DESTINATION 2055

Metropolitan Transportation Plan for the Triangle Region

Destination 2055 Metropolitan Transportation Plan Draft Report

February 3, 2026 Draft

Capital Area Metropolitan Planning Organization

Triangle West Transportation Planning Organization

CAMPO NC Capital Area Metropolitan Planning Organization

TRIANGLE WEST Transportation Planning Organization

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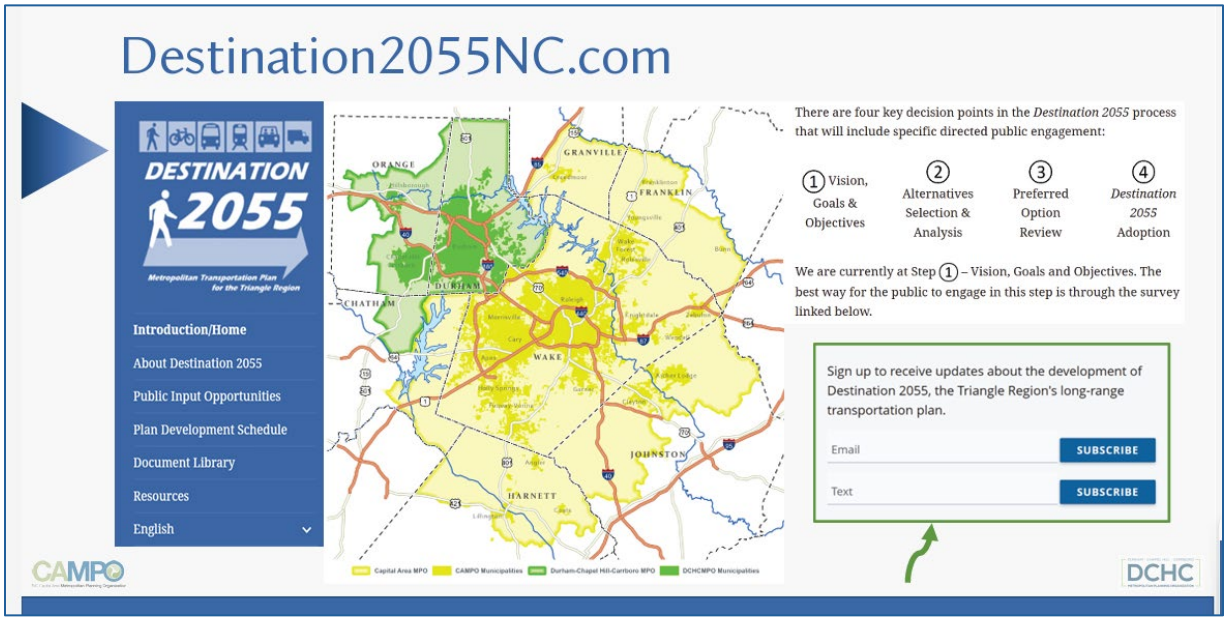
Appendix 1: Community Engagement

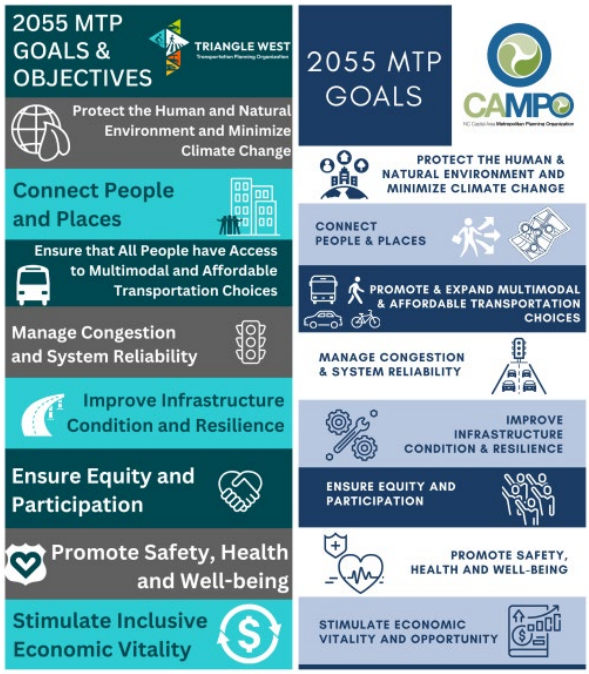
Background

Chapter 5.3, *Stakeholder and Public Engagement*, presents the activities carried out for the major milestones in the *Destination 2055* MTP development process to educate the public and get their feedback. Public notices, hearings, surveys, social media and other activities produced many detailed responses from members of the community. Although these responses are too numerous to compile and summarize in the *Destination 2055* MTP report, the MPOs provided comprehensive copies of this information on their independent websites as the 2055 MTP completed the various stages of development from late 2023 to early 2026. This appendix identifies and provides links to the many comment compilations and summaries that were produced for the four principal milestones where community engagement occurred for the MTP: 1- Goals and Objectives; 2- Alternatives Analysis; 3 – Preferred Alternative/Draft Plan, and 4- Final Plan Adoption (including the report).

- Destination 2055 Development Process: Public Engagement Strategy (approved for use in November of 2023 by both MPO Boards)
- The Destination2055NC.org website was maintained throughout the MTP development. This site was intended to provide information created for the broad community – across education, literacy, language differences – as a resource to access clear, plain language about the Plan's development and engagement opportunities. This website was simultaneously translated in Spanish, as were all surveys conducted.
- A brand and logo were produced by a team from both MPOs and Central Pines, "Destination 2055".



Goals and Objectives



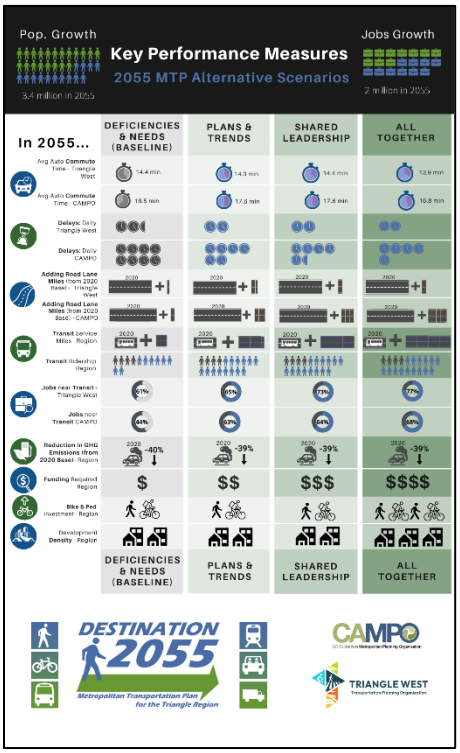
The MPOs developed a set of Goals and Objectives to guide the financial, criteria for alternatives, project selection, and other key decisions in the *Destination 2055* MTP development process. These Goals and Objectives, which were approved by the boards of each MPO in 2024, will continue to drive the MPOs' policies and decision-making over the next several years. During this visioning and goals phase, community influence on the Plan was at its greatest. The engagement team utilized the 2050 approved goals to serve as a baseline for the community in an online survey tool to solicit a broad range of community perspectives on goals that needed to be updated and any new goals to consider. Outreach to promote the online survey and collect comments was conducted through email newsletters, media releases, short video ("reel"), paid advertisements on digital and social media, tabling at community events and gathering locations ("popups"), presentations to community organizations, and through flyers and other print materials. The available public feedback from the Goals and Objectives engagement is identified below. Community input was relied upon heavily in making and approving language changes to the Goals by both MPO Boards. The image above shows the Goals approved for 2055 by each MPO.

- Survey - The MPOs conducted a joint survey on the Goals and Objectives during the winter spanning 2023-2024. The links below include a summary of the survey and full text of comments received for each of the individual Goals. The survey was available in multiple languages.
  - Survey Summary
  - Summary of Written Comments Provided by Survey Respondents
  - Summary of Written Comments Provided by Survey Respondents from Environmental Justice Communities of Concern/Underrepresented Communities
  - Survey Tool – English; Spanish
  - Media Release
  - Promotional Video – 1 minute
  - Information Flyer

Table Appendix 8.1: Vision & Goals Public Engagement Results

Activity	Number
Survey Participants	550
Survey & Email Comments	445
Destination 2055 Website Visitors	2,300
Communications Toolkit for Partners	yes
Paid Digital and Print Media Ads	yes

Alternatives Analysis



In March of 2025, the MPOs released three Alternatives to address the expected future travel demand and asked members of the community to provide feedback using several different tactics to encourage and gather feedback. Again, an online survey was deployed which was available in multiple languages. Outreach tactics included digital and in-person activities ranging from an updated video describing the alternatives, social media reels and paid advertisements, tabling at more than (22) community events or gathering spots, presentations for targeted community organizations, and more. An emphasis was placed on infographics and visualizations to increase understanding of the differences between the alternatives.

- Between February and May of 2025, CAMPO staff and TCC/Exec. Board members hosted an information table at 22 community events or gathering places. The MPOs attended these events to educate community members about MTP Destination 2055, the Alternatives Analysis and to solicit feedback.
- From March to May 2025, the MPOs utilized an online survey for the Alternatives Analysis that received approximately 630 responses. The links below include a summary of the survey results.
    - Survey Summary Presentation
    - Survey Tool
- In May of 2025, the Executive Directors of both CAMPO and Triangle West TPO hosted a virtual public meeting to share details about each alternative and answer questions from community members. The meeting recording and slides were posted to the Destination2055NC.org website.
    - Virtual Public Meeting recording
    - Virtual Public Meeting presentation slides

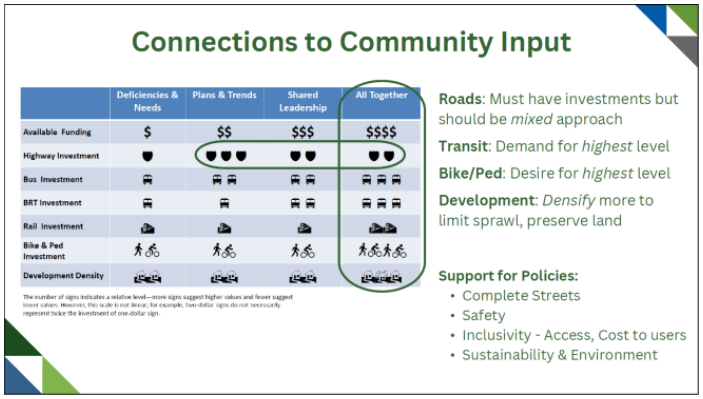
- Information on websites – General information in plain language and utilizing infographics/visualizations to share information on the various alternatives was hosted on the Destination2055NC.org website. In addition, each MPO hosted more detailed data and analysis of each alternative on their unique MPO websites.
    - Destination2055NC.org Alternatives Analysis
    - CAMPO webpage
    - Triangle West webpage
    - Alternatives Engagement Promo video – 1 minute

Table Appendix 8.2: Alternatives Analysis Public Engagement Results

Activity	Number
Survey Participants	630
Survey & Email Comments	345
Online Public Information Session Participants	38
In-person/Pop-up Events	22
Destination 2055 Website Visitors	1,200
Communications Toolkit for Partners	yes
Paid Digital and Print Media Ads	yes

Preferred Option

Part One - Community Check-in



Following review of the public feedback from the Alternatives Analysis, and additional discussions with the technical committees and policy boards of each MPO, CAMPO solicited feedback for 30 days regarding the *selection* of the Preferred Alternative, starting in early July and concluding on August 10, 2025. The specific goals were to use clear, plain language to inform the public of the Executive Board's selection of the Preferred Alternative (previously known as the "All-Together Scenario/Alternative") and the financial constraint process and the future of transportation funding in the region. Comments were generally positive regarding the selection of the more ambitious All-Together Scenario. There were also several comments sharing ideas for alternative funding sources for transportation from tolls to a range of taxes. The feedback received essentially affirmed moving forward with the fiscal constraint process for the "All Together Scenario/Alternative."

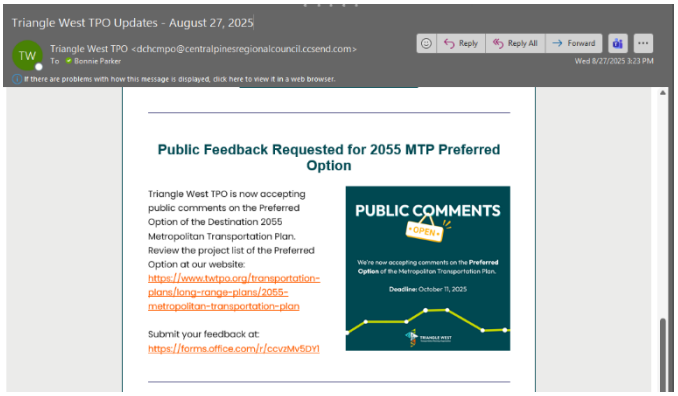
- Comments received in July/August 2025 - CAMPO

Part Two - Draft Projects & Programs

Following the application of fiscal constraint to all projects from the Preferred Alternative, in August and October of 2025 Triangle West TPO and CAMPO, respectively, released draft Preferred Options, essentially the Draft 2055 MTP, to gather feedback from community members. Each Preferred Option included transportation projects, land use assumptions, and a financial analysis. During this phase of the MTP development process each MPO used social media advertisements, email newsletters, public notices, and hosted info tables or provided presentations at more than 10 community events to encourage community reviews of the draft Plan. Additionally, each MPO hosted a Public Hearing to gather feedback from members of the public. More details regarding these efforts follow:

Triangle West TPO:

- Public Comment Period: August 27 to October 11, 2025
- Public Hearing Date: September 23, 2025
- Public Notice
- Public Comments Received



Capital Area Metropolitan Planning Organization:

- Public Comment Period: October 8 to November 18, 2025
- Public Hearing Date: November 19, 2025
- Public Notice
- Community Presentation
- Preferred – Draft Projects & Programs Public Engagement Summary
- Preferred Feedback – online feedback form (print version)

Videos/Reels for both MPOs

- Preferred Alternative & Funding
- Preferred Alternative Engagement – 1 minute video

Draft Plan - Adoption

The MPOs released the full draft report in January of 2026. The MPOs used several different methods to encourage and gather feedback, including Public Hearings. Below is a list of documents containing the public comments received by both MPOs of the full report.

Triangle West TPO Full Report – Public Comments Received

CAMPO Full Report – Public Comments Received

THESE LINKS WILL BE ADDED TO THE REPORT FOLLOWING THE END OF THE PUBLIC COMMENT PERIODS

For additional information:

For additional details, to view other materials such as paid advertisements, email blasts, survey questions or response data, etc., contact staff from either CAMPO (campocomments@publicinput.com) or Triangle West TPO (Public.Comments@twtpo.org).

Appendix 2: Complete Corridor & Roadway Project List

Appendix 2 provides a complete list of all roadway and "complete corridor" projects included in the *Destination 2055* Metropolitan Transportation Plan. In addition to the lists below, mapping of these projects can be found on the Capital Area MPO and Triangle West TPO websites.

For the Capital Area MPO, these project lists include both the fiscally-constrained MTP projects (marked with an MTP horizon year) and unfunded Comprehensive Transportation Plan (CTP) projects (marked with "CTP").

Additional information about Comprehensive Transportation Plan (CTP) projects for the Triangle West TPO can be found on the Triangle West TPO website.

2055 MTP Roadway Project List – Triangle West Transportation Planning Organization

MTP ID	Roadway or Technology Project	From	To	Existing Lanes	Proposed Lanes	Improvement Type	Length (Miles)	Transit Advantage	Estimated Cost	STI Tier	Reg. Sig. (a)	Exempt (b)	CMP Corridor Priority	TIP#
Completed Projects														
23	Fayetteville Rd	Barbee Rd	Cornwallis Rd	2	4	Widening	1	No	$0	Div	Yes	No	N/A	N/A
202	Hopson Rd	Davis Dr	S Miami Blvd (NC 54)	2	4	Widening	0.7	No	$4,286,000	Div	No	No	N/A	N/A
15	I-885 (East End Connector - EEC)	NC 147	NC 98 in Durham	0	4	New Location	3.2	No	$0	St	Yes	No	N/A	U-0071
407	Lynn Rd/Pleasant Dr Connector	Lynn Rd	Pleasant Dr	0	2	New Location	0.6	No	$11,300,184	Div	No	No	N/A	N/A
75.2	NC 55 (Alston Av)	Main St	NC 98	2	2	Modernization	0.5	No	$0	Reg	No	No	N/A	U-3308
221	S Elliot Rd Ext	Fordham Blvd	Ephesus Church Rd	0	2	New Location	0.3	No	$12,436,200	Div	No	No	N/A	N/A
2035 Horizon Year														
700	Cornwallis Rd/Miami Blvd/NCRR bridge	Miami Blvd	Cornwallis Rd	N/A	N/A	Grade separation	N/A	No	$41,156,000	Reg	No	Yes 93.126	High-Medium	P-5717
124	Duke St	I-85	W Lakewood Av	2	2	Safety Improvement & two-way conversion	2.4	No	$9,313,500	Reg	No	No	High-Medium	N/A
373	Falconbridge Rd Connector	Falconbridge Rd	Farrington Rd	0	2	New Location	0.2	No	$3,607,380	Div	No	No	N/A	N/A
201	Falconbridge Rd Ext	Farrington Rd	NC 54	0	4	New Location	0.9	No	$49,053,900	Div	No	No	N/A	N/A
111	Fordham Blvd (US 15-501)	I-40	Ephesus Ch Rd	4	4	Modernization Plus Intersection Improvement	1.6	No	$83,600,000	St	Yes	No	High	U-5304F
379	Freeland Memorial Ext	S Churton St	New Collector Rd	0	2	New Location	0.5	No	$9,416,820	Div	No	No	N/A	N/A
701	Glover Rd/ Rail bridge	Glover Rd	NCRR rail line	N/A	N/A	Grade separation	N/A	No	$75,327,000	Div	No	Yes 93.126	N/A	P-5706
43	I-40	Durham County line	NC 86	4	6	Widening	3.9	No	$14,585,667	St	Yes	No	Low-Medium	I-3306A
MTP ID	**Roadway or Technology Project**	**From**	**To**	**Existing Lanes**	**Proposed Lanes**	**Improvement Type**	**Length (Miles)**	**Transit Advantage**	**Estimated Cost**	**STI Tier**	**Reg. Sig. (a)**	**Exempt (b)**	**CMP Corridor Priority**	**TIP#**
44	I-40	NC 86	I-85	4	6	Widening	7.8	No	$29,171,333	St	Yes	No	Low-Medium	I-3306A

MTP ID	Roadway or Technology Project	From	To	Existing Lanes	Proposed Lanes	Improvement Type	Length (Miles)	Transit Advantage	Estimated Cost	STI Tier	Reg. Sig. (a)	Exempt (b)	CMP Corridor Priority	TIP#
638	I-40 and NC-86 Interchange Improvements	I-40	NC 86	N/A	N/A	Interchange improvements	N/A	No	$10,970,000	St	Yes	No	Low-Medium	I-3306AC
401	I-40 ITS Implementation	I-540	US 15-501	N/A	N/A	ITS - Multimodal Integrated Corridor Management (ICM) (d)	10.9	No	$64,443,889	St	Yes	Yes 93.126	High-Medium	N/A
45.3	I-40 Westbound Auxiliary Lane	NC 147	NC 55	3	4	Add Auxiliary Lane	0.5	No	$10,289,000	St	No	No	High-Medium	I-5707
636	I-40/NC 54 Interchange	I-40	NC 54	N/A	N/A	Interchange Upgrade	N/A	No	$279,400,000	St	Yes	No	High-Medium	U-5774F
48	I-85	Orange Grove Rd	Sparger Rd	4	6	Widening	7.8	No	$139,998,000	St	Yes	No	Low-Medium	I-0305
650	I-85/S Churton St	I-85	S Churton St	N/A	N/A	Interchange Upgrade	N/A	No	$164,500,000	St	No	No	Low-Medium	I-5967
123	N Gregson St & Vickers Av	W Club Blvd	University Dr (US 15-501 Bus)	2	2	Safety Improvement & two-way conversion	2.6	No	$9,313,500	Reg	No	No	High-Medium	N/A
75.1	NC 55 (Alston Av)	NC 147	Main St	2	4	Widening	0.4	No	$62,000	Reg	No	No	N/A	U-3308
704	NC 55 Southbound	Meridian Parkway	I-40 interchange	4	5	Add Auxiliary Lane	0.25	No	$7,550,000	Reg	No	No	High-Medium	U-6118
434.2	NC 98 (Wake Forest Hwy)	Junction Rd	Lynn Rd	4	4	Modernization	0.9	No	$28,951,000	Reg	No	No	High-Medium	U-6120A
364.1	Orange Grove Rd	Mayor St	Eno Mountain Rd	2	2	Safety/Intersection improvement	0.1	No	$6,000,000	Div	No	Yes 93.126	N/A	H192437
220	Purefoy Rd Ext	Sandberg Ln	Weaver Dairy Rd	0	2	New Location	0.6	No	$11,104,380	Div	No	No	N/A	N/A
87	S Churton St	Eno River in Hillsborough	I-40	2	4	Widening	2.2	No	$77,400,000	Div	No	No	N/A	U-5845
114.2	US 15-501 Bypass/Cornwallis Rd	US 15-501 Bypass	Cornwallis Rd	4	4	Bridge replacement	0	No	$45,200,000	St	Yes	Yes 93.126	High-Medium	B-5674
113	US 15-501/Garrett Rd Interchange	US 15-501	Garrett Rd	N/A	N/A	New Interchange	N/A	No	$53,300,000	St	Yes	No	High	U-5717
690	US 70/Northern Durham Parkway	US 70	Northern Durham Parkway	N/A	N/A	New Interchange	N/A	No	0	St	Yes	No	Low-Medium	U-5518
123.11	Woodcroft Pkwy Ext	Garrett Rd	Hope Valley Rd	0	2	New Location	0.3	No	$9,200,000	Div	No	No	N/A	U-5823

2045 Horizon Year														
346	Danziger Dr Ext	Mt Moriah Rd	E Lakewood Dr	0	2	New Location	0.4	No	$86,900,000	Div	No	No	N/A	N/A
23.2	Fayetteville Rd	Woodcroft Pkwy	Barbee Rd	2	2	Modernization	1.4	No	$23,380,000	Div	Yes	No	N/A	U-6021
240	Fordham Blvd (US 15-501)	NC 54	Ephesus Ch Rd	4	4	Modernization Plus Intersection Improvement	1.9	No	$35,345,000	St	Yes	No	High	U-5304D
73	Fordham Blvd (US 15-501)	NC 54	NC 86 (S Columbia St)	4	4	Modernization Plus Intersection Improvement	2.1	No	$28,286,000	St	Yes	No	High	U-5304B
36	Homestead Rd	Old NC 86	Rogers Rd	2	2	Modernization	2.1	No	$30,087,960	Div	No	No	N/A	N/A
35	Homestead Rd	Rogers Rd	NC 86	2	2	Modernization	1.3	No	$20,153,700	Div	No	No	N/A	N/A
46.1	I-40 HOV/MGT Lanes	Wake County Line	NC 147	0	2	Add HOV/Managed Lane	3.4	Yes	$937,574,400	St	Yes	No	High-Medium	I-5702B
646	I-85/NC 86	I-85	NC 86	N/A	N/A	Interchange improvements	N/A	No	$71,400,000	St	No	No	Low-Medium	I-5984
65.1	I-885 HOV/MGT Lane	I-40	EEC	0	2	Add HOV/Managed Lane	4.1	Yes	$142,610,000	St	Yes	No	Low-Medium	U-5934
121	Mangum St	W Lakewood Av	N Roxboro St	2	2	Two-way conversion	1.8	No	$6,027,000	Reg	Yes	No	High-Medium	N/A
410	Marriott Way	Friday Center Dr	Barbree Chapel Rd	0	2	New Location	0.2	No	$2,005,080	Div	No	No	N/A	N/A
14.1	N Duke St (501 N)	W Club Blvd	N Roxboro split	5	4	Modernization	2.5	No	$39,040,260	Reg	Yes	No	High-Medium	N/A
403	NC 147 & I-885 ICM	Briggs Av	I-40	N/A	N/A	ITS - Multimodal Integrated Corridor Management (ICM) (d)	5.2	No	$40,000,000	Reg	Yes	Yes 93.126	Low-Medium	N/A
MTP ID	**Roadway or Technology Project**	**From**	**To**	**Existing Lanes**	**Proposed Lanes**	**Improvement Type**	**Length (Miles)**	**Transit Advantage**	**Estimated Cost**	**STI Tier**	**Reg. Sig. (a)**	**Exempt (b)**	**CMP Corridor Priority**	**TIP#**
64.13	NC 147 (Durham Fwy - possible boulevard conversion)	Swift Av	Briggs Av	4	4	Modernization	4.3	No	$146,782,774	St	No	No	Low-Medium	N/A
64.2	NC 147 HOV/MGT lane	EEC	Briggs Av	0	2	Add HOV/Managed Lane	1.1	Yes	$30,000,000	St	Yes	No	Low-Medium	N/A

69.41	NC 54	Barbee Rd	NC 55	2	2	Modernization	1.3	No	$20,720,000	Reg	No	No	High-Medium	U-5774J
69.31	NC 54	Fayetteville Rd	Barbee Rd	2	2	Modernization	1	No	$15,417,000	Reg	No	No	High-Medium	U-5774I
70.3	NC 54	Fordham Blvd (US 15-501)	Barbee Chapel Rd	6	6	Modernization Plus Intersection Improvement	1.2	No	$93,000,000	Reg	Yes	No	High-Medium	U-5774B
69.21	NC 54	Highgate Dr	Fayetteville Rd	2, 4	2, 4	Modernization	0.4	No	$38,868,472	Reg	No	No	High-Medium	U-5774H
69.11	NC 54	I-40 Interchange	NC 751	2	2	Modernization	1.2	No	$19,501,000	Reg	No	No	High-Medium	U-5774G
69.22	NC 54	NC 751	Highgate Dr	2	2	Modernization	1.5	No	$38,868,472	Reg	No	No	High-Medium	U-5774H
428	NC 54	Old Fayetteville Rd	Orange Grove Rd	2, 4	2, 4	Modernization	6.1	No	$21,650,000	Reg	Yes	No	Low-Medium	R-5821A
70	NC 54	I-40	Barbee Chapel Rd	4	4	Modernization Plus Intersection Improvement	1.6	No	$28,011,000	Reg	Yes	No	High-Medium	U-5774C
70.2	NC 54/Farrington Rd	NC 54	Farrington Rd	N/A	N/A	Grade Separation	N/A	No	$0	Reg	Yes	No	High-Medium	U-5774E
77.3	NC 751	Renaissance Pkwy	O'Kelly Chapel Rd	2	4	Widening	2.7	No	$49,500,000	Reg	No	No	Low	N/A
434.1	NC 98 (Holloway St)	Miami Blvd	Junction Rd	4	4	Modernization	0.7	No	$14,612,500	Reg	No	No	High-Medium	N/A
83.11	Northern Durham Pkwy	US 70 E	Sherron Rd	2	2	Modernization	2.7	No	$69,090,000	Div	No	No	N/A	N/A
89.3	Orange Grove Connector	Orange Grove Rd	NC 86	0	2	New Location	0.9	No	$22,500,000	Div	No	No	N/A	H230685

MTP ID	Roadway or Technology Project	From	To	Existing Lanes	Proposed Lanes	Improvement Type	Length (Miles)	Transit Advantage	Estimated Cost	STI Tier	Reg. Sig. (a)	Exempt (b)	CMP Corridor Priority	TIP#
92	Roxboro Rd (501 N)	Duke St	Goodwin Rd	4	4	Modernization	2.7	No	$42,847,560	Reg	Yes	No	High-Medium	N/A
122	Roxboro St	W Lakewood Av	W Markham Av	2	2	Two-way conversion	1.7	No	$6,027,000	Reg	Yes	No	High-Medium	N/A
479	US 15-501	Smith Level Rd	US 64	4	4	Intersection Improvement - RCIs (c)	10.4	No	$94,160,000	Reg	No	No	Low-Medium	U-6192
113.1	US 15-501 (possible boulevard conversion)	US 15-501 Bypass	I-40	6	6	Modernization	2	No	$97,855,183	St	Yes	No	High	U-6067

130	US 15-501 Business (modernization)	US 15-501 Bypass	Chapel Hill Rd	4	4	Modernization	1.6	No	$25,188,454	Reg	No	No	High-Medium	N/A
131	US 15-501 Business (modernization)	Chapel Hill Rd	University Dr	2	2	Modernization	0.8	No	$12,594,227	Reg	No	No	High-Medium	N/A
114.1	US 15-501 Bypass (modernization)	MLK Parkway	Cameron Blvd	4	4	Modernization	2.7	No	$85,011,035	St	Yes	No	High-Medium	N/A
402	US 15-501 ICM	South Square/US 15 Business	S Columbia	N/A	N/A	ITS - Multimodal Integrated Corridor Management (ICM) (d)	7.4	No	$50,000,000	Reg	Yes	Yes 93.126	High	N/A
485.61	US 70 Boulevard Conversion	Lynn Rd	S Miami Blvd	4	4	Boulevard Conversion & Parallel Road	1.6	No	$80,297,838	Div	No	No	Low-Medium	N/A
116.61	US 70 Boulevard Conversion	S Miami Blvd	MPO Boundary	4	4	Boulevard Conversion & Parallel Road	2.5	No	$167,287,162	Div	No	No	Low-Medium	N/A
120	US 70 Bus (W Morgan/Ramseur/N Great Jones)	N Roxboro St	W Main St	4	4	Two-way conversation	1.1	No	$10,500,000	Div	No	No	N/A	H231718
2055 Horizon Year														
304.1	Angier Av Ext	US 70	Northern Durham Pkwy	0	2	New Location	0.8	No	$14,805,210	Div	No	No	N/A	N/A
343	Crown Pkwy/Roche Dr	Page Rd	T.W. Alexander Dr	0	2	New Location	0.4	No	$7,400,890	Div	No	No	N/A	N/A
28.11	Glover Rd	Angier Av	US 70	0	2	New Location	0.6	No	$10,919,160	Div	No	No	N/A	N/A
MTP ID	**Roadway or Technology Project**	**From**	**To**	**Existing Lanes**	**Proposed Lanes**	**Improvement Type**	**Length (Miles)**	**Transit Advantage**	**Estimated Cost**	**STI Tier**	**Reg. Sig. (a)**	**Exempt (b)**	**CMP Corridor Priority**	**TIP#**
382	Hebron Rd Ext	Hebron Rd	Roxboro Rd (501 N)	0	2	New Location	0.5	No	$10,619,280	Div	No	No	N/A	N/A
77.11	Hope Valley Rd (NC 751)	NC 54	Woodcroft Pkwy	4	4	Modernization	0.4	No	$7,883,835	Reg	No	No	N/A	N/A
46.21	I-40 HOV/MGT Lanes	NC 54	US 15-501	0	2	Add HOV/Managed Lane	2.9	Yes	$179,804,100	St	Yes	No	High-Medium	I-5702A
46.22	I-40 HOV/MGT Lanes	NC 147	NC 54	0	2	Add HOV/Managed Lane	6.4	Yes	$525,609,000	St	Yes	No	High-Medium	I-5702A
49	I-85	East of Midland Terrace	Red Mill Rd	4	6	Widening	3.4	No	$135,400,000	St	Yes	No	Low-Medium	I-6010

MTP ID	Roadway or Technology Project	From	To	Existing Lanes	Proposed Lanes	Improvement Type	Length (Miles)	Transit Advantage	Estimated Cost	STI Tier	Reg. Sig. (a)	Exempt (b)	CMP Corridor Priority	TIP#
51	Lake Hogan Farms Rd	Eubanks Rd	Legends Way	0	2	New Location	1.1	No	$12,956,580	Div	No	No	N/A	N/A
53	Leesville Rd Ext	US 70/Page Rd Ext	Leesville Rd	0	2	New Location	0.4	No	$7,773,360	Div	No	No	N/A	N/A
57	Lynn Rd Ext	US 70	Existing Lynn Rd	0	2	New Location	1.1	No	$20,174,280	Div	No	No	N/A	N/A
242	Mt. Carmel Ch Rd	US 15-501	Bennett Rd	2	2	Modernization	0.4	No	$10,242,415	Div	No	No	N/A	N/A
71	Mt. Willing Rd	I-40/I85	US-70	2	4	Widening	0.7	No	$25,977,778	Div	No	No	N/A	N/A
404	NC 54 ICM	US 15-501	NC 55	N/A	N/A	ITS - Multimodal Integrated Corridor Management (ICM) (d)	7.4	No	$50,000,000	Reg	Yes	Yes 93.126	High-Medium	N/A
80	NC 86	Old NC 10	US 70 Business	2	4	Widening	0.9	No	$21,341,460	Reg	No	No	Low-Medium	N/A
81	NC 86 (and US 70 intersection)	US 70 Bypass	North of NC 57	2	4	Widening	0.3	No	$30,800,000	Reg	No	No	Low-Medium	H111036
434.3	NC 98 (Wake Forest Hwy)	Lynn Rd	Nichols Farm Dr	4	4	Modernization	1.8	No	$37,575,000	Reg	No	No	High-Medium	N/A
440	New Hope Commons Dr Extension	Eastowne Dr	New Hope Commons Dr	0	2	New Location	0.4	No	$86,900,000	Div	No	No	N/A	N/A
83.12	Northern Durham Pkwy	Sherron Rd	NC 98	2	2	Modernization	1.6	No	$39,984,000	Div	No	No	N/A	N/A
502	Patriot Dr Ext	S Miami Blvd	Page Rd	0	2	New Location	1.9	No	$38,472,840	Div	No	No	N/A	N/A
230	Southwest Durham Dr	NC 54	I-40	0	2	New Location	2	No	$36,461,880	Div	No	No	N/A	N/A
106.1	Southwest Durham Dr	US 15-501 Business	Mt Moriah Rd	0	4	New Location	0.4	No	$10,780,980	Div	No	No	N/A	N/A
72	US 70 West	Durham/Orange Co Line	West TPO Border line	2	4	Widening	14.4	No	$534,400,000	Reg	Yes	No	Low-Medium	H230794

These footnotes clarify the data in the table:

(f) Reg. Sig.: Regionally Significant

(f) Projects that are exempt may continue to move forward in the case of a plan lapse whereas non-exempt projects will not receive federal action until there is an approved MTP. In this column, exempt projects are indicated by the regulation section that provides the exemption, e.g., 93.126.

(f) RCI: Reduced Conflict Intersection

(f) ITS: Intelligent Transportation Systems

(f) HOV lane: High Occupancy Vehicle Lane

(f) N/A indicates Not Applicable

2055 MTP Roadway Project List - Capital Area Metropolitan Planning Organization

2055 Metropolitan Transportation Plan - Roadway Projects

Project ID	Road Name	From	To	Existing Lanes	Proposed Lanes	Distance (Miles)	Total Cost	Toll	Regionally Significant	AQ Exempt	Horizon Year
2035 MTP											
A941	Third Street Extension	North Main Street	Holly Springs	0	2	0.26	$5,085,362	☐	☐	☐	2035
A577	Ackerman Road	NC 50	Bryan Rd	0	3	0.64	$26,321,780	☐	☐	☐	2035
A165a2a	Airport Blvd Ext	Garden Square Ln	Church Street	0	4	0.44	$15,398,213	☐	☐	☐	2035
A187b1	Apex Peakway (East)	Center St / Ten Ten Rd	NC 55	0	4	0.8	$8,800,000	☐	☐	☐	2035
A187b3	Apex Peakway (East)	Old Raleigh Rd	Center Street	2	4	0.75	$21,867,211	☐	☐	☐	2035
A686	Atlantic Avenue	Highwoods Blvd	New Hope Church Rd	4	4	1	$11,600,000	☐	☐	☑	2035
A427a	Avent Ferry Rd	Piney Grove Wilbon	Pine Ave	2	4	0.6	$9,362,308	☐	☐	☐	2035
A427b	Avent Ferry Rd	Cass Holt	Piney Grove Wilbon	2	4	0.7	$10,922,692	☐	☐	☐	2035
A544c1	Avent Ferry Road Connector	Avent Ferry Road	Rex Road	0	2	1.15	$33,900,086	☐	☐	☐	2035
F17b	Aviation Extension	TW Alexander Drive	US 70	0	6	0.7	$91,752,060	☐	☑	☐	2035
A64a	Aviation Parkway	Gateway Centre Blvd	Dominion Dr	2	4	0.6	$26,912,000	☐	☐	☐	2035
A64b	Aviation Parkway	Evans Rd	NC 54	2	4	0.9	$40,368,000	☐	☐	☐	2035
A683a	Barwell Rd	Weddington Rd	Berkley Lake Drive	2	3	1.15	$10,800,000	☐	☐	☑	2035
A684	Blount/Person Streets	Sasser St	Hoke St	3	2	4.1	$6,100,000	☐	☐	☑	2035
A682	Blue Ridge Rd	Duraleigh	Crabtree Valley Avenue	2	3	2	$10,500,000	☐	☐	☑	2035
A697	Blue Ridge Road Ext	Duraleigh Rd	Edwards Mill Road	0	2	0.3	$5,548,393	☐	☐	☐	2035
A755a	Buffaloe Rd	I-540	Forestville Rd	4	6	1.74	$15,083,976	☐	☐	☐	2035
A930	Burlington Mills Rd Realignment	Burlington Mills Rd	S Main St	0	2	0.24	$3,024,000	☐	☐	☐	2035
A737	Carolina Springs Blvd	Woodfield (Dead End) Road	Old Holly Springs Apex Road	0	3	0.9	$28,081,113	☐	☐	☐	2035
A440b	Carpenter Fire Station Ext	NC 55	Morrisville Carpenter Rd	0	4	0.3	$10,498,782	☐	☐	☐	2035
A440a1	Carpenter Fire Station Rd	Cameron Pond Drive	NC-55	2	4	0.94	$25,035,154	☐	☐	☐	2035
A236a	Chapel Hill Rd	NW Maynard Rd	Academy St	2	4	1	$11,310,000	☐	☑	☐	2035
A236b	Chapel Hill Rd	Academy St	NE Maynard Rd	2	4	1	$11,500,000	☐	☑	☐	2035
A940	Colby Chase Dr	E Williams St	Merion Station Dr	0	2	1.5	$29,338,628	☐	☐	☐	2035
A834	Collector Street - Wake Forest	Connector Dr	Ligon Mill Rd	0	2	0.42	$7,742,918	☐	☐	☐	2035
A835	Collector Street - Wake Forest	Unicon Dr	Collector Street	0	2	0.4	$7,374,208	☐	☐	☐	2035
A28b	Davis Dr	Farm Pond Rd	US 64	2	4	1.1	$32,071,910	☐	☐	☐	2035
A681	Dixie Forest Road	Spring Forest Road	Atlantic Ave / Litchford Road	2	3	0.25	$1,950,000	☐	☐	☑	2035
A744	East Academy Street Extension	Purfoy Road	Lakestone Commons Avenue	0	2	0.2	$3,438,159	☐	☐	☐	2035
A13c	Falls of Neuse Blvd	I-540	Durant Rd	4	6	0.9	$9,935,000	☐	☐	☐	2035
A164a2	Green Level Church Rd	O'Kelly Chapel Rd	McCrimmon Parkway	2	4	0.91	$26,532,217	☐	☐	☐	2035
A948	Hasse Ave	Richardson Rd	Olive Chapel Rd	0	2	0.75	$39,118,170	☐	☐	☐	2035
A605a	High Speed Rail - Rogers Rd Intersection (RR)	Rogers Rd	Rogers Rd	2	4		$26,390,000	☐	☐	☑	2035

2/2/2026

Note: Total Cost is less than the actual capital cost for toll, managed lane and railroad projects.

