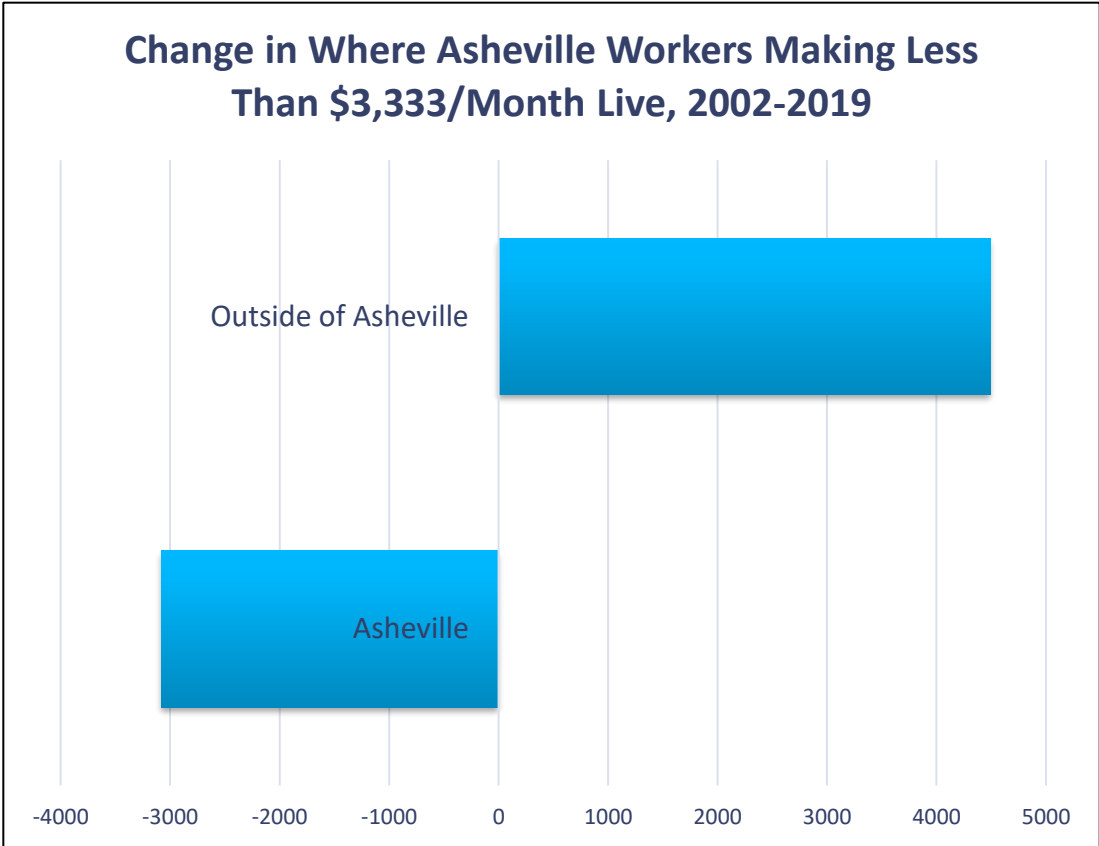
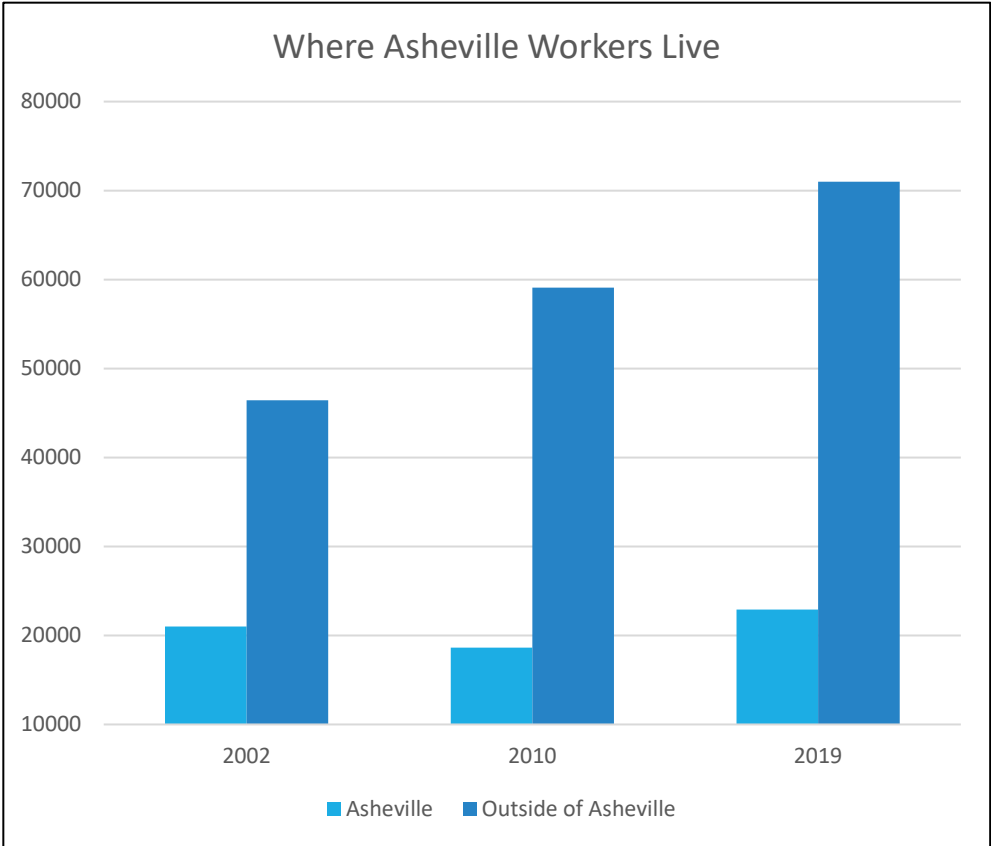
Multifamily Housing



Rank	City	Population	Square Miles	Pop/Sq Mi	
1	Lake Park	3,269		0.7	4670
2	Governors Village	1,512		0.4	3780
3	Morrisville	29,630		8.7	3406
4	Carrboro	21,295		6.5	3276
5	Raleigh	467,665		145.8	3208
6	Boone	19,092		6.3	3030
7	Cary	174,721		58.7	2977
8	Chapel Hill	61,960		21.5	2882
9	Charlotte	874,579		307.2	2847
10	Elon	11,336		4	2834
11	Apex	58,780		20.8	2826
12	Wake Forest	47,601		17.6	2705
13	Carolina Beach	6,564		2.5	2626
14	Silver Lake	6,500		2.5	2600
15	Knightdale	19,435		7.5	2591
16	Durham	283,506		112.2	2527
17	Davidson	15,106		6	2518
18	Ranlo	4,511		1.8	2506
19	Gibsonville	8,920		3.6	2478
20	Greenville	87,521		35.6	2458
21	Cornelius	31,412		12.9	2435
22	Kure Beach	2,191		0.9	2434
23	Holly Springs	41,239		17	2426
24	Hope Mills	17,808		7.4	2406
25	Greensboro	299,035		129	2318
26	Winterville	10,462		4.6	2274
27	Northchase	3,842		1.7	2260
28	Fuquay-Varina	34,152		15.2	2247
29	Wilmington	115,451		51.4	2246
30	Wingate	4,055		1.9	2134
31	Cullowhee	7,682		3.6	2134
32	Green Level	3,152		1.5	2101
33	Asheville	94,589		45.6	2074
34	Hendersonville	15,137		7.3	2074

	Asheville's Population if as Dense as . . .	Hendersonville's Population if as Dense as . . .
Chapel Hill	128,683	21,038
Raleigh	146,285	23,418
Evanston, IL	457,869	73,299
San Francisco, CA	849,574	136,006
New York City, NY	1,336,203	213,910