Project ID	Road Name	From	To	Existing Lanes	Proposed Lanes	Distance (Miles)	Total Cost	Toll	Regionally Significant	AQ Exempt	Horizon Year
A20b2	Hillsborough St	Shepherd St	Gorman St	2	3	0.47	$2,394,000	☐	☐	☑	2035
A623d2	Hilltop Needmore Extension	Herbert Atkins Road	Basal Creek (East Fork)	0	2	0.3	$5,867,726	☐	☐	☐	2035
A623d3	Hilltop Needmore Extension	Basal Creek (East Fork)	Hilltop Needmore Road	0	2	0.2	$13,730,241	☐	☐	☐	2035
A163a2	Holly Springs Rd	NC-55 / Main St.	Flint Point Lane	2	4	0.8	$3,540,000	☐	☐	☐	2035
A163a3	Holly Springs Rd	Flint Point Lane	Sunset Lake Road	2	4	1.8	$52,481,308	☐	☐	☐	2035
A218e	Jessie Dr	NC 55	Ten Ten Rd	0	2	1.58	$28,593,424	☐	☐	☐	2035
A138c1	Jones Sausage Rd	Garner Road	Amazon driveway	2	4	0.88	$25,657,528	☐	☐	☐	2035
A630	Judd Parkway NW	NC 55	Judd Pkwy (NL)	2	4	0.74	$8,079,513	☐	☐	☐	2035
A207c	Judd Parkway W	Wilbon Rd	NC 42	0	4	1.56	$17,032,487	☐	☐	☐	2035
A414a	Kildaire Farm Connector	Kildaire Farm Road	Holly Springs Rd	0	4	0.3	$10,498,782	☐	☐	☐	2035
A21	Lake Boone Trail	Blue Ridge Rd	Edwards Mill Ext	0	4	0.28	$9,798,863	☐	☐	☐	2035
A927	Lake Boone Trl	I-440 WB Ramps	Ridge Rd	4	3	0.56	$1,300,000	☐	☐	☑	2035
A410a	Lake Pine Dr	Versailles Drive	North of US 64	2	4	0.38	$2,133,827	☐	☐	☐	2035
A136e	Lake Wheeler Rd	Centennial Pkwy	S. Saunders St	2	3	0.94	$26,313,436	☐	☐	☐	2035
A127a	Ligon Mill Rd	US 1A	NC 98 Bypass	2	4	0.61	$18,382,808	☐	☐	☐	2035
A127b1	Ligon Mill Rd Connector	NC 98 Bypass	Richland Creek	0	4	0.25	$24,949,385	☐	☐	☐	2035
A127b2	Ligon Mill Rd Connector	Richland Creek	NC 98	0	2	0.75	$17,712,947	☐	☐	☐	2035
A27c1a	Louis Stephens Dr	Little Drive	Poplar Pike Lane	0	2	0.5	$10,243,000	☐	☐	☐	2035
A615	Marsh Creek/ Trawick Rd	Capital Blvd	New Hope Rd	2	2	1.41	$10,700,000	☐	☐	☑	2035
A174c	Martin Pond Road	Wendell Falls Parkway	Poole Road	2	3	0.5	$12,568,293	☐	☐	☐	2035
A119	McCrimmon Parkway	Airport Blvd	NC 54	2	4	0.86	$46,147,000	☐	☐	☑	2035
A219a1	McCrimmon Parkway	NC 54	Davis Dr	2	4	1.14	$44,100,000	☐	☐	☐	2035
A220a	Morrisville Carpenter Rd	Page St	Davis Dr	2	4	1.3	$8,159,000	☐	☐	☐	2035
A220b	Morrisville Carpenter Rd	Davis Dr	Louis Stephens Dr	2	4	0.7	$20,409,397	☐	☐	☐	2035
A220c	Morrisville Carpenter Rd	Louis Stephens Dr	Good Hope Ch Rd	2	4	0.28	$8,163,759	☐	☐	☐	2035
Jhns13a	NC 36 Extension	US 70 BUS	Ranch Road	0	2	0.4	$2,556,411	☐	☐	☐	2035
A934	Oberlin Rd	Clark Ave	Bedford Ave	4	3	0.23	$3,600,000	☐	☐	☐	2035
A66b	O'Kelley Chapel Rd	Green Level Church Rd	American Tobacco Trail	2	4	1.76	$42,091,235	☐	☐	☐	2035
A137b1	Old Stage Rd	Rolling Meadows Dr	Rock Service Station	2	4	0.62	$14,827,594	☐	☐	☐	2035
A10	Old Wake Forest Rd	Litchford Rd / Atlantic Blvd	Capital Blvd	2	4	1.2	$11,050,000	☐	☐	☐	2035
A876	Penfold Ln Extension	Penfold Ln	Jenkins Rd	0	2	0.8	$14,748,416	☐	☐	☐	2035
A449	Perry Rd Ext	Apex Peakway	Technology Drive Ext	0	4	1.29	$80,941,274	☐	☐	☐	2035
A922	Pleasant Valley Rd	US 70	W Millbrook Rd	4	3	0.56	$15,676,090	☐	☐	☑	2035
A49a	Poole Rd	Maybrook Dr	Barwell Rd	2	4	1	$9,800,000	☐	☐	☐	2035
A526	Quinard Rd Ext	Maynard Rd	Trinity Rd	0	2	0.4	$9,446,905	☐	☐	☐	2035
A160a	Ralph Stephens Rd	Piney Grove-Wilbon Rd	NC 55	2	4	0.59	$15,446,879	☐	☐	☐	2035
A160e	Ralph Stephens Rd	Avent Ferry	S. Main St	0	4	0.48	$14,454,711	☐	☐	☐	2035

2/2/2026

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Project ID	Road Name	From	To	Existing Lanes	Proposed Lanes	Distance (Miles)	Total Cost	Toll	Regionally Significant	AQ Exempt	Horizon Year
A14a	Ray Rd	Leesville Rd	Lynn Rd	2	3	0.6	$15,996,010	☐	☐	☑	2035
A111	Reedy Creek Road	N.E. Maynard Rd	Harrison Avenue	2	3	1.2	$9,561,000	☐	☐	☑	2035
A16	Rock Quarry Rd	Old Birch Dr	Sunnybrook Rd	2	5	0.8	$14,183,000	☐	☐	☐	2035
A201a	Rock Quarry Rd	New Hope Rd	Battle Bridge Rd	2	4	1.4	$20,350,000	☐	☐	☐	2035
A921	Rogers Branch Rd	Penfield St	Forestville Rd	0	2	0.13	$2,542,681	☐	☐	☐	2035
A769	Rolesville Rd	US 401	Fowler Rd	2	3	1.09	$29,059,418	☐	☐	☐	2035
A746	Rush Street	Hammond Rd	Garner Rd	3	2	0.58	$4,926,602	☐	☐	☑	2035
A404	S. Franklin St	NC 98 (Wake Forest Bypass)	Rogers Rd	2	4	1.1	$32,071,910	☐	☐	☐	2035
A240c	South Harrison Avenue	Dry Rd	Kildaire Farm Rd	0	2	0.23	$5,431,970	☐	☐	☐	2035
A2b1	Southall Rd	Hedingham Blvd	Skycrest Dr	2	3	0.65	$18,195,461	☐	☐	☐	2035
A2b2	Southall Rd	Hedingham Blvd	New Bern Ave	0	3	0.47	$12,825,224	☐	☐	☐	2035
A943	Southern Access Road	Trinity Creek Drive	Irving Parkway Extension	0	2	1.04	$10,000,000	☐	☐	☐	2035
A193a2	Sunset Lake Rd	US 401	Product Road	2	4	0.45	$11,984,914	☐	☐	☐	2035
A217a1	Sunset Lake Rd	Lockley Road	Holly Springs Road	2	4	0.3	$2,350,000	☐	☐	☐	2035
A544b1	Trinity Creek Drive	Holly Springs New Hill Road	Current Terminus	2	2	0.9	$21,255,536	☐	☐	☐	2035
A231a	Trinity Rd	Edwards Mill Rd Ext	Wade Park Blvd	2	4	0.75	$21,867,211	☐	☐	☐	2035
A82a	Trinity Rd Ext	Walnut Creek	Cary Towne Blvd	2	4	0.34	$26,113,535	☐	☐	☐	2035
A82b	Trinity Rd Ext	Walnut Creek	Chatham St	0	2	0.44	$8,137,644	☐	☐	☐	2035
A46a	Tryon Rd	Lake Wheeler Rd	Par Drive	2	4	1.3	$14,900,000	☐	☐	☐	2035
Frnk18	US 1 Frontage Rd	S Cheatham St	Franklinton South Bypass	0	2	0.66	$12,206,466	☐	☐	☐	2035
A685	Wake Forest Rd (Roundabout)	Brookside Dr	Automotive Way	2	2		$9,400,000	☐	☐	☑	2035
A707	Wake Forest Road	Sasser Street	Brookside Drive	4	3	0.71	$1,970,000	☐	☐	☑	2035
A745	Wallace Adcock Blvd	US 401	NC 42	0	4	0.69	$23,789,462	☐	☐	☐	2035
A695a1	Wendell Valley Blvd	Wendell Falls Parkway	Knightdale Eagle Rock Road	0	3	1.04	$29,138,135	☐	☐	☐	2035
A81a	Western Blvd Ext	Western Blvd	Saddle Seat Dr	0	2	1.62	$29,099,128	☐	☐	☐	2035
A923	Whitaker Mill Rd	Reaves Dr	Wake Forest Rd	4	2	0.74	$14,041,846	☐	☐	☑	2035
A736	Woodfield Road	Proposed Pleasant Plains Rd extension	Woods Creek Road	0	2	0.78	$25,855,521	☐	☐	☐	2035
A705a	Angier Western Bypass	NC-55 (Wake County)	NC-210 (Harnett County)	0	4	3	$71,781,027	☐	☑	☐	2035
A705b	Angier Western Bypass	NC-210	NC-55 (Harnett County)	0	4	2.73	$65,926,680	☐	☑	☐	2035
A664	Hilltop Road Relocation	Hilltop Road	Lake Wheeler Road	0	2	0.53	$2,350,000	☐	☐	☐	2035
Hrnt3c1	NC 210	NC 50	Raleigh Road	2	4	2.1	$88,401,000	☐	☑	☐	2035
A407b3	NC 36	NC 50	I-40	2	4	2	$54,709,200	☐	☐	☐	2035
Jhns2b	NC 36 West (Veterans Pkwy)	US 70 Bypass	I-40	2	4	3.6	$97,728,400	☐	☐	☐	2035
Jhns15	NC 42	Buffalo Rd	CAMPO Boundary	2	2	11.4	$37,555,000	☐	☐	☑	2035
Jhns1b	NC 42 East Widening	Glen Laurel Rd	Buffaloe Rd	2	4	4.35	$90,219,000	☐	☐	☐	2035
A228a1	NC 50	Buffalo Rd	Rand Rd	2	4	0.45	$10,761,964	☐	☑	☐	2035
A222c1	NC 54	Carrington Mill Blvd	Northern Twn Limits	2	6	0.3	$9,573,333	☐	☑	☐	2035

2/2/2026

Note: Total Cost is less than the actual capital cost for toll, managed lane and railroad projects.

Project ID	Road Name	From	To	Existing Lanes	Proposed Lanes	Distance (Miles)	Total Cost	Toll	Regionally Significant	AQ Exempt	Horizon Year
A222c2	NC 54	Perimeter Park Dr	Carrington Mill Blvd	2	4	1	$31,869,667	☐	☑	☐	2035
A486	NC 54 - Blue Ridge (RR)	Blue Ridge Rd	Beryl Rd	4	4	3	$69,748,000	☐	☐	☑	2035
A118b	NC 55	Jicarilla Rd	Kennebec Church Rd	2	4	1.48	$35,411,973	☐	☑	☐	2035
A622	NC 55	S Hughes Street	Salem St	2	4	1.12	$39,776,200	☐	☑	☐	2035
A96b	NC 55	Salem St	Olive Chapel Road	2	4	1.04	$46,693,800	☐	☑	☐	2035
A426a	NC 55 (Main St)	Technology Drive	Sunset Lake Road	2	4	0.75	$21,867,211	☐	☑	☐	2035
Hrnt4b2	NC-55	NC 55 Bypass	Oak Grove Church Rd	2	4	1.26	$27,146,280	☐	☑	☐	2035
A708	New Hill Olive Chapel Rd	US 64	US 64				$67,010,000	☐	☐	☐	2035
A679b	Northern Judd Parkway	NC 55 / Broad St	Old Honeycutt Road	0	4	3	$176,500,000	☐	☑	☐	2035
A130c	US 401	Mitchell Mill Rd	Ventura Cir	6	8	0.5	$55,780,000	☐	☑	☐	2035
A480a2	US 401	Garner Station Road	Old Stage Road	4	6	1.4	$36,432,000	☐	☑	☐	2035
A480b	US 401	Ten Ten Rd	NC 540	4	6	1.2	$7,485,100	☐	☑	☐	2035
A90c	US 401	US 401 Rolesville Bypass	Flat Rock Church Rd	2	4	5.98	$27,950,000	☐	☑	☐	2035
A903	US 401 Bus/Main Street	Burlington Mills Rd	Young St	2	3	1.24	$3,024,000	☐	☐	☐	2035
A664a	US 401 Superstreet	Lake Wheeler Road	Hilltop Needmore Road	4	4	1.33	$1,850,000	☐	☐	☑	2035
F90	US 70 Freeway Conversion	US 70 BUS	Neuse River Bridge	4	4	0	$76,986,000	☐	☐	☐	2035
Jhns2a	Veterans Parkway	US 70 Business	Clayton Bypass (I-42)	2	4	3	$81,362,400	☐	☐	☐	2035
A954	Wade Ave @ Edwards Mill Rd Interchange Upgrade	n/a	n/a				$56,065,433	☐	☑	☑	2035
A754	Wilmington Street Realignment	US 401	Garner Station	0	2	1.2	$21,554,910	☐	☐	☐	2035
A641	Airport Blvd Interchange (Impr)					0.82	$51,733,000	☐	☑	☑	2035
A651	Apex Peakway / Salem St Interchange (RR)	James St	Towhee Dr			0.3	$12,500,000	☐	☐	☑	2035
A689	Beryl Road Realignment	Beryl Road	Royal St	2	2	0.24	$3,500,000	☐	☐	☑	2035
A791	Capital Blvd/West/Old Williamson GS (RR)	Capital Blvd	West St	2	2		$0	☐	☐	☐	2035
A644	Chatham St/Maynard Rd Rail Grade Separation (RR)			4	4	0	$38,000,000	☐	☐	☑	2035
A659	Durant Rd Grade Separation (RR)						$14,595,000	☐	☐	☑	2035
A657	E Millbrook Rd Grade Separation (RR)						$13,390,000	☐	☐	☑	2035
A933	Fayetteville Street Closure	Fayetteville St	N. First Ave				$1,600,000	☐	☐	☐	2035
A787	Friendship Chapel Rd	Friendship Chapel Rd	S. Main St	2	0		$0	☐	☐	☐	2035
A648	Friendship Road Interchange	US 1	Friendship Road			1.25	$77,061,176	☐	☑	☐	2035
A658	Gresham Lake Road Grade Separation (RR)						$0	☐	☐	☑	2035
A793	Hargett St Closure (RR)	Hargett St	Hargett St	2	0		$0	☐	☐	☐	2035
A661	Holding Ave Grade Separation (RR)	S. Main Street	S. White Street	2	2	0.2	$0	☐	☐	☑	2035
F43	I-40	US 1/64	Lake Wheeler Rd	6	10	4.4	$164,400,000	☐	☑	☐	2035
F44a	I-40 (East)	I-440	US 70 Business (Garner)	6	10	4.4	$195,131,775	☐	☑	☐	2035
F44b	I-40 (East)	US 70 Business (Garner)	NC 36	4	8	6.3	$279,393,224	☐	☑	☐	2035
F43b	I-40 / US 1 / US 64 Interchange	I-40 / US 1 / US 64	I-40 / US 1 / US 64			4	$364,896,000	☐	☐	☑	2035
F112a	I-40 Corridor Improvements	Aviation Parkway	Harrison Avenue	8	10	2.3	$74,330,000	☐	☑	☐	2035

2/2/2026

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Project ID	Road Name	From	To	Existing Lanes	Proposed Lanes	Distance (Miles)	Total Cost	Toll	Regionally Significant	AQ Exempt	Horizon Year
A640	I-40/Aviation	National Guard Dr	I-40			0.42	$25,333,000	☐	☑	☑	2035
F44b1	I-40/Cleveland	Cleveland Rd	Cleveland Rd			1	$56,532,500	☐	☐	☐	2035
F44b2	I-40/NC 36	NC 36	NC 36			1	$56,532,500	☐	☐	☑	2035
F10	I-440	US 1/64	Wade Avenue	4	6	3.5	$408,157,000	☐	☑	☐	2035
F83	I-440 Interchange Improvements	Wake Forest Road (SR 2000)	Wake Forest Road (SR 2000)			2	$24,316,000	☐	☐	☑	2035
F87	I-540 EB Aux Lane	East of US 70	Leesville Road	6	7	1.365	$39,520,000	☐	☑	☐	2035
F89	I-95	I-40	Johnston/Harnett County Line	4	8	3.3	$87,764,747	☐	☑	☐	2035
A792	Jones St Closure (RR)	Jones St	Jones St	2	0		$0	☐	☐	☐	2035
A660	Ligon Mill Road Grade Separation (RR)						$0	☐	☐	☑	2035
A663	Main St Grade Separation (RR)						$0	☐	☐	☑	2035
F5	NC 540	NC 55	US 401	0	6	7.8	$257,989,000	☑	☑	☐	2035
F6	NC 540	US 401	I-40	0	6	8.7	$385,697,000	☑	☑	☐	2035
F3	NC 540 Tri-Ex (Phase VI)	I-40 (South)	I-87	0	6	10.8	$369,608,000	☑	☑	☐	2035
A656	New Hope Road Grade Separation (RR)						$17,545,000	☐	☐	☑	2035
A114a	Ten Ten Rd	US 1	US 1			0.37	$45,200,000	☐	☐	☑	2035
F11-1a	US 1	I-540	Thornton Road	4	8	1.74	$516,250,000	☐	☑	☐	2035
F11-1b	US 1	Thornton Rd	Burlington Mills Rd	4	8	1.66	$292,045,000	☐	☑	☐	2035
F11-1c	US 1	Burlington Mills Rd	Falls of Neuse Rd	4	6	2.3	$131,772,500	☐	☑	☐	2035
F11-1d	US 1	Falls of Neuse Rd	NC 98 (Durham Rd)	4	6	2.3	$131,772,500	☐	☑	☐	2035
F11-1e1	US 1	NC 98 (Durham Road)	Harris Road	4	6	2	$268,845,000	☐	☑	☐	2035
F15a3	US 64 (superstreet)	US 1	RR Grade Separation over SDS Branc	4	6	3.12	$202,132,734	☐	☑	☐	2035
F15a2	US 64 / Lake Pine Interchange (New)	Lake Pine Drive	Lake Pine Drive			0.75	$77,743,359	☐	☑	☐	2035
F15a1	US 64 / Laura Duncan Interchange (New)	US 64	Laura Duncan Rd			0.5	$51,828,906	☐	☑	☐	2035
A412	US 70	Durham / Wake County Line	Lumley/Westgate Rd	4	8	2	$211,428,660	☐	☑	☐	2035
A634	US 70 / Brier Creek Interchange						$47,870,640	☐	☑	☐	2035
A645	US 70 / TW Alexander Interchange					0	$47,870,640	☐	☐	☐	2035
A647	West St Extension (RR)	Martin St	Cabarrus St	0	2	0.2	$10,000,000	☐	☐	☐	2035
A655	Wolfpack Lane Grade Separation (RR)	Tarheel Dr	Atlantic Ave	0	2	0.26	$0	☐	☐	☑	2035

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Project ID	Road Name	From	To	Existing Lanes	Proposed Lanes	Distance (Miles)	Total Cost	Toll	Regionally Significant	AQ Exempt	Horizon Year
2045 MTP											
A165b	Airport Blvd Ext	Davis Dr	Louis Stephens Rd	0	2	0.36	$9,422,692	☐	☐	☐	2045
A187b2	Apex Peakway (East)	N Salem St	Old Raleigh Road	2	4	0.81	$23,616,588	☐	☐	☐	2045
A187c2	Apex Peakway Widening (South)	Broadstone Way	Old US 1	2	4	1.25	$36,445,352	☐	☐	☐	2045
A545	Arthur Pierce Rd	Kildaire Farm	Holly Springs Rd	2	3	1.03	$24,657,795	☐	☐	☑	2045
A203a	Auburn-Knightdale Rd	NC 540 (Future)	White Oak Rd	2	4	6	$159,798,853	☐	☐	☐	2045
A784	Avent Ferry-Stinson Ave Realignment	Avent Ferry Road	Stinson Avenue	0	3	0.389	$12,137,281	☐	☐	☐	2045
A953	Aviation Parkway/National Guard Interchange	N/A	N/A				$54,000,000	☐	☑	☐	2045
A947	Bartley Holleman Road	Chatham County line	New Hill Holleman Road	2	3	2.69	$39,282,500	☐	☐	☐	2045
A683b	Barwell Rd	Berkley Lake Drive	Poole Rd	2	3	1.2	$31,992,020	☐	☐	☑	2045
A890	Beckom St Extension	Spring Forest Road Ext	End of Road	0	2	0.54	$9,955,181	☐	☐	☐	2045
Hrnt8	Brightwater Drive (SR2288) Extension	Existing Brightwater Drive terminus	NC 210 North	0	4	0.5	$17,238,741	☐	☐	☐	2045
A402a1	Buffaloe Rd	Spring Forest Rd Extension	I-540	2	4	0.4	$12,335,350	☐	☐	☐	2045
A402a2	Buffaloe Rd	Forestville Road	Old Milburnie Rd	2	4	0.8	$24,670,700	☐	☐	☐	2045
A133	Burlington Mills Rd	US 1	US 401	2	4	4.77	$115,073,822	☐	☐	☐	2045
A166	Center St/1010	US 1	Apex Peakway	2	4	0.97	$17,421,537	☐	☐	☐	2045
Jhns10b	Cleveland Rd	NC 36	Barber Mill Rd	2	4	5.1	$143,800,000	☐	☐	☐	2045
A703	Cleveland Road Connector	Cleveland Road	NC 36	0	2	0.8	$56,500,000	☐	☐	☐	2045
A885	Collector Street - Knightdale	Old Faison Rd	Widewaters Pkwy	0	2	0.85	$15,670,192	☐	☐	☐	2045
A843	Collector Street - Wake Forest	Averette Rd	NC 96	0	2	0.92	$16,960,678	☐	☐	☐	2045
Jhns4b	Covered Bridge Rd	North Connector	Shotwell Rd	2	4	1.99	$47,591,794	☐	☐	☐	2045
Jhns5	Covered Bridge Rd	Northern Connector	Buffalo Rd	2	4	4.93	$117,903,290	☐	☐	☐	2045
A148a1	Eagle Rock Rd	Kioti Dr	Leith Driveway	4	4	0.3	$7,989,943	☐	☐	☐	2045
A750	East Academy Street	N. Judd Parkway NE	Purfoy Road	0	2	0.57	$13,461,840	☐	☐	☐	2045
A944	Evergreen View Drive Extension	Southern Access Road	Current Evergreen View Drive Termi	0	2	0.6	$390,000	☐	☐	☐	2045
A125a1	Forestville Rd	Old Milburnie Rd	Buffaloe Rd	2	4	1.29	$37,611,604	☐	☐	☐	2045
A125a2	Forestville Rd	Buffaloe Rd	Rogers Rd	2	4	7.5	$218,672,115	☐	☐	☐	2045
A774	Friendship Chapel Rd	Holding Village Way	Heritage Hills Way	0	2	0.7	$13,691,360	☐	☐	☐	2045
A729	Fuquay-Varina Parkway (West)	Wade Nash Rd	Piney Grove Wilbon Road at Piney G	0	4	4.27	$147,218,845	☐	☐	☐	2045
A749	Granite Falls Blvd	Burlington Mills Rd	Grand Rock Way	0	3	0.41	$13,432,133	☐	☐	☐	2045
A164c2	Green Level Church Rd	Kit Creek Road	Folklore Way	2	4	0.95	$27,698,468	☐	☐	☐	2045
A168a	Green Level Church Rd	Green Level Rd West	Jenks Rd	2	4	1.76	$42,091,235	☐	☐	☐	2045
A168b	Green Level Church Rd	Green Level Rd West	Morrisville Parkway	2	4	1.86	$44,482,783	☐	☐	☐	2045
A39	Green Level Church Road	Kit Creek Rd	NC 55	2	4	2.12	$50,700,806	☐	☐	☐	2045
A557	Green Lvl W Rd	NC 540	Green Level Ch Rd	2	4	0.95	$12,923,000	☐	☐	☐	2045
A613	Harris Rd	US 1	N. Main Street	2	4	1.42	$58,974,907	☐	☐	☐	2045

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Project ID	Road Name	From	To	Existing Lanes	Proposed Lanes	Distance (Miles)	Total Cost	Toll	Regionally Significant	AQ Exempt	Horizon Year
A564	Hillsborough St Widening	Western Blvd	Bashford Rd	2	4	1.09	$31,780,347	☐	☐	☐	2045
A403b	Hodge Rd Ext	US 64	Old Milburnie Rd	0	4	1	$31,036,963	☐	☐	☐	2045
A163c	Holly Springs New Hill Rd	Friendship Rd	Old Holly Springs Apex Rd	2	4	3.58	$99,135,936	☐	☐	☐	2045
A69	Holly Springs Rd	Cary Parkway	Penny Rd	2	4	2.22	$58,122,156	☐	☐	☐	2045
A70	Holly Springs Rd	Penny Rd	Ten Ten Rd	2	4	1.22	$31,941,004	☐	☐	☐	2045
A942	Irving Parkway Extension	Green Oaks Parkway	Southern Access Road	0	2	0.23	$2,550,000	☐	☐	☐	2045
A218b	Jessie Dr (part NL)	Veridea Parkway	NC 55	0	4	1.64	$57,393,341	☐	☐	☐	2045
A952	John Brantley Blvd Extension	Airport Blvd	Terminal 2	2	4	1	$175,000,000	☐	☐	☐	2045
A560a	Jones Franklin	Western Blvd	Fort Sumter Rd	2	3	0.87	$22,695,382	☐	☐	☑	2045
A207a2	Judd Parkway NE	NC 55	Products Road (future ext)	2	4	1.5	$35,873,212	☐	☐	☐	2045
A172	Kelly Rd	Jenks Rd	Old US 1	2	4	5.23	$145,781,410	☐	☐	☐	2045
A414b	Kildaire Farm Connector	Sunset Lake Rd	Kildaire Farm Road	0	4	0.6	$20,997,564	☐	☐	☐	2045
A568	Kit Creek Turn Lane	Davis Dr	Green Level Ch Rd	2	3	1.81	$49,253,698	☐	☐	☑	2045
A136a	Lake Wheeler Rd	Tryon Rd	Penny Rd	2	3	1.79	$44,994,491	☐	☐	☐	2045
A136b	Lake Wheeler Rd	Penny Rd	Ten Ten Rd	2	4	3.55	$92,943,087	☐	☐	☐	2045
A136d	Lake Wheeler Rd	Hilltop-Needmore Rd	US 401	2	4	0.57	$14,923,256	☐	☐	☐	2045
A85b1	Leesville Rd	Westgate Rd	O'Neal Rd	2	4	1	$11,600,000	☐	☐	☐	2045
A85b2	Leesville Rd	O'Neal Road (A Leesville Road Campus	Lynn Rd	2	4	1.75	$51,023,493	☐	☐	☐	2045
A86b	Leesville Rd	New Leesville Blvd	TW Alexander Dr Ext	2	4	0.97	$28,281,593	☐	☐	☐	2045
A127b3	Ligon Mill Rd Connector	Richland Creek	NC 98	2	4	0.75	$21,867,211	☐	☐	☐	2045
A134	Litchford Rd	Old Wake Forest Rd	Falls of Neuse Rd	2	4	2.99	$87,177,283	☐	☐	☐	2045
A27d	Louis Stephens Dr Ext (part existing)	Poplar Pike Lane	Airport Blvd	2	4	1.22	$35,570,664	☐	☐	☐	2045
A219a2	McCrimmon Parkway Ext	Davis Dr	Louis Stephens Rd	2	4	0.82	$4,727,273	☐	☐	☐	2045
A951	Midtown Bridge over I-440	Wake Town Drive	Quail Hollow Drive	0	2	0.5	$24,000,000	☐	☑	☐	2045
A415	Milburnie Rd	Hodge Rd Ext	Forestville Rd	2	4	1.5	$44,654,900	☐	☐	☐	2045
A104b	Morrisville Parkway	Green Level Ch Rd	NC 55	2	4	1.83	$15,000,000	☐	☑	☐	2045
A59a	N.E. Regional Center	Gresham Lake Rd	I 540	0	4	0.8	$39,516,664	☐	☐	☐	2045
A117	New Hope Rd	Old Poole Rd	North of Anamosa St	2	4	1.65	$52,481,308	☐	☐	☐	2045
A80b	New Hope Rd	US 64 Bypass	New Bern Ave	2	4	1.19	$19,210,479	☐	☐	☐	2045
Jhns4a1	Northern Connector	NC 42 East	N. Oneil St	0	2	2.21	$36,702,434	☐	☐	☐	2045
Jhns14	Northern Connector Ext	N Oneil St	Covered Bridge Rd	0	2	0.12	$3,368,953	☐	☐	☐	2045
A124a	Northside Loop (Harris Rd)	N. Main Street	N. White St	0	3	0.44	$24,327,979	☐	☐	☐	2045
Frnk11	Oak Park Blvd	Hicks Rd	Cedar Creek Rd	0	2	1.39	$24,412,931	☐	☐	☐	2045
A218a	Old Holly Springs Apex Rd	Holly Springs Rd	Jessie Dr	2	4	2.52	$75,576,107	☐	☐	☐	2045
A533	Old Honeycutt Turn Lane	Judd Pkwy	Kennebec Rd	2	3	2.74	$40,012,658	☐	☐	☑	2045
A137a	Old Stage Rd	US 401	Ten Ten Rd	2	4	4.2	$100,444,993	☐	☐	☐	2045
A137b2	Old Stage Rd	Ten Ten Rd	Rolling Farm Rd	2	4	0.45	$10,761,964	☐	☐	☐	2045

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Project ID	Road Name	From	To	Existing Lanes	Proposed Lanes	Distance (Miles)	Total Cost	Toll	Regionally Significant	AQ Exempt	Horizon Year
A137d	Old Stage Rd	NC 42	NC 210	2	4	5.39	$128,904,408	☐	☐	☐	2045
A181b	Old US 1	Humie Olive Rd	Apex Peakway	2	4	2.53	$60,506,151	☐	☐	☐	2045
A202	Old US 70	Rock Quarry Rd	Shotwell Rd	2	4	3.22	$77,007,828	☐	☐	☐	2045
A1	Perry Creek Rd	US 401	Fox Road	2	4	0.53	$14,676,549	☐	☐	☑	2045
A2	Perry Creek Rd	Wallace Martin Way	Buffaloe Road	0	4	0.96	$45,854,604	☐	☐	☐	2045
A511	Piney Grove Wilbon Rd	Ralph Stephens Rd	Southern FV Bypass	2	4	6.5	$155,450,585	☐	☐	☐	2045
A149a	Poole Rd	I-540	Martin Pond Rd	2	4	5.6	$163,275,179	☐	☐	☐	2045
A49b1	Poole Rd	Barwell Rd	Misty River Dr	2	4	0.44	$12,828,764	☐	☐	☐	2045
A49b2	Poole Rd	Misty River Dr	Hodge Rd	2	4	1.13	$32,946,599	☐	☐	☐	2045
A531a	Purfoy Rd Widening	US 401	Holland Rd	2	4	1.41	$39,045,159	☐	☐	☐	2045
A606	Raven Ridge Rd	Falls of Neuse Blvd	Shadow Lawn Dr	2	3	0.63	$16,795,810	☐	☐	☑	2045
A949	Rhythm Dr Extension	Rhythm Dr current terminus	Smith Rd	0	2	0.4	$7,823,634	☐	☐	☐	2045
A201b	Rock Quarry Rd	Battle Bridge Rd	East Garner Rd	2	4	3.3	$96,215,730	☐	☐	☐	2045
A406c	Shotwell Rd	Covered Bridge Rd	Old Baucom Rd	2	4	1.75	$41,852,081	☐	☐	☐	2045
A205	Six Forks Rd	Atlantic Avenue	Capital Blvd	0	4	0.56	$25,981,124	☐	☐	☐	2045
A432	Skycrest Dr	Brentwood Rd	New Hope Rd	2	4	1.6	$46,650,051	☐	☐	☐	2045
A112a	Smithfield Rd	US 64 Bypass	Major Slade Rd	2	4	2.6	$75,806,333	☐	☐	☐	2045
Jhns3	South Connector	Little Creek Church Rd	NC 42	0	2	2	$33,214,873	☐	☐	☐	2045
A3	Spring Forest Rd	US 401	Buffaloe Rd	0	4	1.52	$31,389,472	☐	☐	☐	2045
A417	Spring Forest Rd	Fox Rd	US 401	2	4	0.67	$8,125,290	☐	☐	☐	2045
Jhns20	Stallings Street Extension	W Stallings Street	Old US Highway 70 W	0	2	0.22	$4,068,822	☐	☐	☐	2045
A819	Strickland Rd Realignment	NC 98 - Arnold Rd		2	2	0.08	$722,326	☐	☐	☑	2045
A155c	T.W. Alexander Dr	Sunfield Cir	Leesville Rd	0	4	1.06	$32,899,181	☐	☐	☐	2045
A218g	Technology Drive Extension	Old Holly Springs Apex Road	Williams Street	0	2	1.72	$40,621,691	☐	☐	☐	2045
A114b	Ten Ten Rd	Kildaire Farm Road	US 1	2	4	1.96	$27,970,100	☐	☐	☐	2045
A400a	Ten-Ten Rd	Bells Lake Rd	Old Stage Rd	2	4	5.1	$121,968,920	☐	☐	☐	2045
A218d	Tingen Rd	Apex Peakway	Old Holly Springs Apex Rd	2	3	0.55	$14,174,639	☐	☐	☑	2045
A544b2	Trinity Creek Drive Extension	Trinity Creek Drive	Avent Ferry Road	0	2	1.5	$29,338,628	☐	☐	☐	2045
A82c	Trinity Rd Ext	Walnut Creek	Chatam St	2	4	0.44	$12,828,764	☐	☐	☐	2045
A672	Unicon Drive Ext	Height Lane	Unicon Drive	0	2	0.15	$14,223,574	☐	☐	☐	2045
A218c1	Veridea Parkway	Tingen Rd	Future Major Collector (South of US	2	3	0.55	$23,342,983	☐	☐	☑	2045
A218c2	Veridea Parkway	Future Major Collector (South of US 1)	Jessie Dr	2	4	0.48	$13,776,343	☐	☐	☑	2045
A624b	Wade Nash Road	Sand Dune Way	Piney Grove Wilbon	2	4	0.87	$20,806,463	☐	☐	☐	2045
A731	Walter Myatt Road	Panther Lake Road	Eddie Howard Road	2	3	0.77	$1,107,000	☐	☐	☑	2045
A149b2	Wendell Falls Pkwy	Richardson Road	Jake May Drive	2	4	1	$23,915,475	☐	☐	☐	2045
A786	Wendell Falls Pkwy	Martin Pond Rd	Poole Rd	2	4	0.54	$15,498,386	☐	☐	☐	2045
A695b	Wendell Valley Blvd	Knightdale Eagle Rock Road	US 64	0	4	1.06	$33,310,421	☐	☐	☐	2045