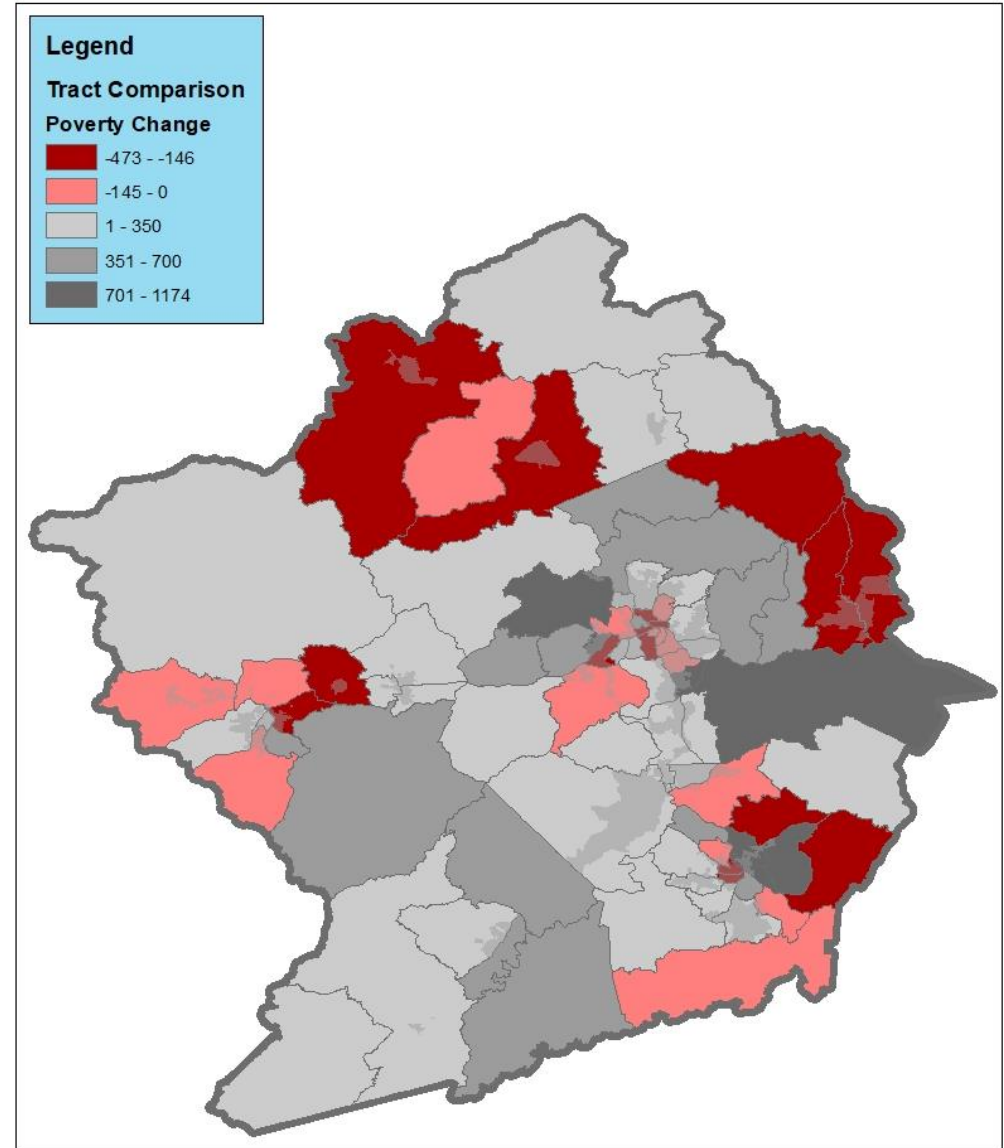
No Build Alternatives



Change in Poverty

- 43,159 residents in poverty in 2000
- 55,999 residents in poverty in 2020

Change in Poverty 2000-2020



Legend


Tract Comparison

NotWhiteCh

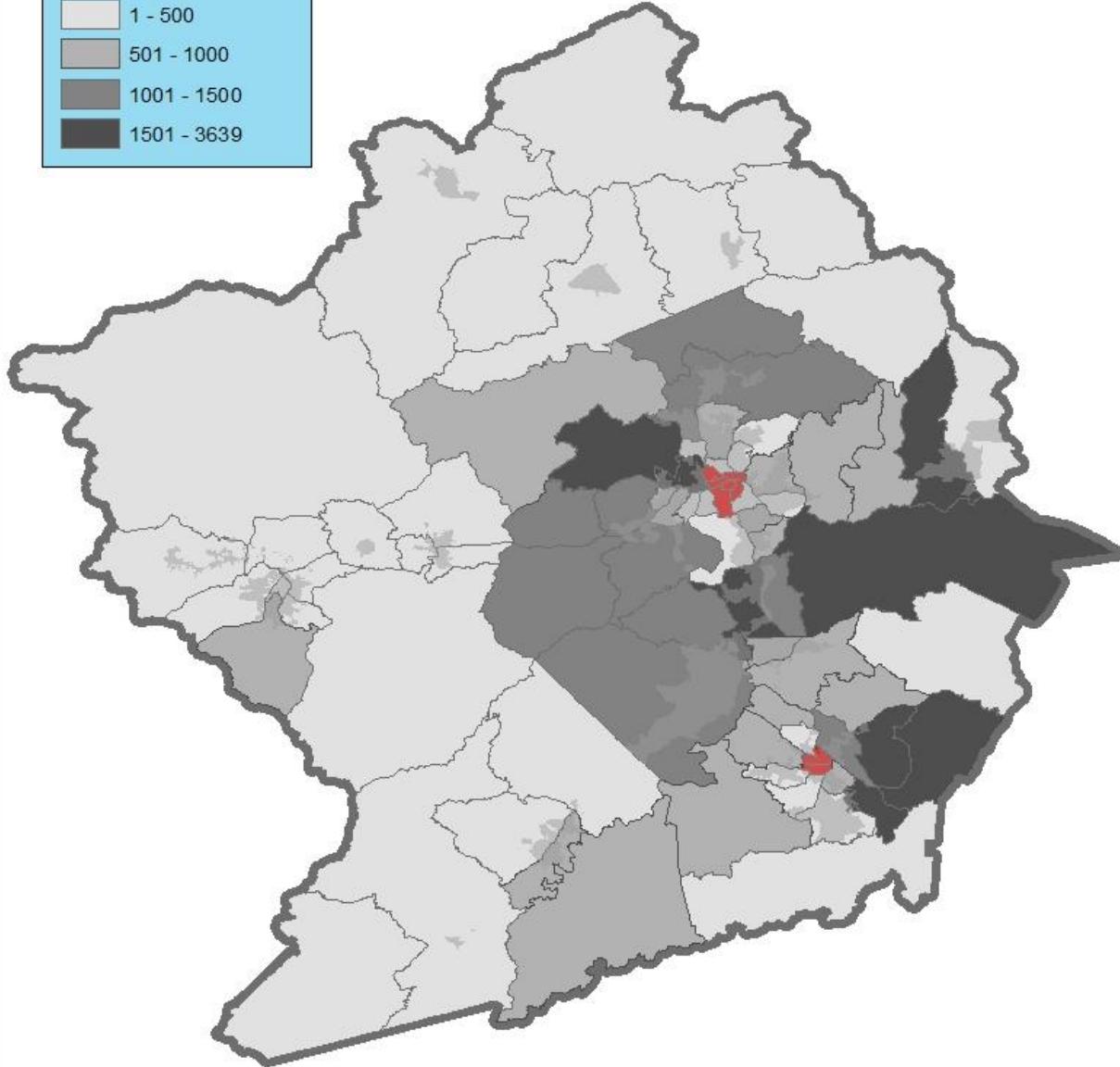
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 1 - 500

 501 - 1000

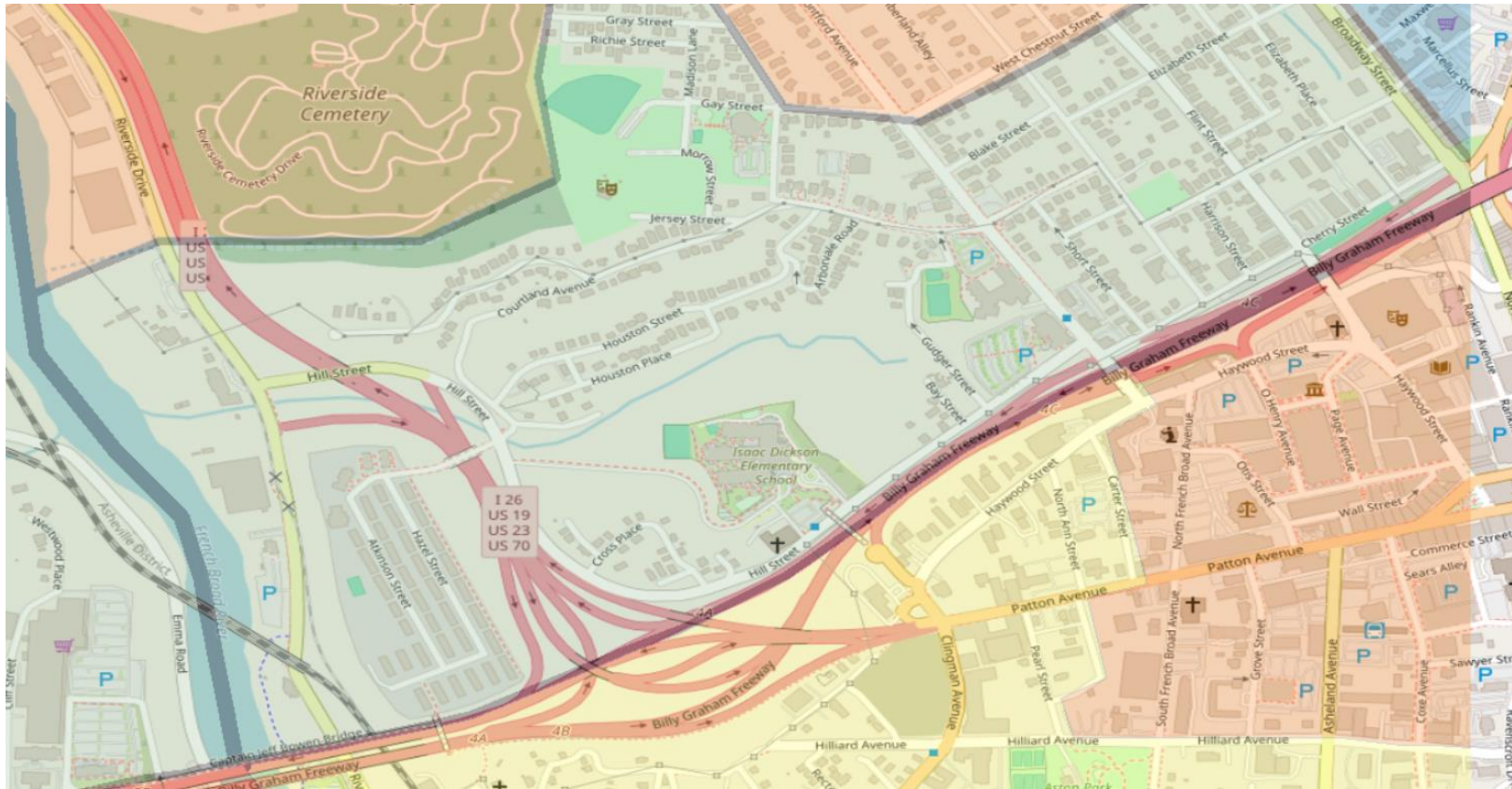
 1001 - 1500

 1501 - 3639



Change in Non-
White Population

Neighborhoods are Changing



Housing Unit Growth: 17% (Reg. Avg. 30%)
Non-White Population: 59% -> 36%
Median HH Income: \$16,534 -> \$76,250
Poverty: 43.8% -> 15.5%
Transit: 17% -> 0%
Drove Alone: 50% -> 69.3%

Four Scenarios



1. Business as Usual- growth based on market forces and comprehensive plans



2. Consolidated Growth- increased growth in areas with lower Vehicle Miles Traveled



3. Dissipated Growth- increased growth in more rural areas, less growth in urban areas



4. Accelerated Growth- more population and employment growth than currently projected by OSBM



Questions?

Legislative Updates

FEBRUARY, 2025

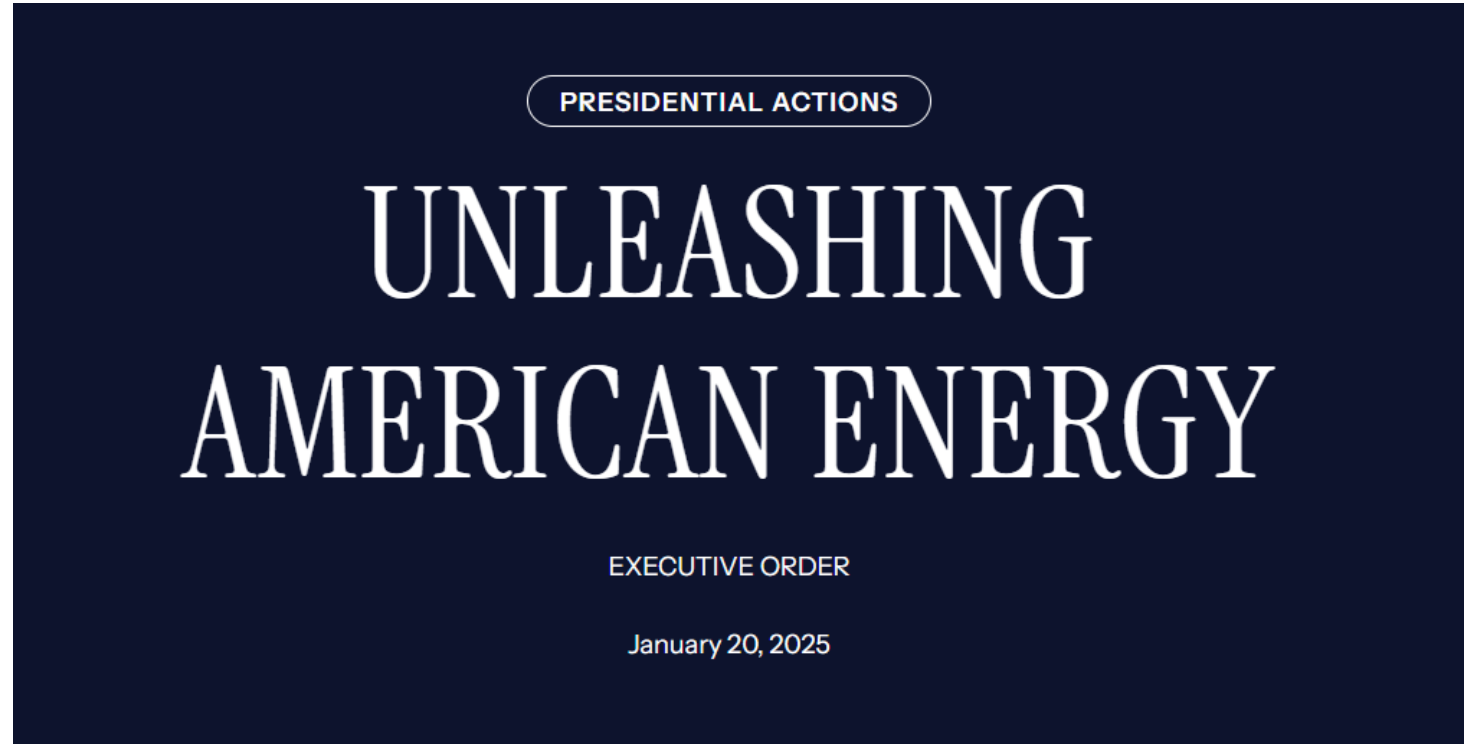


New US Secretary of Transportation

- Sean Duffy, former US Representative from Wisconsin

Executive Orders

- Assign oversight of financial assistance programs to senior political appointees to ensure alignment with administration priorities.
- Conduct a comprehensive review of programs and submit findings to OMB.
- Halt disbursements, merit review panels, and other activities related to current and pending awards.
- Investigate underperforming recipients and take corrective actions if necessary, including canceling awards.



PRESIDENTIAL ACTIONS

ENDING ILLEGAL DISCRIMINATION AND RESTORING MERIT- BASED OPPORTUNITY

January 21, 2025

Executive Orders

- *Section 3* of the new EO rescinds [EO 12898](#), which was issued by former President Clinton in 1994 and required federal agencies to assess how decision-making could impact low-income and minority populations. Since 1994, environmental justice analyses have been **routinely included in infrastructure environmental impact statements (EIS) and environmental assessments (EA)**. These assessments had never been formally codified until the Biden administration's Phase 2 NEPA regulations, which explicitly incorporated environmental justice considerations.
- **Potential Impact:** With the revocation of EO 12898 and the Administration's potential revisitation of CEQ's NEPA regulations, the federal government may potentially no longer require agencies to assess environmental justice impacts when reviewing federally funded transportation projects

USDOT Orders Rescinded

USDOT Order 1000.17- established the USDOT Equity Council

USDOT Order 4360- required climate adaption and resilience to be incorporated into policies and programs

USDOT Order 5610.2C- provided guidance on how environmental justice should be incorporated into policies, programs, and projects

USDOT Orders

Implementation of Executive Orders Addressing Energy, Climate Change, Diversity, and Gender

- Directs USDOT rescind policies, programs, and funding related to:
 - Climate Change & Environmental Justice
 - DEI
 - Justice 40

USDOT Orders

Ensuring Reliance Upon Sound Economic Analysis in Department of Transportation Policies, Programs, and Activities

- Grants, Rules, and Policies must demonstrate economic benefits through Cost-Benefit analyses
- Social Cost of Carbon will no longer factor into funding or policy decisions
- USDOT is instructed to consider how families and communities will be impacted to ensure projects do not impose undue burdens
- USDOT is focusing funding priorities on projects with user-pay models, economic benefits, and job growth
- Discourages USDOT funding for projects being driven by local social, climate, or political goals

USDOT Orders

Recission of the Greenhouse Gas Performance Rule

- Performance Target that was sued by several State DOTs, stopped in court

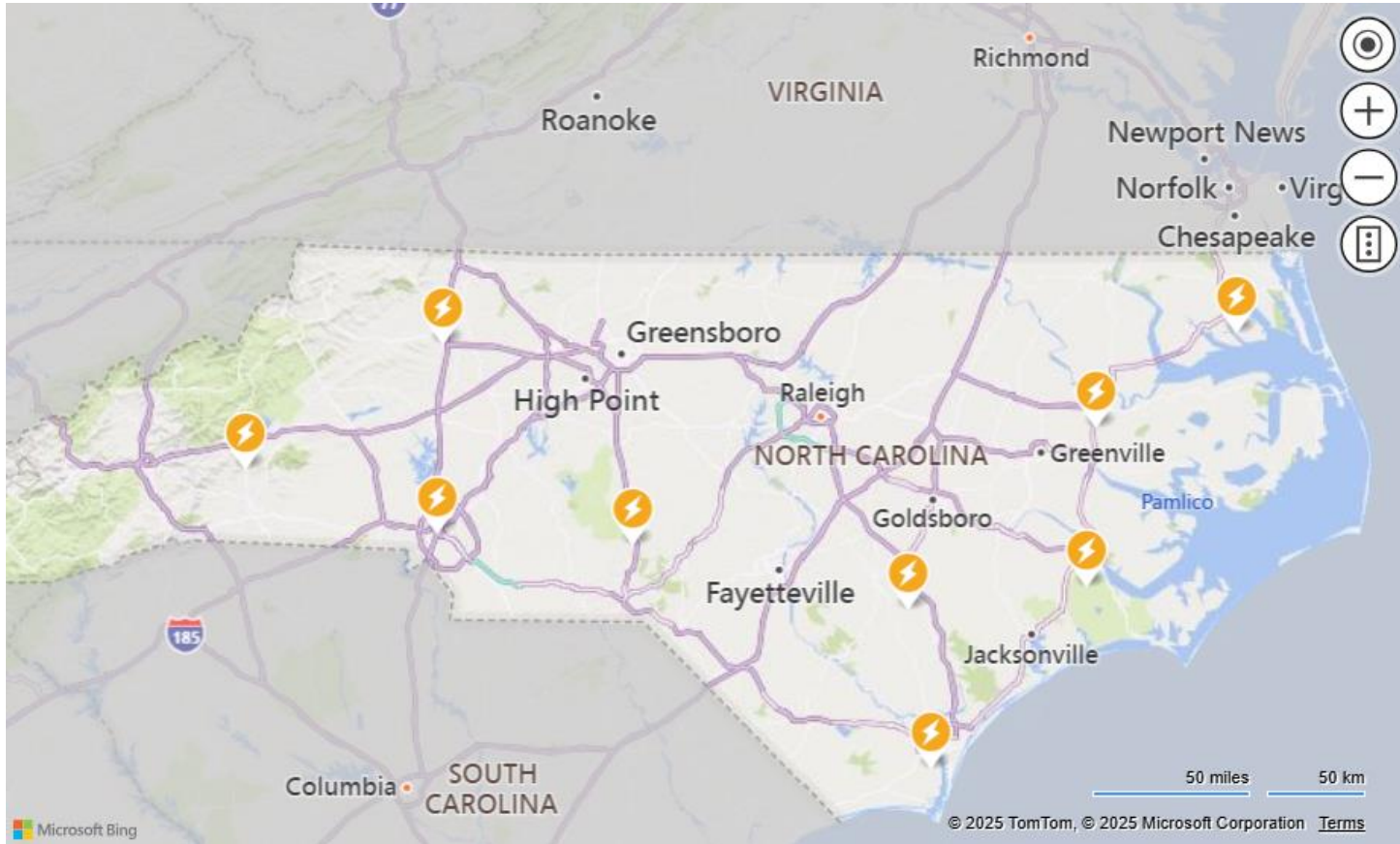


National Electric Vehicle Infrastructure (NEVI) Program



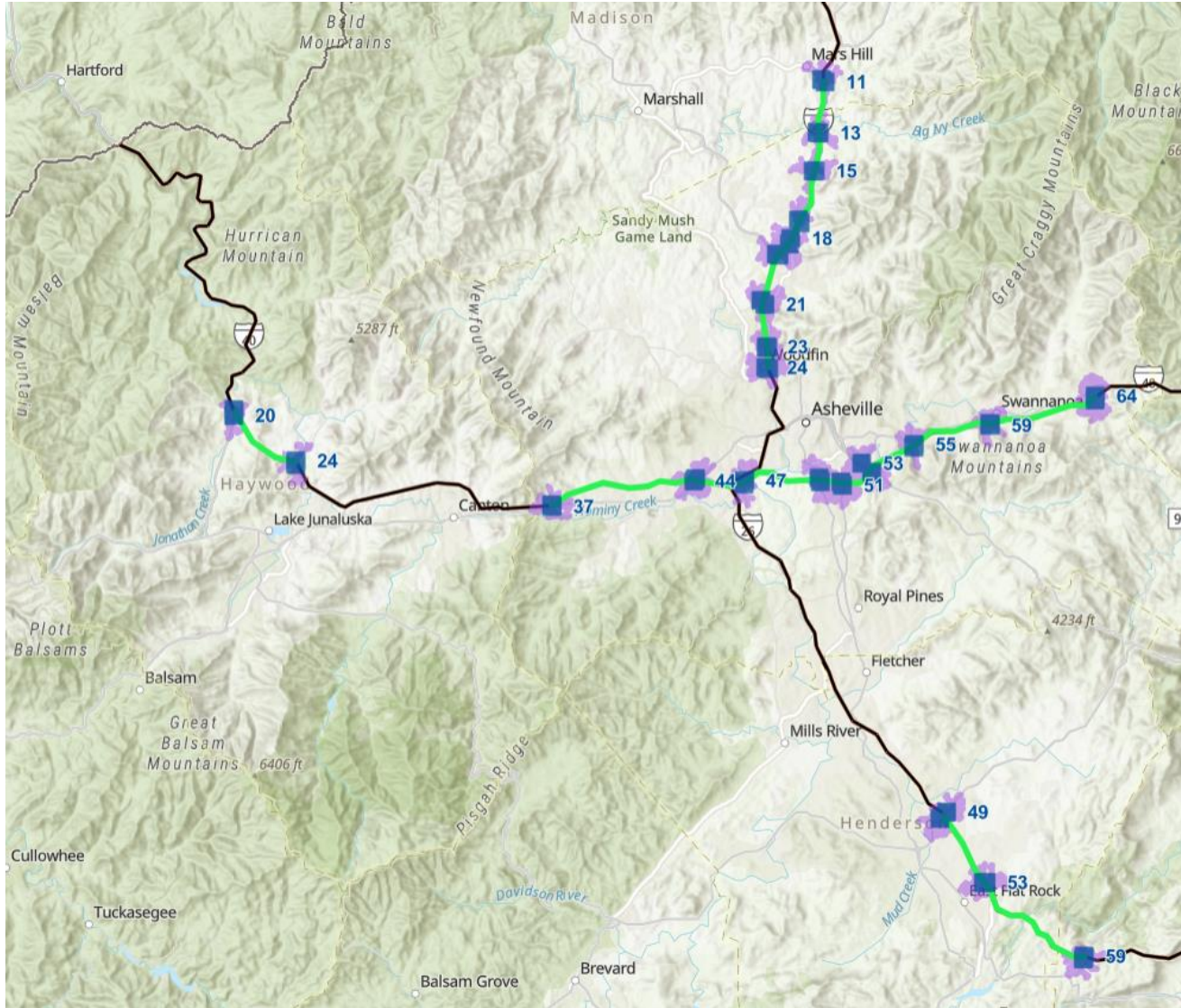
NEVI

- Program from IIJA to develop electric vehicle charging infrastructure across the country
- Recurring formula funds (\$5 billion from 2022-2026)
- 56 charging stations operational across the country currently from NEVI
- New order halts all funding not previously obligated