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Project ID	Road Name	From	To	Existing Lanes	Proposed Lanes	Distance (Miles)	Total Cost	Toll	Regionally Significant	AQ Exempt	Horizon Year
A77b2	West Lake Rd	Ten Ten Rd	Middle Creek Park Avenue	2	4	1.23	$35,862,227	☐	☐	☐	2045
A143a	White Oak Rd	Hillandale Ln	NC-540	2	4	3	$87,468,846	☐	☑	☐	2045
A75c	Wimberley Rd	Morrisville Parkway	Green Level West Rd	0	4	1.46	$45,880,391	☐	☐	☐	2045
A935	Woodfield Dead End Road Ext	Holly Springs New Hill Road	Woods Creek Road	0	4	1.78	$27,290,000	☐	☐	☐	2045
A75b1	Yates Store Rd	New Hope Church Road	Elan Hall Road	2	4	0.75	$19,635,863	☐	☐	☐	2045
A75b2	Yates Store Rd	Elan Hall Road	Morrisville Parkway	0	4	0.9	$28,282,433	☐	☐	☐	2045
Grnv48	Creedmoor Loop B	US-15	Relocated US 15	2	4	0.66	$15,784,213	☐	☐	☐	2045
A726	East Broad Street	Wake Chapel Road	Bengal Boulevard	4	4	0.22	$6,314,157	☐	☐	☑	2045
A712	East Williams Street (NC 55)	Lufkin Road	Technology Drive	4	6	1.38	$46,257,525	☐	☑	☐	2045
A157a	Eastern Parkway	Piney Grove Wilbon	NC 55	0	4	4.2	$140,699,657	☐	☐	☐	2045
A98a	Holly Springs Road Interchange	Holly Springs Road	NC-55 Bypass				$27,000,000	☐	☑	☐	2045
A758	Knightdale Blvd	Neuse River	N. First Ave.	4	6	3.72	$124,694,198	☐	☑	☐	2045
A811	N Arendell Ave	US 64 Highway	E Gannon Ave	3	4	0.72	$9,158,400	☐	☐	☐	2045
Hrnt2b	NC 210	Angier Western Bypass	US 421	2	4	6.22	$148,754,252	☐	☑	☐	2045
Hrnt3a2	NC 210	Lipscomb Rd	Old Stage Rd	2	4	1.32	$35,155,748	☐	☑	☐	2045
A407a	NC 42	NC 55	Old Stage Rd	2	4	4.1	$98,053,446	☐	☑	☐	2045
A407b1	NC 42	Old Stage Rd	John Adams Rd	2	4	0.95	$22,719,701	☐	☐	☐	2045
A407b2	NC 42	John Adams Rd	NC 50	2	4	4.39	$104,988,933	☐	☐	☐	2045
A535b	NC 42 Turn Lane	Coley Farm Rd	NC 55	2	3	0.47	$12,530,208	☐	☑	☑	2045
A228b	NC 50	I-540	NC 42	2	4	1.85	$44,243,628	☐	☑	☐	2045
A228c	NC 50	NC 42	NC 210	2	4	5.63	$135,470,673	☐	☐	☐	2045
A444	NC 50	I 540	NC 98	2	4	5.5	$249,600,000	☐	☐	☐	2045
A221	NC 54	N.W. Maynard Rd	Wilson Rd	2	4	0.93	$8,502,268	☐	☑	☐	2045
A222b	NC 54	Weston Parkway	McCrimmon Pkwy Grade Sep	2	4	2.4	$74,000,000	☐	☑	☐	2045
A118a	NC 55	Old Honeycutt Road	Jicarilla Rd	2	4	2.49	$26,086,000	☐	☑	☐	2045
A716	NC 55	Lufkin Road	S. Hughes Street	4	6	0.28	$9,385,585	☐	☐	☐	2045
A94	NC 55	NC 540	Kit Creek Rd	4	6	1.58	$11,907,535	☐	☑	☐	2045
A98	NC 55 Bypass	North Main St	Honeycutt Connector	4	6	5.95	$146,500,000	☐	☑	☐	2045
Grnv20a	NC 56	At-Grade Rail Crossing (West of W Lyo	South of Holly Drive (Creedmoor Lo	2	4	1.12	$29,829,119	☐	☐	☐	2045
Grnv21	NC 56	NC 50	Hayes Rd	2	4	2.6	$75,806,333	☐	☑	☐	2045
Frnk9a2	NC 56 Bypass	US 1	NC 56 East	0	2	1.75	$34,228,399	☐	☑	☐	2045
A816	NC 96 Arendell Rd	NC 97 Gannon Ave		2	2	0.06	$763,200	☐	☐	☐	2045
A418b1	NC 96 Bypass	NC 96 / Cedar Creek Rd	East Main Street / NC 96	0	2	2.5	$68,221,290	☐	☐	☐	2045
A150	NC 98	Durham County Line	Thompson Mill Rd	2	4	8.86	$258,324,658	☐	☐	☐	2045
A929	New Bern Ave (East Bound)	Freedom Drive	Patriots Drive	5	6	0.15	$1,210,442	☐	☐	☐	2045
A190	New Hill Holleman Rd	Old US 1	Avent Ferry Rd	2	4	4.85	$124,931,109	☐	☐	☐	2045
A725	North Broad Street	Judd Parkway Northwest/Northeast	Wake Chapel Road	5	4	0.28	$2,346,000	☐	☐	☑	2045

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Project ID	Road Name	From	To	Existing Lanes	Proposed Lanes	Distance (Miles)	Total Cost	Toll	Regionally Significant	AQ Exempt	Horizon Year
A732	North Broad Street widening	Wade Nash Rd / Fuquay-Varina Pkwy	Judd Pkwy NW / NE	4	6	1.07	$34,073,025	☐	☑	☐	2045
A98b	South Main Street Interchange	South Main Street	NC-55 Bypass			0	$55,200,000	☐	☑	☐	2045
A480a3	US 401	Old Stage Road	Simpkins Road	4	6	1	$21,500,000	☐	☑	☐	2045
A799	US 401	Ligon Mill Rd	Louisburg Rd	4	6	2.17	$69,101,368	☐	☑	☐	2045
A90d	US 401	Flat Rock Church Rd	Fox Park Rd	2	4	5.29	$80,400,000	☐	☑	☐	2045
A619c	US 401 Improvements	NC 55/42	Judd Parkway	4	4	1.2	$9,120,000	☐	☐	☑	2045
A619a	US 401 Widening	NC 540	US 401 Bypass	4	6	1.58	$44,858,736	☐	☑	☐	2045
A619b	US 401 Widening	US 401 Bypass	NC 55/42 (FV)	4	6	3.32	$94,281,264	☐	☑	☐	2045
A678	US 401/Ten Ten	Ten Ten Rd	Ten Ten Rd				$82,100,000	☐	☑	☐	2045
A301	US 70 Business	I-40	NC 42	4	6	7.1	$56,010,000	☐	☑	☐	2045
F84	I540 Managed Shoulder	US 1	I-495 (Knightdale Bypass)	0	2	8.2	$35,930,466	☑	☑	☐	2045
F85	I540 Managed Shoulder	I-40	US 1	0	2	17.2	$74,467,458	☑	☑	☐	2045
Grnv94	Brogden Interchange						$42,583,695	☐	☑	☐	2045
A687	Corporate Center Extension (RR)	Corporate Center Dr	Bashford Rd	0	2	0.5	$22,000,000	☐	☐	☑	2045
A79b	Crabtree Valley Ave	Blue Ridge Rd	Creedmoor Rd	2	4	0.61	$18,096,806	☐	☐	☐	2045
A446	Glenwood Avenue	Womans Club Dr	Oberlin Rd	4	6	1.07	$35,866,342	☐	☑	☐	2045
F44c	I-40 (East)	NC 42	NC 210	4	6	6.78	$293,593,496	☐	☑	☐	2045
F44d	I-40 (East)	NC 210	CAMPO MAB	4	6	6.78	$307,195,219	☐	☑	☐	2045
F112b	I-40 Corridor Improvements	Harrison Avenue	Wade Avenue	8	10	2	$160,405,910	☐	☑	☐	2045
F81a	I-40 Widening	Wade Avenue	US 1/64	6	8	4.18	$440,936,496	☐	☑	☐	2045
Grnv1	I-85	Durham co. line	Vance Co. Line	4	6	24	$1,105,877,908	☐	☑	☐	2045
A639a	I-87 / I-495 / Smithfield Road Interchange Improvement						$22,100,000	☐	☐	☑	2045
A639b	I-87 / I-495 Bypass	I-440	US-64	6	8	9.73	$97,300,000	☐	☑	☐	2045
A800	Perry Creek Rd Grade Separation	Perry Creek Rd	US 401	6	6		$10,599,435	☐	☐	☐	2045
Frnk26	Tanyard St Ext	Mason St	N Main St	0	2	0.18	$13,514,147	☐	☐	☑	2045
A138b	Timber Dr/Jones Sausage Connector	Garner Road	US 70	0	4	0.28	$27,604,000	☐	☐	☑	2045
A643	Trinity Rd Realignment	NC - 54	Soccer Street / Chatham St	2	2	0	$40,700,000	☐	☐	☑	2045
F110b	US 1	US 64	NC 55	4	6	3.1	$74,800,000	☐	☑	☐	2045
F110c	US 1	NC 55	NC 540	4	6	2.2	$108,300,192	☐	☑	☐	2045
Frnk1	US 1	Extend frwy project from US-1A	CAMPO MAB	4	6	8.28	$476,627,864	☐	☑	☐	2045
F110a	US 1 / NC 55 Diverging Diamond Interchange						$22,300,000	☐	☐	☑	2045
Frnk25	US 1 Access Rd	NC-56	Swen St	0	2	3	$52,689,780	☐	☐	☐	2045
A817	US 1 Alt / S Main St	US 1 / Capital Blvd	NC 98 / Dr Calvin Jones Hwy	2	3	1.07	$13,610,400	☐	☐	☐	2045
Frnk27	US 1 Freeway Access Roads	Purnell Rd	Park Ave	0	2	5.61	$132,492,843	☐	☐	☐	2045
F11-1e2	US 1 North - Upgrade to Freeway	Harris Road	US 1A (Youngsville)	4	6	3.91	$253,200,427	☐	☑	☐	2045
A814	US 401 / Louisburg Rd Access Management	I-540 Interchange	Neuse River	6	6	4	$50,880,000	☐	☐	☐	2045
F15a	US 64 West Conversion to Expressway	RR Grade Separation at SDS Branch	I-540	4	6	2.1	$137,584,615	☐	☑	☐	2045

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Project ID	Road Name	From	To	Existing Lanes	Proposed Lanes	Distance (Miles)	Total Cost	Toll	Regionally Significant	AQ Exempt	Horizon Year
F7a	US 64/US 264	US 64 Business (Wendell Blvd)	US 264	4	6	6.8	$136,700,000	☐	☑	☐	2045
A742	Vandora Springs Grade Separation (RR)	Vandora Springs Rd	Vandora Hills Pl	2	2	0.056	$11,922,002	☐	☐	☑	2045
A562	Wade Ave	I-40	I-440	4	6	3.1	$76,611,000	☐	☑	☐	2045
Frnk13	Western Service Rd	Bert Winston Rd	Pocomoke Rd	0	2	2.7	$44,840,078	☐	☐	☐	2045
A143a1	White Oak Interchange	I-40	I-40				$42,583,695	☐	☑	☐	2045

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Project ID	Road Name	From	To	Existing Lanes	Proposed Lanes	Distance (Miles)	Total Cost	Toll	Regionally Significant	AQ Exempt	Horizon Year
2055 MTP											
A165a2b	Airport Blvd Ext	Church Street	NC 54	0	4	0.4	$36,127,021	☐	☐	☑	2055
A406b	Amelia Ch Rd	US 70	East of NC 42	2	4	2	$47,830,949	☐	☐	☐	2055
A633	Angier Rd Widening	Purfoy Rd	Rogers Rd	2	4	0.56	$16,327,518	☐	☐	☐	2055
A578	Auburn Ch Rd Turn Lane	Jones Sausage Rd	Garner Rd	2	3	2.84	$67,988,483	☐	☐	☑	2055
A427c	Avent Ferry Rd	New Hill Holleman	Cass Holt	2	4	3.69	$88,248,101	☐	☐	☐	2055
A544c2	Avent Ferry Road Connector	Avent Ferry Road	Rex Road	2	4	1.15	$25,225,878	☐	☐	☐	2055
A768	Averette Rd	NC 98	Oak Grove Church Rd	2	3	1.71	$47,868,059	☐	☐	☑	2055
A539	Banks Rd Turn Lane	US 401	Fanny Brown Rd	2	3	1.55	$41,323,025	☐	☐	☑	2055
A538	Bass Lake Rd Widening	Holly Springs Rd	Hilltop-Needmore Rd	2	4	2.77	$67,072,416	☐	☐	☐	2055
Frnk8	Bert Winston Realign	US 1	Fleming Rd	0	2	0.76	$12,621,652	☐	☐	☐	2055
A204	Bethlehem Rd	Railroad St	Old Faison Rd	2	4	0.69	$17,344,245	☐	☐	☐	2055
A162	Buffaloe Rd	Southall Rd	Stone Station Drive	2	4	1.5	$43,734,423	☐	☐	☐	2055
A576	Buffaloe Rd	NC 50	Aversboro Rd	2	3	1.48	$39,456,824	☐	☐	☑	2055
A755b	Buffaloe Rd	Forestville Rd	Old Milburnie Rd	4	6	0.78	$26,815,957	☐	☐	☐	2055
A34	Cary Parkway	Evans Rd	Harrison Avenue	2	4	1.74	$50,731,931	☐	☐	☐	2055
Hrnt1	Chalybeate Springs Turn Lane	Future Western Bypass	NC 55	2	3	0.73	$19,461,812	☐	☐	☑	2055
A631	Chalybeate Springs Widening	Future US 401 Bypass	Future Western Angier Bypass	2	4	3.51	$110,301,488	☐	☐	☐	2055
A36c	Chatham St	N.E. Maynard Rd	I-40 bridge	2	4	0.93	$27,115,342	☐	☐	☐	2055
Jhns10a	Cleveland Rd	NC 50	NC 36	2	4	2.11	$61,519,755	☐	☐	☐	2055
A200	Creech/Jones Sausage Connector	Creech Rd	Jones Sausage Rd	0	3	1.09	$30,539,007	☐	☐	☐	2055
A748	Dunn Road	Neland St	Durant Rd	0	2	1	$23,617,262	☐	☐	☐	2055
A759	E Green St	US 1	Whitaker St	2	2	1.35	$17,172,000	☐	☐	☑	2055
A148a2	Eagle Rock Rd	US 64	Martin Pond Rd	2	4	0.86	$23,776,885	☐	☐	☐	2055
A676	East Wake Drive	Old Milburnie Rd	Forestville Road	0	3	0.44	$13,270,584	☐	☐	☑	2055
A302b	Eastern Angier Bypass	Benson Rd	NC 210	0	4	0.5	$13,090,576	☐	☐	☐	2055
A169d1	Eastern Wendell Bypass	NC 231	Morphus Bridge Rd	0	4	1.36	$44,209,982	☐	☐	☐	2055
A102	Edwards Mill Rd Ext - part III	Chapel Hill Rd	Western Blvd Ext	0	4	0.7	$46,425,000	☐	☐	☑	2055
A530	Evans Rd	Aviation Parkway	Weston Parkway	4	6	0.5	$16,759,973	☐	☐	☐	2055
A13d	Falls of Neuse Blvd	Durant Rd	Old Falls of Neuse Blvd	4	6	2.06	$101,408,362	☐	☐	☐	2055
A607	Falls of Neuse Widening	New Falls of Neuse Blvd	NC 98 Bypass	2	4	3.14	$84,101,229	☐	☐	☐	2055
A125a4	Forestville Rd	East Wake Dr	Old Knight Rd	2	3	2.27	$63,544,149	☐	☐	☐	2055
A589a	Forestville Rd Ext	US 64	Old Knight Rd	0	2	0.29	$6,849,006	☐	☐	☐	2055
A163b	Friendship Rd Widening	Old Holly Springs Apex	New Hill Holleman	2	4	1.93	$54,660,382	☐	☐	☐	2055
A722	Fuqua-Varina Parkway East	NC 55	NC 42	0	4	2.55	$89,239,646	☐	☐	☐	2055
A723	Fuquay-Varina Parkway East	NC 42	US 401	0	4	1.44	$50,394,153	☐	☐	☐	2055

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Project ID	Road Name	From	To	Existing Lanes	Proposed Lanes	Distance (Miles)	Total Cost	Toll	Regionally Significant	AQ Exempt	Horizon Year
Jhns18	Glen Laurel Road	NC42 East	Powhatan Road	2	4	3.1	$82,646,051	☐	☐	☐	2055
A698	Gorman St Widening	Kaplan Drive	Western Blvd	2	3	0.95	$15,449,480	☐	☐	☑	2055
A192	Graham Newton Rd	Penny Rd	Optimist Farm Rd	2	2	2.83	$41,655,045	☐	☐	☑	2055
Jhns7a	Guy Rd	Garner Rd	Amelia Church Rd	2	4	3.41	$90,819,015	☐	☐	☐	2055
Jhns7b	Guy Rd	Amelia Church Rd	NC 42	2	4	0.98	$26,100,479	☐	☐	☐	2055
Grnv132	Hillsboro Street	West Hillsboro Street	West Lyon Street	2	2	0.13	$3,070,244	☐	☐	☐	2055
A623d1	Hilltop Needmore Extension	Bass Lake Road	Hilltop Needmore Road	2	4	0.75	$19,974,857	☐	☐	☐	2055
A623a	Hilltop Needmore Widening	US 401	Johnson Pond Rd	2	4	1.3	$31,090,117	☐	☐	☐	2055
A623b	Hilltop Needmore Widening	Johnson Pond Rd	Sunset Lake Rd	2	4	2.09	$49,983,342	☐	☐	☐	2055
A623c	Hilltop Needmore Widening	Sunset Lake Rd	Keith Hills St	2	4	0.68	$16,262,523	☐	☐	☐	2055
A730	Hilltop Road	Middle Creek/Hilltop Road realignmen	Panther Lake Road	2	4	2.14	$61,419,530	☐	☐	☐	2055
A403a1	Hodge Rd	US 64	Mingo Bluff Blvd	2	4	1.57	$43,949,037	☐	☐	☐	2055
A403a2	Hodge Rd	Poole Rd	Mingo Bluff Blvd	2	4	1.53	$40,748,708	☐	☐	☐	2055
A403c	Hodge Rd	Auburn-Knightdale Rd	Poole Rd	2	4	1.9	$45,439,402	☐	☐	☐	2055
A756	Holden Rd	US 1	N. College St.	2	3	1.81	$50,667,361	☐	☐	☐	2055
A186c	Holland Rd Turn Lane	Old US 1	Kelly Rd	2	3	1.49	$21,758,708	☐	☐	☑	2055
A163a1	Holly Springs Rd	Old Holly Springs Rd	NC-55 / Main St	2	4	1.2	$34,987,538	☐	☐	☐	2055
A699	Holly Springs Rd	Cary Parkway	Penny Rd	4	6	2.22	$70,693,566	☐	☐	☐	2055
A700	Holly Springs Rd	Penny Rd	Ten Ten Rd	4	6	1.22	$38,849,617	☐	☐	☐	2055
A702	Holly Springs Rd	Tryon Rd	SE Cary Parkway	4	6	0.5	$15,921,974	☐	☐	☐	2055
A71	Holly Springs Rd	Ten Ten Rd	Kildaire Farm Rd Connector	2	4	0.84	$24,491,277	☐	☐	☐	2055
A624c	Honeycutt Road	Piney Grove Wilbon	Roanhigh Lane	2	4	0.95	$25,301,485	☐	☐	☐	2055
A625	James Slaughter Rd Widening	Stewart Rd	Bass Lake Rd	2	3	0.55	$13,166,784	☐	☐	☑	2055
A443b	Jenks Rd	Wimberly Rd	US 64	2	4	0.51	$12,196,892	☐	☐	☐	2055
Grnv113	Joe Peed Rd Turn Lane	US 15	WB Clark Rd	2	3	1.34	$32,079,073	☐	☐	☑	2055
A224a	Johnson Pond Rd / Bells Lake Road	Optimist Farm Rd	Hilltop-Needmore Rd	2	4	2.05	$59,770,378	☐	☐	☐	2055
A215b	Jones Dairy Rd	Chalk Road	Averette Rd	2	4	2.1	$61,228,192	☐	☐	☐	2055
A560b	Jones Franklin	Capital Center Drive	Dillard Dr	2	4	0.9	$27,754,538	☐	☑	☐	2055
A772	Jonesville Rd	US 401 Bypass	Mitchell Mill Rd	2	3	2	$53,320,033	☐	☐	☑	2055
A41	Kildaire Farm Rd	Ten Ten Rd	Kildaire Farm Connector	2	4	2.03	$34,200,000	☐	☐	☐	2055
A136c	Lake Wheeler Rd	Ten Ten Rd	Hilltop-Needmore Rd	2	4	3.4	$89,015,914	☐	☐	☐	2055
A554	Laura Duncan Widening	US 64	Old Apex Rd	2	3	1.04	$24,897,191	☐	☐	☐	2055
A126a	Ligon Mill Rd	Burlington Mills Rd	US 1A	2	3	2.32	$37,729,255	☐	☐	☑	2055
A126b	Ligon Mill Rd	US 401	Burlington Mills Rd	2	3	2.57	$68,516,242	☐	☐	☑	2055
A219b	McCrimmon Parkway Ext	Louis Stephens Rd	NC 55	0	4	0.94	$29,174,746	☐	☐	☐	2055
A130b	Mitchell Mill Rd	Forestville Road	Rolesville Rd	2	4	3.47	$107,009,162	☐	☐	☐	2055
Jhns4a2	North Connector	NC 42 East	N. Oneil St	2	4	2.21	$52,853,199	☐	☐	☐	2055

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Grnv81	Northside Rd Ext	Northside Rd	Old Weaver Rd	0	4	0.92	$28,554,006	☐	☐	☐	2055
A66a	O'Kelley Chapel Rd	Green Level Church Road	NC 55	2	4	0.35	$8,370,416	☐	☐	☐	2055
A237a	Old Apex Rd	West Chatham St	Cary Parkway	2	4	1.1	$45,192,237	☐	☐	☐	2055
A237b	Old Apex Rd	Cary Parkway	Laura Duncan Rd	2	4	0.39	$11,370,950	☐	☐	☐	2055
A174b1	Old Battle Bridge Rd	Old Tarboro Rd	Wendell Blvd	2	3	0.32	$8,957,766	☐	☐	☐	2055
Jhns9	Old Drug Store Rd Wdng	NC 36	NC 50	2	4	2.57	$61,462,770	☐	☐	☐	2055
A579	Old Faison Rd Widening	Hodge Rd	Bethlehem Rd	2	4	2.06	$58,586,093	☐	☐	☐	2055
A410b	Old Raleigh Rd	South of US 64	Apex Peakway	2	4	1.28	$37,320,041	☐	☐	☐	2055
A137c	Old Stage Rd	Rock Service Station	NC 42	2	4	3.27	$78,203,602	☐	☐	☐	2055
A601	Old Wake Forest Rd	Falls of Neuse Rd	Atlantic Ave	2	3	1.43	$38,123,823	☐	☐	☑	2055
Grnv81a	Old Weaver Trail	From NC 50 (Wake Co)	Northside Rd Ext	2	4	1.65	$39,460,533	☐	☐	☐	2055
Jhns16	Oneil St	W Main St	North Connector	2	3	1.87	$52,346,942	☐	☐	☑	2055
A42a	Penny Rd	Ten Ten Rd	Kildaire Farm Rd	2	4	1.25	$36,445,352	☐	☐	☐	2055
A149b1	Poole Rd	Martin Pond Rd	Richardson Road	2	3	1	$14,603,160	☐	☐	☑	2055
Jhns6	Pritchard Rd/Smithfield Rd Widening	Covered Bridge Rd	Wake County line	2	4	2.4	$62,834,763	☐	☐	☐	2055
A543b	Rex Rd Realignment	Avent Ferry Connector	Cass Holt Rd	0	4	0.31	$10,222,800	☐	☐	☐	2055
A179a2	Richardson Rd	US 64 (West)	Olive Chapel Rd	2	4	1.38	$26,752,720	☐	☐	☐	2055
A179b	Richardson Rd	Olive Chapel Rd	Humie Olive Rd	2	4	1.86	$44,482,783	☐	☐	☐	2055
A402d	Riley Hill Rd	Chad Rd	NC 96	2	4	2.17	$51,896,580	☐	☐	☐	2055
A605	Rogers Rd	Heritage Center Dr	Heritage Branch Rd	2	5	0.35	$8,922,459	☐	☐	☐	2055
A765	Rogers Rd	Rogers Branch Rd	S. Main St	2	4	2.93	$88,297,750	☐	☐	☐	2055
A594	Rolesville Rd	Kioti Dr	Mark's Creek Rd	2	4	2.54	$67,357,713	☐	☐	☐	2055
A612	S Cross St/N White St	NC 98	Main St	2	3	3.85	$92,167,485	☐	☐	☑	2055
A406a	Shotwell Rd	Covered Bridge Rd	US 70 Bus	2	4	1.23	$35,862,227	☐	☐	☐	2055
A448	Six Forks Rd	Ramblewood Road	Lynn Road	4	6	2.4	$45,000,000	☐	☐	☐	2055
A161	Skycrest Dr	New Hope Rd	Forestville Rd	0	4	3.4	$163,410,844	☐	☐	☐	2055
A112b	Smithfield Rd	Major Slade Rd	Johnston Co. line	2	4	1.4	$40,818,795	☐	☐	☐	2055
A52	Smithfield Rd	Bethlehem Rd	US 64 Bypass	2	3	1.8	$50,387,431	☐	☐	☐	2055
A752	Smithfield Rd	Sandy Trail Dr	Grasshopper Rd	4	6	2.65	$88,827,856	☐	☐	☐	2055
A629	Stewart Rd	James Slaughter Pkwy	Judd Pkwy	2	3	1.3	$31,121,489	☐	☐	☑	2055
A9	Strickland Rd	Leesville Rd	Creedmoor Rd	2	4	2.73	$30,958,272	☐	☐	☐	2055
A59c	Sumner Blvd	Ruritania St	Gresham Lake Rd	0	3	0.99	$33,354,163	☐	☐	☐	2055
A434	Sunnybrook Rd	Rock Quarry Rd	Poole Rd	2	4	1.81	$52,772,870	☐	☐	☐	2055
A193a1	Sunset Lake Rd	Product Road	Hilltop-Needmore Rd	2	4	2.2	$76,040,560	☐	☐	☐	2055
A193b	Sunset Lake Rd	Hilltop-Needmore Rd	Lassiter Rd	2	4	2.7	$78,721,961	☐	☐	☐	2055
A217a2	Sunset Lake Rd	Main St	Edwards Dr / Bellagio Dr	2	4	1.85	$57,050,994	☐	☐	☐	2055
A217b	Sunset Lake Rd Ext	Old Holly Springs Apex	Main St	0	2	1.7	$50,113,170	☐	☐	☐	2055

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A155b	T.W. Alexander Dr	Aviation Parkway	US 70	4	6	1.02	$73,344,709	☐	☑	☐	2055
A113	Ten Ten Rd	Holly Springs Rd	Bells Lake Rd	2	4	1.95	$56,854,750	☐	☐	☐	2055
A114c	Ten Ten Rd	Holly Springs Rd	Kildaire Farm Road	2	4	1.3	$22,900,000	☐	☐	☐	2055
A400b	Ten Ten Rd	Old Stage Rd	NC 50	2	4	3.43	$82,030,078	☐	☐	☐	2055
A779	Thornton Rd Ext	Thornton Rd	Ligon Mill Rd	0	2	1.28	$37,732,760	☐	☐	☐	2055
A138a	Timber Dr/Jones Sausage Connector	US 70	Timber Dr Ext	0	4	0.72	$25,197,077	☐	☐	☐	2055
A572	Trailwood Dr Turn Lane	Avent Ferry Rd	Tryon Rd	2	3	1.62	$44,733,330	☐	☐	☑	2055
A433	Trawick Rd	Marsh Creek Rd	New Bern Avenue	2	3	1.44	$23,418,158	☐	☐	☑	2055
A231b	Trinity Rd	Wade Park Blvd	Trenton Rd /Arrington Rd	2	4	0.4	$11,662,513	☐	☐	☐	2055
A563	Trinity Rd	NC 54	Chatham St	2	4	1	$9,359,167	☐	☐	☐	2055
A780	US 1 at Stadium	Stadium Dr	Jenkins Rd			0.5	$5,750,000	☐	☐	☐	2055
A140b	Vandora Springs Rd & Ext	Old Stage Rd	US 401	0	2	1.62	$26,554,590	☐	☐	☐	2055
A167a	Wendell Northern Bypass	US 64 BUS (Wendell Blvd)	Old Zebulon Road	0	2	2.4	$46,941,804	☐	☐	☐	2055
A695a2	Wendell Valley Blvd	Wendell Falls Parkway	Knightdale Eagle Rock Road	3	4	1.04	$27,228,397	☐	☐	☐	2055
A77a	West Lake Rd	Larboard Rd	Bells Lake Rd	0	2	1.25	$22,453,031	☐	☐	☐	2055
A234	Western Blvd	Gorman St	Pullen Rd	4	6	1.21	$59,565,106	☐	☑	☐	2055
A670	Western Wendell Ext	Poole Road	Lake Glad Road	0	4	1.4	$43,451,749	☐	☐	☐	2055
A457	Westgate Rd	Leesville Rd	US 70	2	4	1.4	$40,818,795	☐	☐	☐	2055
A143b	White Oak Rd	I-540	NC 36	2	4	2.53	$73,765,393	☐	☐	☐	2055
Hrnt9	10th St. Bypass	West Front Street	South Main St./US 401South	2	2	0.55	$3,861,820	☐	☑	☐	2055
A782	Knightdale Blvd	N. First Ave.	I-87	4	4	2.86	$36,379,200	☐	☐	☑	2055
A807	N Main Street	Future NC 96 Bypass	Knollwood Lane	2	3	1.84	$51,507,152	☐	☐	☑	2055
Hrnt3a1	NC 210	NC 55	Lipscomb Rd	2	3	1.69	$45,055,428	☐	☑	☐	2055
A65	NC 39	Debnam Rd (Wake Co.)	Hatcher Rd (Johnston Co.)	2	4	12.74	$304,683,146	☐	☑	☐	2055
Frnk6	NC 39	From N. metro boundary southward	Wake County boundary	2	4	17.69	$462,129,717	☐	☑	☐	2055
A535a	NC 42 Widening	Christian Light Rd	Coley Farm Rd	2	4	2.98	$71,268,114	☐	☑	☐	2055
A228a2	NC 50	Timber Dr / Buffalo Rd	Rand Rd / NC 540	2	4	2.15	$57,261,256	☐	☑	☐	2055
A445a	NC 50	NC 98	Beaver Creek Rec	2	4	3.9	$102,106,489	☐	☐	☐	2055
Grnv18	NC 50	Old Weaver Trail	Dove Rd	2	4	2.67	$63,854,317	☐	☐	☐	2055
A229	NC 54	Chapel Hill Rd	Harrison Avenue	4	6	0.8	$26,815,957	☐	☑	☐	2055
A413	NC 54 (Chapel Hill Rd)	Corporate Center Dr	Hillsborough St	2	4	1.33	$38,777,855	☐	☑	☐	2055
A426b	NC 55 (Main St)	Sunset Lake Road	Holly Springs Road	2	4	2	$58,312,564	☐	☑	☐	2055
Frnk4b	NC 56	US 1	Peach Orchard Rd	2	4	6.76	$161,668,608	☐	☑	☐	2055
Grnv20b	NC 56	965 feet south of Holly Drive (Creedm	Brogden Road	2	2	1.14	$20,601,936	☐	☐	☐	2055
Grnv20c	NC 56	Brogden Road	US 15	2	5	0.34	$8,667,532	☐	☐	☐	2055
Grnv22a	NC 56	Hayes Rd	Hester Rd	2	4	3.23	$77,246,983	☐	☑	☐	2055
A131b	NC 96	Ferrell Rd	US 401	2	3	8.47	$189,019,516	☐	☑	☑	2055

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Project ID	Road Name	From	To	Existing Lanes	Proposed Lanes	Distance (Miles)	Total Cost	Toll	Regionally Significant	AQ Exempt	Horizon Year
Grnv23	NC 96	Franklin CO.	NC 56	2	4	8.97	$214,521,807	☐	☑	☐	2055
A596	NC 96 Widening	US 64/264	Ferrel Road	2	4	2.88	$76,150,216	☐	☑	☐	2055
A401a	NC 97	Wendell Blvd	Rotary Dr	2	4	4.96	$144,615,158	☐	☐	☐	2055
A56c	NC 98	NC 98 Bypass	US 401	2	4	5.29	$154,236,731	☐	☐	☐	2055
Hrnt4b3	NC-55	Oak Grove Church Rd	Old Stage Rd	2	4	1.37	$36,487,405	☐	☑	☐	2055
A173b	New Hill Olive Chapel Rd	Old US 1	Olive Chapel Road	2	3	3.83	$55,930,103	☐	☐	☑	2055
A717	Schieffelin Road-Lufkin Road Connector with grade sepa	Schieffelin Road	Lufkin Road	0	2	0.11	$12,400,000	☐	☐	☐	2055
Grnv2	US 15	I-85	Gate #2 Rd	2	4	2.42	$77,821,210	☐	☑	☐	2055
A480a4	US 401	Simpkins Road	Ten Ten Road	4	6	3.1	$133,220,444	☐	☑	☐	2055
Grnv4a	US-15	NC 50	Hester Rd	2	4	2.95	$71,377,201	☐	☑	☐	2055
F86	Capital Blvd - Corridor Upgrades	I-440	I-540	0	0	5.25	$1,025,262,893	☐	☑	☐	2055
F14	Clayton Bypass (I-42)	I-40	US 70 Business	4	6	8.69	$324,113,189	☐	☑	☐	2055
A79a	Crabtree Valley Ave / I-440 Connector	I-440	Blue Ridge Rd	0	3	0.15	$72,568,194	☐	☐	☐	2055
F40	I-40 Managed Lanes	Durham County Line	Wade Avenue	8	10	9.2	$579,090,000	☑	☑	☐	2055
F41	I-40 Managed Lanes	Wade Avenue	Johnston County	8	10	21.29	$211,274,569	☑	☑	☐	2055
F41b	I-40 Managed Lanes	Johnston County	Cornwallis Rd	8	10	2.88	$20,462,870	☑	☑	☐	2055
F45	I-40 Managed Lanes	Cornwallis Rd	NC 210	6	8	4.47	$26,920,480	☑	☑	☐	2055
F46	I-40 Managed Lanes	NC 210	CAMPO MAB	6	8	6.75	$36,179,936	☑	☑	☐	2055
F86a	I-440 / Capital Blvd Interchange						$127,000,000	☐	☑	☑	2055
F42b	I-540 Managed Lanes	I-40	US-64 Bypass	6	8	25.82	$538,539,038	☑	☑	☐	2055
F13	NC 147 Toll Extension (CAMPO Portion)	NC 540	McCrimmon Pkwy / Little Drive	0	4	1.5	$62,522,726	☑	☑	☐	2055
A688	Powell Drive Realignment (RR)	Powell Dr	Youth Center Dr	2	2	0.35	$44,000,000	☐	☐	☑	2055
F7b	US 64 East	US 64 Bypass (Wendell)	US 64/US 264 (Zebulon)	6	8	7.35	$454,051,395	☐	☑	☐	2055
Chtm2	US 64 Interchanges	Various crossings starting at Farringto	Mt Gilead Church Rd				$114,715,260	☐	☑	☐	2055
F15b	US 64 West Conversion to Freeway	NC-540 Tri-Ex Turnpike	NC 751	4	6	3.2	$175,497,567	☐	☑	☐	2055
A101	US 70	Lumley/Westgate Rd	Hilburn Road	4	6	4.1	$132,600,000	☐	☑	☐	2055

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Project ID	Road Name	From	To	Existing Lanes	Proposed Lanes	Distance (Miles)	Total Cost	Toll	Regionally Significant	AQ Exempt	Horizon Year
Post-2055 CTP											
SCI-5	Raleigh Improve/Expand Existing Grade Separations (RR	Raleigh	Raleigh				$0	☐	☐	☑	CTP
Grnv951	26th Street Extension	26th Street	East Lyon Station Rd	0	2	0.72	$8,219,000	☐	☐	☐	CTP
Grnv951a	26th Street Extension	East Lyon Station Rd	NC-56	0	2	0.75	$13,471,819	☐	☐	☐	CTP
A184a	Apex Barbecue Rd	Old US 1 (S Salem St)	Kelly Rd	2	2	1.13	$17,445,304	☐	☐	☑	CTP
A184b	Apex Barbecue Rd	Kelly Rd	Olive Chapel Rd	2	3	1.41	$34,063,090	☐	☐	☑	CTP
A187d	Apex Peakway (West)	Old US 1	Olive Chapel Rd	2	4	1.09	$31,780,347	☐	☐	☐	CTP
A187a	Apex Peakway Widening (North)	Olive Chapel Rd	Laura Duncan Rd	2	4	1.6	$46,650,051	☐	☐	☐	CTP
A203b	Auburn-Knightdale Rd	Grasshopper Rd	NC 540 (Future)	2	4	1.58	$42,080,365	☐	☐	☐	CTP
A767	Averette Rd	Jones Dairy Rd	NC 98	2	4	1.38	$41,587,336	☐	☐	☐	CTP
A741	Aversboro Rd	Timber Dr	Thompson Rd Ext	2	3	1	$26,660,016	☐	☐	☑	CTP
A64c	Aviation Parkway	I-40	Airport Blvd	4	6	1.6	$98,740,587	☐	☑	☐	CTP
A706	Aviation Parkway	Gateway Centre Blvd	RDU Center Drive	4	6	0.6	$20,111,967	☐	☐	☐	CTP
F18	Aviation Parkway	Airport Blvd	I-540 Interchange	4	6	1.88	$148,248,791	☐	☑	☐	CTP
F17a	Aviation Parkway Ext	Brier Creek Parkway	TW Alexander	0	4	1.2	$41,476,669	☐	☑	☐	CTP
A435	Battle Bridge Rd	Rock Quarry Rd	Auburn-Knightdale Rd	2	3	1.85	$27,015,846	☐	☐	☑	CTP
A581	Bethlehem Rd Turn Lane	Old Faison Rd	Grasshopper Rd	2	3	2.47	$65,574,453	☐	☐	☑	CTP
Chtm7	Big Woods Road	US 64	Gallup Road	2	2	4.19	$28,092,385	☐	☐	☐	CTP
A582	Bissette Rd Turn Lane	Smithfield Rd	Eagle Rock Rd	2	3	2.78	$66,552,106	☐	☐	☑	CTP
Grnv32	Brassfield Rd	Creedmoor Loop	Three Bridges Lane (East of)	2	4	2.1	$50,222,497	☐	☐	☐	CTP
Grnv33	Brassfield Rd	Three Bridges Ln (East of)	NC 96	2	4	3.74	$89,443,875	☐	☐	☐	CTP
Grnv110	Brogden Rd Turn Lane	NC 56	Belltown Rd	2	3	5.59	$137,701,680	☐	☐	☑	CTP
Grnv107	Bruce Garner Rd	Wake Co. line	Brassfield Rd	2	3	5.92	$86,450,707	☐	☐	☑	CTP
A733	Buckhorn Duncan Road	Cass Holt Road	Burt Road	2	4	2.04	$46,427,000	☐	☐	☐	CTP
A402b	Buffaloe Rd-Riley Hill Connector	Old Milburnie Rd	Rolesville Rd	2	4	3.44	$93,088,719	☐	☐	☐	CTP
A402c	Buffaloe Rd-Riley Hill Connector (part NL)	Horton Road	Riley Hill Rd	0	3	5.09	$116,517,430	☐	☐	☐	CTP
Grnv93	Cash Rd / Gate 2 Rd	Old Weaver Trail	West B St	2	4	4.93	$117,903,290	☐	☐	☐	CTP
A510a	Cass Holt Rd Widening	Avent Ferry	Sweet Springs	2	4	4.31	$112,840,761	☐	☐	☐	CTP
A510b	Cass Holt Rd Widening	Sweet Springs Road	NC 42	2	3	1.96	$28,622,194	☐	☐	☐	CTP
Frnk19	Cedar Creek Rd	S. Main St	Yearling Dr	0	2	0.34	$17,563,255	☐	☐	☐	CTP
Frnk7	Cedar Creek Rd	NC 96 Bypass	Lane Store Rd	2	4	3.77	$105,228,088	☐	☐	☐	CTP
A916	Chamblee Rd	Lazy J Ranch Ln	Perry Curtiis Rd	2	4	0.65	$19,588,238	☐	☐	☐	CTP
Hrnt6	Christian Light Rd Widening	NC 42	Rawls Church Rd	2	4	2.27	$54,288,127	☐	☐	☐	CTP
A566	Church St Turn Lane	Morrisville Carpenter Rd	Wake County line	2	3	3.4	$90,644,056	☐	☐	☑	CTP
Jhns12	Clayton Industrial Cnctr	NC 42	Powhatan Rd	0	2	2.06	$34,211,319	☐	☐	☐	CTP
A751	Cleveland Road Connector	Cleveland Rd	NC 36	2	4	0.8	$23,325,026	☐	☐	☐	CTP

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Project ID	Road Name	From	To	Existing Lanes	Proposed Lanes	Distance (Miles)	Total Cost	Toll	Regionally Significant	AQ Exempt	Horizon Year
A721	Cokesbury Road	Wade Stephenson Road	NC 42	2	3	1.99	$42,330,000	☐	☐	☐	CTP
A886	Collector Street - Knightdale	Forestville Rd	Old Crews Rd	0	2	0.6	$11,061,312	☐	☐	☐	CTP
A827	Collector Street - Wake Forest	Collector Street	NC 96	0	2	1.24	$22,860,045	☐	☐	☐	CTP
A828	Collector Street - Wake Forest	Gilcrest Farm Rd	Collector Street	0	2	0.38	$7,005,498	☐	☐	☐	CTP
A829	Collector Street - Wake Forest	Gilcrest Farm Rd	Oak Grove Church Rd	0	2	0.89	$16,407,613	☐	☐	☐	CTP
A830	Collector Street - Wake Forest	Wall Rd	US 1 Alt / N Main St	0	2	1.22	$22,491,334	☐	☐	☐	CTP
A831	Collector Street - Wake Forest	Wingate St	Harris Rd	0	2	0.25	$4,608,880	☐	☐	☐	CTP
A832	Collector Street - Wake Forest	Park Vista Dr	Harris Rd	0	2	0.16	$2,949,683	☐	☐	☐	CTP
A836	Collector Street - Wake Forest	US 1 Frontage Road	Ligon Mill Rd	0	2	0.24	$4,424,525	☐	☐	☐	CTP
A837	Collector Street - Wake Forest	Via Fortunata Plaza	Height Ln Extension	0	2	0.16	$2,949,683	☐	☐	☐	CTP
A838	Collector Street - Wake Forest	Ligon Mill Rd	Capcom Ave	0	2	0.21	$3,871,459	☐	☐	☐	CTP
A839	Collector Street - Wake Forest	Crimson Clover Ave	Simwood Ave	0	2	0.13	$2,396,618	☐	☐	☐	CTP
A840	Collector Street - Wake Forest	Chalk Rd	Turning Point Dr	0	2	0.36	$6,636,787	☐	☐	☐	CTP
A841	Collector Street - Wake Forest	Collector Street	Jones Farm Rd	0	2	0.3	$5,530,656	☐	☐	☐	CTP
A842	Collector Street - Wake Forest	NC 98 / Wait Ave	Endgame Ct	0	2	0.29	$5,346,301	☐	☐	☐	CTP
A844	Collector Street - Wake Forest	Chalk Rd	Tortuga St	0	2	0.17	$3,134,038	☐	☐	☐	CTP
A845	Collector Street - Wake Forest	Shearon Farms	Burlington Mills Rd	0	2	0.37	$6,821,142	☐	☐	☐	CTP
A846	Collector Street - Wake Forest	Waterford Ridge Ln	Reindeer Moss Dr	0	2	0.21	$3,871,459	☐	☐	☐	CTP
A847	Collector Street - Wake Forest	Linslade Way	Forestville Rd	0	2	0.39	$7,189,853	☐	☐	☐	CTP
A848	Collector Street - Wake Forest	Cornwell Dr	Pine Valley Dr	0	2	0.43	$7,927,274	☐	☐	☐	CTP
A849	Collector Street - Wake Forest	US 401 Bus	Burlington Mills Rd	0	2	2.38	$43,876,538	☐	☐	☐	CTP
A850	Collector Street - Wake Forest	Ten Point Trail	Burlington Mills Rd	0	2	0.44	$8,111,629	☐	☐	☐	CTP
A851	Collector Street - Wake Forest	Forestville Rd	Burlington Mills Rd	0	2	0.75	$13,826,640	☐	☐	☐	CTP
A852	Collector Street - Wake Forest	Stone Fly Dr	Pristine Ln	0	2	0.75	$13,826,640	☐	☐	☐	CTP
A853	Collector Street - Wake Forest	Greenville Loop Rd	Forestville Rd	0	2	0.1	$1,843,552	☐	☐	☐	CTP
A821	Collector Street - Wendell	Smithfield Rd	Poole Rd	2	3	0.77	$5,205,724	☐	☐	☑	CTP
A856	Collector Street - Wendell	Liles Dean Extension	US 64 Bus Wendell Blvd	0	2	0.46	$8,480,339	☐	☐	☐	CTP
A857	Collector Street - Wendell	Fribourg Ct	Marshburn Rd	0	2	0.81	$14,932,771	☐	☐	☐	CTP
A858	Collector Street - Wendell	North Wendell Thoroughfare	Raybon Dr	0	2	0.44	$8,111,629	☐	☐	☐	CTP
A859	Collector Street - Wendell	Collector Street	Old Zebulon Rd	0	2	0.41	$7,558,563	☐	☐	☐	CTP
A860	Collector Street - Wendell	Todd Lane Extension	Peach Grove Ln	0	3	1.66	$30,602,963	☐	☐	☐	CTP
A861	Collector Street - Wendell	Peach Grove Ln	US 74 Bus / Mack-Todd Rd	0	3	1.36	$25,072,307	☐	☐	☐	CTP
A862	Collector Street - Wendell	Heritage Dr	Peach Grove Ln Extension	0	2	1.66	$30,602,963	☐	☐	☐	CTP
A863	Collector Street - Wendell	Martin Pond Rd	Horseman Park Pl	0	2	1.18	$21,753,914	☐	☐	☐	CTP
A864	Collector Street - Wendell	Wiley Oaks Dr	Eagles Crossing Dr	0	2	0.29	$5,346,301	☐	☐	☐	CTP
A865	Collector Street - Wendell	Jordan Cabin Rd	Wendell Falls Pkwy	0	2	0.2	$3,687,104	☐	☐	☐	CTP
A866	Collector Street - Wendell	Lake Myra Rd	Poole Rd	0	2	0.62	$11,430,022	☐	☐	☐	CTP

2/2/2026

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Project ID	Road Name	From	To	Existing Lanes	Proposed Lanes	Distance (Miles)	Total Cost	Toll	Regionally Significant	AQ Exempt	Horizon Year
A867	Collector Street - Wendell	Bissette Rd	Turnipseed Rd	0	2	0.59	$10,876,957	☐	☐	☐	CTP
A868	Collector Street - Wendell	Turnipseed Rd	Poole Rd	0	2	0.56	$10,323,891	☐	☐	☐	CTP
A869	Collector Street - Wendell	Wendell Falls Pkwy	Taylor Rd	0	2	0.53	$9,770,826	☐	☐	☐	CTP
A870	Collector Street - Wendell	Western Wendell Ext	Wythe Ln	0	2	0.76	$14,010,995	☐	☐	☐	CTP
A871	Collector Street - Wendell	Darecrest Ln	Morphus Bridge Rd	0	3	1.66	$30,602,963	☐	☐	☐	CTP
A872	Collector Street - Wendell	Wendell Northern Bypass	US 64 Bus / Mack-Todd Rd	2	3	0.49	$3,312,733	☐	☐	☑	CTP
A873	Collector Street - Wendell	Haywood St	Fowlkes St	0	2	0.23	$4,240,170	☐	☐	☐	CTP
A874	Collector Street - Wendell	US 64 Bus / Knightdale Blvd	Puryear Rd	2	3	1.15	$7,774,782	☐	☐	☑	CTP
A875	Collector Street - Wendell	Kioti Rd	Robertson Pond Rd	0	2	0.47	$8,664,694	☐	☐	☐	CTP
A781	Common Oaks Dr	US 1	Ligon Mill Rd	0	2	0.41	$22,685,552	☐	☐	☐	CTP
Jhns8	Cornwallis Rd Widening	NC 36	Old Drugstore Rd	2	4	5.46	$132,231,593	☐	☐	☐	CTP
Grnv47a	Creedmoor Loop A	NC 56	US 15	0	2	1.59	$31,098,945	☐	☐	☐	CTP
Grnv47b	Creedmoor Loop A	NC 56	US 15	2	4	1.59	$42,346,696	☐	☐	☐	CTP
Grnv49a	Creedmoor Loop C	Relocated US 15	Brassfield Rd	0	2	2.23	$43,616,760	☐	☐	☐	CTP
Grnv49b	Creedmoor Loop C	Relocated US 15	Brassfield Rd	2	4	2.23	$59,391,907	☐	☐	☐	CTP
Grnv83	Culbreth Rd	Old Route 75	Person County line	2	4	11.27	$269,527,399	☐	☐	☐	CTP
Grnv92	Culbreth Rd	Old Route 75	Enon Rd	2	4	3.61	$86,334,863	☐	☐	☐	CTP
A804	Cunningham Rd	New Jack Mitchell Rd	NC 96	2	3	0.65	$18,195,461	☐	☐	☐	CTP
A788	Cynrow Blvd	Roundrock Dr	Ruritania St	0	2	0.81	$30,659,193	☐	☐	☐	CTP
A893	Deer Crossing Dr Extension	Old Crews Rd	Old Milburnie Rd	0	2	0.3	$5,530,656	☐	☐	☐	CTP
Frnk29	E Main St - Youngsville	N Cross St		2	2	0.08	$722,326	☐	☐	☑	CTP
Grnv114	E Tally Ho Rd Turn Lane	Old Route 75	MPO Boundary	2	3	4.97	$118,979,845	☐	☐	☑	CTP
A148b	Eagle Rock Rd	Martin Pond Rd	Lake Myra Rd	2	4	2.47	$59,071,222	☐	☐	☐	CTP
A148c	Eagle Rock Rd	Lake Myra Rd	Covered Bridge Rd	2	4	4.97	$119,686,460	☐	☐	☐	CTP
A148d	Eagle Rock Rd	Covered Bridge Road	NC 42	2	4	3.08	$73,659,662	☐	☐	☐	CTP
A302a	Eastern Angier Bypass	Gardner Road Connector	NC 55	2	4	2.1	$54,980,417	☐	☐	☐	CTP
A302e	Eastern Angier Bypass	E Wimberly St	Kennebec Rd	2	4	1.32	$34,559,119	☐	☐	☐	CTP
A302f	Eastern Angier Bypass	Kennebec Rd	NC 55	0	4	0.35	$10,998,724	☐	☐	☐	CTP
A888	EBC Road Connector - Knightdale	Marks Creek Rd	EBC Village Way	0	2	0.97	$17,882,454	☐	☐	☐	CTP
A570	Ebenezer Ch Rd Turn Lane	Ebenezer Ch Rd	Westgate Rd	2	3	1.96	$52,253,632	☐	☐	☑	CTP
A925	Falls of Neuse Blvd	I-540	Millbrook	4	6	0.9	$201,832,176	☐	☐	☐	CTP
A67a	Ferrell Rd	NC 96	Williams White Rd	0	3	2.82	$64,553,861	☐	☐	☐	CTP
A67b	Ferrell-Dukes Lake Connector	Williams White Rd	NC 39	0	3	2.45	$56,084,028	☐	☐	☐	CTP
A125a3	Forestville Rd	Old Milburnie	East Wake Drive	2	3	0.59	$16,515,880	☐	☐	☐	CTP
A589b	Forestville Rd Ext	Marks Creek Rd	Massey Farm Rd	0	2	0.49	$11,572,459	☐	☐	☐	CTP
A589c	Forestville Rd Ext	Mailman Rd	Marks Creek Rd	0	2	2.29	$54,083,531	☐	☐	☐	CTP
A766	Fowler Rd Ext	US 401 Bypass	Rolesville Rd	0	4	2.58	$94,748,266	☐	☐	☐	CTP

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Project ID	Road Name	From	To	Existing Lanes	Proposed Lanes	Distance (Miles)	Total Cost	Toll	Regionally Significant	AQ Exempt	Horizon Year
A416	Fox Rd	Old Wake Forest Rd	US 401	2	4	2.06	$60,061,941	☐	☐	☐	CTP
Frnk15	Franklinton Northern Rd	W River Rd	North Main St	0	2	1.8	$57,139,407	☐	☐	☐	CTP
Frnk23	Franklinton Northern Rd	W River Road	US 1 Frontage Rd	2	4	1.8	$51,661,287	☐	☐	☐	CTP
A186b	Friendship Rd Widening	Winding Rd	Old US 1	2	2	0.5	$3,134,746	☐	☐	☑	CTP
A618e	Gardner Rd	NC 55	Old Stage Rd	2	3	1.27	$35,582,145	☐	☐	☑	CTP
A214	Garner Rd	Tryon Rd	Rock Quarry Rd	2	3	7.16	$190,885,717	☐	☐	☑	CTP
A926	Globe Rd	Alm St	Brier Creek Pkwy	4	2	0.5	$9,487,734	☐	☐	☑	CTP
A715	Green Level West Road	Chatham County line	Green Level Church Road	2	4	1.97	$57,437,875	☐	☐	☐	CTP
A68a	Green Pace Rd	NC 96	Water Plant Rd	2	4	0.82	$19,610,689	☐	☐	☐	CTP
A909	Green Pace Rd	Water Plant Rd	NC 97	2	4	1.78	$53,641,636	☐	☐	☐	CTP
A574	Grovemont Rd Turn Lane	US 401	Timber Dr	2	3	0.98	$26,671,763	☐	☐	☑	CTP
Hrnt7	Harnett Central Rd	US 401	Montague Rd	2	4	4.17	$115,473,981	☐	☐	☐	CTP
A565	Harrison Turn Lane	Chatham St	Dry Ave	2	3	0.28	$7,464,805	☐	☐	☑	CTP
A900	Hartham Park Ave Extension	Forestville Rd	Lillie Liles Rd	0	2	0.65	$11,983,088	☐	☐	☐	CTP
Frnk33	Hawkins Street Extension	Cedar Creek Rd	Hawkins St	0	2	0.35	$6,452,432	☐	☐	☐	CTP
Grnv109	Hayes Rd Widneing	Brassfield Rd	NC 56	2	4	1.47	$35,155,748	☐	☐	☐	CTP
A882	Height Ln Extension	US 1 Overpass Bridge	Forest Rd	0	2	1.2	$22,122,624	☐	☐	☐	CTP
A125b	Heritage Lake Rd	Rogers Rd	NC 98	2	4	1.73	$28,134,315	☐	☐	☐	CTP
Grnv65	Hester Rd	NC-56	Sanders Rd	2	4	4.18	$99,966,684	☐	☐	☐	CTP
Grnv66	Hester Rd	Sanders Rd	New Ext Hester Rd	2	4	2.8	$66,963,329	☐	☐	☐	CTP
Frnk20a	Hicks Road Widening	Future Frankilinton South Bypass	Bert Winston Rd	2	4	1.1	$30,094,203	☐	☐	☐	CTP
Frnk20b	Hicks Road Widening	Bert Winston Rd	Cedar Creek Rd	2	4	2.4	$64,886,507	☐	☐	☐	CTP
Frnk8a	High Speed Rail - Bert Winston Road Intersection (RR)	Bert Winston Road	Bert Winston Road	0	2		$0	☐	☐	☐	CTP
A623d4	Hilltop Needmore Extension	Hilltop Needmore Road	Wade Nash Rd	0	4	0.5	$22,191,158	☐	☐	☐	CTP
A757	Holden Rd	US 1	College St	3	4	1.81	$50,121,800	☐	☐	☐	CTP
A532b	Holland Rd Turn Lane	NC 55	Kennebec Rd	2	3	1.08	$15,771,413	☐	☐	☑	CTP
A532a	Holland Widening	Purfoy Rd	NC 55	2	3	2.28	$45,427,969	☐	☐	☐	CTP
A701	Holly Springs Rd	Ten Ten Rd	Kildaire Farm Rd Connector	4	6	1.59	$50,631,878	☐	☐	☐	CTP
A714	Holt Road	Old Jenks Road East	Old Jenks Road West	2	3	2.04	$33,175,724	☐	☐	☑	CTP
A624a	Honeycutt Connector	Avent Ferry Rd	Cass Holt Rd	0	4	0.82	$25,450,310	☐	☐	☐	CTP
A593	Horton Rd	Forestville Rd	Buffalo Rd	2	3	2.09	$50,033,778	☐	☐	☑	CTP
A894	Horton Rd Realignment	Buffaloe Rd	Old Miburnie Rd	0	2	2.69	$49,591,549	☐	☐	☐	CTP
A915	Horton St	Whitley St	Lazy J Ranch Ln	2	2	2.56	$48,577,196	☐	☐	☐	CTP
A401b	Hospital Rd	NC 97	Mack Todd Rd	2	4	0.18	$5,248,131	☐	☐	☐	CTP
A401c	Hospital Rd	Mack Todd Rd	Barbee St Ext	0	4	0.42	$14,698,295	☐	☐	☐	CTP
A552	Howell Rd Turn Lane	Davis Dr	Holt Rd	2	3	0.57	$13,645,576	☐	☐	☐	CTP
A188	Humie Olive Rd	Old US 1	New Hill Olive Chapel Rd	2	3	2.23	$53,385,323	☐	☐	☑	CTP

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Project ID	Road Name	From	To	Existing Lanes	Proposed Lanes	Distance (Miles)	Total Cost	Toll	Regionally Significant	AQ Exempt	Horizon Year
Grnv112	I-85 Service Rd	W Lyon Station Rd	Gate #2 Rd	0	2	2.2	$35,484,954	☐	☐	☐	CTP
A585	Industrial Drive	Wendell Blvd	Western Wendell Loop	2	3	0.79	$19,320,072	☐	☐	☑	CTP
A443a	Jenks Rd	NC55	Wimberly Rd	2	3	2.17	$31,688,857	☐	☐	☑	CTP
A218f	Jessie Dr	NC 55	Ten Ten Rd	2	4	1.58	$37,903,167	☐	☐	☐	CTP
A808	John Winstead Rd	John Winstead Rd	NC-98	0	2	0.05	$9,290,000	☐	☐	☐	CTP
A224b	Johnson Pond Rd	Hilltop-Needmore Rd	US 401 North	2	3	2.56	$68,249,642	☐	☐	☑	CTP
A727	Johnson Pond Road	Optimist Farm Road	Bells Lake Road at West Lake Road E	2	4	1.26	$33,591,621	☐	☐	☐	CTP
A215a	Jones Dairy Rd	NC 98 (Wake Forest Bypass)	Chalk Rd	2	4	0.8	$23,325,026	☐	☐	☐	CTP
A216a	Jones Dairy Rd Ext	Averette Rd	US 401	0	2	1.3	$25,426,811	☐	☐	☐	CTP
A560c	Jones Franklin Rd	Fort Sumter Rd	Dillard Dr	4	6	1.44	$48,268,722	☐	☐	☐	CTP
A73a	Jones Franklin Rd	Tryon Rd	Dillard Dr	2	4	0.67	$19,534,709	☐	☐	☐	CTP
A207d	Judd Parkway SE	US 401	US 401	2	3	1.76	$42,133,708	☐	☐	☑	CTP
A724	Judd Parkway Southwest	NC 42	Hunters Ridge Drive	2	4	0.45	$11,997,007	☐	☐	☐	CTP
A302g	Kennebec Ch Realign	Rawls Ch Rd	NC 55	0	4	0.7	$21,997,448	☐	☐	☐	CTP
A223a	Kit Creek Rd	Wake Rd	Green Level Ch Rd	0	4	0.42	$13,035,525	☐	☐	☐	CTP
A419	Knightdale Eagle Rock Rd	First Avenue	US 64/Knightdale Bypass	2	4	2.7	$67,868,785	☐	☐	☐	CTP
A589d	Knightdale Station Run Ext	US 64	Carolina Ave	0	2	0.35	$8,266,042	☐	☐	☐	CTP
A694	Lake Glad Road	Eagle Rock Road	S. Cypress Street	2	3	2.1	$34,151,481	☐	☐	☑	CTP
A825	Lake Myra Rd	Poole Rd	Eagle Rock Rd	2	3	2.14	$14,467,855	☐	☐	☑	CTP
A43	Lake Wheeler Rd	Tryon Rd	I-40	2	3	1.3	$17,884,891	☐	☐	☐	CTP
A586	Landing View Drive Ext	Western Wendell Loop	Hollybrook Rd	0	2	1.64	$38,196,927	☐	☐	☐	CTP
Frnk16	Lane Store Rd	NC 56	Cedar Creek Rd	2	4	1.62	$42,010,277	☐	☐	☐	CTP
A553	Laura Duncan Turn Lane	Apex Peakway	Indian Trail	2	3	0.33	$7,900,070	☐	☐	☑	CTP
Grnv96	Lawrence Road	Horseshoe Road	Bruce Garner Road	2	2	1.88	$0	☐	☐	☑	CTP
A135a	Lead Mine Rd	Town & Country Rd	Millbrook Rd	2	4	0.54	$15,744,392	☐	☐	☐	CTP
A135b	Lead Mine Rd	Millbrook Rd	Lynn Rd	2	4	1.12	$32,655,036	☐	☐	☐	CTP
A135c	Lead Mine Rd	Lynn Rd	Sawmill Rd	2	4	0.99	$28,864,719	☐	☐	☐	CTP
A928	Lead Mine Rd	Six Forks Rd	Strickland Rd	4	2	0.68	$12,903,318	☐	☐	☑	CTP
A429a	Leesville-Westgate Connector	Westgate Rd	Leesville Rd	0	4	1.18	$84,799,381	☐	☐	☐	CTP
A429b	Leesville-Westgate Connector	Leesville Rd	Carpenter Pond Rd	2	4	1.35	$82,865,153	☐	☐	☐	CTP
A127c	Ligon Mill Rd Connector	NC 98	Stadium Dr	0	4	0.78	$27,296,833	☐	☐	☐	CTP
A668	Liles Dean Ext	Liles Dean Road	Knightdale-Eagle Rock Road	0	3	1.07	$27,277,232	☐	☐	☐	CTP
A824	Liles Dean Rd Widening	Liles Dean Rd	US 64 Bus / Wendel Blvd	2	3	0.83	$5,611,364	☐	☐	☑	CTP
A583	Lions Club Rd Turn Lane	NC 231	Skipwith Dr	2	3	0.84	$20,109,270	☐	☐	☑	CTP
A936	Logging Road Extension	Southern Access Road	Avent Ferry Road	0	2	0.9	$17,603,177	☐	☐	☐	CTP
A877	Lola Ln Extension	US 1 Frontage Rd	Wake Union Church Rd	0	2	0.22	$4,055,814	☐	☐	☐	CTP
A27c1b	Louis Stephens Dr	Little Drive	Poplar Pike Lane	2	4	0.5	$13,316,571	☐	☐	☐	CTP

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Project ID	Road Name	From	To	Existing Lanes	Proposed Lanes	Distance (Miles)	Total Cost	Toll	Regionally Significant	AQ Exempt	Horizon Year
A27a	Louis Stephens Dr Ext (part NL)	Wake County Line	Kit Creek Rd	2	4	1.23	$29,416,034	☐	☐	☐	CTP
A27b	Louis Stephens Dr Ext (part NL)	Kit Creek Rd	O'Kelly Chapel Rd	2	4	1.13	$27,024,486	☐	☐	☐	CTP
A899	Louisbury Rd Realignment	Mitchell Mill Rd	Louisbury Rd	0	2	0.26	$4,793,235	☐	☐	☐	CTP
A878	Lowes Ave Extension	End of Road	Siena Dr	0	2	0.81	$14,932,771	☐	☐	☐	CTP
A809	Lucas Road	Buffaloe Road	Horton Road	2	2	0.88	$11,193,600	☐	☐	☑	CTP
Grnv111	Lyon Station Rd Widng	NC 56	Gate #2 Rd	2	4	2.66	$63,615,162	☐	☐	☐	CTP
A591	Mailman Rd Widening	Smithfield Rd	Knightdale-Eagle Rock Rd	2	4	1.45	$38,460,460	☐	☐	☐	CTP
A677	Marcom Dr Ext	Watkins Road	Sorrell Grove Church Road	0	2	1.13	$20,898,949	☐	☐	☐	CTP
A590	Mark's Creek Widening	Knightdale-Eagle Rock Rd	Rolesville Rd	2	4	3.54	$88,983,518	☐	☐	☐	CTP
A805	Marshburn Rd	Wendell Blvd	Wendell Northern Bypass	2	3	1.06	$29,672,598	☐	☐	☑	CTP
A776	Marshburn Rd/Lizard Lick Rd	Northern Wendell Bypass	US 64/264	2	4	1.63	$49,121,274	☐	☐	☐	CTP
A174a	Martin Pond Rd	Poole Road	Wendell Falls Parkway	2	3	1.71	$42,983,564	☐	☐	☐	CTP
A626	Matthew Mill Pond Rd Widening	Harnett Central Rd	Old Buies Creek Rd	2	4	0.76	$19,897,675	☐	☐	☐	CTP
Hrnt13	McKinley St & Railroad St	Crawford Rd	Lisa St	2	2	1.37	$14,355,893	☐	☐	☐	CTP
A889	Mingo Bluff Blvd Extension	Old Faison Rd	Plexor Ln	0	2	0.29	$5,346,301	☐	☐	☐	CTP
A763	Mitchell Mill Rd	Rolesville Rd	Fowler Rd	2	4	1.42	$41,401,920	☐	☐	☐	CTP
Chtm6	Moncure Pittsboro Road	US 1	Ruby Red	2	4	4.09	$97,814,291	☐	☐	☐	CTP
A675a	Morrisville East Connector	Airport Boulevard	McCrimmon Parkway	0	2	0.48	$26,584,389	☐	☐	☐	CTP
A401d	Moss Rd	Barbee St Ext	Morphus Bridge Rd	2	4	1.86	$44,482,783	☐	☐	☐	CTP
A401e	Moss Rd Ext	Morphus Bridge Rd	NC 39	2	4	3.2	$78,309,891	☐	☐	☐	CTP
A541	Mt Pleasant Rd	NC 42	Old Fairground Rd	2	4	5.31	$139,021,913	☐	☐	☐	CTP
A931	N. Cross St Ext	E Winston St	NC 96 Bypass	0	2	0.4	$9,446,905	☐	☐	☐	CTP
A693	NC 231 (N. Selma Road)	Old Wilson Road	Stotts Mill Road	2	3	2.4	$39,030,264	☐	☐	☑	CTP
A169d2	NC 231 (Southern Wendell) Bypass (pc)	Wendell Road at Stott's Mill Road	NC 231	0	4	0.7	$21,997,448	☐	☐	☐	CTP
A690	NC 231 (Southern Wendell) Bypass (pc) / Stott's Mill Ro	Eagle Rock Road	Wendell Road	2	4	2.5	$65,452,878	☐	☑	☐	CTP
Jhns19	NC 42 East	US70 Business	Glen Laurel Road	4	6	1.54	$63,964,801	☐	☐	☐	CTP
Frnk14	NE Franklinton Connector	NC 56	US 1	0	2	2.04	$35,829,050	☐	☐	☐	CTP
A883	Nello Cir Extension	Common Oaks Dr	US 1 Overpass Bridge	0	2	1.07	$19,726,006	☐	☐	☐	CTP
A709	New Hill Historic District Bypass (aka NC 751)	New Hill Olive Chapel Road	New Hill Holleman Road	0	4	1.6	$80,050,814	☐	☐	☐	CTP
A616b2	New Hill Place	NC 55 Bypass	Old Holly Springs Apex	2	4	0.71	$19,407,150	☐	☐	☐	CTP
A801	New Jack Mitchell Rd	Riley Hill Rd	Water Plant Rd	0	3	0.97	$31,778,460	☐	☐	☐	CTP
A597	New Jack Mitchell Road	NC 96	Riley Hill Rd	0	2	1.96	$31,613,868	☐	☐	☐	CTP
A87	New Leesville Blvd Ext	Terminus	Carpenter Pond Rd	0	4	0.47	$9,500,000	☐	☐	☐	CTP
Frnk31	New Local Road	Holden Rd	Jeffrey Way	0	2	0.72	$13,273,574	☐	☐	☐	CTP
Frnk36	New Local Road	Long Mill Rd	End of Rd	0	2	0.42	$7,742,918	☐	☐	☐	CTP
Frnk37	New Local Road	Future Development		0	2	0.26	$4,793,235	☐	☐	☐	CTP
A88	New Rand Rd	New Rand Ext	Old Garner Rd	2	3	1.1	$29,326,018	☐	☐	☑	CTP

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Project ID	Road Name	From	To	Existing Lanes	Proposed Lanes	Distance (Miles)	Total Cost	Toll	Regionally Significant	AQ Exempt	Horizon Year
Jhns21	New Road	Old Us Hwy 70 W	City Road	0	3	1	$19,967,409	☐	☐	☐	CTP
A240a	North Harrison Avenue	Reedy Creek Rd	Weston Parkway	4	6	0.81	$27,151,156	☐	☐	☐	CTP
A240b	North Harrison Avenue	Weston Parkway	I-40	6	8	0.48	$44,220,386	☐	☐	☐	CTP
Frnk32	Northbrook Dr	current alignment	Bert Winston Rd	0	2	0.36	$6,636,787	☐	☐	☐	CTP
A66c	O'Kelley Chapel Rd	American Tobacco Trail	NC 751	2	3	1.82	$43,570,084	☐	☐	☐	CTP
A775	Old Battle Bridge Rd	Eagle Rock Rd	Old Tarboro Rd	2	3	0.58	$16,235,950	☐	☐	☑	CTP
A627	Old Buies Creek Rd Widening	NC 55	Matthew Mill Pond Rd	2	4	3.12	$86,397,799	☐	☐	☐	CTP
A402f	Old Bunn Rd	Shepard School Rd	NC 97	2	4	1.95	$46,635,175	☐	☐	☐	CTP
A887	Old Crews Rd Extension	US 64 Bus - Knightdale Blvd	Forestville Rd	0	2	1.19	$21,938,269	☐	☐	☐	CTP
A826	Old Crews Rd Realignment	Creek Crossing	Peebles Rd	2	4	1.27	$14,475,689	☐	☐	☐	CTP
A580	Old Faison Rd Ext	Bethlehem Rd	Smithfield Rd	0	4	0.76	$22,357,915	☐	☐	☐	CTP
A603	Old Halifax Rd Turn Lane	NC 96	Wake County line	2	3	2.14	$51,230,758	☐	☐	☑	CTP
A443c	Old Jenks Rd Turn Lane	NC 55	Davis Dr	2	3	1.66	$24,241,246	☐	☐	☑	CTP
A592a	Old Knight Rd	US 64	Horton	2	2	1.8	$34,155,841	☐	☐	☑	CTP
A820	Old Milburnie Rd Realignment	Forestville Rd		0	4	0.33	$6,083,722	☐	☐	☐	CTP
Grnv85b	Old Route 75 Bypass (Little Mountain Rd)	Little Mountain Rd	Culberth Rd	2	4	0.8	$19,132,380	☐	☐	☐	CTP
Grnv85c	Old Route 75 Bypass (Range Rd)	Julian Daniel Rd	Range Rd	2	4	1.23	$29,416,034	☐	☐	☐	CTP
A137e	Old Stage Rd	NC 210	NC 55	2	4	3.57	$85,378,244	☐	☐	☐	CTP
A174b2	Old Tarboro Rd	Wendell Valley Blvd (new location)	Old Battle Bridge Rd	0	3	0.8	$26,209,039	☐	☐	☐	CTP
A181a	Old US 1	New Hill Holleman Rd	Humie Olive Rd	2	3	2.38	$34,755,521	☐	☐	☑	CTP
A181c	Old US 1	New Hill Holleman	Beaver Creek Rd	2	3	2.62	$38,260,279	☐	☐	☑	CTP
A914	Old US Hwy 264	Gannon Ave	NC 39	2	4	1.64	$49,422,631	☐	☐	☐	CTP
A692	Old Wilson Rd / Morphus Bridge	N. Selma Road	Earpsboro Chamblee Road	2	3	2.25	$36,590,873	☐	☐	☑	CTP
A753	Old Zebulon Rd Ext	US 64 Bus	Perry Curtis Rd	0	4	3.11	$113,648,717	☐	☐	☐	CTP
A178a1	Olive Chapel Rd	Kelly Rd	Apex Peakway	2	4	1.6	$46,650,051	☐	☐	☐	CTP
A178a2	Olive Chapel Rd	Apex Peakway	NC 55	2	6	0.33	$8,412,604	☐	☐	☐	CTP
A178b	Olive Chapel Rd	Richardson Rd	Kelly Rd	2	4	1.81	$49,474,566	☐	☐	☑	CTP
A178c	Olive Chapel Rd	New Hill Olive Chapel Rd	Richardson Rd	2	3	1.31	$34,924,621	☐	☐	☑	CTP
A76	Optimist Farm Rd	Lake Wheeler Rd	Sunset Lake Rd	2	4	4.49	$130,911,706	☐	☐	☐	CTP
A789	Pacific Dr	Old Wake Forest Rd	Atlantic Ave	0	2	0.49	$23,101,669	☐	☐	☐	CTP
A823	Peach Grove Ln	NC 97	End of Road	2	3	0.53	$3,583,160	☐	☐	☑	CTP
A795	Pearces Rd	NC 96	Pippin Rd	2	3	1.3	$36,390,922	☐	☐	☐	CTP
A796	Pearces Rd	Pippin Rd	Ferrell Rd	2	4	1.4	$42,190,051	☐	☐	☐	CTP
A42b	Penny Rd	Kildaire Farm	Holly Springs Rd	2	4	1.62	$47,233,177	☐	☐	☐	CTP
A917	Perry Curtis Rd Ext	Perry Curtis Rd	Temple Johnson Rd	0	2	0.41	$11,965,256	☐	☐	☐	CTP
A665	Perry Curtis Rd/Wake County Line Rd Access Managem	S. Arendell Ave	NC-39	2	3	2.6	$42,282,786	☐	☐	☑	CTP
A740	Pierce Olive Road	Holly Springs Road	Optimist Farm Road	2	4	1.72	$41,868,000	☐	☐	☐	CTP