NC Impacts

- Phase 1 of NEVI rollout is moving forward
 - No projects in the FBRMPO Planning Area
 - Marion is the closest planned station



NC Impacts

- Projects in Phase 2 “on hold”
- Four stations in the FBRMPO Planning Area were in Phase 2B

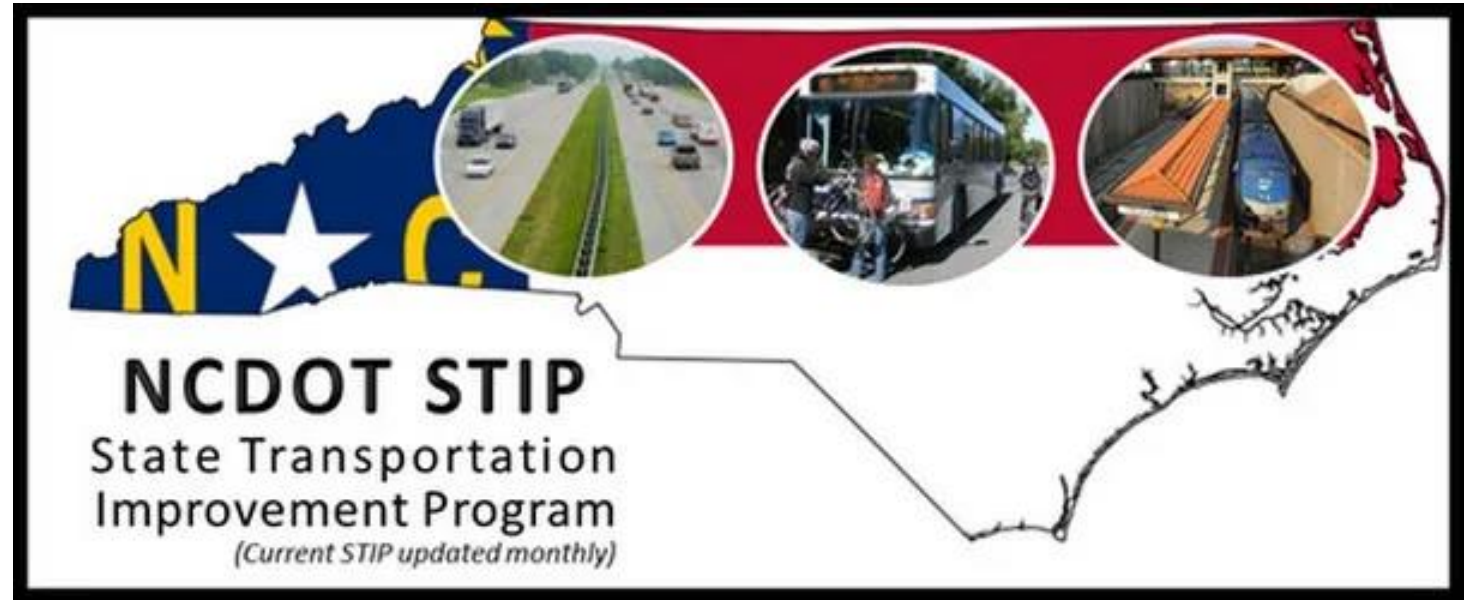


Grants Pulled

- PROTECT NOFO pulled
- FLAP NOFO pulled
- New agreements are not being executed

STIP Amendment Approvals

- Additional approvals required by the Office of General Counsel
- Unclear on when previously submitted projects will be approved, what is being reviewed, or additional time needed for review



State Bills

FEBRUARY, 2025



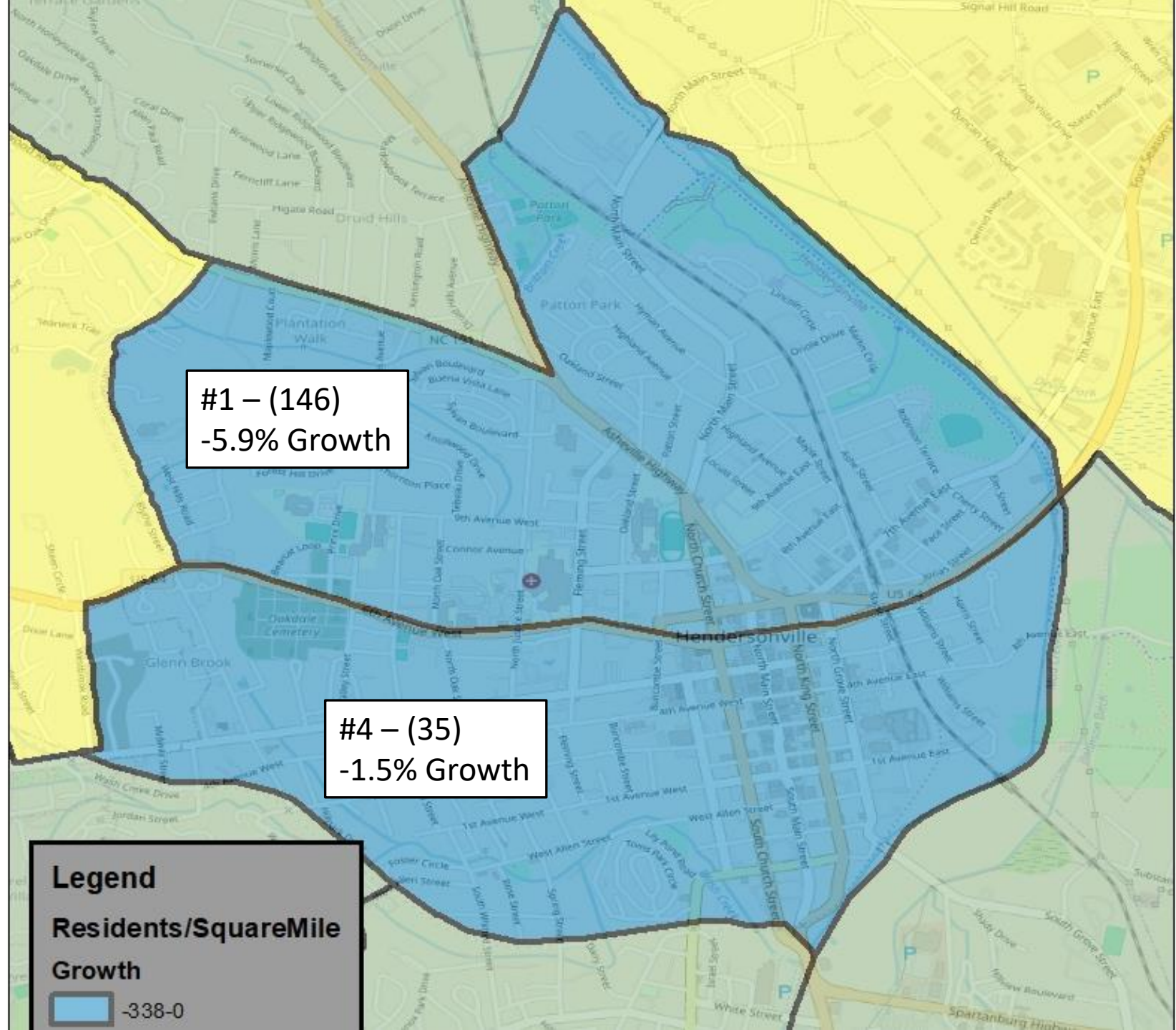
State Bills

Bill	Description
HB 47	Provides \$100m to NCEM for the Private Road and Bridge Repair Program
HB 112	Allows higher speed limits on Interstates
HB 108	Lowers the threshold for DWI from 0.08 bac to 0.05
SB 61	Prohibits tolls on I-95
HB 15	Real Estate disclosure not required for projects identified in Comprehensive Transportation Plans

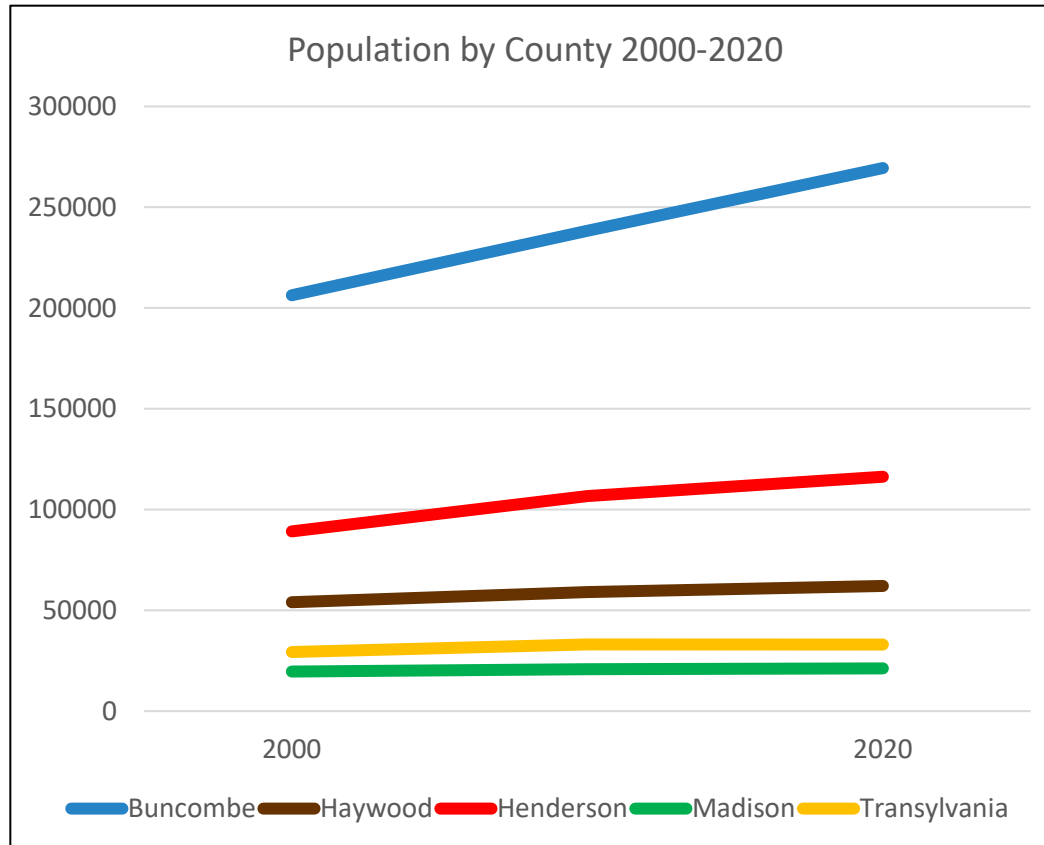
Questions?