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Project ID	Road Name	From	To	Existing Lanes	Proposed Lanes	Distance (Miles)	Total Cost	Toll	Regionally Significant	AQ Exempt	Horizon Year
A614	Pinecrest Dr Turn Lane	Fairbanks Dr	Tanglewild Dr	2	3	1.2	$31,992,020	☐	☐	☑	CTP
A628	Piney Grove Rawls Rd Widening	Piney Grove Wilbon	US 401	2	4	1.16	$32,122,259	☐	☐	☐	CTP
A74c	Piney Plains Rd	Dillard Dr	Walnut St	2	4	0.43	$12,537,201	☐	☐	☐	CTP
A588b	Pippin Rd/Debnam Rd	NC 96	NC 39	2	4	3.98	$97,754,052	☐	☐	☐	CTP
A520a	Pleasant Grove Church Rd	Nelson Rd	Airport Blvd	2	4	2.4	$69,975,077	☐	☐	☑	CTP
A520b	Pleasant Grove Church Rd	Airport Blvd	Aviation Parkway	0	2	1.11	$38,845,493	☐	☐	☐	CTP
A738	Pleasant Plains Rd Extension	Pleasant Plains Road	Woodfield (Dead End) Road	0	2	0.93	$12,164,000	☐	☐	☐	CTP
Jhns17	Pony Farm Rd Ext	Little Creek Church Rd	Ranch Rd	0	3	1.13	$37,020,268	☐	☐	☐	CTP
A747	Poole Rd	Sunnybrook Rd	Barwell Rd	4	6	3	$100,559,837	☐	☐	☐	CTP
Jhns22	Powhatan Road	US 70 Business	Fire Department Road	2	4	4.9	$131,967,081	☐	☐	☐	CTP
A402e	Proctor St	NC 96	Shepard School Rd	2	3	0.85	$21,366,099	☐	☐	☑	CTP
A216b	Pulley Town Rd	US 401/Rolesville Bypass	NC 96	2	3	2.46	$63,634,327	☐	☐	☐	CTP
A531b	Purfoy Rd Widening	Holland Rd	Chalybeate Springs Rd	2	4	4.12	$114,089,401	☐	☐	☐	CTP
A669a	Puryear Rd Ext	Forestville Rd	Mamas Way	0	2	1.98	$36,619,397	☐	☐	☐	CTP
A669b	Puryear Rd Ext	Horton Rd	Marks Creek Road	0	2	1.15	$21,268,842	☐	☐	☐	CTP
A595	Puryear Rd Turn Lane	Mark's Creek Rd	Rolesville Rd	2	3	1.42	$36,685,610	☐	☐	☑	CTP
A302c	Rawls Ch Rd Widening	US 401	Rawls Ch Rd Extension	2	4	3.32	$86,921,422	☐	☐	☐	CTP
A558a	Rawls Church Turn Lane	NC 55	US 401	2	3	5.33	$127,598,103	☐	☐	☑	CTP
A558b	Rawls Church Widening	US 401	Christian Light Rd	2	4	2.54	$60,745,305	☐	☐	☐	CTP
A14b	Ray Rd	Lynn Rd	Strickland Rd	2	3	2.61	$69,582,643	☐	☐	☑	CTP
A891	RC Watson Rd Extension	Buffaloe Rd	Watkins Rd	0	2	1.14	$21,016,493	☐	☐	☐	CTP
A898	RC Watson Rd Extension North	Old Milburnie Rd	Mitchell Mill Rd	0	2	1.18	$21,753,914	☐	☐	☐	CTP
A543a	Rex Rd Widening	New Hill Holleman	Avent Ferry Connector (NL)	2	4	2.15	$59,536,945	☐	☐	☐	CTP
A169c	Richardson Rd	Poole Rd	Eagle Rock Rd	0	2	0.83	$17,602,090	☐	☐	☐	CTP
A179c1	Richardson Rd	Humie Olive Rd	Foster Woods Drive	2	4	0.51	$12,196,892	☐	☐	☐	CTP
A179c2	Richardson Rd	Foster Woods Drive	Old US 1 Highway	0	4	0.57	$19,701,418	☐	☐	☐	CTP
A884	Richland Dr Extension	Ligon Mill Rd Connector	End of Road	0	2	0.36	$6,636,787	☐	☐	☐	CTP
A713	Roberts Road	Brincefield Place	Jenks Road	2	4	1.46	$20,794,813	☐	☐	☐	CTP
A806	Robertson Pond Rd	Rolesville Rd	Edgemont Rd	2	3	1.68	$47,028,269	☐	☐	☑	CTP
A924	Rock Quarry Rd	Raleigh Blvd	MLK Jr Pkwy	4	2	0.35	$6,641,413	☐	☐	☑	CTP
A540a	Rock Service Station Turn Lane	Old Stage Rd	NC 42	2	3	3.68	$88,924,303	☐	☐	☑	CTP
A540b	Rock Service Station Turn Lane	NC 42	Mt Pleasant Rd	2	3	2.56	$61,285,393	☐	☐	☑	CTP
A897	Rocky Top / Curvature Ln Extension	Silver Water Ln Extension	Fixit Shop Rd	0	2	1.67	$30,787,318	☐	☐	☐	CTP
A4c	Rogers Lane	Daleview Dr	Southall Rd	2	4	1.06	$31,826,136	☐	☐	☐	CTP
A813	Rogers Rd Access Management	US 1 Alt / S Main St	Marshall Farm St	2	3	2.09	$26,584,800	☐	☐	☐	CTP
A420	Rolesville Rd	Mitchell Mill Rd	Riley Hill Rd	2	4	2	$60,356,444	☐	☐	☑	CTP
A771	Rolesville Rd	Fowler Rd	Mitchell Mill Rd	2	3	1.44	$40,309,945	☐	☐	☑	CTP

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Project ID	Road Name	From	To	Existing Lanes	Proposed Lanes	Distance (Miles)	Total Cost	Toll	Regionally Significant	AQ Exempt	Horizon Year
Frnk34	Rolling Acres Extension	Rolling Acres	Southern Bypass Alignment	0	2	0.27	$4,977,590	☐	☐	☐	CTP
A734	Rouse Road	Cass Holt Road	Piney Grove Wilbon Road	2	3	1.58	$42,122,826	☐	☐	☑	CTP
A450	RTP Access Routes	Internal RTP access points	External access points	2	4	0.84	$20,088,999	☐	☐	☐	CTP
A551	Salem St Widening	US 64	Apex Peakway	2	3	0.64	$16,087,416	☐	☐	☑	CTP
Grnv84a	Sanders Rd	US 15	Belltown Rd	2	3	3.08	$44,977,733	☐	☐	☑	CTP
Grnv84b	Sanders Rd Ext (North)	Belltown Rd	Sr-1004	0	2	1.21	$21,251,545	☐	☐	☐	CTP
Grnv84c	Sanders Rd Ext (South)	US 15	Hester Rd	0	2	1.28	$22,480,973	☐	☐	☐	CTP
A950	Sawdust Lane Extension	Mailman Road	Knightdale-Eagle Rock Road	0	2	0.74	$2,684,681	☐	☐	☐	CTP
A797	Shepard School Rd	Proctor St/Old Bunn Rd	Oakley Rd	2	4	3	$90,407,252	☐	☐	☐	CTP
Frnk21	Sid Mitchell Rd Ext	Holden Rd	US 1/Wall Rd	0	2	1.1	$49,493,039	☐	☐	☐	CTP
A895	Siver Water Ln Extension	Old Milburnie Rd	Mitchell Mill Rd	0	2	1.16	$21,385,203	☐	☐	☐	CTP
A680a	Six Forks Road	I-540	Durant Road	2	4	0.9	$26,240,654	☐	☐	☐	CTP
A680b	Six Forks Road	Durant Road	Norwood Road	2	4	1.4	$40,818,795	☐	☐	☐	CTP
A680c	Six Forks Road	Norwood Road	NC-98	2	4	3.2	$83,779,684	☐	☐	☐	CTP
Grnv115	Smith Rd Turn Lane	US 15	Belltown Rd	2	3	2.37	$57,563,419	☐	☐	☑	CTP
A51	Smithfield Rd	Forestville Rd	Bethlehem Rd	2	4	1.57	$45,775,363	☐	☐	☐	CTP
A818	Smithfield Rd / Major Slade Rd	Grasshopper Rd	Poole Rd	2	2	2.32	$20,947,466	☐	☐	☐	CTP
A2a	Southall Rd	Skycrest Dr	Buffaloe Rd	2	3	1.54	$15,000,000	☐	☐	☑	CTP
A911	Southern Connector	NC 97	Moss Rd	0	2	0.96	$31,199,870	☐	☐	☐	CTP
A913	Southern Connector	Old Zebulon Rd Ext/Mack Todd Rd	NC 96	0	2	1.77	$51,654,887	☐	☐	☐	CTP
A920	Southern Connector	W Gannon Ave	Peach Grove Ln Connector	0	2	0.86	$0	☐	☐	☐	CTP
A547	Stephenson Rd	Ten Ten Rd	Sunset Lake Rd	2	3	2.03	$48,597,401	☐	☐	☑	CTP
A59b	Sumner Blvd Ext	Old Wake Forest Rd	Capital Blvd	0	3	0.38	$14,058,620	☐	☐	☐	CTP
A217c	Sunset Lake Rd Ext	Woodfield Deadend Rd	Main St	2	4	0.99	$23,676,320	☐	☐	☐	CTP
A912	Temple Johnson Rd Ext	Moss Rd	Temple Johnson Rd	0	2	0.98	$31,849,867	☐	☐	☐	CTP
A142a3	Timber Dr Ext	Timber Dr East	S Greenfield Pkwy	0	4	0.71	$35,446,552	☐	☐	☐	CTP
A142a2	Timber Drive East	Element Cir	White Oak Rd	0	4	1.12	$39,195,452	☐	☐	☐	CTP
A907	Tippett Road Connector	Tippett Rd	Hunters Run Ln	0	2	1.78	$51,946,722	☐	☐	☐	CTP
A667	Todd Lane Extension	Marshburn Road	Wendell Blvd / US-64 BUS	0	3	1.27	$32,375,780	☐	☐	☐	CTP
A120a	Tryon Rd	Garner Rd	Creech Rd	0	4	1.33	$46,544,600	☐	☐	☐	CTP
A120b	Tryon Rd	Creech Rd	Quarry Ridge Ln	0	4	1.07	$47,402,728	☐	☐	☐	CTP
A38	Tryon Rd	US 64	Kildaire Farm Rd	4	6	0.8	$26,815,957	☐	☐	☐	CTP
A777	Turnipseed Rd	Smithfield Rd	Buffalo Rd	2	3	3.28	$91,817,096	☐	☐	☑	CTP
Grnv131	Unamed Connector	East Lyon Station Road	Creedmoor Loop A	0	2	0.78	$14,010,691	☐	☐	☐	CTP
Frnk24	US 1 Access Rd	Franklinton S Bypass	NC 56	0	2	1.25	$20,161,906	☐	☐	☐	CTP
Grnv133	US 15/W Hillsboro St/Joe Peed Rd Intersection			2	2	0	$0	☐	☐	☐	CTP
Frnk12	US 1A Ext	US 1A	Main St	0	2	2.53	$42,016,814	☐	☐	☐	CTP

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Project ID	Road Name	From	To	Existing Lanes	Proposed Lanes	Distance (Miles)	Total Cost	Toll	Regionally Significant	AQ Exempt	Horizon Year
A908	W Barbee/Moss Roundabout	W Barbee St	Moss Rd	2	2		$0	☐	☐	☑	CTP
A879	W Holding Ave Extension	Ligon Mill Rd Connector	Richland Ridge Dr	0	2	0.37	$6,821,142	☐	☐	☐	CTP
A773	Wake Forest Northern Bypass	Oak Grove Church Rd	Gilcrest Farm Rd	0	2	1.57	$44,077,130	☐	☐	☐	CTP
A932	Wake Forest Rd/Falls of Neuse Rd	St. Albans Dr	Millbrook Rd	7	6	1.55	$12,531,740	☐	☐	☑	CTP
A918	Wakefield St	Sir David Dr	Perry Curtis Rd	2	3	0.52	$13,863,209	☐	☐	☐	CTP
A919	Wakefield St/Morphus Bridge Rd	Southern Connector	Old Zebulon Rd Ext	2	4	0.42	$11,365,483	☐	☐	☐	CTP
A37	Walnut St	Maynard Rd	Macedonia Rd	4	6	1.29	$43,240,730	☐	☐	☐	CTP
A68b	Water Plant Rd - Part new location	Green Pace Rd	W Gannon Avenue	2	4	0.93	$22,241,391	☐	☐	☐	CTP
A910	Water Plant Rd Connector	Water Plant Rd	D	0	2	0.78	$20,081,991	☐	☐	☐	CTP
A896	Watkins Rd Realignment	Turning Brook Ln	Peebles Rd	0	2	0.5	$9,217,760	☐	☐	☐	CTP
A892	Watkins Town Rd	Old Milburnie Rd	Old Crews Rd	0	2	0.52	$9,586,470	☐	☐	☐	CTP
A815	Wendell Falls Pkwy	I-87 Interchange Ramps	Daniel Ridge Rd	4	4	1.06	$13,483,200	☐	☐	☐	CTP
A167b	Wendell Northern Bypass	US 64 BUS (Wendell Blvd)	Old Zebulon Road	2	4	2.4	$74,012,100	☐	☐	☐	CTP
Jhns23	West Gateway North	Old US 70	US 70 Business	0	2	1.42	$24,660,408	☐	☐	☐	CTP
Jhns24	West Gateway South Connector	US 70 Business	Guy Road	0	2	1.4	$37,421,713	☐	☐	☐	CTP
A778	West Street Ext	South St	Western Blvd	0	3	0.17	$5,304,210	☐	☐	☐	CTP
A691	Western Wendell Ext	Lake Glad Road	Stotts Mill Road	0	3	0.8	$18,313,152	☐	☐	☐	CTP
A584	Western Wendell Loop	US 64 Bus (Wendell Blvd)	Wendell Falls Pkwy	0	4	1.69	$42,480,832	☐	☐	☐	CTP
A790	Whitaker Mill Rd (RR)	Wake Forest Rd	Atlantic Ave	0	3	0.22	$0	☐	☐	☑	CTP
A138d1	White Oak-Guy Rd Connector	White Oak Rd	Guy Rd	0	2	1.92	$48,402,911	☐	☐	☐	CTP
A138d2	White Oak-Guy Rd Connector	White Oak Rd	Guy Rd	2	4	1.92	$51,135,633	☐	☐	☐	CTP
A536	Wilbon Rd Widening	Judd Pkwy	Piney Grove Wilbon	2	4	1.45	$34,677,438	☐	☐	☐	CTP
A549	Wimberley Rd	Jenks Rd	Green Level West Rd	2	3	1.97	$28,768,225	☐	☐	☐	CTP
Grnv35	Woodland Church Rd	Wake Co. line	Bruce Garner Rd	2	3	4.41	$64,399,936	☐	☐	☑	CTP
A575	Woodland Rd Turn Lane	Old Stage Rd	Vandora Springs Rd	2	3	1.47	$39,190,224	☐	☐	☑	CTP
A423	Woods Creek Rd	Friendship Rd	Old Holly Springs Apex Rd	2	4	1.46	$45,880,391	☐	☐	☐	CTP
Chtm3	Yates Store Rd Ext	Yates Store Rd	Wake Rd	0	2	1.4	$27,382,719	☐	☐	☐	CTP
A770	Young St	US 401 Bypass	Jones Dairy Rd	2	3	2.02	$53,853,233	☐	☐	☐	CTP
A761	Youngsville Southern Bypass	Holden Rd	NC 96	0	2	2.97	$82,196,057	☐	☐	☐	CTP
Hrnt12	Lillington Bypass	US 401 North	US 421 East	0	4	4.82	$331,161,415	☐	☑	☐	CTP
A955	Auxiliary Lanes on US1	NC 540	Frienship Road Interchange	4	6	2.32	$96,047,503	☐	☑	☐	CTP
A956	Auxiliary Lanes on US1	Frienship Road Interchange	New Hill Holleman Rd	4	6	1.5	$55,945,890	☐	☑	☐	CTP
A957	Auxiliary Lanes on US1	New Hill Holleman Rd	Old US1	4	6	4.72	$195,913,687	☐	☑	☐	CTP
Chtm8	Auxiliary Lanes on US1	Old US1	Pea Ridge Road	4	6	2.68	$109,474,517	☐	☑	☐	CTP
Chtm9	Auxiliary Lanes on US1	Pea Ridge Road	Moncure Pittsboro Road	4	6	2.13	$89,089,097	☐	☑	☐	CTP
Frnk10	Bunn Bypass	NC 39 (north)	NC 39 (south)	0	4	1.3	$40,348,052	☐	☑	☐	CTP
A195	Creedmoor Rd	Glenwood Ave	Strickland Rd	4	6	4.11	$202,324,450	☐	☑	☐	CTP

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Project ID	Road Name	From	To	Existing Lanes	Proposed Lanes	Distance (Miles)	Total Cost	Toll	Regionally Significant	AQ Exempt	Horizon Year
A810	E. Gannon Ave.	Stratford Drive	US 264 Highway	3	4	1.95	$21,878,400	☐	☐	☐	CTP
A157a2	Eastern Parkway / Angier Road Interchange						$38,238,420	☐	☑	☐	CTP
A157a1	Eastern Parkway / US 401 Interchange						$38,238,420	☐	☑	☐	CTP
Chtm5a	Farrington Road	US 64	Marthas Chapel Road	2	4	3.98	$95,279,634	☐	☐	☐	CTP
Chtm5b	Farrington Road	Marthas Chapel Road	Chatham County Line	2	4	5.79	$138,470,598	☐	☐	☐	CTP
Frnk9b	Franklinton S Bypass	NC 56 (west)	NC 56 (east)	2	4	4.13	$121,524,087	☐	☑	☐	CTP
Frnk4b1	High Speed Rail - NC 56 Intersection (RR)	NC 56	NC 56	2	4	0.056	$0	☐	☐	☐	CTP
Frnk14a	High Speed Rail - NE Franklin Connector Intersection (R	NE Franklin Connector	NE Franklin Connector	0	2	0.56	$0	☐	☐	☐	CTP
Hrnt10	Lillington Bypass	US 401 South	US 421 West	0	4	4.33	$353,673,659	☐	☑	☐	CTP
Hrnt11	Lillington Bypass	US 421 West	US 401 North	0	4	2.85	$143,887,107	☐	☑	☐	CTP
Hrnt16	NC 210	US 401 (South of Lillington Downtown	Lillington Bypass (Future)	2	4	1.6	$38,264,759	☐	☐	☐	CTP
Hrnt2a	NC 210	NC 55	Angier Western Bypass	2	3	1.46	$40,869,805	☐	☑	☑	CTP
Hrnt3b	NC 210	Old Stage Rd	NC 50	2	4	6.46	$155,320,517	☐	☑	☐	CTP
Hrnt3c2	NC 210	Raleigh Road	Lassiter Pond Rd	2	4	5.1	$121,968,920	☐	☑	☐	CTP
Hrnt19	NC 27	US 421	Johnston County Line	2	4	10.1	$241,546,293	☐	☑	☐	CTP
Jhns13c	NC 42 (East) / US 70 BUS Interchange						$42,583,695	☐	☑	☑	CTP
A535c	NC 42 Widening	Christian Light Rd	Cass Holt Rd	2	4	2.94	$70,311,495	☐	☑	☐	CTP
A144	NC 50	Timber Dr	US 70	2	3	1.5	$39,990,025	☐	☐	☑	CTP
A445b	NC 50	Beaver Creek Rec	Old Weaver Trail	2	4	2	$52,362,302	☐	☐	☐	CTP
A233a	NC 54	Reedy Creek Rd	Chapel Hill Rd	4	6	0.4	$13,407,978	☐	☑	☐	CTP
A233b	NC 54	Reedy Creek Rd	Harrison Avenue	4	6	0.99	$33,184,746	☐	☑	☐	CTP
A118c	NC 55	Kennebec Church Road	North Broad St	2	2	0.87	$9,706,000	☐	☑	☐	CTP
A652	NC 55	Morrisville Carpenter Rd	NC 540	4	6	1.55	$57,810,753	☐	☑	☐	CTP
Hrnt20	NC 55	Old Stage Rd	Lisa St	2	4	3.4	$81,312,614	☐	☑	☐	CTP
Hrnt21	NC 55	Crawford Rd	CAMPO Boundary	2	4	2	$47,830,949	☐	☑	☐	CTP
Hrnt4a	NC 55 Business (North Raleigh Street)	North Broad Street	Depot Street	2	3	1.65	$12,400,000	☐	☐	☑	CTP
Frnk4a	NC 56	W. of West Sandling Rd	US 1	2	4	3.63	$86,813,173	☐	☑	☐	CTP
Grnv22b	NC 56	Hester Rd	W of Wes Sandling Rd	2	4	4.18	$99,966,684	☐	☑	☐	CTP
Grnv97	NC 56	33rd St	At-Grade Rail Crossing (West of W L	2	3	0.3	$7,181,882	☐	☐	☐	CTP
Frnk9a1	NC 56 Bypass	NC 56 West	US 1	0	2	2.38	$163,330,362	☐	☑	☐	CTP
A728	NC 751	Avent Ferry Road	US 401	0	4	6.5	$98,486,000	☐	☐	☐	CTP
Chtm4	NC 751	US 64	O'Kelly Chapel Rd	2	4	9.2	$254,762,740	☐	☑	☐	CTP
A131c	NC 96	US 401	SE of Youngsville	2	3	4.14	$110,372,468	☐	☐	☑	CTP
A418c	NC 96	NC 96 Bypass	US 1	2	4	1	$29,156,282	☐	☐	☐	CTP
A798	NC 96	Green Grove Rd	Rice Rd	2	4	1.28	$38,573,761	☐	☐	☐	CTP
Frnk3	NC 96	From Granville County	US 1	2	4	4.84	$153,989,317	☐	☑	☐	CTP
A418b2	NC 96 Bypass	NC 96 / Cedar Creek Rd	East Main St / NC 96	2	4	2.5	$61,228,192	☐	☐	☐	CTP

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Project ID	Road Name	From	To	Existing Lanes	Proposed Lanes	Distance (Miles)	Total Cost	Toll	Regionally Significant	AQ Exempt	Horizon Year
A402g	NC 97	US 264	NC 39	2	4	1.21	$28,937,724	☐	☑	☐	CTP
A794	NC 97/Gannon Ave	Rotary Dr	Old US 264	2	3	1.72	$48,147,990	☐	☐	☐	CTP
A608a	NC 98	Debarmore St	Ligon Mill Rd (future connector)	2	4	1.07	$28,497,462	☐	☑	☐	CTP
A608b	NC 98	Ligon Mill Rd (future connector)	Tyler Run Dr	2	3	0.7	$2,547,625	☐	☑	☑	CTP
A762	NC 98	Old Falls of Neuse Rd	Jones Dairy Rd	4	6	3.82	$128,046,193	☐	☑	☐	CTP
A611	NC 98 Turn Lane	NC 98 Bypass	Allen St.	2	3	0.71	$18,928,612	☐	☐	☑	CTP
A56d	NC 98 Widening	US 401	NC 39	2	4	8.52	$203,759,844	☐	☑	☐	CTP
A56e	NC 98 Widening	NC 39	Wake County line	2	4	3.72	$88,965,565	☐	☑	☐	CTP
Jhns13b	NC36 (Ranch Road & Partial New Location)	Boling Street	US 70 Bypass	2	4	1.75	$52,200,959	☐	☐	☐	CTP
Hrnt4b1	NC-55	Depot Street	NC 55 Bypass	2	3	2.29	$57,562,784	☐	☑	☑	CTP
A440c	NC-55/Carpenter Fire Station Road DDI	NC-55	Carpenter Fire Station Road				$56,065,433	☐	☑	☐	CTP
A173a	New Hill Olive Chapel Rd	Olive Chapel Road	US 64	2	4	0.63	$15,066,749	☐	☐	☐	CTP
A783	Old Milburnie Road	Buffaloe Road	Rolesville Road	2	2	4.11	$0	☐	☐	☑	CTP
Frnk30	S Main St / NC 39	Main St / NC 39	Jewett Ave / NC 98	2	2	0.72	$9,158,400	☐	☐	☐	CTP
A98c	Technology Drive Interchange	Technology Drive	NC-55 Bypass			0	$28,300,000	☐	☑	☐	CTP
A760	US 1 Alt	Harris Rd	Youngsville Southern Bypass	2	4	1.56	$48,107,865	☐	☑	☐	CTP
Grnv3	US 15	Gate #2	WB Clark	2	4	1.94	$46,396,021	☐	☑	☐	CTP
Hrnt17	US 401	NC 210 (South of Lillington Downtown	CAMPO Boundary	2	4	4.5	$107,619,636	☐	☐	☐	CTP
Hrnt18	US 401	Matthews Rd	CAMPO Boundary	4	4	9.75	$227,039,670	☐	☑	☐	CTP
Hrnt5	US 401	Fuquay-Varina	Lillington UPD	2	4	7.5	$179,366,059	☐	☑	☐	CTP
A90c1	US 401 & NC 98 Interchange						$38,238,420	☐	☑	☐	CTP
A480a1	US 401 / US 70 BUS	US 401 / US 70 BUS Flyover	Garner Station Road / Mechanical Bl	4	6	1.2	$49,842,702	☐	☑	☐	CTP
A902	US 401 Bus/Main Street	US 401 Bypass South	Burlington Mills	2	3	1.02	$0	☐	☐	☐	CTP
A904	US 401 Bus/Main Street	Young St	US 401 Bypass N	2	3	1.98	$0	☐	☐	☐	CTP
A617a	US 401 Bypass	US 401 (E of FV)	NC 55	0	6	6.41	$458,987,945	☐	☑	☐	CTP
A534b	US 401 Widening	Judd Pkwy	Eastern Parkway	2	4	1.53	$36,590,676	☐	☑	☐	CTP
Hrnt14	US 421	10th St	Lillington Bypass (Future	2	4	1.9	$46,635,175	☐	☐	☐	CTP
Hrnt15	US 421	Lillington Bypass (Future)	Lee Coutnty Line	2	4	11.6	$277,419,505	☐	☑	☐	CTP
A300	US 70	US 401	I-40	4	6	4.3	$296,845,038	☐	☑	☐	CTP
A139	US 70 / Timber Drive	Hammond Road	Timber Drive			0	$15,400,000	☐	☑	☐	CTP
Grnv4b	US-15	Hester Rd	MPO Boundary	2	4	4.38	$104,749,779	☐	☑	☐	CTP
A587a1	Wendell Blvd	Old Oak Tree Road	Liles Dean Rd	2	4	0.53	$15,971,948	☐	☐	☐	CTP
A587a2	Wendell Blvd	Liles Dean Rd	Hanor Lane	2	3	0.78	$21,834,553	☐	☐	☐	CTP
A587b	Wendell Blvd Widening	Hanor Lane	NE Old Zebulon Rd	2	3	2.9	$47,161,569	☐	☐	☑	CTP
F88	Centennial Pkwy/Lake Wheeler Intersection Realignme	I-40	Centennial	4	4	0.4	$14,689,654	☐	☑	☐	CTP
A803	Debnam Rd Interchange	Debnam Rd	US 64				$42,583,695	☐	☐	☐	CTP
A418a	Future NC 96 Grade Separation (RR)	NC 96	NC 96	0	4	0.042	$0	☐	☐	☑	CTP

2/2/2026

Note: Total Cost is less than the actual capital cost for toll, managed lane and railroad projects.

Project ID	Road Name	From	To	Existing Lanes	Proposed Lanes	Distance (Miles)	Total Cost	Toll	Regionally Significant	AQ Exempt	Horizon Year
A906	I-87/Wendell Falls Blvd Interchange Redesign	Wendell Falls Blvd					$21,727,000	☐	☐	☑	CTP
A802	New Jack Mitchell Rd Interchange	New Jack Mitchell Rd	US 264				$42,583,695	☐	☐	☐	CTP
SCI-1	Sealed Corridor #1 - Grade Separations (RR)	Raleigh	Clayton				$0	☐	☐	☑	CTP
SCI-2	Sealed Corridor #2 - Grade Separations (RR)	Franklinton South	Franklinton North				$0	☐	☐	☐	CTP
SCI-3	Sealed Corridor #3 - Grade Separations (RR)	Cary	Apex				$0	☐	☐	☑	CTP
SCI-4	Sealed Corridor #4 - Grade Separations (RR)	Morrisville	Morrisville				$0	☐	☐	☐	CTP
A812	US 1 Alt / S Main St	US 1 / Capital Blvd	NC 98 / Dr Calvin Jones Hwy	4	5	0.78	$9,921,600	☐	☐	☐	CTP
A905	US 1 Intersection Improvement	Wake Union Church Rd		0	0		$9,029,000	☐	☐	☐	CTP
Chtm1	US 64 Superstreet	NC 751	Chatham Parkway	4	4	11.6	$358,053,696	☐	☑	☐	CTP

Note: Total Cost is less than the actual capital cost for toll, managed lane and railroad projects.

Appendix 3 - Transit Fixed Guideway & Shared Regional Investments

Appendix 3 lists major capital investments, including shared regional investments outlined in Chapter 7 of this document. In addition to the listed projects, transit networks used in the analysis are available online at the following sites:

- CAMPO transit investments (mapping also includes roadway and active transportation layers, all of which can be turned on or off by accessing the "layers list" icon at the top right of the map)
- DCHC MPO transit investments (in addition to the capital investments listed in this appendix, the mapping includes regional express bus services between Chapel Hill and Hillsborough, Chapel Hill and Chatham County, and Durham and Granville County; and frequent bus service along four transit emphasis corridors with improved sidewalks, bus stops, intersection crossings and signals, and other transit-supportive investments—Chapel Hill Road, Holloway Street, Roxboro Road, and Fayetteville Street)

Table A3.1: Triangle West TPO Fixed Guideway Transit Projects List

Project	Description	MTP Horizon Year
Intercity Passenger Rail (ICR) Stations	2035: Intercity Rail (ICR) service from Downtown Durham through the new RTP station and transit center to Cary and Raleigh; 2055: Expanded ICR service from the new Hillsborough station and transit center to Downtown Durham, the RTP station, Cary and Raleigh, connecting major regional transit hubs.	2035, 2055
Bus Rapid Transit (BRT) – Chapel Hill North-South Line	BRT service in Chapel Hill, running from Eubanks Road, through the UNC Healthcare complex, and to Southern Village, using a mix of dedicated lanes and mixed traffic.	2035
Bus Rapid Transit (BRT) – Central Durham Line	BRT service in Durham, running from the Duke University/ Medical Center area through the central bus station and Downtown Durham to the Village area, using a mix of dedicated lanes and mixed traffic.	2035
Bus Rapid Transit (BRT) – Durham-Orange Line	BRT service between Durham and Orange counties, operating from Carrboro, Chapel Hill, and the UNC Healthcare complex to the Duke University and Medical Center area via US 15-501, and continuing to Durham Station and NCCU. The BRT line includes segments operating in dedicated lanes as well as segments in mixed traffic.	2035
Bus Rapid Transit (BRT) – Durham NS BRT Line Combined with CAMPO's Western BRT Line	BRT service, running from Duke, Downtown Durham, and NCCU to the Research Triangle Park (RTP) via NC 147/I-885, continuing on to Cary, Raleigh, and Clayton. The route includes segments operating in dedicated lanes and managed lanes, as well as segments in mixed traffic.	2045
Bus Rapid Transit (BRT) – Chapel Hill-RTP Line Combined with CAMPO's I-40 BRT Line	BRT service from Chapel Hill to Downtown Raleigh via the Research Triangle Park (RTP) and I-40. This aligns the Chapel Hill-RTP BRT with the I-40 BRT at RTP to create a continuous regional route. This route includes segments in dedicated lanes, managed lanes as well as segments in mixed traffic.	2055

Table A3.2: Capital Area MPO Fixed Guideway Transit Projects List

Project	Description	MTP Horizon Year
Regional Rail	From Regional Transit Center (RTC) to Wake Forest	2035
Regional Rail	• From Regional Transit Center (RTC) to Wake Forest with stop added in Morrisville (McCrimmon); • From Downtown Apex to Auburn/Garner	2045
Regional Rail	• From Hillsborough to Selma; • From Franklinton to Downtown Apex; • From Downtown Apex to Veridea	2055
Bus Rapid Transit (BRT)	• SAS to Regency Center – between SAS Campus and Regency Center via mixed traffic along Harrison Avenue, Kildaire Farm Rd, Tryon Rd and Regency Pkwy; • Capital Blvd – between Downtown Raleigh and Triangle Town Center via dedicated guideway parallel to Capital Blvd; • Midtown – between Downtown Raleigh and North Hills via mixed traffic using Capital Blvd, Wake Forest Rd, Atlantic Avenue and Six Forks Rd; • New Bern – between Downtown Raleigh and Corporation Pkwy via dedicated guideway parallel to US 64; • Western – between Powhatan (Clayton) and Regional Transit Center (RTC) via US 70 (mixed traffic) to Garner Station, dedicated guideway from Garner Station to Downtown Raleigh to Downtown Cary to RTC parallel to NC 54.	2035
Bus Rapid Transit (BRT)	• Western Extended – between Powhatan (Clayton) and RTC via US 70 (mixed traffic) to Garner Station, dedicated guideway from Garner Station to Downtown Raleigh to Downtown Cary to RTC parallel to NC 54. Extended to West Durham via mixed traffic along I-885, NC 147 and Alston Avenue; • I-40 – between Downtown Raleigh and RTC via dedicated guideway parallel to Western Blvd, mixed traffic along Blue Ridge Rd to Trinity Rd to Edwards Mill Rd to Wade Avenue/I-40 to NC 540 west to NC 54 to RTC; • US 70 – between Crabtree Valley Mall and Davis Drive via US 70, Brier Creek Pkwy, Aviation Pkwy and McCrimmon; • Apex – between RTC and Downtown Apex via mixed traffic using Davis Drive; • Veridea – between Downtown Apex and Veridea via Salem St and Veridea Pkwy.	2045
Bus Rapid Transit (BRT)	• New Bern/Knightdale (New Bern Extended) – between Downtown Raleigh and Knightdale Station Pkwy via dedicated guideway parallel to US 64 to Corporation Pkwy, mixed traffic to Knightdale Station along US 64; • I-40/Chapel Hill (I-40 Extended) – between Downtown Raleigh and UNC via dedicated guideway parallel to Western Blvd, mixed traffic along Blue Ridge Rd to Trinity Rd to Edwards Mill Rd to Wade Avenue/I-40 to NC 540 west to NC 54 to RTC, continuing along NC 54 to Barbee/Herndon Rd to Renaissance Pkwy to I-40 to NC 54/US 15-501 along Manning Drive to Cameron Avenue.	2055

Appendix 4 - Active Transportation Projects

2055 MTP Defers to Local Plans

Most active transportation investment in the 2055 MTP is "programmatic," meaning the Plan allocates funding for active transportation projects but does not list specific projects. The 2055 MTP defers to the active transportation plans of the local jurisdictions and counties to identify these bicycle and pedestrian projects. Chapter 7.5 provides links to these local plans. It should be noted that the local plans and the projects designated by the map below usually have yet to determine the exact location and detailed designs of the projects.

Complete Streets

Not all active transportation projects would be part of a local plan, included in the map below, or explicitly listed in the State Transportation Improvement Program (STIP). Bicycle and pedestrian improvements that are "complete streets" investments are often part of a larger roadway or transit project, and therefore not explicitly listed as an active transportation plan.

Exempt Projects

All the bicycle and pedestrian projects are deemed exempt from the air quality conformity determination according to Title 40, Code of Federal Regulations (CFR), PART 93.126. The most important implication of this exemption is that the projects may proceed toward implementation in the absence of a conforming transportation plan or Transportation Improvement Program (TIP).

CAMPO Connected Network

As presented in C*hapter 7.5 Active Transportation*, CAMPO has developed a functional hierarchy of national, statewide, regional, and local bicycle projects that provide connectivity among destinations from residential neighborhoods to state and national destinations. The maps linked below demonstrate the interconnected network of these proposed active transportation projects. Statewide-tier corridors in the CAMPO functional hierarchy include major spine routes such as the Neuse River Trail, American Tobacco Trail, Crabtree Creek Greenway, and East Coast Greenway. Regional-tier facilities are those that connect these spine routes to individual neighborhoods and communities, where the regional facilities connect with local-tier facilities.

- Map of CAMPO regional network bicycle & pedestrian facilities by tier
- Map of CAMPO regional network bicycle & pedestrian facilities by facility type
- Map of CAMPO regional network bicycle & pedestrian facilities by mode

Triangle West TPO Network

The Triangle West TPO incorporates local bicycle and pedestrian plans by reference as its bicycle and pedestrian project list. See Chapter 7.5 for links to these local plans.

Appendix 5: Resources on Technology

This appendix contains links to resources on emerging technological changes that are influencing patterns and modes of travel, and the environmental impacts of travel: connected and autonomous vehicles, electrification and telepresence. As MPOs and NCDOT implement the region's Intelligent Transportation Systems (ITS) Strategic Deployment Plan, understanding the potential roles, market penetration rates and impacts of connected and autonomous vehicles and other emerging technologies will be important considerations.

Because knowledge about connected and autonomous vehicles, electrification and telepresence is evolving rapidly, this appendix highlights web sites and points of contact that can be expected to update information as it becomes available.

Connected and Autonomous Vehicles

Resources from the American Planning Association

Resources from the Victoria Transport Policy Institute

Resources from the National Highway Transportation Safety Administration

Resources from the US Department of Transportation

Vehicle Electrification

Resources from the American Council for an Energy Efficient Economy

Resources from the NC Clean Energy Technology Center

NCDOT's North Carolina Clean Transportation Plan

The Triangle Clean Cities Coalition maintains information on alternative fuel resources, including information on EV infrastructure programs.

Emerging Modes

Micromobility and E-bike resources from the Active Transportation Resource Center and the Pedestrian and Bicycle Information Center

Microtransit resources from the North Carolina Department of Transportation, the NC State Institute for Transportation Research and Education, and the American Public Transportation Association

Advanced Air Mobility resources from the US Department of Transportation and Federal Aviation Administration

Mobility-as-a-Service (MaaS) resources from the American Public Transportation Association

Intelligent Transportation Systems

Resources from the US Department of Transportation

Resources from ITS America

Triangle Region ITS Strategic Deployment Plan (2020)

Triangle Region ITS Deployment Roadmap (2025)

Telepresence

Telepresence refers to connections based on virtual and remote technology that can replace in-person travel. Originally focused on tele-work, the COVID pandemic resulted in extensive adoption for other purposes, including remote meetings, remote schooling and tele-medicine.

Triangle Transportation Choices, the Triangle region's transportation demand management program developed a toolkit for telework programs and can be contacted for telepresence resources.

Appendix 6: Transportation Policy Priorities for the Triangle Metro Region

The Capital Area MPO Executive Board and the Triangle West TPO Board have jointly developed the regional transportation policy priorities that are reflected on the following pages.

Transportation Policy Priorities
FOR THE TRIANGLE METRO REGION

KEYS TO A MOBILE FUTURE

Transportation is big, but it is always part of something bigger: economic development opportunities, healthy, active neighborhoods, greater access to jobs and education. The Triangle Metro Region – urban, suburban and rural -- was home to 35% of the state's growth from 2010-2020, and is expected to add another million people over the next generation. A transportation policy that enables North Carolina to continue to compete effectively must focus on 3 key areas:

- Economic Development & the Attraction of Diverse Talent
- Healthy, Complete Communities Equitable for All Residents
- Safety for All Travelers, From Youth to Seniors

REGIONAL POLICY PRIORITIES

Seven key priorities can result in fast-growing regions staying ahead of the growth curve, rural areas and small towns taking advantage of economic opportunities and every community providing complete streets and safe solutions tailored to local conditions.

INVEST FOR SUCCESS

- Create dedicated, recurring state funding as a match for competitive federal funds, such as the BUILD, passenger rail, and Capital Investment Grant (CIG) programs.
- Create state economic development funding for multi-modal investments serving job hubs in small towns, rural areas, and along major metro mobility corridors.

The BuildNC bond was a good start, but fast, flexible funding is needed for multimodal projects not well suited to the long and constrained STI process. Regions will do their part - they need a handshake, not a handout from the state - a committed partner to match regional action with state action.

- Minnesota's Transportation Economic Development Program could be a model for a nimble, economic-based effort -

MAKE INVESTMENTS RELIABLE AND PREDICTABLE

- Remove constraints and account for multimodal benefits for rail transit funding.

The STI program allocates funding in a reasonable way, with one exception: rail transit. Rail transit should be held to the same standards as other investments, and its measurable multi-modal benefits should be included. Constraints on state funding should be removed so that projects can compete on a level playing field and funded on their merits. Businesses tell us that risks, uncertainties, and changing rules stifle success - transportation investment is a key business for the state and its communities.

- $1 million invested in transit generates 4,200 job-hours; $1 million in roadway investment generates 2,400 job-hours -

TRIANGLE METRO REGION Chatham, Durham, Franklin, Granville, Harnett, Johnston, Lee, Moore, Orange, Wake

ENABLE MORE COST-EFFECTIVE CRITICAL CORRIDOR INVESTMENTS

➡ Relax the cap on statewide tier funding within a corridor.

While the reasoning behind a cap is sound, its application leads to piece-meal spending which costs more in the long run and affects travelers throughout the state. The cap can also prevent investments on parallel reliever roadways that could be cost-effective and complimentary investments.

- 30% of vehicles on the Triangle's busiest stretch of I-40 - which is hampered by the corridor cap - is from areas outside Wake and Durham counties -

REMOVE FUNDING BARRIERS FOR SMALL TOWNS AND RURAL AREAS IN DIVISIONS WITH LARGE MPOS

➡ Exempt Surface Transportation Block Grant-Direct Allocation Funding from the STI Allocation.

These funds are allocated from the federal government to MPOs to address mobility challenges in urban areas. Exempting these funds from the STI formula at the Division Tier would allow funding to be more evenly distributed and let small towns and rural counties better compete for funds.

- NC's STI program already exempts 8 other categories of transportation revenues -

MAKE NC A LEADER IN ACTIVE TRANSPORTATION INVESTMENTS

➡ Surpass peer states in funding economically beneficial and safety-focused bicycle & pedestrian projects.

Whether its a critical link in NCDOT's Great Trails State Plan, an important sidewalk connection to make travel to school safer, or a Main Street bike and pedestrian project to serve businesses, state funding provides crucial leverage for federal funds and local contributions.

- 16% of crash fatalities are pedestrian or cyclists; the state is a necessary partner in solutions -

STRENGTHEN SUPPORT FOR DEMAND-MANAGEMENT & TECHNOLOGY

➡ Stabilize and grow NCDOT's investment in Transportation Demand Management (TDM) to match local and regional commitments. Implement the Regional Technology (ITS) plan for roadways and transit.

The most cost-effective dollar spent efficiently manages the demand for the supply of roads we already have. Working with employers on ways to offer workers alternatives to peak-hour, drive-alone commuting and deploying technologies to maximize the roadway supply are key elements of smart cities.

- The Triangle TDM program has reduced vehicle miles traveled by over 300 million miles over the past 5 years -

RECOGNIZE STATEWIDE PROJECTS IN OTHER MODES, NOT SOLELY ROADWAYS AND FREIGHT RAIL

➡ Establish standards and scoring criteria for designated statewide passenger rail and trail investments.

Just as highways serve statewide interests, so do other modes. Charlotte to Raleigh passenger rail serves 5 NCDOT divisions and 3 NCDOT regions. Great trails traverse the state - the East Coast Greenway stretches from VA to SC and the Mountains-to-Sea Trail runs 1,175 miles from the Great Smoky Mountains to the Outer Banks.

-Raleigh to Charlotte passenger rail contributes $60 million to business output and $30 million to GSP annually-

This policy document was produced by Central Pines Regional Council.
Visit centralpinesnc.gov/mobility-transportation/urban-mobility for additional information.

TRIANGLE WEST Transportation Planning Organization

CAMPO NC Capital Area Metropolitan Planning Organization

Invest for Success

A Triangle Metro Region Transportation Priority

Create dedicated, recurrent state transportation funding as a match for competitive federal funds, together with state economic development funding for key multi-modal investments serving job hubs.

The BuildNC bond was a good start, but fast, flexible funding is needed for multi-modal projects not well suited to the long and constrained STI process.
Regions will do their part -- they need a handshake, not a handout from the state -- a committed state partner to match regional action with state action.

- State funding for shovel-ready and shovel-worthy projects may drive any federal stimulus funding decisions -

Opportunity comes to those who are prepared for it. North Carolina needs special transportation funds that move at the speed of business and are fast and flexible enough to dovetail with changing federal transportation funding opportunities and business expansion decisions:

- NC has a history as a "donor" state when it comes to competitive grants, especially for major transit capital investments
- Recent major economic development location decisions, such as for the Amazon HQ2, have emphasized the importance of investing in quality transit to attract jobs

Dedicated State Funding to Match Competitive Federal Funds

What success looks like: A ready-to-go pool of state matching funds that local and state applicants for competitive federal grants can count on to increase their chances for success.

Recent Success

North Carolina awarded $47.5 million CRISI grant to purchase freight line for future passenger service

The 10-mile line is called the "missing link" for future high-performance passenger rail service between Raleigh, N.C., and Richmond, Va.

Key Policy Considerations

- Understanding federal scoring systems and tailoring projects for maximum success
- Ensuring sufficient levels of funding to provide matches, while being able to pivot funding if applicants are not successful
- Nurturing relationships with federal agencies and local partners to ensure our ability to deliver projects on time & on budget

Project Types that Might Benefit

- BRT and passenger rail projects through the Federal Capital Investment Grants (CIG) program
- Roadway, transit and bike-ped projects seeking BUILD funding
- Projects eligible for any infrastructure stimulus legislation that may occur

TRIANGLE METRO REGION Chatham, Durham, Franklin, Granville, Harnett, Johnston, Lee, Moore, Orange, Wake

Economic Development Funding for Mobility Investments in Key Hubs

What success looks like: A state economic development fund that can quickly respond to mobility needs of major economic development projects

Examples from Successful Regions


Bloomberg CityLab

CITYLAB

Amazon's HQ2 Hunt Is a Transit Reckoning

There are smart ways to overhaul trains and buses, and not-so-smart.

By Laura Bliss
September 28, 2017, 9:20 AM EDT

Key Policy Considerations

- Understanding how federal programs like Opportunity Zones and FTA Joint Development could leverage economic development and serve key travel markets
- Determining the best source(s) for revenues and the best way to allocate funds to worthy projects
- Building partnerships between transportation staffs and economic development staffs

Types of Projects that Might Benefit

- Major expansions or relocations that prioritize fast and reliable transit
- Mega-site industrial employers that expect good freight rail and highway access
- Projects eligible for any infrastructure stimulus legislation that may occur

Next Steps for the Metropolitan Planning Organizations

- Work with NCDOT, NC Department of Commerce, Economic Development Partnership of NC and State legislators on legislative proposals
- Work with NCDOT and regional partners to build expertise in federal grant opportunities and scoring mechanisms, and identify eligible projects
- Work with partners to conduct feasibility studies to move top projects into shovel-ready or shovel-worthy status
- Build and nurture relationships with federal agencies that oversee competitive grant funding
- Understand typical mobility-related "asks" of major economic development projects
- Understand the region's "mega sites" and the mobility investments that could serve them better

How to Invest for Success in Your Community

- Fund the planning and feasibility studies needed to make projects shovel-ready and shovel-worthy
- Consider a transportation bond to provide local matching funds to leverage federal funds
- Work with businesses and anchor institutions to develop collaborative partnerships and solutions
- Revise land use, parking & affordable housing policies to align with multi-modal corridor standards

This policy document was developed by Central Pines Regional Council. Visit centralpinesnc.gov/mobility-transportation/urban-mobility for additional information.

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Make NC a Leader in Active Transportation Investments

A Triangle Metro Region Transportation Priority

Surpass peer states in funding economically beneficial and safety-focused bicycle and pedestrian projects and programs

Whether it's a critical link in NCDOT's Great Trails State Plan, an important sidewalk connection to make travel safer, or a Main Street bike and pedestrian project to serve businesses, state funding provides crucial leverage for federal funds and local contributions.

- 16% of crash fatalities are either pedestrians or cyclists -

North Carolina and the Triangle Metro Region should prioritize active transportation investments that support healthy and safe communities. Primary focus areas are:

- Improved implementation of **Complete Streets** projects
- **Active Routes to School, Parks, and Transit** approaches that have demonstrated health, equity, and academic performance benefits.

Complete Streets

What success looks like: NCDOT Complete Streets policy implementation is based on the land use and travel characteristics of corridors, along with the needs of users, not on the type of facility that is built or the community it is in. NCDOT, MPOs, RPOs, and local communities seamlessly blend federal, state and local funds to achieve results.

A Successful Complete Street

Key State Actions

- Restore state funding for independent active transportation projects to put all modes on a level playing field.
- Make facility maintenance easier.
- Lower the local match requirements to incentivize more investments.
- Leverage all funding programs, including safety, for active transportation.
- Develop best practices for tracking success in active transportation.

Triangle Projects That Could Benefit

- NC 98 Corridor
- Triangle Bikeway
- NCDOT Great Trails State routes

TRIANGLE METRO REGION Chatham, Durham, Franklin, Granville, Harnett, Johnston, Lee, Moore, Orange, Wake

Active and Safe Routes to Schools, Parks and Transit

What success looks like: Communities partner with NCDOT, MPOs, schools and transit agencies to expand the reach of the Active Routes to School program to link neighborhoods to parks, transit routes, existing schools and planned schools.

A Successful Active School

Key Policy Considerations

- Physical activity has a proven positive impact on learning and health
- Schools that participate see improvements in academic performance as well as classroom behavior
- Working together, NCDOT and MPOs can use flexible funding for active routes to schools, parks and transit
- A "Vision Zero" approach can lead to safety funding proportional to biking and walking fatalities

Next Steps for the Metropolitan Planning Organizations

- Assign MPO staff to work with NCDOT to track complete streets implementation progress.
- Work with NCDOT to develop modified procedures and standards that can make the design, funding, and maintenance of complete street elements easier to accomplish.
- Maintain the current emphasis on active and safe routes to schools, but expand the focus to parks, transit stops, job hubs, and grocery stores.
- Work with legislators to restore state funds for stand-alone bicycle/pedestrian projects.
- Give priority to projects with active transportation elements in existing funding programs.
- Work with NCDOT staff to allocate maintenance funds for state roads transferred to municipal responsibility.

How to Support Active Transportation Investment in Your Community

- School staff and PTAs organize 'walking and cycling school bus' efforts.
- Staff and advisory boards give input at early stages of school siting and design processes, and design criteria for schools support walking and biking access.
- Active transportation investments and strategies are infused in all local land use, transportation, parks and school planning and site selection efforts, focusing on equitable investments to connect neighborhoods to key hubs and services.

This policy document was produced by Central Pines Regional Council.
Visit centralpinesnc.gov/mobility-transportation/urban-mobility for additional information.

TRIANGLE WEST

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Strengthen Support for Demand Management & Technology

A Triangle Metro Region Transportation Priority

Stabilize and grow state investment in Transportation Demand Management (TDM) to match local and regional commitments. Implement the Regional Technology (ITS) Plan for roadways and transit.

The most cost-effective dollar spent is on efficiently managing the demand for the supply of roads we already have. Working with employers on ways to offer workers alternatives to peak-hour, drive-alone commuting and deploying technologies to maximize the roadway supply are key elements of the smart city movement.

- The Triangle TDM program has reduced vehicle miles traveled by over 300 million miles over the past 5 years -

The Triangle Metro Region is already a leader in the state in deploying emerging technologies and demand management solutions that optimize roadway and transit capital projects. Two key focus areas should be:

- Taking the already successful Regional Transportation Demand Management Partnership to the next level.
- A three-pronged approach to Smart Cities Technology Applications that optimizes how we travel and paves the way for automated, connected vehicles.

Regional Transportation Demand Management Partnership

What success looks like: NCDOT, the Triangle Metro's MPOs and key partners collaborate to recruit, recognize and reward employers and communities that implement different tiers of Transportation Demand Management practices.

Employer Success

GoPass

BEST Workplaces for Commuters

Key Ingredients

- A regional collaboration between NCDOT, both MPOs and Triangle J COG with 14 competitively-selected service providers.
- Employer-focused with emphasis on anchor institutions, city centers and the RTP
- Coordinated outreach, including virtual webinars on telecommuting during COVID.

Success Metrics (FY19)

- 6.5 million vehicle trips avoided
- 70 million commute miles reduced
- 2.9 million gallons of gas saved
- 58 million pounds of carbon dioxide release prevented
- 32 designated Best Workplaces for Commuters

TRIANGLE METRO REGION Chatham, Durham, Franklin, Granville, Harnett, Johnston, Lee, Moore, Orange, Wake

Smart City Technologies

What success looks like: Technology applications that overcome uncertainty and take evidence-based steps to better manage freeways, local streets and travel in our region's hubs.

Active Freeway Management

- Melds communications, controls and optimization strategies
- Reduces delay and increases reliability
- Provides as much as an additional lane of freeway capacity
- More cost-effective than traditional road projects
- Can be used with managed lanes and toll facilities

Traffic Signal Systems

- Integrated, community-wide network for maximum benefit
- Linked to a traffic management center
- Efficient congestion management and faster incident response
- Key element for connected & automated vehicle infrastructure

Mobility in Regional Hubs

- City centers and anchor institutions are key destinations
- Combination of technology, pricing and parking strategies
- People-friendly, rather than vehicle-oriented, actions
- Apply lessons learned from Durham's Bloomberg Mayor's Challenge Grant to other key job hubs.

Next Steps for the Metropolitan Planning Organizations

- Work with NCDOT to use federal Congestion Mitigation and Air Quality (CMAQ) funding on eligible TDM and technology projects.
- Work with NCDOT and other partners to transform the Best Workplaces program into a tiered "best in class" statewide recognition program for employers and communities with TDM programs.
- Lead the implementation of the new Regional Intelligent Transportation Systems (ITS) plan by forming a work group and prioritizing actions.
- Work with state officials to reinstate the ability of local communities to adopt TDM ordinances in places where criteria for travel alternatives can be met.
- Include equity concerns in TDM funding decisions and program monitoring.

How to Support TDM and Technology in Your Community

- Engage large employers, including local government, to implement TDM practices.
- Seek opportunities to deploy emerging technologies.
- Participate in the new Regional ITS Deployment Plan Working Group.
- Work with NCDOT and MPOs on signal system and active freeway management opportunities.

This policy document was produced by Central Pines Regional Council. Visit centralpinesnc.gov/mobility-transportation/urban-mobility for additional information.

TRIANGLE WEST Transportation Planning Organization

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Appendix 7: Air Quality

The National Ambient Air Quality Standards (NAAQS) defines the allowable concentration for six different pollutants (carbon monoxide, lead, nitrogen dioxide, particulate matter, ozone, and sulfur dioxide). In the past, portions of the Triangle area were designated as "non-attainment" for oxides of nitrogen and volatile organic compounds (VOC) that are precursors to ozone, and for carbon monoxide because the area did not meet the NAAQS standard. As a result, North Carolina Department of Environment and Natural Resources (NCDENR), which is responsible for creating the State Implementation Plan (SIP) to address the non-attainment issues in the Triangle area in the SIP. Basically, the MPOs complied with the SIP by demonstrating that certain emissions from the future transportation sector would not exceed a specified threshold, called the SIP budget. The compliance requirements and emission calculation methodology were presented in a detailed report called the *Research Triangle Regional Conformity Determination Report*. The 20-year CO maintenance requirements for the Triangle expired in 2015.

On December 26, 2007, the Triangle Area was redesignated as attainment with a maintenance plan for ozone under the eight-hour standard. The U.S. Court of Appeals for the DC Circuit in the South Coast Air Quality Management District v EPA, No. 15-1115, issued a decision on February 16, 2018. In that decision, the Court struck down portions of the 2008 Ozone National Ambient Air Quality Standards (NAAQS) State Implementation Plan Requirements Rule which vacated the revocation of transportation conformity requirements for the 1997 8-hour Ozone NAAQS.

In November 2018, U. S. EPA issued Guidance for the South Coast v EPA Court Decision. U. S. EPA's guidance states that transportation conformity for MTPs and TIPs for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis pursuant to 40 CFR 93.109(c). Transportation conformity for the 1997 ozone NAAQS would be required on MTP and TIP actions as of February 16, 2019.

As a result, the Triangle is still required to demonstrate transportation-air quality conformity, but is not required to calculate future emissions and compare them to an emissions limit, termed a "budget." However, the MPOs believe that monitoring and lowering pollutant emissions is a prudent practice given the positive health, environmental and economic benefits of doing so. Thus, to ensure that the *Destination 2055* MTP continues to support these positive benefits, this appendix compares the emissions set forth in the SIP that was used for the last long-range plan that required a quantitative analysis (2040 MTP) with those estimated to result from implementation of the 2055 MTP.

The 2055 MTP Conformity Determination Report can be viewed on each MPO's web site and on the Central Pines Regional Council website.

2055 MTP Air Quality

Destination 2055 has a significant focus on air quality:

- Goal -- Protect the Human and Natural Environment and Minimize Climate Change

- CAMPO Objectives – reduce mobile source emissions, greenhouse gas emissions and energy consumption
- TWTPO Objectives – reduce transportation sector emissions; achieve net zero carbon emissions

The tables that follow compare the SIP budget used in the 2040 MTP, with the projected emissions from the current 2055 MTP plan. The values are for the daily kilograms of emissions of oxides of nitrogen (NOx) and carbon monoxide (CO) for the counties that are in the respective air quality areas. In every case, the projected 2055 MTP emissions are only a fraction of the SIP budget, being as low as 5% in Granville County for NOx and only reaching the highest fraction among the group in Wake County at 19% for NOx and 15% for CO. These future lower emissions are not surprising. It is expected that the Corporate Average Fuel Economy (CAFE) standards will continue to improve the average fuel economy of cars and light trucks. In addition, vehicle emission standards continue to reduce tailpipe pollutants and improve fuel quality.

Table A7.1: Daily 2055 NO_x Emissions (kg/day) compared to 2040 SIP

County[1]	2040 MTP SIP Budget	2055 MTP	MTP / SIP Budget
Durham	4,960	814	16%
Wake	16,532	3,161	19%
Granville	1,714	93	5%
Franklin	1,139	146	13%
Johnston	5,958	672	11%
Orange	3,742	423	11%

[1] *Chatham not included because only partial county data is available for the prior budget*

Table A7.2: Daily 2055 CO Emissions (kg/day) compared to 2040 SIP

County[2]	2040 MTP SIP Budget	2055 MTP	MTP / SIP Budget
Durham	160,771	13,283	8%
Wake	348,604	51,556	15%

[2] *Only Durham and Wake counties had a prior CO budget*

The next three tables show daily pollutant emissions from the transportation sector for the Triangle Region, Capital Area MPO and Triangle West TPO. The tables feature the different pollutants by the base year (year 2020), Existing + Committed (E+C), and adopted 2055 MTP scenarios. The E+C is essentially a no-build scenario. It is the population and employment in the year 2055 on the current and underway network of roadways and transit service. The MOVES5 emissions model uses vehicle-miles-traveled (VMT) and speed data from the Triangle Regional Model (i.e., transportation model) to produce this data.

Although the VMT will increase nearly 64% over this time period (2020 to 2055), the pollutants are forecasted to decrease. This reduction comes because tailpipe emissions standards continue to improve, the efficiency of the motor vehicle fleet (average miles per gallon) is expected to improve, the age of the motor fleet is getting newer, and the proportion of electric vehicles is expected to increase.

Table A7.3: Emissions by Scenario - Triangle Region

Pollutant/Units	Existing (2020)	2055 Existing + Committed	2055 Adopted	% Change 2020-55
Carbon Monoxide (CO) / 1,000 kg	264	95	94.4	-64%
Nitrous Oxides (NO_x) / 1,000 kg	27	6	5.8	-79 %
Volatile Organic Compounds (VOC) / 1,000 kg	20	11	10.5	-48 %
Particulate Matter ($PM_{2.5}$) / kg	632	101	100.3	-84 %
Greenhouse Gases (CO_2 equivalent) / 1,000,000 kg	27	16	16.4	-39 %
Daily Energy Consumption per capita / gallons of gasoline	1.4	0.6	0.65	-54 %

Note: CO_2 typically represents about 80% of Greenhouse Gas (GHG) emissions.

Table A7.4: Emissions by Scenario - Capital Area MPO

Pollutant/Units	Existing (2020)	2055 Existing + Committed	2055 Adopted	% Change 2020-55
Carbon Monoxide (CO) / 1,000 kg	166	62	63.02	-62%
Nitrous Oxides (NO_x) / 1,000 kg	17	3	3.86	-77%
Volatile Organic Compounds (VOC) / 1,000 kg	13	7	7.00	-86%
Particulate Matter ($PM_{2.5}$) / kg	396	66	66.96	-83%
Greenhouse Gases (CO_2 equivalent) / 1,000,000 kg	17	11	10.95	-36%
Daily Energy Consumption per capita / gallons of gasoline	1.3	0.6	0.62	-52%

Note: CO_2 typically represents about 80% of Greenhouse Gas (GHG) emissions.

Table A7.5: Emissions by Scenario - Triangle West TPO

Pollutant/Units	Existing (2020)	2055 Existing + Committed	2055 Adopted	% Change 2020-55
Carbon Monoxide (CO) / 1,000 kg	63	20	19.6	-69%
Nitrous Oxides (NO_x) / 1,000 kg	6	1	1.2	-80%
Volatile Organic Compounds (VOC) / 1,000 kg	5	2	2.2	-56%
Particulate Matter ($PM_{2.5}$) / kg	151	21	20.9	-86 %
Greenhouse Gases (CO_2 equivalent) / 1,000,000 kg	6	3	3.4	-43%
Daily Energy Consumption per capita / gallons of gasoline	1.5	0.7	0.73	-51%

Note: CO_2 typically represents about 80% of Greenhouse Gas (GHG) emissions.

Detailed Calculations

Listed below are more detailed calculations from the emissions analysis output across a range of parameters.

Table A7.6: Triangle Region Weekday Emissions based on 2055 MTP

Pollutant	Units of Measure	Modeled 2055 Daily Emissions
Carbon Monoxide (CO)	kilograms	94,356
Nitrous Oxides (NO_x)	kilograms	5,784
Volatile Organic Compounds (VOC)	kilograms	10,485
Particulate Matter ($PM_{2.5}$)	kilograms	100
Daily CO_2 Equivalent	1000 kilograms	16,398
Daily CO_2 Equivalent Weekday per capita	kilograms	4.7
Total Daily Energy Consumption	kilojoules	298,000,000,000
Total Daily Energy Consumption	gallons (US) of auto gasoline	2,261,688
Daily Energy Consumption per capita	gallons (US) of auto gasoline	0.65
Population		3,474,487

Data run using Wake County emission coefficients and regional VMT

Table A7.7: Capital Area MPO Weekday Emissions based on 2055 MTP

Pollutant	Units of Measure	Modeled 2055 Daily Emissions
Carbon Monoxide (CO)	kilograms	63,019
Carbon Monoxide (CO) per capita	kgs/pers	.025
Nitrous Oxides (NO_x)	kilograms	3,863
Nitrous Oxides (NO_x) per capita	kgs/pers	.0016
Volatile Organic Compounds (VOC)	kilograms	7,003
Volatile Organic Compounds (VOC) per capita	kgs/per	.0029
Particulate Matter ($PM_{2.5}$)	kilograms	66,962
Particulate Matter ($PM_{2.5}$) per capita	kgs/per	.027
Daily CO_2 Equivalent	kilograms	10,951,661
Daily CO_2 Equivalent Weekday per capita	kgs/person	4.47
Total Daily Energy Consumption	gallons (US) of auto gasoline	1,510,546
Daily Energy Consumption per capita	gallons (US) of auto gasoline	0.62
Population		2,450,054
VMT Factor - CAMPO		67 %

Based on TRM Summary Report

Table A7.8: Triangle West TPO Weekday Emissions based on 2055 MTP

Pollutant	Units of Measure	Modeled 2055 Daily Emissions
Carbon Monoxide (CO)	kilograms	19,622
Carbon Monoxide (CO) per capita	kilograms	0.030
Nitrous Oxides (NO_x)	kilograms	1,203
Nitrous Oxides (NO_x) per capita	kilograms	0.0019
Volatile Organic Compounds (VOC)	kilograms	2,181
Volatile Organic Compounds (VOC) per capita	kilograms	0.0034
Particulate Matter ($PM_{2.5}$)	kilograms	20.85
Particulate Matter ($PM_{2.5}$) per capita	kilograms	0.000032
Daily CO_2 Equivalent	1000 kilograms	3,410
Daily CO_2 Equivalent Weekday per capita	kilograms	5.3
Total Daily Energy Consumption	gallons (US) of auto gasoline	470,344
Daily Energy Consumption per capita	gallons (US) of auto gasoline	.73
Population		647,968
VMT Factor - TWTPO		20.8%

Based on TRM Summary Report

Table A7.9: Chatham County Weekday Emissions based on 2055 MTP

Pollutant	Units of Measure	Modeled 2055 Daily Emissions
Carbon Monoxide (CO)	kilograms	3,521
Nitrous Oxides (NO_x)	kilograms	216
Volatile Organic Compounds (VOC)	kilograms	391
Particulate Matter ($PM_{2.5}$)	kilograms	3.74
Daily CO_2 Equivalent	1000 kilograms	612
Total Daily Energy Consumption	gallons (US) of auto gasoline	84,390
VMT Factor - Chatham		3.7%

Table A7.10: Durham County Weekday Emissions based on 2055 MTP

Pollutant	Units of Measure	Modeled 2055 Daily Emissions
Carbon Monoxide (CO)	kilograms	13,283
Nitrous Oxides (NO_x)	kilograms	814
Volatile Organic Compounds (VOC)	kilograms	1,476
Particulate Matter ($PM_{2.5}$)	kilograms	14.1
Daily CO_2 Equivalent	1000 kilograms	2,308
Total Daily Energy Consumption	gallons (US) of auto gasoline	318,389
VMT Factor - Durham		14.1%

Table A7.11: Franklin County Weekday Emissions based on 2055 MTP

Pollutant	Units of Measure	Modeled 2055 Daily Emissions
Carbon Monoxide (CO)	kilograms	2,388
Nitrous Oxides (NO_x)	kilograms	146
Volatile Organic Compounds (VOC)	kilograms	265
Particulate Matter ($PM_{2.5}$)	kilograms	2.5
Daily CO_2 Equivalent	1000 kilograms	415
Total Daily Energy Consumption	gallons (US) of auto gasoline	57,235
VMT Factor - Franklin		2.5%

Table A7.12: Granville County Weekday Emissions based on 2055 MTP

Pollutant	Units of Measure	Modeled 2055 Daily Emissions
Carbon Monoxide (CO)	kilograms	1,510
Nitrous Oxides (NO_x)	kilograms	93
Volatile Organic Compounds (VOC)	kilograms	168
Particulate Matter ($PM_{2.5}$)	kilograms	1.6
Daily CO_2 Equivalent	1000 kilograms	262
Total Daily Energy Consumption	gallons (US) of auto gasoline	36,185
VMT Factor - Granville		1.6%

Table A7.13: Harnett County Weekday Emissions based on 2055 MTP

Pollutant	Units of Measure	Modeled 2055 Daily Emissions
Carbon Monoxide (CO)	kilograms	1,957
Nitrous Oxides (NO_x)	kilograms	120
Volatile Organic Compounds (VOC)	kilograms	217
Particulate Matter ($PM_{2.5}$)	kilograms	2.1
Daily CO_2 Equivalent	1000 kilograms	340
Total Daily Energy Consumption	gallons (US) of auto gasoline	46,914
VMT Factor - Harnett		2.1%

Table A7.14: Johnston County Weekday Emissions based on 2055 MTP

Pollutant	Units of Measure	Modeled 2055 Daily Emissions
Carbon Monoxide (CO)	kilograms	10,956
Nitrous Oxides (NO_x)	kilograms	672
Volatile Organic Compounds (VOC)	kilograms	1,218
Particulate Matter ($PM_{2.5}$)	kilograms	11.6
Daily CO_2 Equivalent	1000 kilograms	1,904
Total Daily Energy Consumption	gallons (US) of auto gasoline	262,620
VMT Factor - Johnston		11.6%

Table A7.15: Orange County Weekday Emissions based on 2055 MTP

Pollutant	Units of Measure	Modeled 2055 Daily Emissions
Carbon Monoxide (CO)	kilograms	6,904
Nitrous Oxides (NO_x)	kilograms	423
Volatile Organic Compounds (VOC)	kilograms	767
Particulate Matter ($PM_{2.5}$)	kilograms	7.3
Daily CO_2 Equivalent	1000 kilograms	1,200
Total Daily Energy Consumption	gallons (US) of auto gasoline	165,485
VMT Factor - Orange		7.3%

Table A7.16: Person County Weekday Emissions based on 2055 MTP

Pollutant	Units of Measure	Modeled 2055 Daily Emissions
Carbon Monoxide (CO)	kilograms	591
Nitrous Oxides (NO_x)	kilograms	36
Volatile Organic Compounds (VOC)	kilograms	66
Particulate Matter ($PM_{2.5}$)	kilograms	.63
Daily CO_2 Equivalent	1000 kilograms	103
Total Daily Energy Consumption	gallons (US) of auto gasoline	14,167
VMT Factor - Person		0.6%

Table A7.17: Wake County Weekday Emissions based on 2055 MTP

Pollutant	Units of Measure	Modeled 2055 Daily Emissions
Carbon Monoxide (CO)	kilograms	51,556
Nitrous Oxides (NO_x)	kilograms	3,161
Volatile Organic Compounds (VOC)	kilograms	5,729
Particulate Matter ($PM_{2.5}$)	kilograms	54.8
Daily CO_2 Equivalent	1000 kilograms	8,960
Total Daily Energy Consumption	gallons (US) of auto gasoline	1,235,792
VMT Factor - Wake		54.6%

Appendix 8: MTP Draft Plan & Draft Report Comments

Appendix 1 describes the complete community engagement process for the development of the *Destination 2055* Metropolitan Transportation Plan and provides links to various resources related to the engagement. For ease of reference, this appendix extracts the information specifically related to the draft plan and this MTP report, since it was the final opportunity to influence the plan and report and completes the activities laid out in each MPO's Public Participation Plan.

Draft Plan & MTP Report Comments and Responses

The MPOs released a draft plan called the Preferred Option and then a full report based on that draft plan. Again, the MPOs used several different media to encourage and gather feedback.

Written Comments received by Triangle West TPO (copies of the public comments received, mostly by email, in response to the Preferred Option and full report):

- To be added in final report

Written Comments received by Capital Area MPO (copy of the full text of comments that CAMPO received in emails, voicemail, letter and public hearing for the entire 2055 MTP public engagement process – including Goals and Objectives, Alternatives Analysis and Draft Plan):

- To be added in final report

For additional information:

For additional details, to view other materials such as paid advertisements, email blasts, survey questions or response data, etc., contact staff from either CAMPO (comments@campo-nc.us) or Triangle West TPO (PublicComments@twtpo.org).