Low-Growth Areas

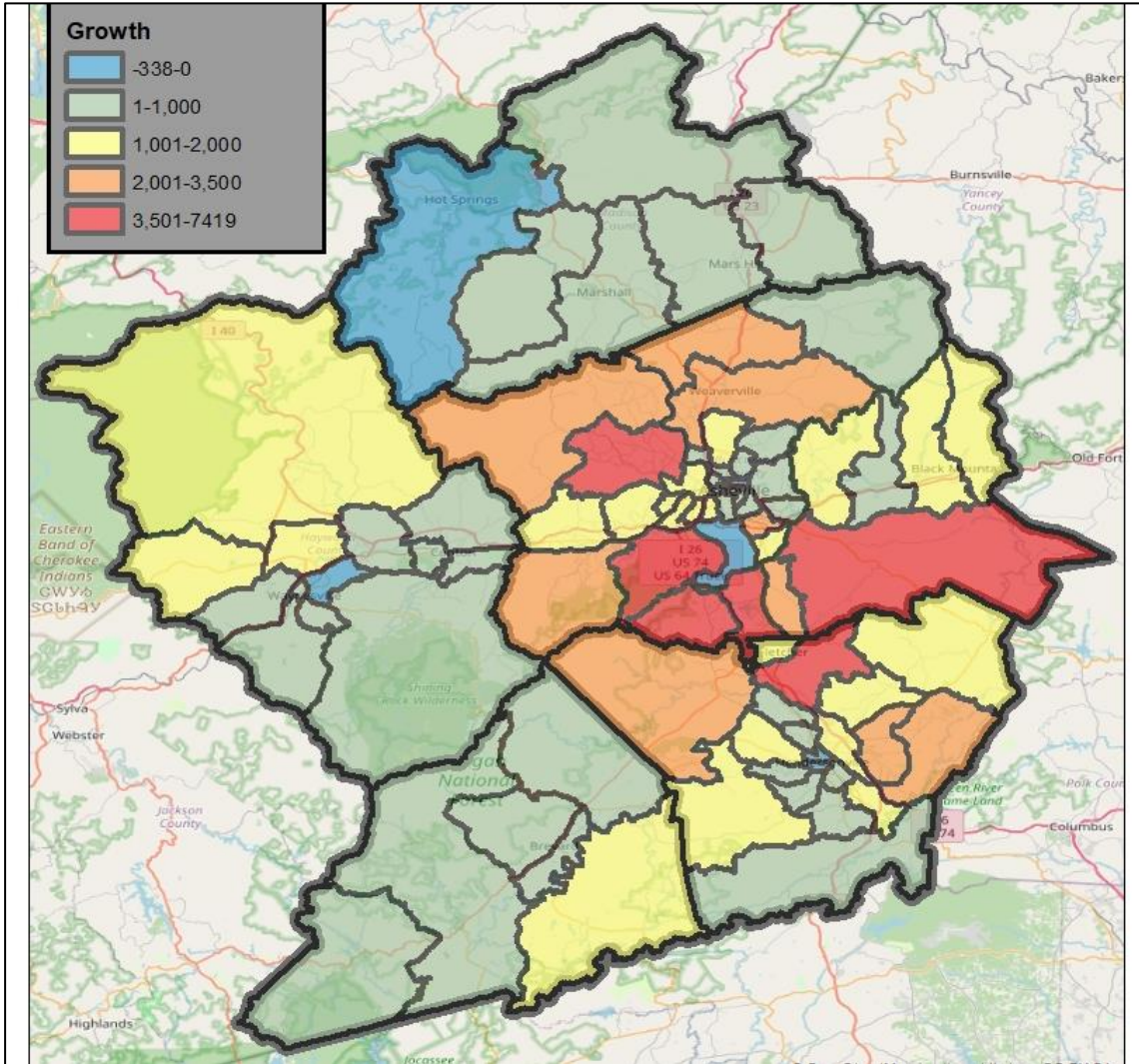
- NOTE: population growth isn't the only kind of growth
- Only census tracts in Henderson County to lose population since 2000



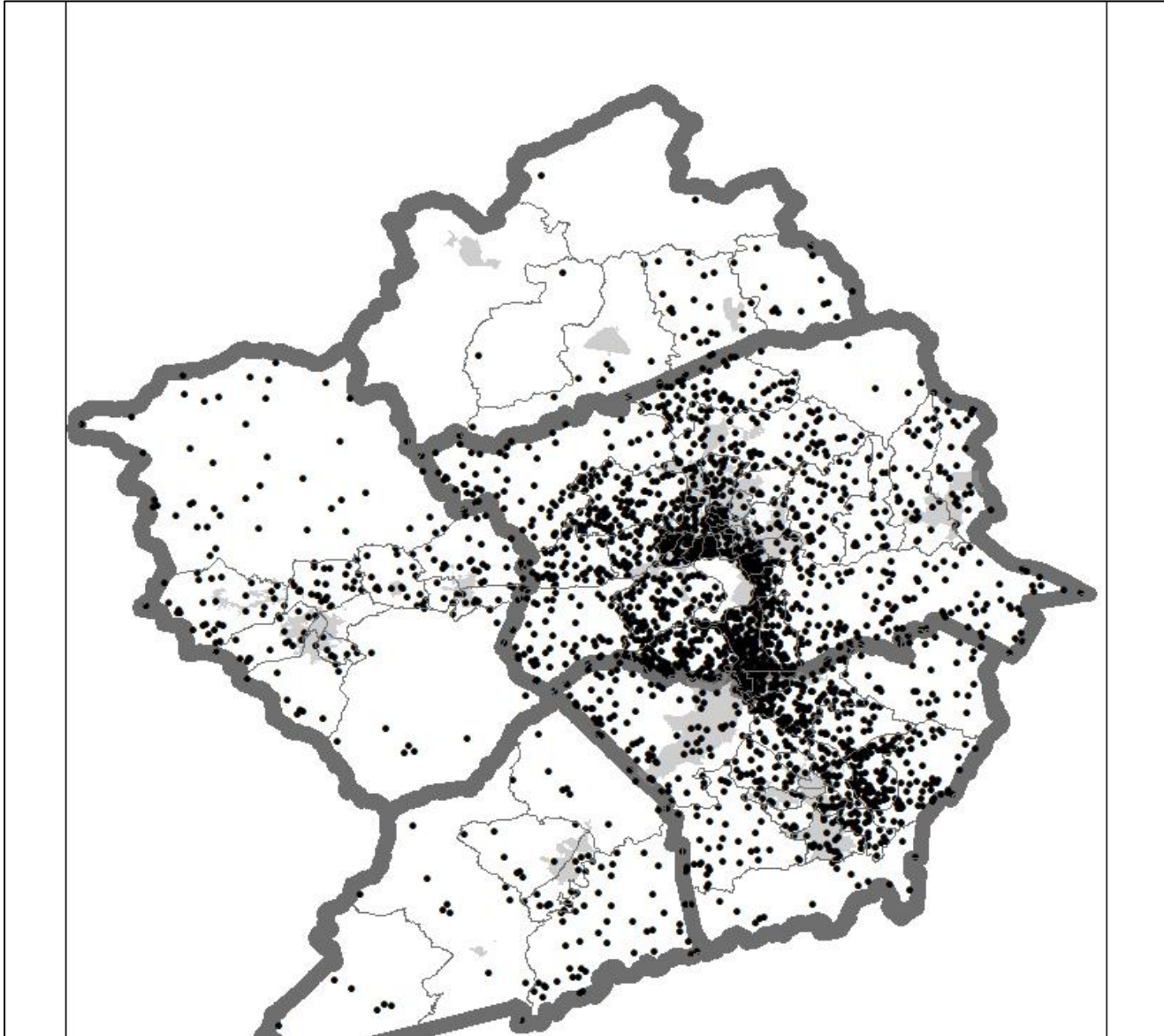
Population Change



- Between 2000 and 2020, our (five-county) region grew by **103,496** new residents
 - Buncombe County grew by 63,122
 - Henderson County grew by 27,108
 - Haywood County grew by 8,056
 - Transylvania County grew by 3,652
 - Madison County grew by 1,558

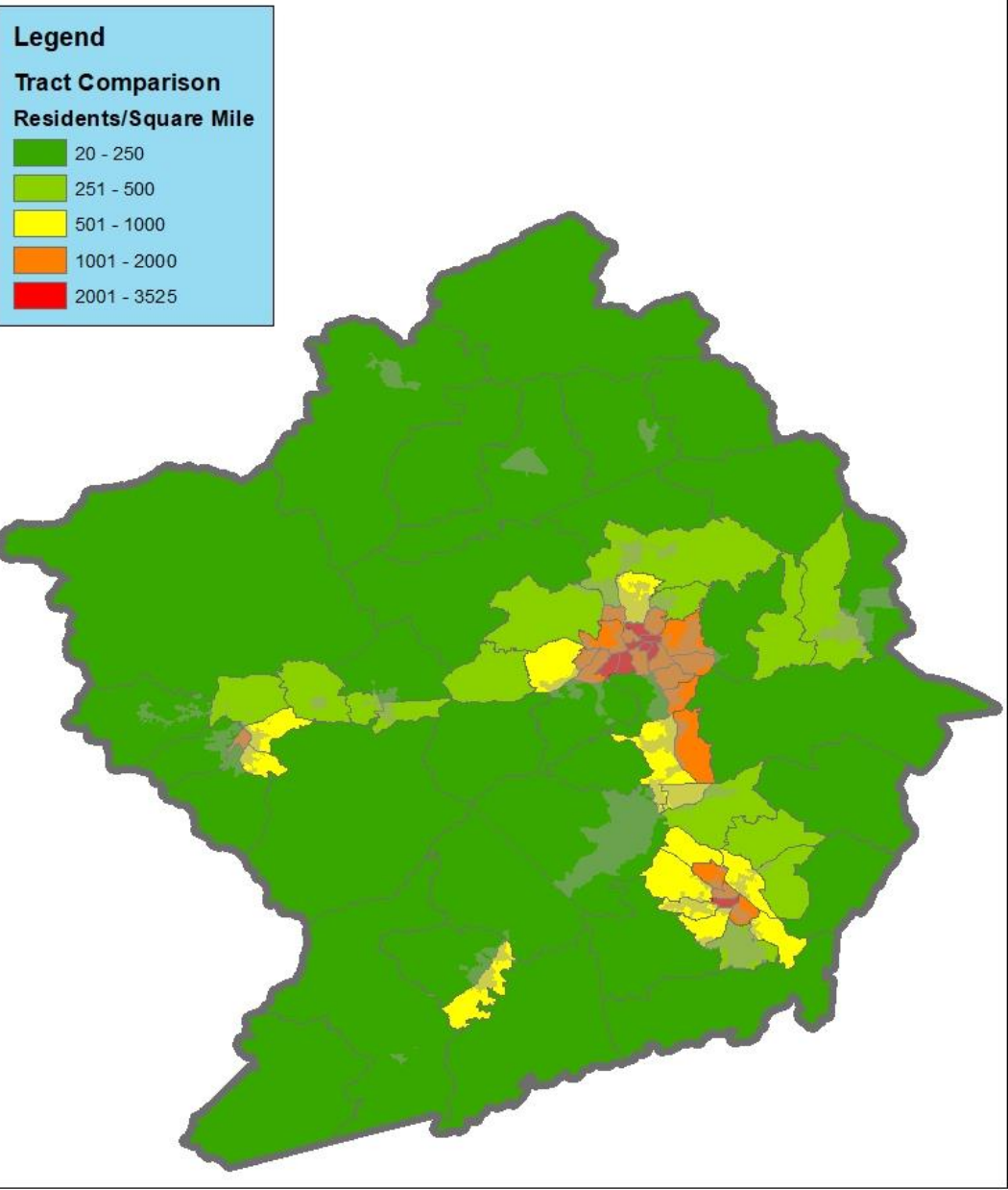


Population Change

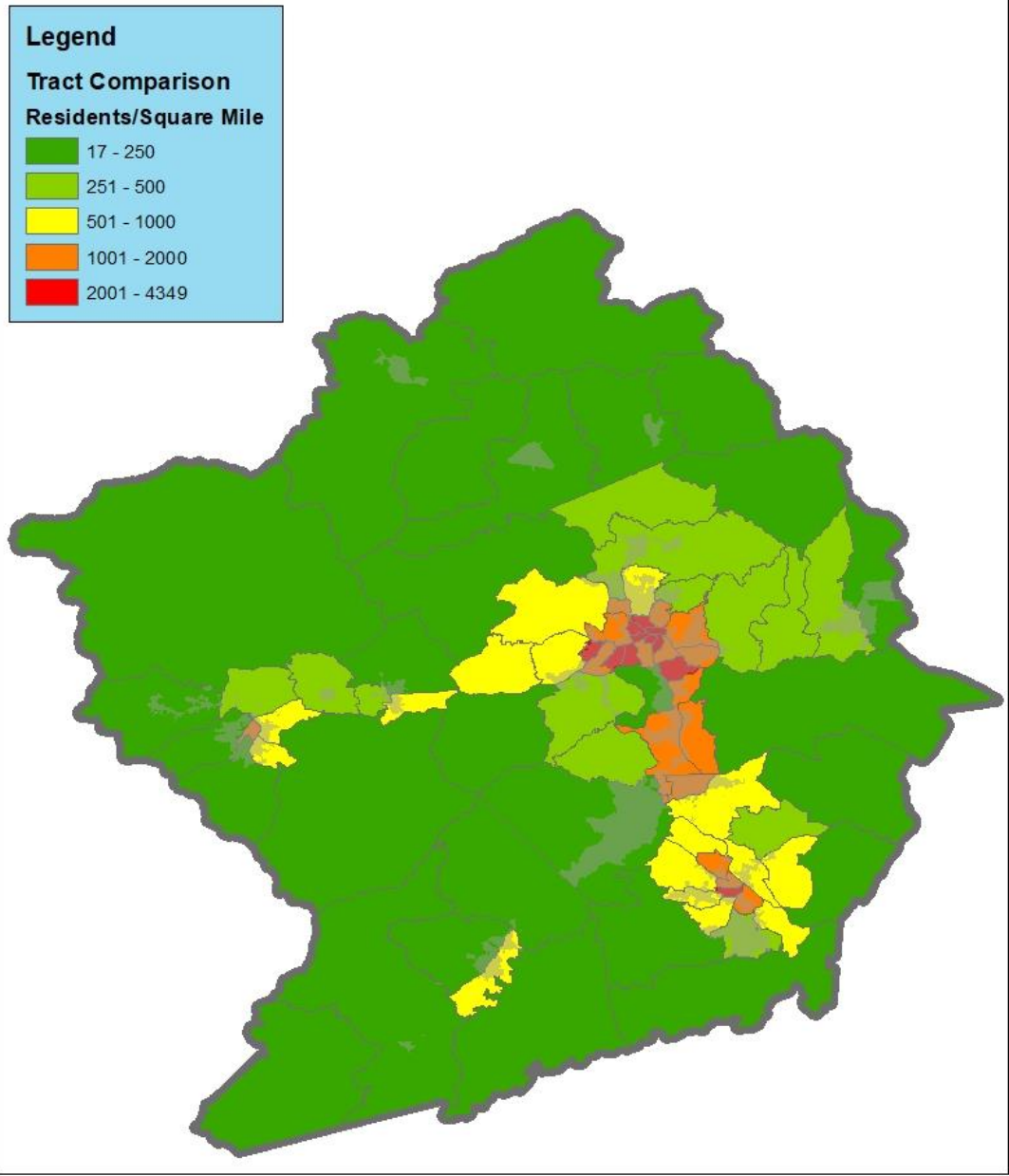


Each Dot = 30 New Residents

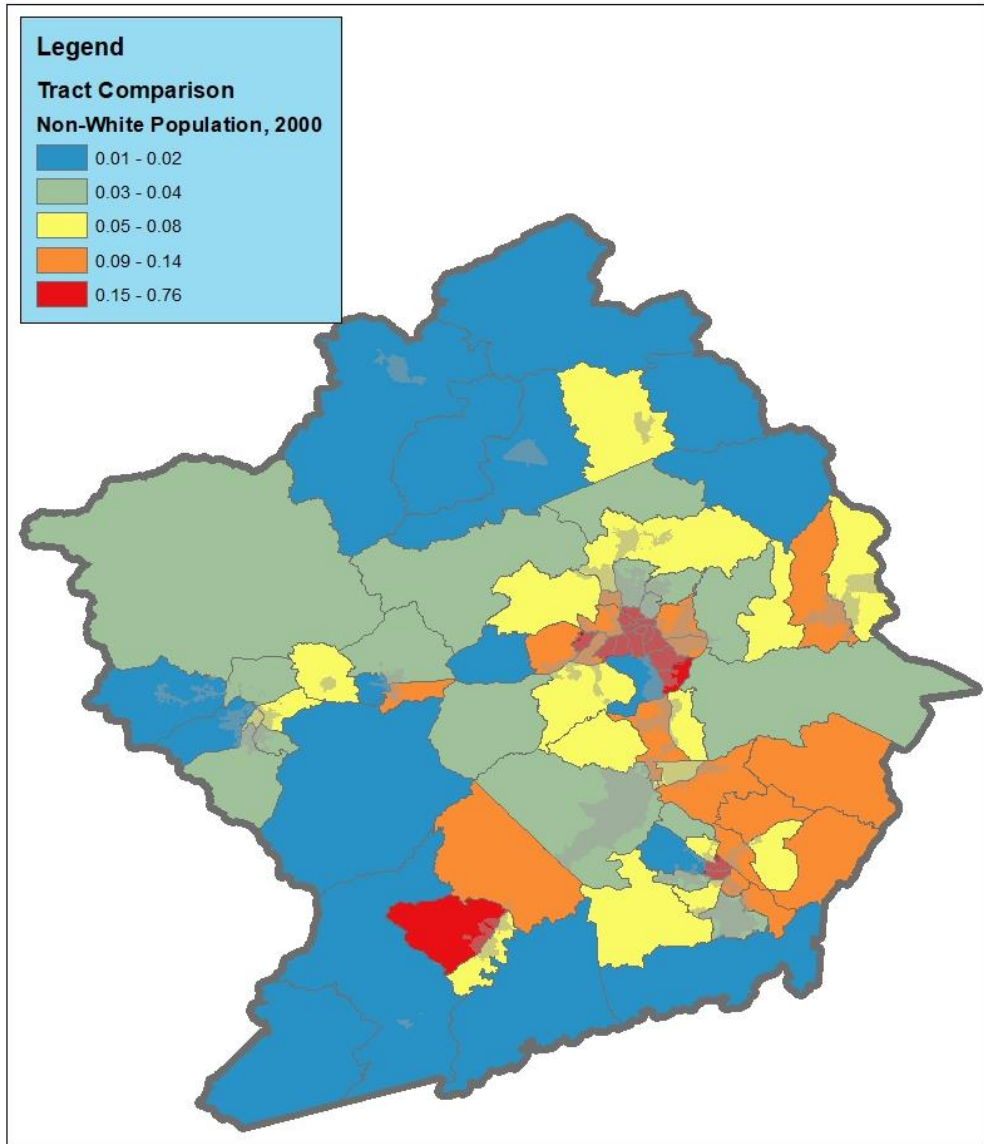
Population Density - 2000



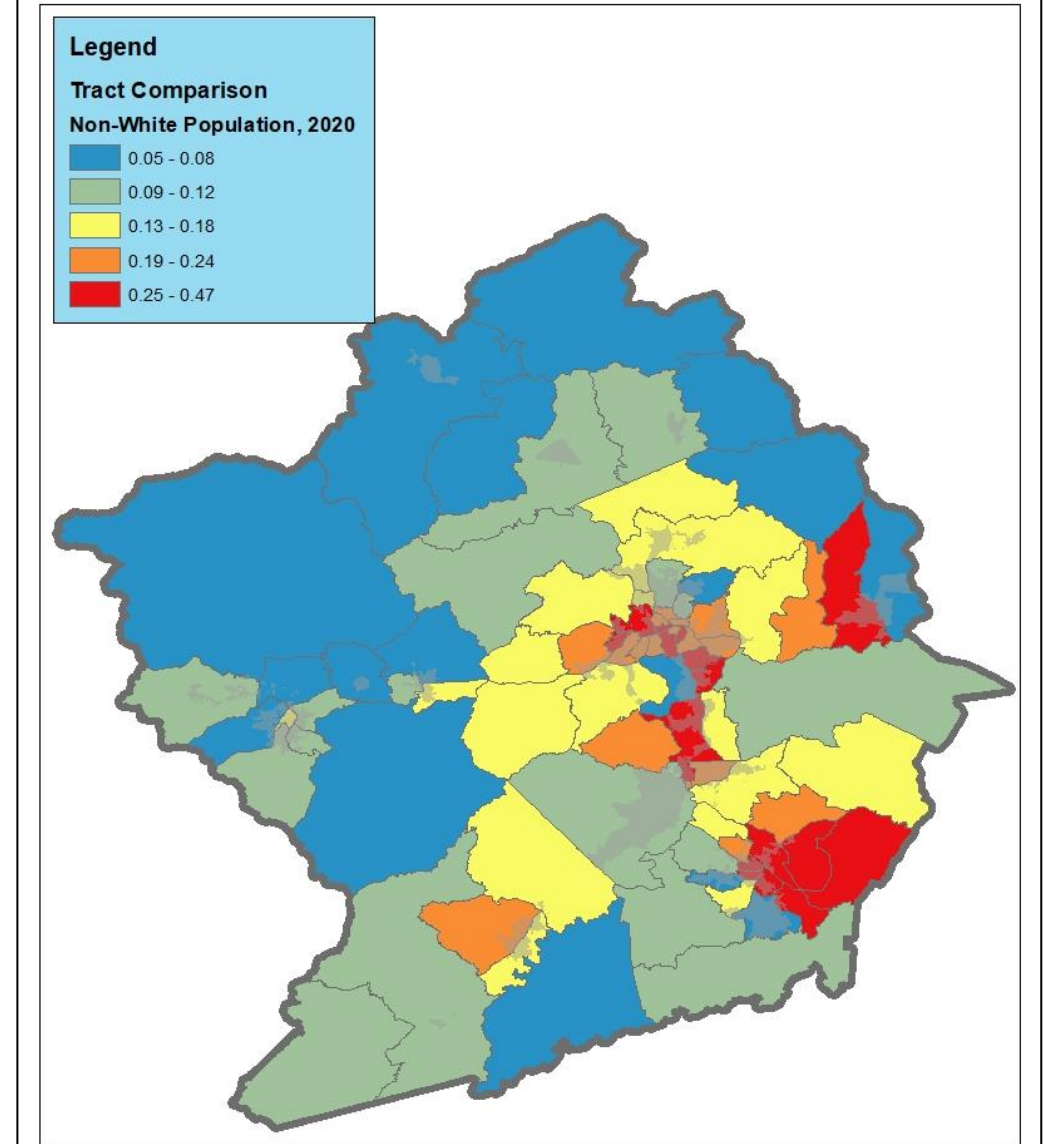
Population Density - 2020



Non-White Populations in 2000

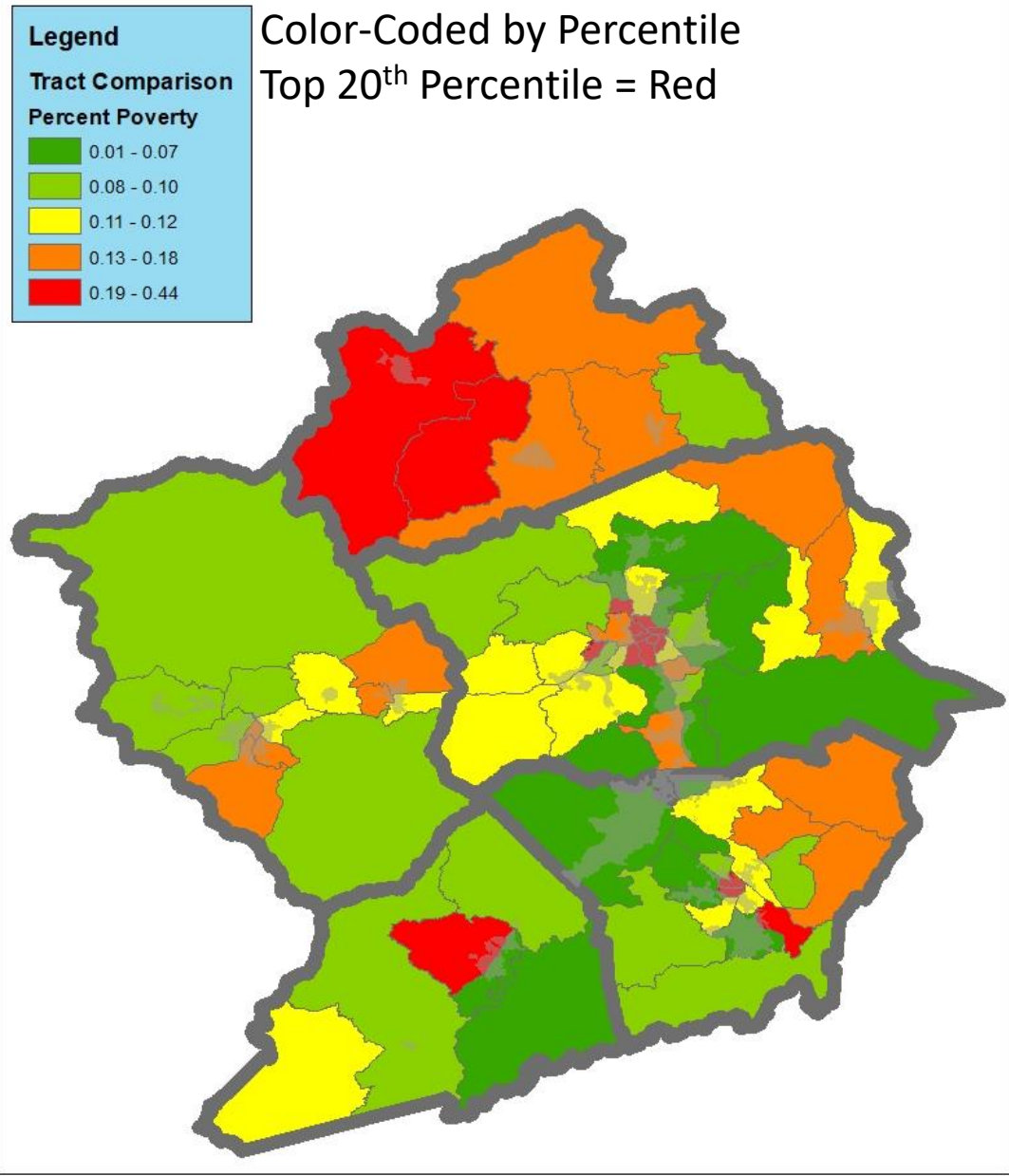


Non-White Populations in 2020

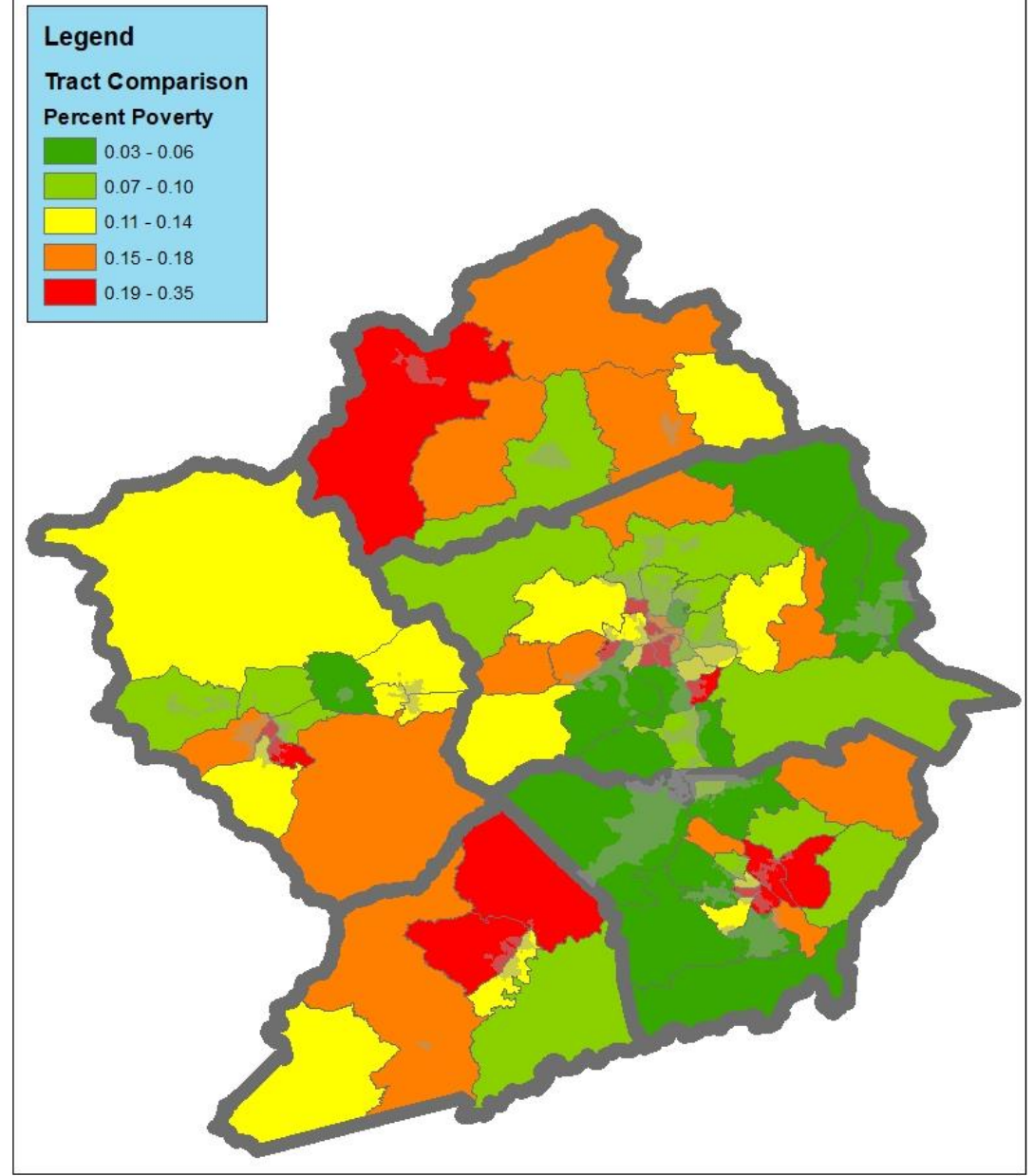


Color-Coded by Percentile
Top 20th Percentile = Red

Percent Poverty - 2000