Appendix 9: Acronyms

AV:	Autonomous Vehicle
BGMPO:	Burlington-Graham Metropolitan Planning Organization
BIL:	Bipartisan Infrastructure Law (current federal law; also known as IIJA)
CAAA:	Clean Air Act Amendments of 1990 (United States)
CAMPO:	Capital Area Metropolitan Planning Organization
CAV:	Connected and Autonomous Vehicles
CFR:	Code of Federal Regulations
CHT:	Chapel Hill Transit
CIP:	Capital Improvement Plan (or Program)
CMAQ:	Congestion Mitigation/Air Quality
CMP:	Congestion Management Process
CO:	Carbon Monoxide
CO_2:	Carbon Dioxide
CPRPO:	Central Pines Rural Planning Organization
CTP:	Comprehensive Transportation Plan
DAQ:	Division of Air Quality (North Carolina)
DCHC MPO:	Durham-Chapel Hill –Carrboro Metropolitan Planning Organization (former name of TWTPO/Triangle West Transportation Planning Organization)
DEQ:	Department of Environmental Quality (North Carolina)
DMV:	Division of Motor Vehicles
DOT:	Department of Transportation (North Carolina)
EPA:	Environmental Protection Agency (United States)
FAMPO:	Fayetteville Area Metropolitan Planning Organization
FAST Act:	Fixing America's Surface Transportation Act (federal law prior to IIJA/BIL)
FHWA:	Federal Highway Administration
FRA:	Federal Railroad Administration
FTA:	Federal Transit Administration

HBO:	Home Based Other (trip purpose)
HBS:	Home Based Shopping (trip purpose)
HBW:	Home Based Work (trip purpose)
HOT:	High Occupancy Toll
HOV:	High Occupancy Vehicle
HPMS:	Highway Performance Management System
HTF:	Highway Trust Fund
I/M:	Inspection/Maintenance
IIJA:	Infrastructure Investment and Jobs Act (current federal law; also known as BIL)
ITRE:	Institute for Transportation Research and Education
ITS:	Intelligent Transportation Systems
KTRPO:	Kerr-Tar Rural Transportation Planning Organization
LPA:	Lead Planning Agency
MAP-21:	Moving Ahead for Progress in the 21st Century (federal law prior to the FAST Act)
MIS:	Major Investment Study
MPO:	Metropolitan Planning Organization
MTIP:	Metropolitan Transportation Improvement Program
MTP:	Metropolitan Transportation Plan
NAAQS:	National Ambient Air Quality Standards
NCDOT:	North Carolina Department of Transportation
NHB:	Non Home Based (trip purpose)
NO_x:	Nitrogen Oxides
RDU:	Raleigh-Durham International Airport
REINVEST:	Subset of neighborhoods based on measures of Race, Ethnicity, Income, Vehicles and Housing Status
RPO:	Rural Transportation Planning Organization
RTAC:	Rural Transportation Advisory Committee
RTCC:	Rural Technical Coordinating Committee
RVP:	Reid Vapor Pressure

SIP:	State Implementation Plan (for air quality)
SPOT:	Strategic Prioritization Office - Transportation
STAC:	Special Transit Advisory Commission
STBG:	Surface Transportation Block Grant Program (federal funding category)
STBG-DA:	Surface Transportation Block Grant Program Direct Allocation
STI:	Strategic Transportation Investments (NC transportation legislation)
TAC:	Transportation Advisory Committee
TAP:	Transportation Alternatives Program (federal funding program)
TARPO:	Triangle Area Rural Transportation Planning Organization (former name of CPRPO/Central Pines Rural Planning Organization)
TAZ:	Traffic Analysis Zone
TC:	Technical Committee
TCC:	Technical Coordination Committee
TCM:	Transportation Control Measure
TDM:	Transportation Demand Management
TIFIA:	Transportation Infrastructure Finance and Innovation Act
TIP:	Transportation Improvement Program
TMA:	Transportation Management Area
TPO:	Transportation Planning Organization
TRM:	Triangle Regional Model
TRMG2:	Triangle Regional Model Generation 2
TSM:	Transportation System Management
TWTPO:	Triangle West Transportation Planning Organization (Formerly DCHC MPO)
UCPRPO:	Upper Coastal Plain Rural Transportation Planning Organization
UPWP:	Unified Planning Work Program – the annual planning budget by task for an MPO
USEPA:	United States Environmental Protection Agency
V/C:	Volume to Capacity Ratio (measure of congestion on a road segment)
VHT:	Vehicle Hours of Travel
VKT:	Vehicle Kilometers of Travel

VMT: Vehicle Miles of Travel

VOC: Volatile Organic Compounds

YOE: Year of Expenditure

Appendix 10: Detailed Transportation & Growth Maps and Measures of Effectiveness Table

Detailed Transportation and Growth Maps

To provide greater levels of detail and the ability to focus in on specific portions of the region to see what investments are planned in what time frames, the MPOs have created online mapping tools rather than include paper copies of maps in a separate appendix. The maps for each MPO may be accessed at the web pages linked below:

- Capital Area MPO (CAMPO) Maps
- Triangle West TPO Maps

Measures of Effectiveness

Evaluation measures provide a comparative set of metrics for statistical analyses between transportation systems and land use scenarios. They also provide an opportunity to validate the usefulness of the Triangle Regional Model (TRM) as a tool to perform travel forecasts and create output necessary for staff, elected officials, and the public to determine the best approach to invest limited financial resources in the regional transportation system. Comparisons can be performed in a number of ways for different purposes to depict the 2055 MTP. As a result, measures of effectiveness for future TRM runs may vary slightly from those presented in this appendix.

The table on the next few pages compares the transportation network performance for the Capital Area MPO and Triangle West TPO planning areas for the 2020 Base network, the 2055 Deficiency network (Existing + Committed), and the 2055 Metropolitan Transportation Plan (MTP) network. The 2020 network represents the current state of the system. The 2055 E+C (existing plus committed) network includes only those projects that will be operational in the next few years but serving the forecast 2050 population and employment. The 2055 MTP network represents the highway and transit networks from the 2055 MTP, serving the 2055 forecasted population and employment.

The measures of effectiveness in this summary table are system-wide metrics and therefore do not provide performance information on specific roadways or travel corridors, or at the scale of a municipality or type of area (e.g., urban and suburban). The congestion maps (V/C maps), presented in Section 6.3 of the full report, provide a more localized picture of transportation performance for individual roadways or roadway segments. The conclusions drawn from the measures of effectiveness (system-wide) and congestion maps (roadway specific) can be compared to see the differences between localized and regional performance.

Table A10.1: Measures of Effectiveness by Scenario (Based on Triangle Regional Model Generation 2)

	2020 Base Year		2055 Existing + Committed		2055 MTP	
	CAMPO	TWTPO	CAMPO	TWTPO	CAMPO	TWTPO
Roadway Measures						
Vehicle Miles Traveled (VMT)						
Total Daily VMT	36,054,920	13,767,455	60,678,004	19,448,645	62,347,177	19,413,241
Daily VMT per Capita	26	31	25	30	25	30
Vehicle Hours Traveled (VHT)						
Total Daily VHT	736,455	290,474	1,386,940	460,352	1,349,025	440,484
Daily VHT per Capita	32	39	34	43	33	41
Average Speed by Time of Day (miles per hour) - All Facilities						
Daily Average Speed	49	47	44	42	46	44
Morning (AM) Peak Period Average Speed	49	48	44	44	47	45
Afternoon (PM) Peak Period Average Speed	47	45	40	39	44	41
Daily Average Speed by Facility (miles per hour)						
Freeways	64	61	57	52	59	56
Highways	53	53	47	52	51	45
Arterials & Collectors	42	39	38	36	41	37
Local	33	27	31	26	31	25
Afternoon (PM) Peak Period Average Speed by Facility (miles per hour)						
Freeways	63	58	53	48	55	53
Highways	51	53	43	51	48	44
Arterials & Collectors	41	38	35	34	39	35
Local	33	27	30	25	30	25

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	2020 Base Year		2055 Existing + Committed		2055 MTP	
	CAMPO	TWTPO	CAMPO	TWTPO	CAMPO	TWTPO
Daily Average Travel Length for All Motorized Person Trips						
Travel Time (minutes)	9.9	9.2	10.1	9.1	9.9	9.2
Travel Distance (miles)	7.6	6.6	7.0	6.1	7.4	6.5
Morning (AM) Peak Period Average Travel Length for Motorized Work Trips						
Travel Time (minutes)	16.7	13.7	18.4	13.9	16.9	13.4
Travel Distance (miles)	13.5	10.4	13.3	9.8	13.6	10.1
Afternoon (PM) Peak Period Average Travel Length for All Motorized Person Trips						
Travel Time (minutes)	9.8	9.0	9.9	8.9	9.7	9.0
Travel Distance (miles)	7.5	6.5	6.8	6.0	7.3	6.4
Daily Average Travel Length for Commercial Vehicle (CV) Trips						
Travel Time (minutes)	9.5	8.4	9.7	8.4	9.6	8.5
Travel Distance (miles)	7.4	6.3	6.9	5.8	7.3	6.3
Daily Average Travel Length for Truck Trips						
Travel Time (minutes)	11.8	11.1	12.1	11.0	11.8	11.0
Travel Distance (miles)	9.3	8.6	8.7	7.9	9.2	8.5
Daily Travel Delay						
Total Daily Delay (hours)	33,033	14,047	199,307	64,049	132,909	46,580
Daily Delay per Capita (minutes)	1.4	1.9	4.9	6.0	3.2	4.3
Total Daily Truck Delay (hours)	1,816	943	11,587	4,871	8,524	3,620
Daily Per-trip Truck Delay (minutes)	0.7	1.0	2.5	3.1	1.8	2.3

	2020 Base Year		2055 Existing + Committed		2055 MTP	
	CAMPO	TWTPO	CAMPO	TWTPO	CAMPO	TWTPO
Percent of Vehicle Miles Traveled Under Congested[1] Conditions by Time of Day						
Daily Average Congested % of VMT	0.3%	0.1%	3.1%	4.2%	1.3%	2.2%
Morning (AM) Peak Period Congested % of VMT	0.1%	0.1%	3.4%	1.0%	0.9%	0.7%
Afternoon (PM) Peak Period Congested % of VMT	0.8%	0.1%	7.1%	9.0%	2.8%	4.0%
Daily Average Percent of Vehicle Miles Traveled Under Congested Conditions by Facility Type						
Freeways	0.3%	0.0%	5.3%	7.5%	2.0%	3.5%
Highways	0.0%	0.0%	1.9%	0.0%	0.8%	0.0%
Arterials & Collectors	0.2%	0.1%	1.5%	1.0%	0.7%	0.6%
Local	0.4%	0.1%	1.0%	0.2%	0.9%	0.1%
Afternoon (PM) Peak Period Percent of Vehicle Miles Traveled Under Congested Conditions by Facility Type						
Freeways	1.4%	0.0%	12.9%	16.9%	4.8%	6.4%
Highways	0.0%	0.0%	6.4%	0.0%	3.4%	0.0%
Arterials & Collectors	0.4%	0.2%	3.0%	2.2%	1.3%	1.3%
Local	0.4%	0.2%	1.5%	0.2%	1.5%	0.1%
Trip-Based Mode Share Measures						
All Daily Trips						
Drive Alone (Single Occupant Vehicle, SOV)	49%	48%	43%	43%	45%	43%
Carpool (Shared Ride)	37%	29%	39%	32%	35%	28%
Non-Motorized (Bike and Walk)	14%	21%	16%	22%	17%	24%
Transit[2]	0.8%	2.6%	1.8%	2.8%	3.4%	5.1%

[1] For modeling purposes, congestion is defined as Level of Service (LOS) E or worse, represented by roadway segments with a volume-to-capacity (V/C) ratio greater than 1.0.
[2] Transit mode share includes home-based local bus, express bus, bus rapid transit, and rail trips, plus all non-home-based transit trips.

	2020 Base Year		2055 Existing + Committed		2055 MTP	
	CAMPO	TWTPO	CAMPO	TWTPO	CAMPO	TWTPO
Morning (AM) Peak Period Work Trips						
Drive Alone (Single Occupant Vehicle, SOV)	88%	84%	84%	81%	83%	79%
Carpool (Shared Ride)	8.3%	8.5%	8.3%	8.7%	8.3%	8.6%
Non-Motorized (Bike and Walk)	3.1%	3.9%	6.4%	6.5%	6.4%	8.0%
Transit	1.0%	3.9%	1.7%	3.4%	2.5%	4.9%
All Afternoon (PM) Peak Period Trips						
Drive Alone (Single Occupant Vehicle, SOV)	47%	46%	44%	44%	43%	42%
Carpool (Shared Ride)	41%	34%	39%	33%	39%	32%
Non-Motorized (Bike and Walk)	12%	18%	15%	21%	15%	21%
Transit	0.8%	2.5%	1.8%	2.6%	3.5%	4.8%
Transit Measures						
Daily Transit Ridership (by MPO)						
Total Transit Ridership	55,379	65,646	232,546	107,826	403,590	200,307
Transit Ridership per Capita	0.04	0.15	0.10	0.17	0.16	0.31
Daily Transit Ridership by Transit Type (Regionwide)						
Total Local and Express Bus Ridership	121,376		295,178		365,504	
Total Bus Rapid Transit (BRT) Ridership	-		45,711		239,275	
Total Rail Ridership	-		-		3,175	

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	2020 Base Year		2055 Existing + Committed		2055 MTP	
	CAMPO	TWTPO	CAMPO	TWTPO	CAMPO	TWTPO
Daily Transit Ridership by Agency (Regionwide)						
Chapel Hill Transit	23,009		40,746		51,618	
Chatham Transit	40		128		85	
Duke Transit	9,013		12,835		12,352	
GoCary	1,999		237		2,827	
GoApex	-		14,386		24,690	
GoDurham	24,282		37,725		61,068	
GoRaleigh	33,051		160,979		311,003	
GoTriangle	19,476		44,466		113,130	
NCSU Wolfline	10,220		29,031		30,535	
Orange County Public Transit	116		183		341	
Piedmont Authority for Regional Transportation	168		173		305	
Daily Transit Service and Usage Measures (Regionwide)						
Total Transit Service Miles	57,577		90,376		160,789	
Transit Service Miles on High Frequency Routes[3]	20,183		44,130		95,311	
Total Transit Passenger Miles	417,940		1,313,279		3,761,280	
Other Measures						
Total Daily Person Trips	5,249,569	1,998,165	10,586,323	3,292,099	10,108,638	3,137,737
Total Daily Work Trips	495,430	165,414	870,851	236,417	885,480	238,456
Total Daily CV (commercial vehicle) Trips	620,815	250,978	1,187,103	423,029	1,215,171	425,918
Total Daily Truck Trips	154,322	58,953	282,102	95,136	290,314	96,103

[3] High-frequency transit service is defined as bus routes with peak-period headways of 15 minutes or less.

	2020 Base Year		2055 Existing + Committed		2055 MTP	
	CAMPO	TWTPO	CAMPO	TWTPO	CAMPO	TWTPO
Total Lane Miles	7,644	2,580	8,160	2,655	9,774	2,821
Socioeconomic Data						
Household Population	1,373,756	449,791	2,425,432	644,006	2,456,004	647,968
Employment	671,950	310,491	1,431,491	571,567	1,448,166	571,834

Notes:

- *Morning (AM) Peak Period is between 6:00 AM and 9:00 AM. Afternoon (PM) Peak Period is between 3:30 PM and 6:30 PM.*
- *Travel time is in minutes and distance is in miles. VMT does not include travel on model centroid connectors.*
- *Commercial Vehicles include large and small trucks and vans.*
- *Trucks = a subset of Commercial Vehicles that includes only large trucks.*
- *Average Speed, Percent of VMT Experiencing Congestion, and Hours of Delay calculations do not include local streets or centroid connectors (which often represent local streets in modeling networks).*

Appendix 11: Financial Plan Details

Appendix 11 includes a discussion of the assumptions and methods used in the development of the 2055 MTP financial plan, which is covered in Chapter 8. This appendix focuses on how the values used in this plan may differ from other sources, and how the fiscal constraint spreadsheet developed by the Central Pines Regional Council can be used and modified to analyze different sets of assumptions or provide revised estimates as plans are revised.

Chapter 8 shows costs and revenues in "constant 2026 dollars" for several reasons:

1. Underlying data sources treat future inflation differently, so stating all costs in a common 2026 base provides a consistent way to treat revenues and costs, regardless of what future inflation may actually be.
2. During the development of the MTP, the timing of projects is often modified throughout the plan development, review and adoption process, which would require recalculation of (and thus changed totals for) project costs if they are stated in current/actual dollars (also termed "year-of-expenditure" dollars) as they are moved to different years as part of the draft plan review and revisions arising from community engagement.
3. Costs for projects are typically developed as if they were built today and in a single year, but many projects have multi-year schedules, with design and engineering, right-of-way acquisition, utility work, and construction taking place over several years.
4. People think in terms of the value of a dollar today, so putting costs and revenues in future inflated "year-of-expenditure" dollars for some future year makes it difficult for people to understand the context of investments.
5. In recent years, we have observed relatively high rates of inflation for construction and right-of-way costs, but since inflation rates change over time due to a number of economic factors we cannot accurately predict future fluctuations from year to year.
6. Major financial inputs for the plan are either underway or will be significantly revised in the near future, further complicating the ability to estimate the exact timing of projects. For example, Transit Plan updates are anticipated in Durham, Orange, and Wake Counties on regular cycles over the coming years, which will have impacts on the scope, cost, and timing of future transit projects.

For all these reasons, the foundations for both the revenues and costs in the financial plan are expressed in 2026 constant dollars, as summarized below. The Central Pines Regional Council staff maintains a fiscal constraint workbook that can translate both revenues and costs between 2026 and future years, using various assumptions about both cost inflation and revenue growth. As an example, since local transit revenues are tied to sales taxes, cost inflation for items on which transit sales tax is collected will lead to higher revenues than would occur in the absence of inflation. Since MTP investments take place over a 30-year time period, using a long-term average inflation rate (historically around two to three percent) is generally considered advisable, even though inflation will vary during the period.

The default financial model starts with a 2.5% annual discount rate (and inflation rate) to translate constant 2026 dollars into any future year dollars, as shown in the table below.

Table A11.1: Comparison between Constant Dollars and Year of Expenditure Dollars

Time Value of Money @ 2.5% annual inflation rate	2026	2027	2028	2029
Constant 2026 Dollars	$100	$100	$100	$100
Current Dollars (Year of Expenditure) for Year Shown	$100	$103	$105	$108

This appendix also notes the two important new revenue sources that are included in the last two decades of this plan: increased state transportation revenues based on the NC FIRST Commission recommendations and additional local-option revenues similar to those currently being developed in the Charlotte region. More detail on the NC FIRST process and recommendations can be found at https://www.ncdot.gov/about-us/how-we-operate/finance-budget/nc-first/Pages/default.aspx.

Although this financial plan addresses revenues and costs as if they were independent of each other, in North Carolina's transportation funding prioritization process they are tightly linked – many revenues are *only* available if corresponding costs are associated with narrowly-defined project types. The revenues section below discusses how this inflexibility affects the financial plan.

Potential Sources for New/Additional Revenues

NC FIRST Commission

The NC FIRST Commission recommended that the state consider ways to generate an additional $20 billion for transportation over a period of ten years, and highlighted a number of potential ways this funding could be generated through a combination of methods. These possible options included:

- Increasing the Highway Use Tax
- Eliminating the net-of-trade exemption to the Highway Use Tax
- Transferring proceeds from short-term vehicle rentals, vehicle subscription services, and car sharing from the General Fund to transportation purposes
- Raising the state sales tax and reducing the motor fuels tax
- Taxing transportation network companies
- Increasing the Electric Vehicle Fee/Hybrid Vehicle Fee
- Amending DMV registration fees for heavy vehicles
- Automatically adjusting DMV fees for inflation
- Authorizing a Road Impact Fee for e-commerce deliveries
- Instituting a mileage-based user fee
- Highway tolling
- Public-private partnerships
- State Infrastructure Bank
- Franchising air space
- Monetizing rights-of-way

More information on NC FIRST can be found at https://www.ncdot.gov/about-us/how-we-operate/finance-budget/nc-first/Pages/default.aspx.

One Cent Sales Tax Equivalent

For the purposes of calculating potential revenues for the *Destination 2055* MTP we estimated the potential funding that could be raised through a one-cent sales tax increase in the MPO member counties, with those funds being earmarked for transportation. However, the MTP does not *require* that this revenue be raised through a sales tax; rather, we must show that the revenue numbers in the plan represent a reasonable estimate of what *could* happen. To aid in this, we have calculated a number of alternative sources that could feasibly generate revenue comparable to the levels that could be generated by a one-cent sales tax (approximately $10 billion in constant 2026 dollars over the 20 years between 2036 and 2055).

Other potential sources to generate this level of revenue could include (but are not limited to):

- Local property taxes – The current (2026) valuation of property in the eight counties that make up the Capital Area MPO and Triangle West TPO is approximately $533 billion. A property tax of approximately 9.4 cents per $100 valuation in these counties could generate approximately $500 million in 2026 (or $10 billion over 20 years if all else were held constant).
- Vehicle Miles Traveled Fee/Mileage-based User Fee – The base year (2020) total average daily vehicle miles traveled in the Triangle region (based on the Triangle Regional Model) is approximately 57 million miles, which translates to about 21 billion miles annually. A mileage-based user fee of approximately 2.4 cents per mile in this region could generate approximately $500 million per year based on those 2020 traffic volumes, which would grow over time as traffic volumes grow in the region.

Conversion of Cost & Revenue Data between Constant Dollars and Year of Expenditure Dollars

Federal regulations require Metropolitan Transportation Plans to provide financial data in the year of expenditure. The tables that follow provide a comparison of the balanced cost and revenue data in Constant Year 2026 Dollars (as reported in Chapter 8 of this plan) and anticipated Year of Expenditure Dollars for each MPO. This has been done by assuming a 2.5% annual inflation rate to convert anticipated total revenues and using the mid-point year of each decade for converting the project costs for each decade of funding in the plan (2026-2035 midpoint year 2030, 2036-2045 midpoint year 2040, and 2046-2055 midpoint year 2050).

Table A11.2: Capital Area Metropolitan Planning Organization Revenues (in Millions)

Revenue Categories	Constant 2026 $			Year of Expenditure $		
	2026-2035	2036-2045	2046-2055	2026-2035	2036-2045	2046-2055
General State/Federal Capital Funding (Traditional STI Sources)	$6,171	$6,895	$6,621	$6,819	$9,881	$12,133
Local Funding for Roads and Complete Streets (non-transit projects)	$943	$934	$632	$1,042	$1,325	$1,151
Private Funding	$226	$276	$560	$250	$392	$1,020
CMAQ Funding	$85	$79	$71	$94	$112	$130
Toll Revenue	$1,013	-	$146	$1,119	-	$266
RDU Airport Funding	$2,500	-	-	$2,763	-	-
Continued Funding to Support Pre-existing Transit Services (all sources)	$750	$780	$797	$841	$1,120	$1,463
Funding sources for New or Expanded Transit Services (county transit taxes, grants, and financing)	$2,787	$2,673	$2,365	$3,147	$3,782	$4,351
Maintenance & Operations funding through NC Highway Fund	$4,084	$4,223	$4,211	$4,573	$6,053	$7,715
NC FIRST Commission Revenue (new funding)	-	$3,800	$3,866	-	$5,450	$7,098
Additional One Cent Sales Tax Equivalent (new funding)	-	$3,489	$3,408	-	$5,003	$6,251
Total Revenues	**$18,559**	**$23,149**	**$22,677**	**$20,648**	**$33,118**	**$41,578**

Table A11.3: Capital Area Metropolitan Planning Organization Costs (in Millions)

Revenue Categories	Constant 2026 $			Year of Expenditure $		
	2026-2035	2036-2045	2046-2055	2026-2035	2036-2045	2046-2055
Transit Capital & Operations	$3,536	$3,803	$3,502	$3,907	$5,395	$6,377
Active Transportation & TDM/TSMO	$907	$3,056	$3,022	$1,002	$4,335	$5,503
Roadway Capital Investment	$6,517	$10,178	$10,083	$7,202	$14,438	$18,361
Maintenance & Operations	$4,084	$4,746	$4,723	$4,513	$6,732	$8,601
RDU Airport Funding	$2,500	-	-	$2,763	-	-
Total Revenues	**$17,544**	**$21,783**	**$21,330**	**$19,387**	**$30,900**	**$38,842**

Table A11.4: Triangle West Transportation Planning Organization Revenues (in Millions)

Revenue Categories	Constant 2026 $			Year of Expenditure $		
	2026-2035	2036-2045	2046-2055	2026-2035	2036-2045	2046-2055
General State/Federal Capital Funding (Traditional STI Sources)	$1,772	$2,285	$2,153	$1,956	$3,274	$3,945
Local Funding for Roads and Complete Streets (non-transit projects)	$80	$80	$80	$88	$113	$145
Private Funding	$39	$147	$97	$43	$208	$175
CMAQ & CRP Funding	$28	$32	$27	$31	$45	$50
Toll Revenue	-	-	-	-	-	-
RDU Airport Funding	-	-	-	-	-	-
Continued Funding to Support Pre-existing Transit Services (all sources)	$568	$562	$551	$636	$806	$1,011
Funding sources for New or Expanded Transit Services (county transit taxes, grants, and financing)	$1,321	$891	$985	$1,508	$1,301	$1,800
Maintenance & Operations funding through NC Highway Fund	$1,273	$1,242	$1,187	$1,425	$1,781	$2,174
NC FIRST Commission Revenue (new funding)	-	$1,221	$1,222	-	$1,751	$2,243
Additional One Cent Sales Tax Equivalent (new funding)	-	$1,506	$1,470	-	$2,160	$2,696
Total Revenues	**$5,080**	**$7,966**	**$7,771**	**$5,687**	**$11,439**	**$14,239**

Table A11.5: Triangle West Transportation Planning Organization Costs (in Millions)

Project/Service Categories	Constant 2026 $			Year of Expenditure $		
	2026-2035	2036-2045	2046-2055	2026-2035	2036-2045	2046-2055
Transit	$1,449	$1,548	$2,299	$1,599	$2,187	$4,158
Bicycle & Pedestrian	$548	$1,360	$928	$605	$1,922	$1,679
Roadway/Complete Street	$1,233	$2,658	$1,941	$1,361	$3,756	$3,511
Roadway Operations & Maintenance	$1,591	$2,005	$2,306	$1,756	$2,833	$4,171
Total Costs	**$4,821**	**$7,571**	**$7,475**	**$5,321**	**$10,698**	**$13,519**

Appendix 12: Title VI & Critical Environmental Resource Maps

This appendix contains a series of maps illustrating the results of analyzing Title VI communities criteria and inventorying critical environmental resources. A brief overview of the two sets of maps is given below, with additional details given in Chapter 9 of the *Destination 2055* MTP report. An online, interactive map that includes all layers in this appendix can be viewed [Link to be inserted when ready].

Title VI Maps

The first set of five maps in this appendix display 2055 MTP highway projects (all, new, widening, and others) and transit corridors overlayed on Title VI communities. Title VI Communities were identified for the Triangle West TPO and CAMPO region using American Community Survey 2019-2023. For the Triangle West TPO five (5) categories were used to identify Title VI communities: Minority, Zero Car, Low Income, Senior, and Limited English Proficiency. For the CAMPO six (6) categories were used to identify Title VI communities: Race, Ethnicity, Zero Car, Low Income, Senior, and Limited English Proficiency. The percentage of the population in each census block group was calculated for each indicator, with block groups in the 75th percentile (top 25%) counted as meeting each indicator threshold. The composite Title VI communities layer shown in the first five maps displays the total number of thresholds that were met for each block group in the region.

Critical Environmental Resource Maps

The second set of eleven maps in this appendix display 2055 MTP and Comprehensive Transportation Plan (CTP) highway projects to identify projects that might have significant impacts on the environment or protected spaces. Many of the CTP projects are not included in the final adopted 2055 MTP, but are included in these maps to ensure that a comprehensive record of all of the potential future projects was being evaluated.

Environmental Justice Metrics

As part of the MPOs efforts to better document the impact of the recommended improvements to the transportation network for the region, additional land use displacement metrics are being studied for inclusion in future joint MTPs.

Currently, a summary analysis of the impact of highway improvements on forecasted land use values for parcels within the region is under development. This analysis applies approximate right-of-way buffers to mapped highway corridors in the region and then tabulates the number and area of parcels that fall within them.

These tabulations are further summarized in Table 1 by land use type (forecast in 2055) as designated by the local planning staff responsible for submitting this data at the outset of MTP development – this analysis is available for the full region including both MPOs. Finally, these tabulations are summarized in Table 2 by the underlying presence of identified Title VI communities (as outlined earlier in this appendix) – this analysis is only available for CAMPO.

This preliminary analysis permits MPO staff to begin cataloging the direct impact of highway improvement recommendations to future land use and the communities that are historically most likely to be excluded from planning outreach efforts. Future development of this analysis aims to apply a statistically rigorous measure of impact that better answers questions such as:

> *"When compared to the entire region, are the recommended highway improvements in this plan significantly impacting particular subsets of forecasted land use and communities of concern?"*
>
> *"What impacts from the recommended improvements are considered beneficial or consequential to these land use types and communities of concern?"*

Table A12.1: Area of Impact (sq miles) of Recommended Highway Improvements by Forecasted Land Use Type (2055) - *CAMPO & Triangle West TPO Areas*

Land Use Type	New Location	Other	Widening	Total Area
Civic	0.49	0.75	0.91	**2.15**
Commercial	0.71	1.03	3.21	**4.95**
Residential	1.82	1.15	5.77	**8.74**
School	0.00	0.07	0.08	**0.15**
Total Area	**3.02**	**3.00**	**9.97**	**15.99**

Table A12.2: Summary Count and Percentage Total of Parcels by Land Use Type and Title VI Community Status Impacted by Recommended Highway Improvements - *CAMPO Region Only*

Analysis Zone	Residential Parcels (and %)	Commercial Parcels (and %)	Civic Parcels (and %)	School Parcels (and %)
Entire CAMPO Region	494,816 (100%)	27,982 (100%)	19,231 (100%)	594 (100%)
CAMPO Title VI Community	186,530 (37.7%)	14,038 (50.2%)	8,852 (46.0%)	332 (55.9%)
CAMPO Highway Project Buffer	24,544 (5.0%)	6,296 (22.5%)	2,808 (14.6%)	153 (25.8%)
CAMPO Highway Project Buffer and Title VI Community	**8,874 (1.8%)**	**2,640 (9.4%)**	**1,259 (6.5%)**	**81 (13.6%)**

Figure A12.1: 2055 MTP Highway Projects overlaid on Title VI Communities

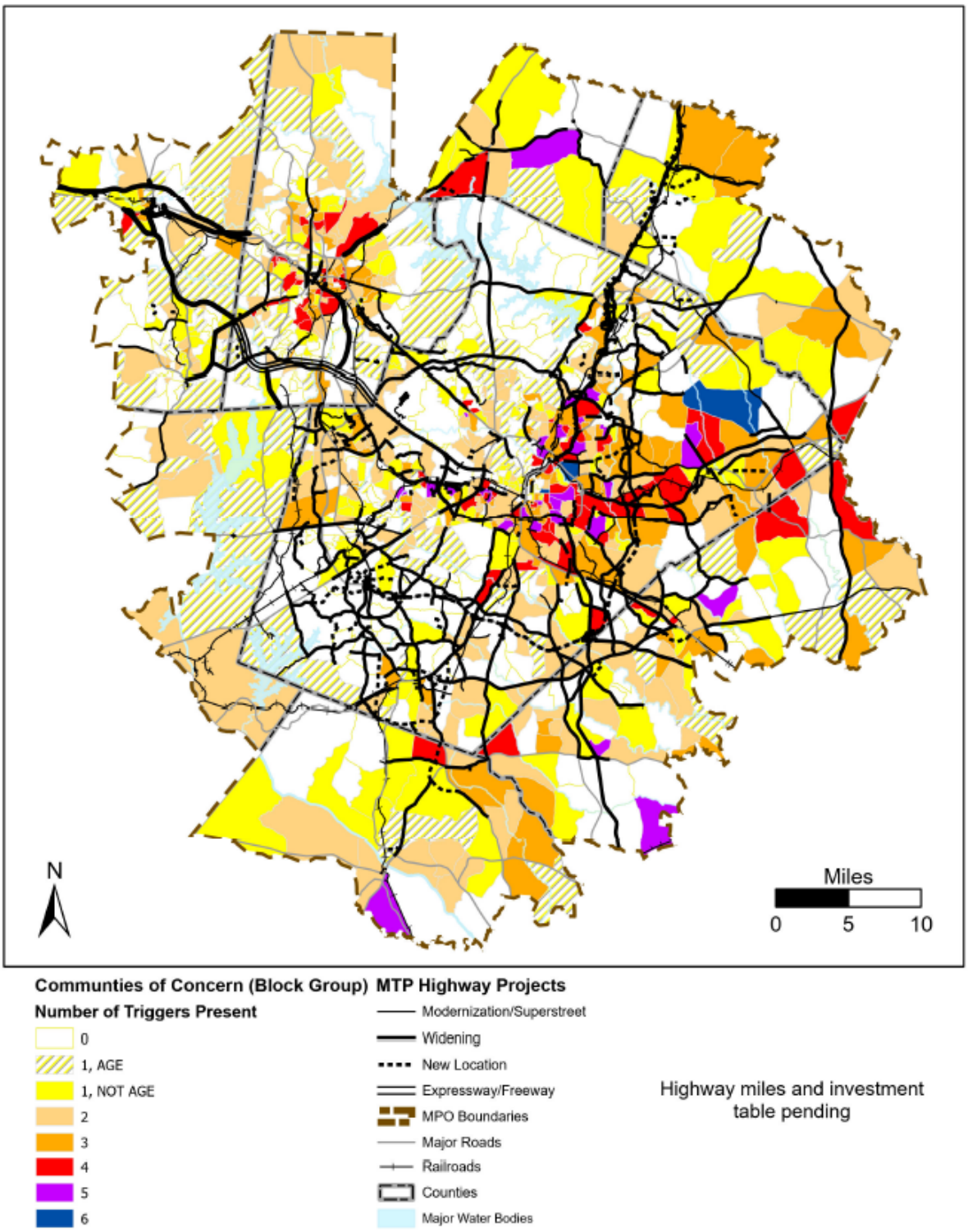


Figure A12.2: 2055 MTP New Location Highway Projects overlaid on Title VI Communities

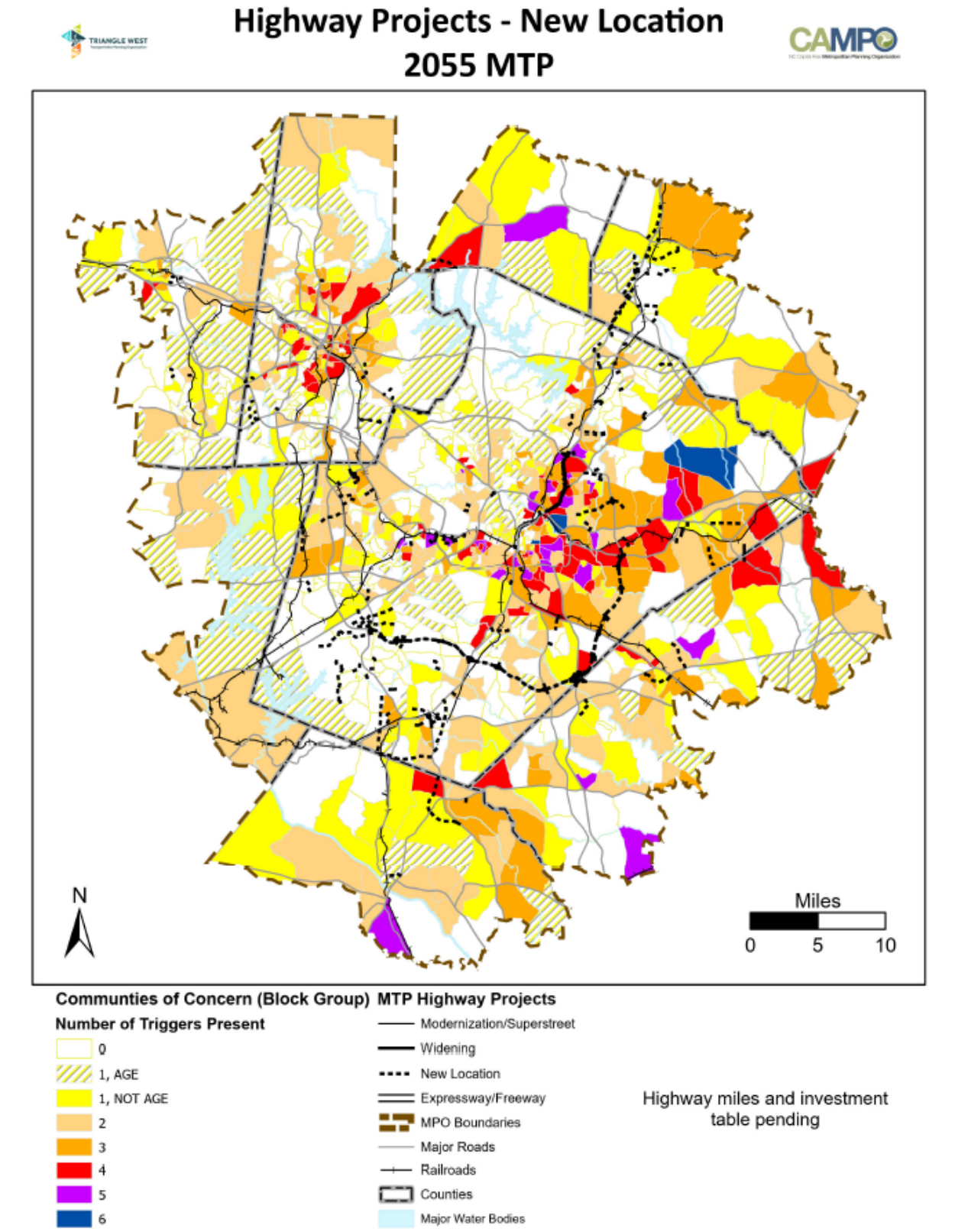


Figure A12.3: 2055 MTP Widening Highway Projects overlaid on Title VI Communities