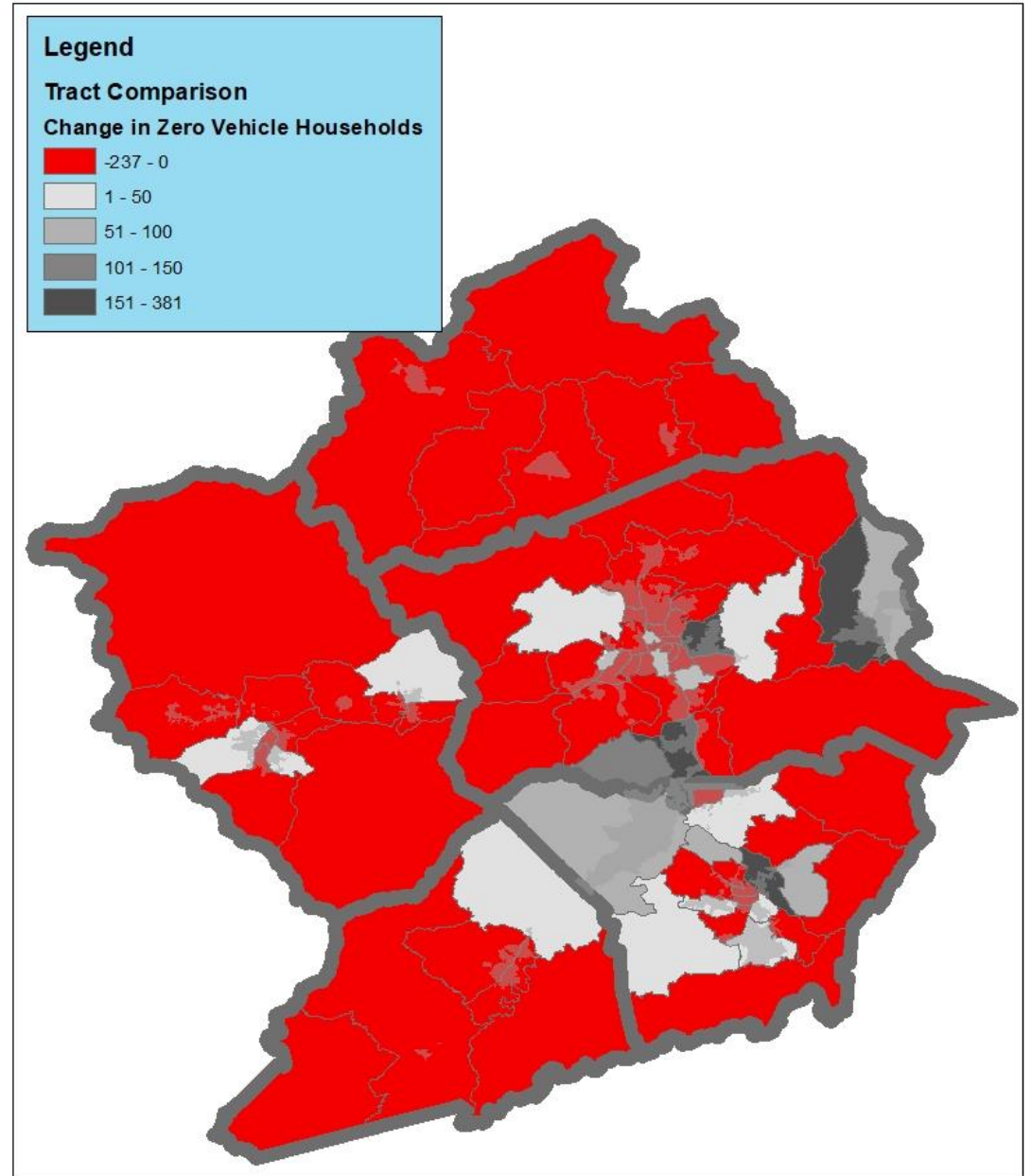
Percent Poverty - 2020



Change in Zero Vehicle Households

- 11,365 households without access to a vehicle in 2000
- 9,737 households without access to a vehicle in 2020

Change in Zero Vehicle Households



Zero Vehicle Households - 2000

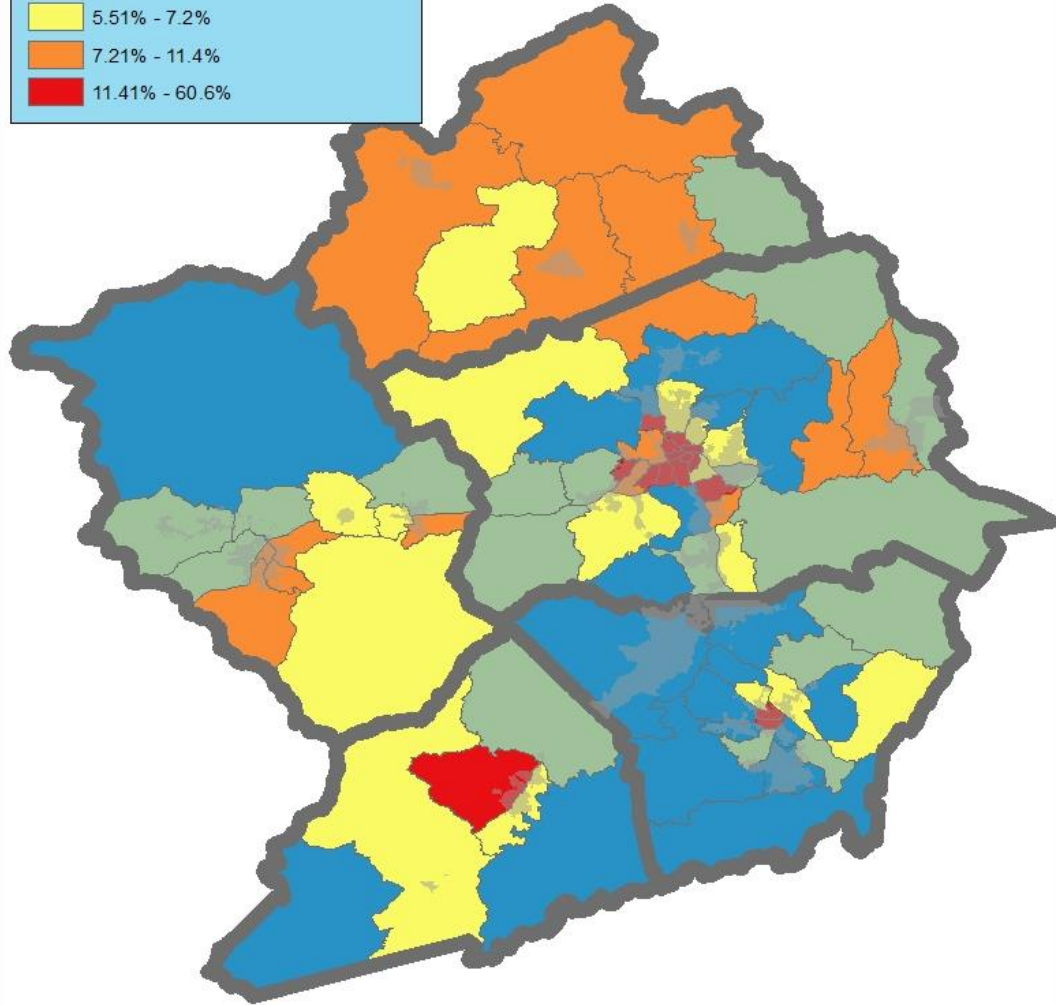
Legend

Tract Comparison

Percent Zero Vehicle Households



Color-Coded by Percentile
Top 20th Percentile = Red

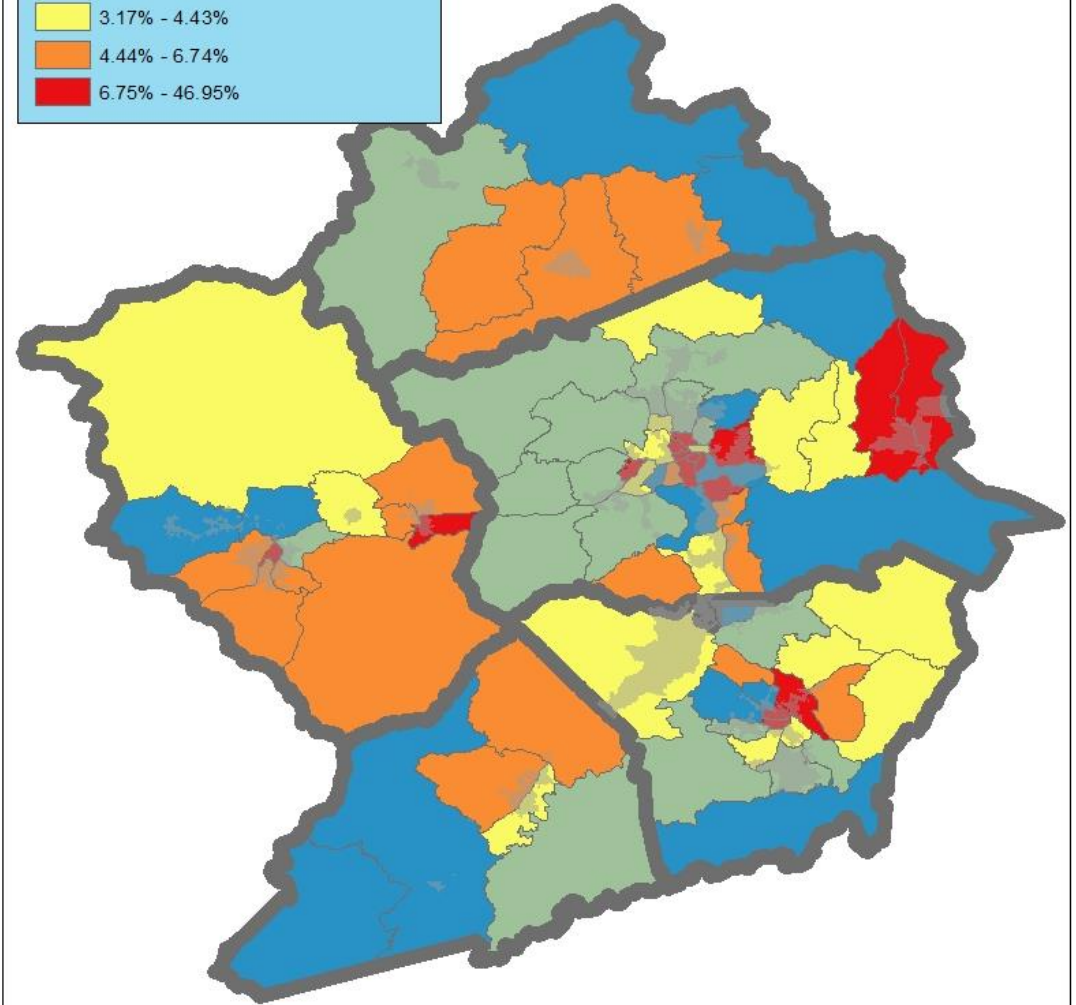
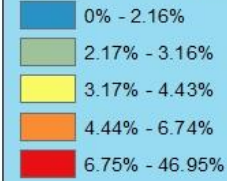


Zero Vehicle Households - 2020

Legend

Tract Comparison

Percent Zero Vehicles Households



Takeaways

- Our Region is Changing in A Lot of Ways
- Avoiding Changes to Buildings Doesn't Avoid Demographic Changes
- Minority Communities, Individuals in Poverty, (and Everyone!) are shifting away from urban centers in our region
 - We need to consider what transportation needs are shifting as our demographics change
 - We need to consider what impacts on our transportation *network* will be a result of continued growth patterns