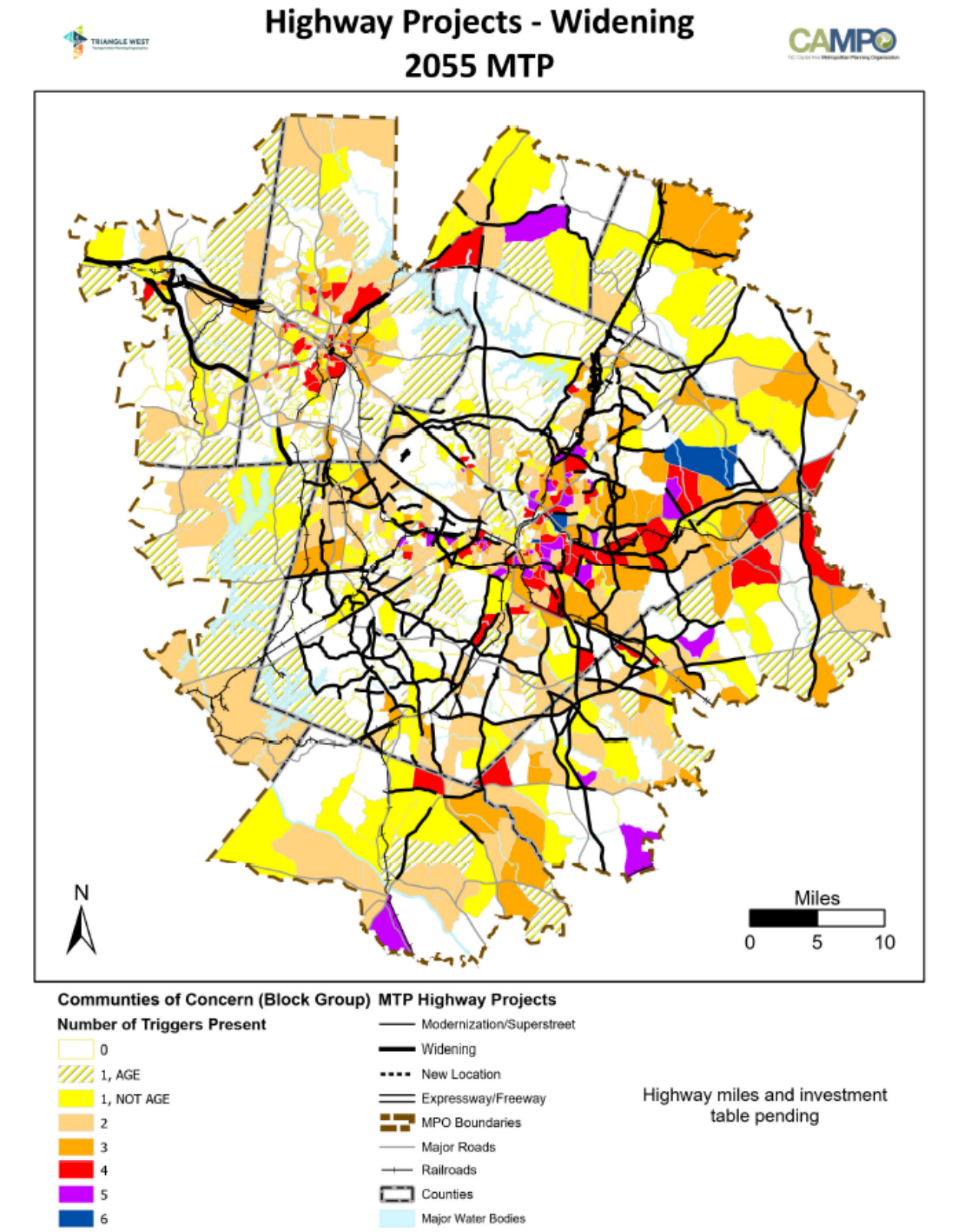


Figure A12.4: 2055 MTP Other Highway Projects overlaid on Title VI Communities

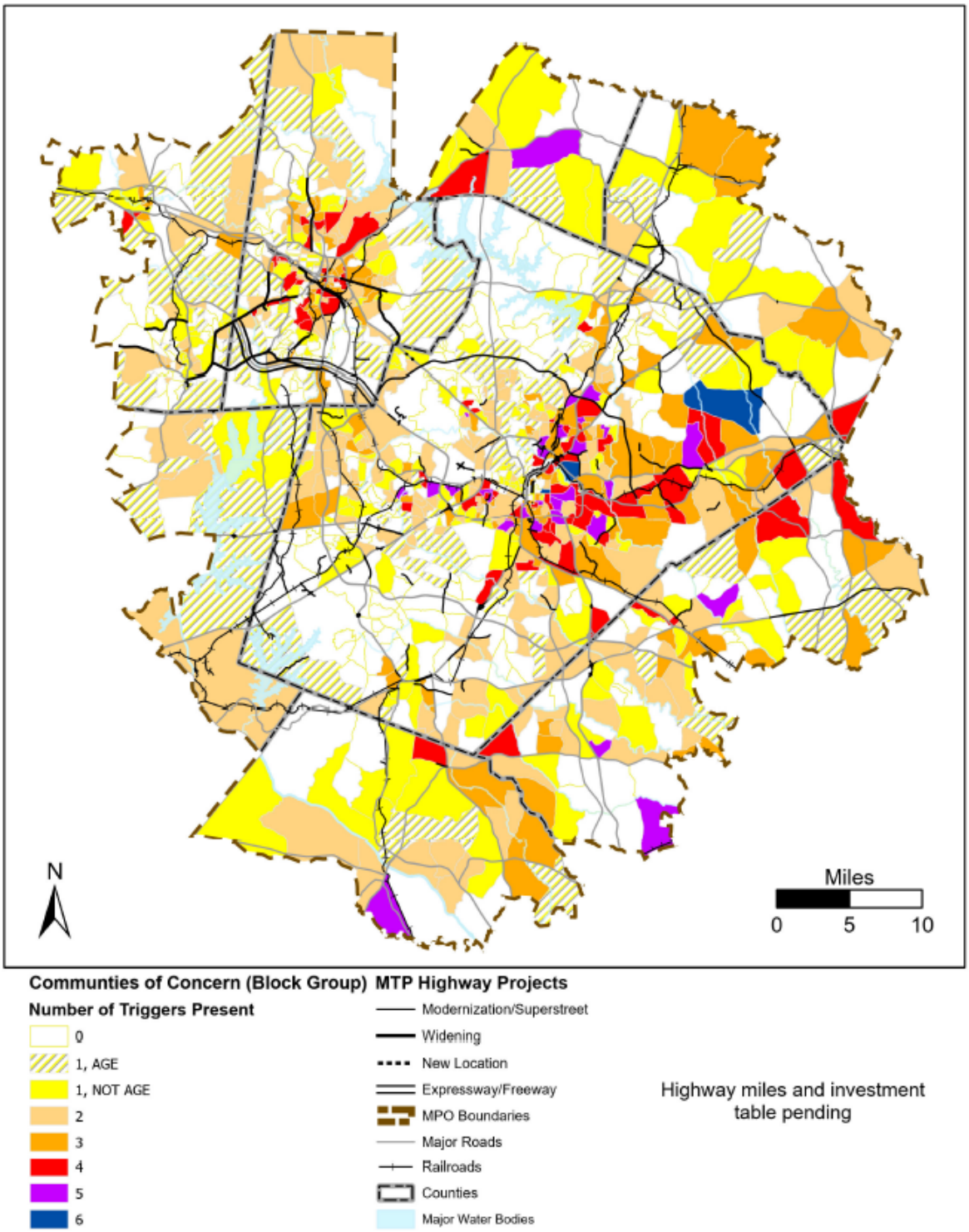


Figure A12.5: 2055 MTP Transit Corridors overlaid on Title VI Communities

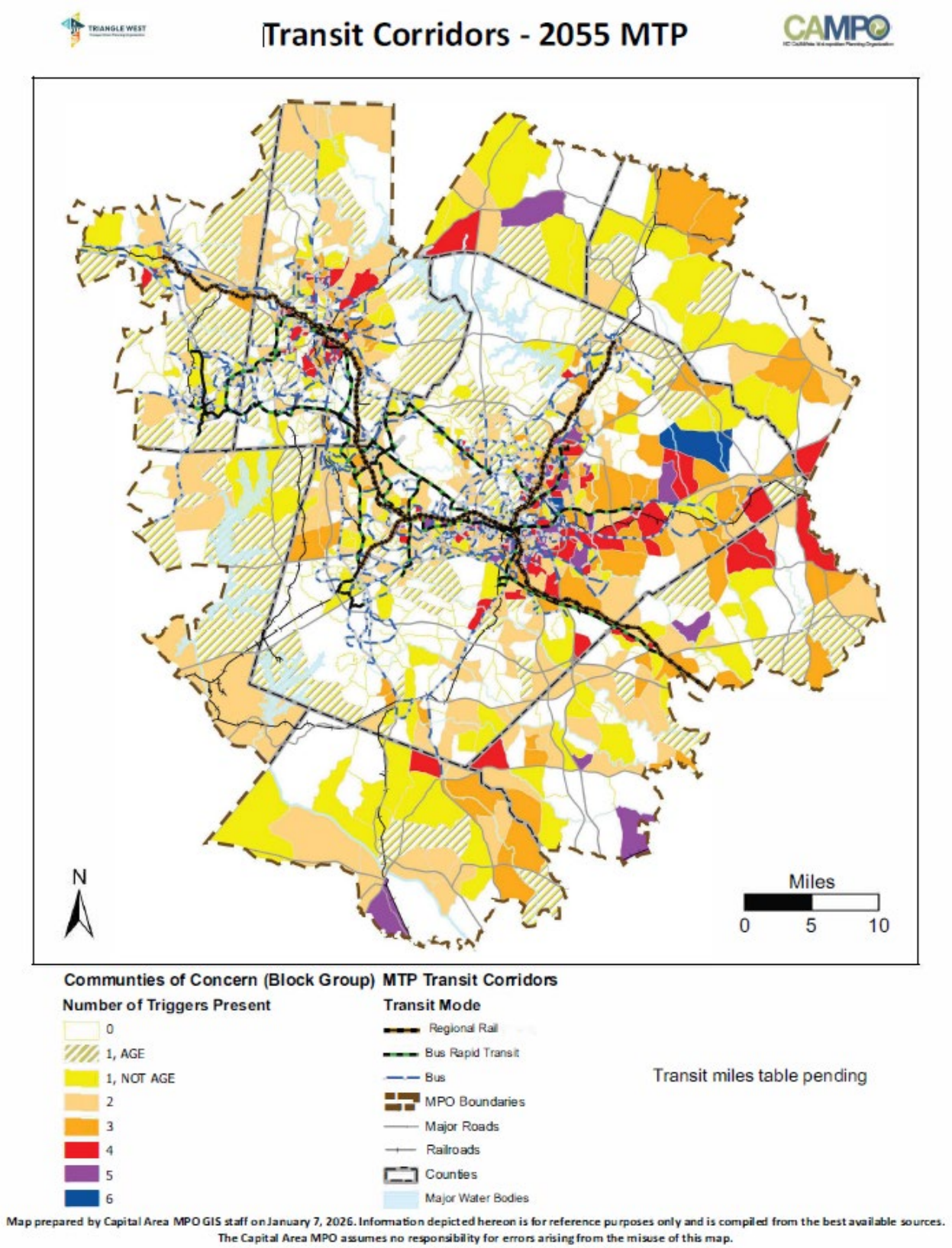


Figure A12.6: Biodiversity and Wildlife Habitat overlay map

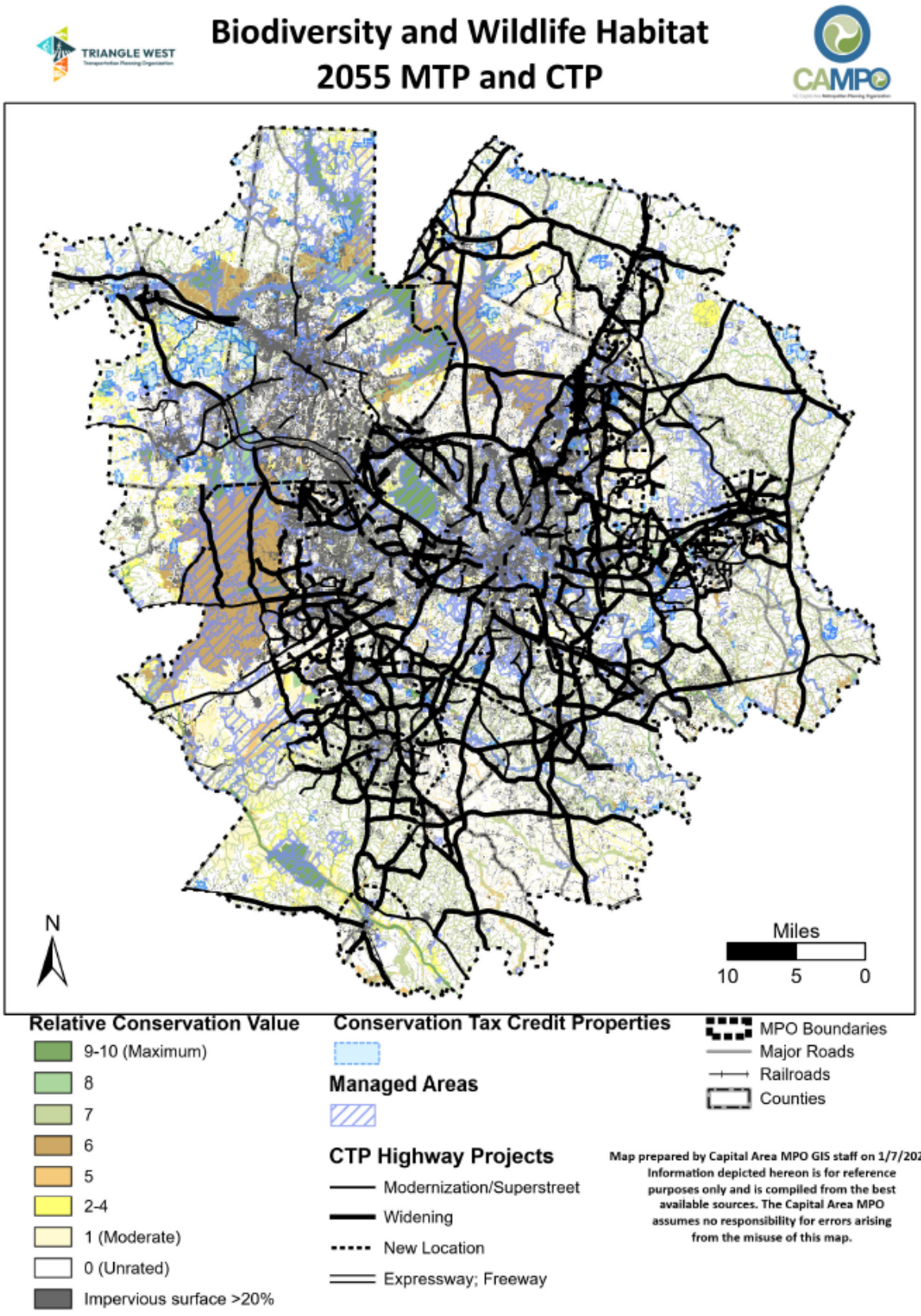


Figure A12.7: Development overlay map

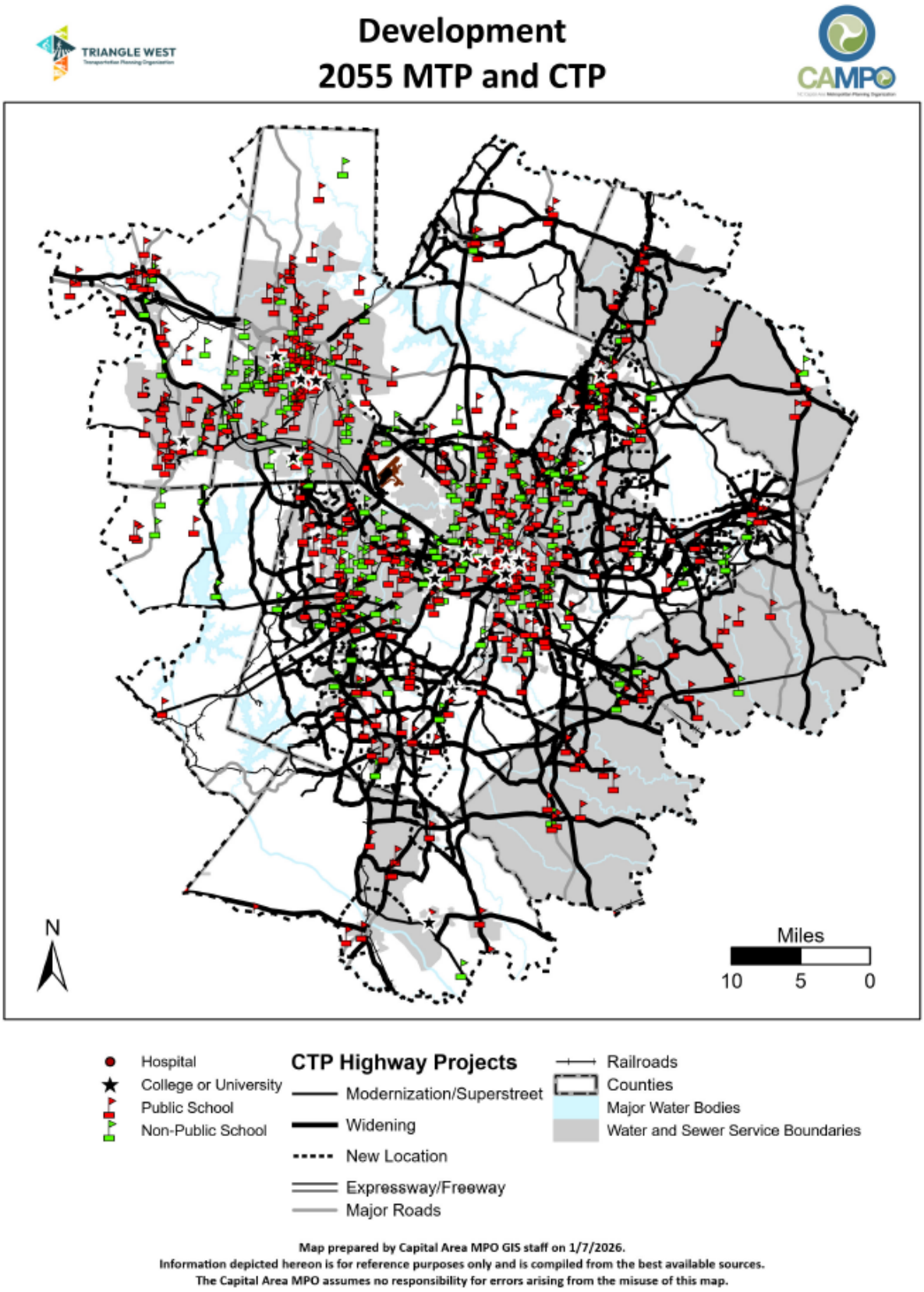


Figure A12.8: Farmland overlay map

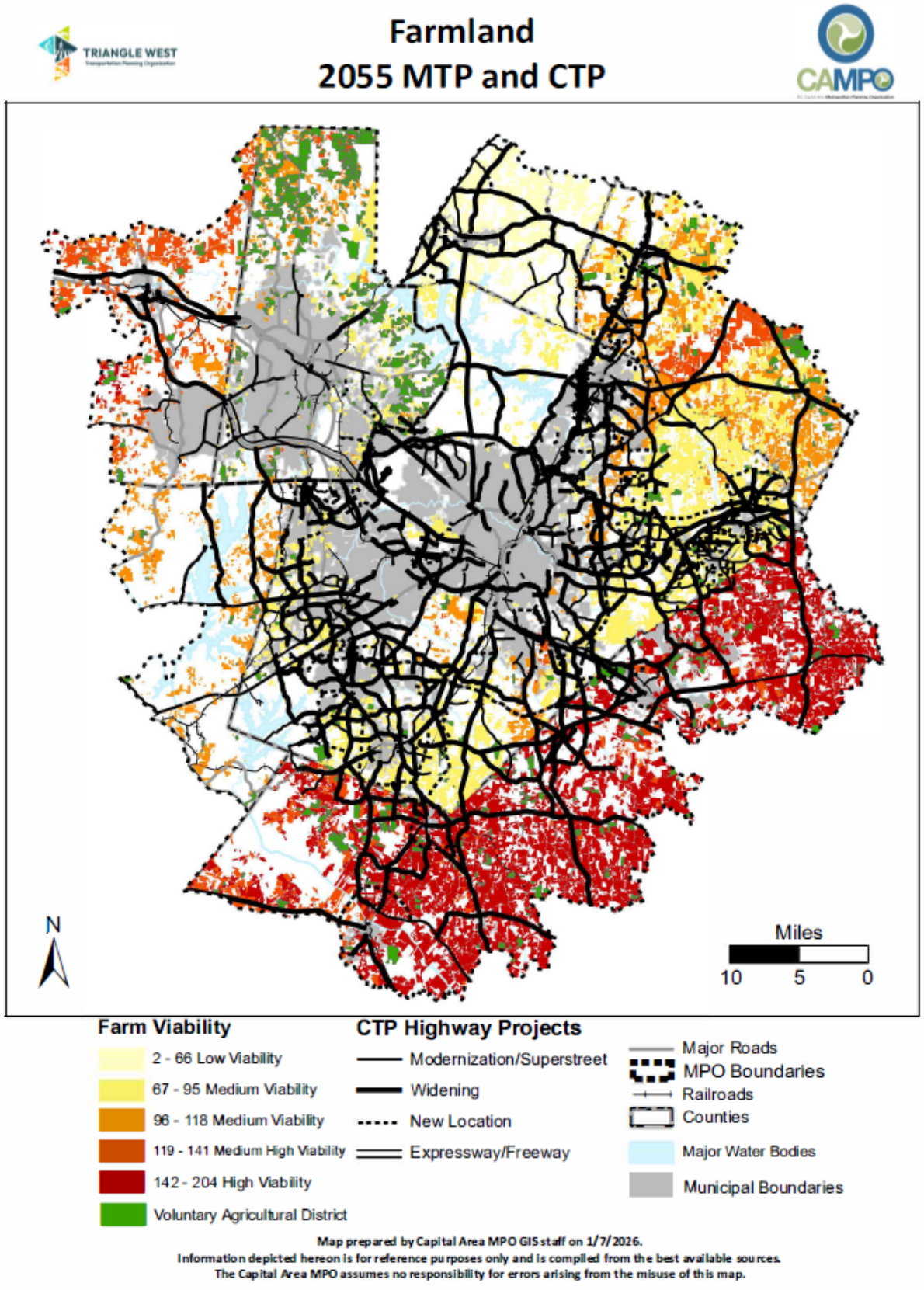


Figure A12.9: Forest overlay map

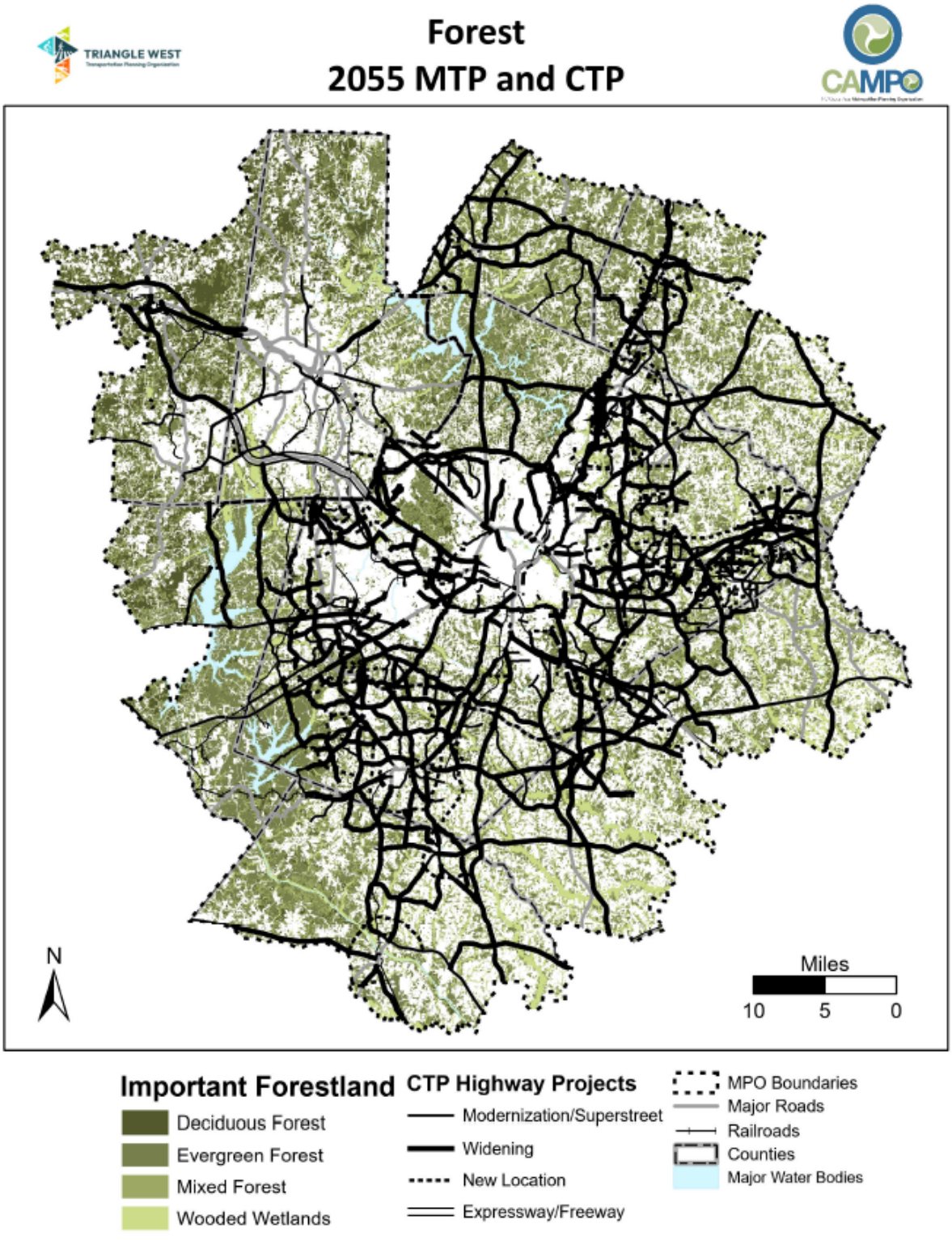


Figure A12.10: Gameland/Hunting Safety Buffer/Smoke Awareness Area overlay map

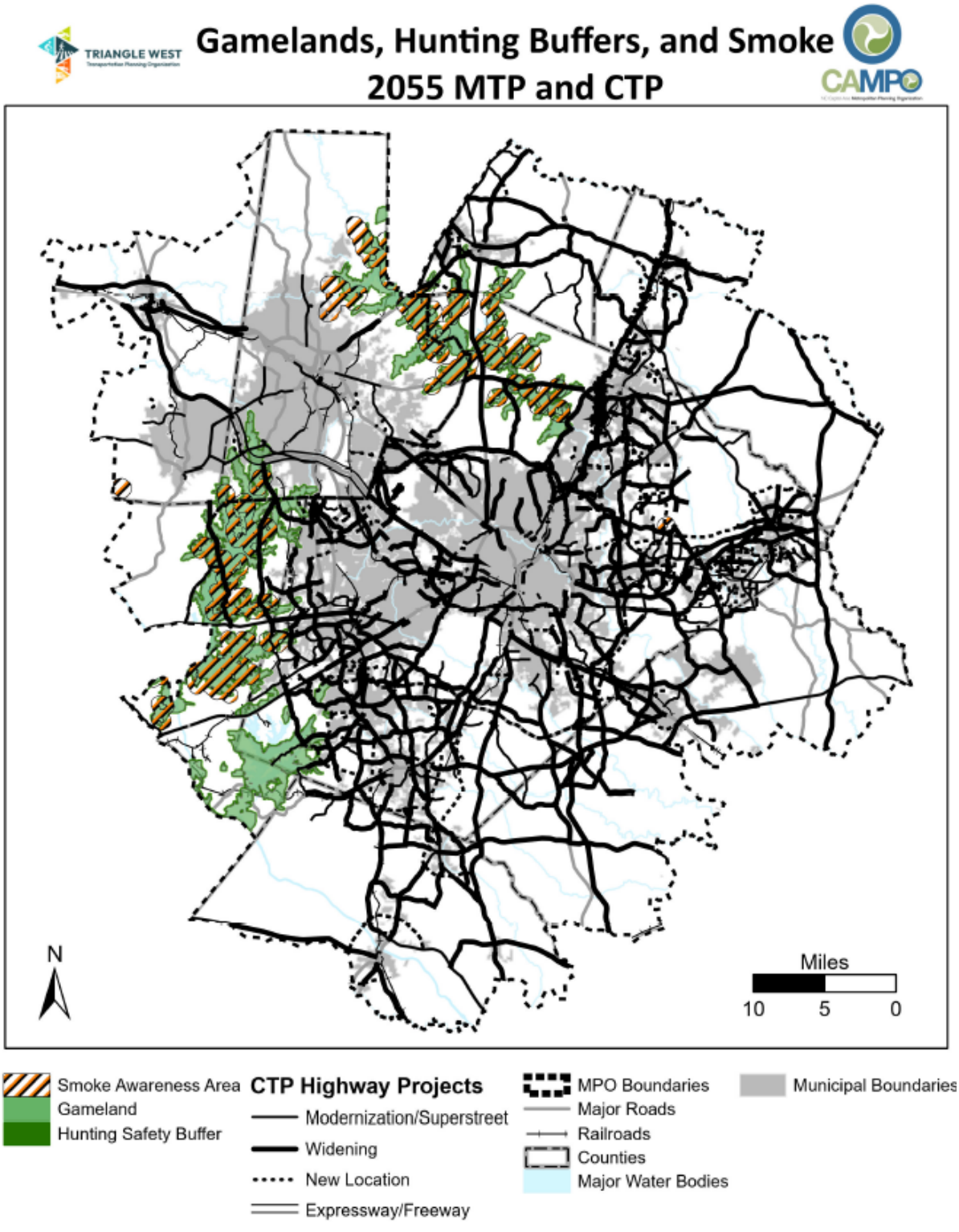


Figure A12.11: Hazards overlay map

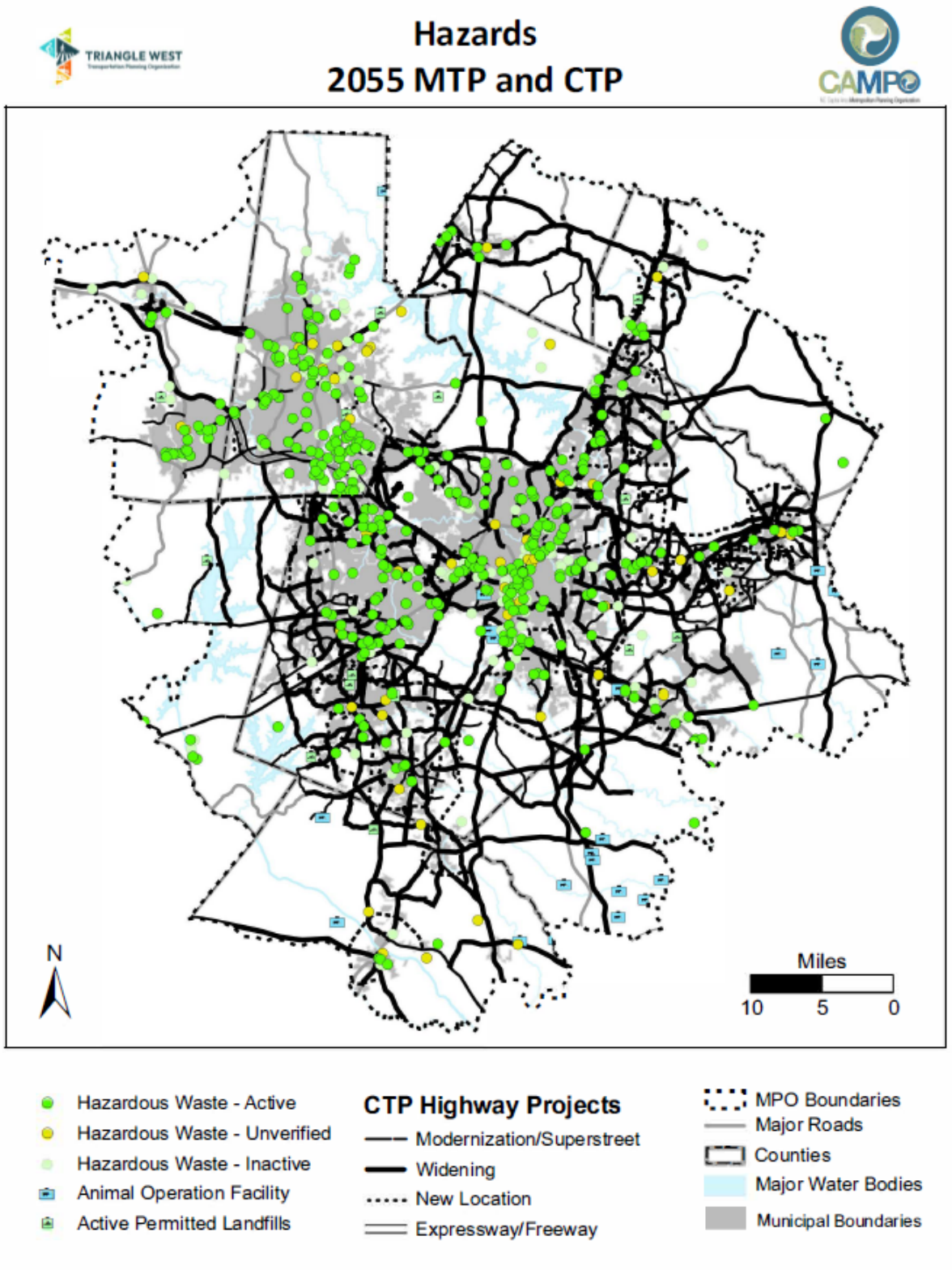


Figure A12.12: Historic Sites overlay map

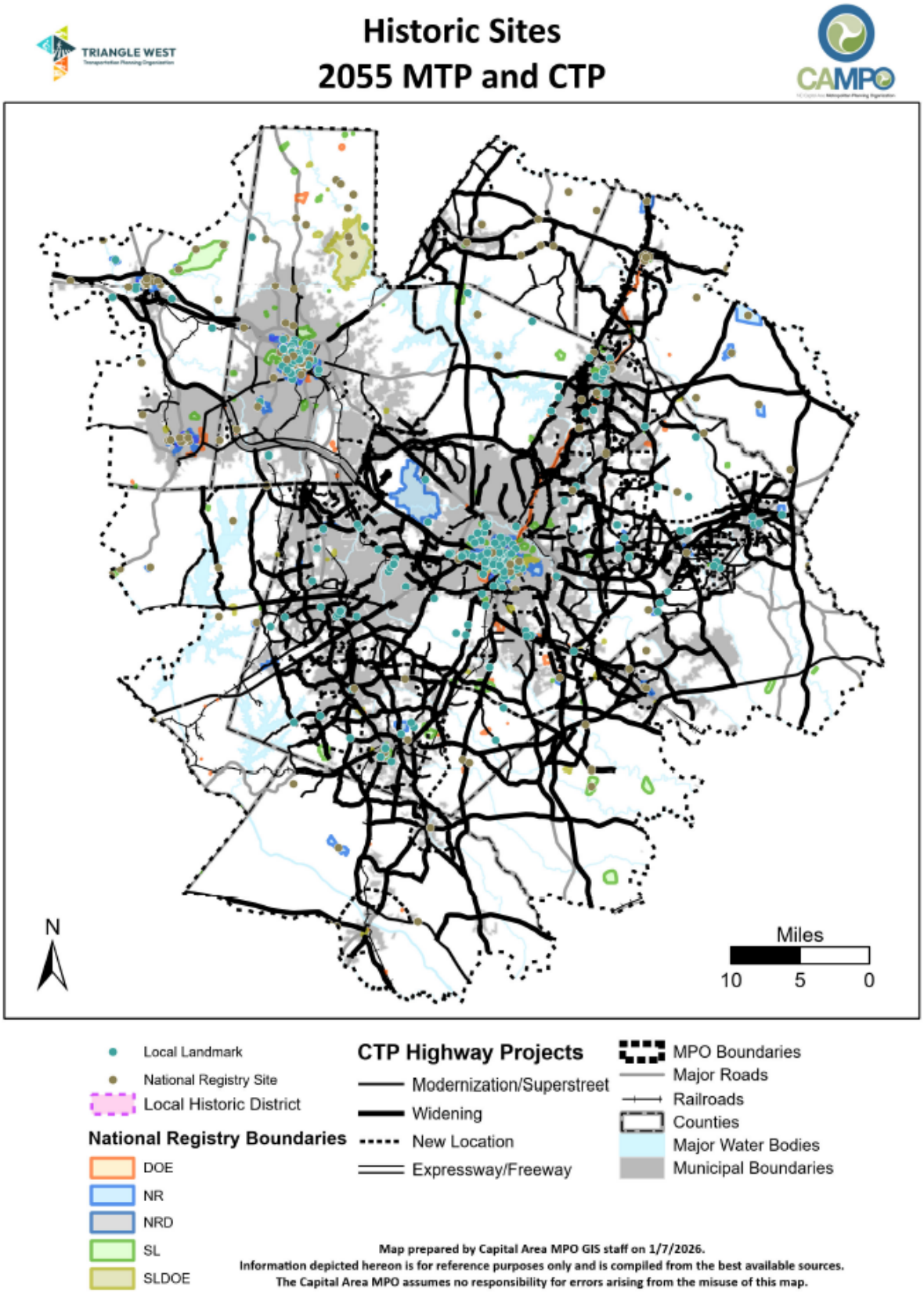


Figure A12.13: Parks and Recreation overlay map

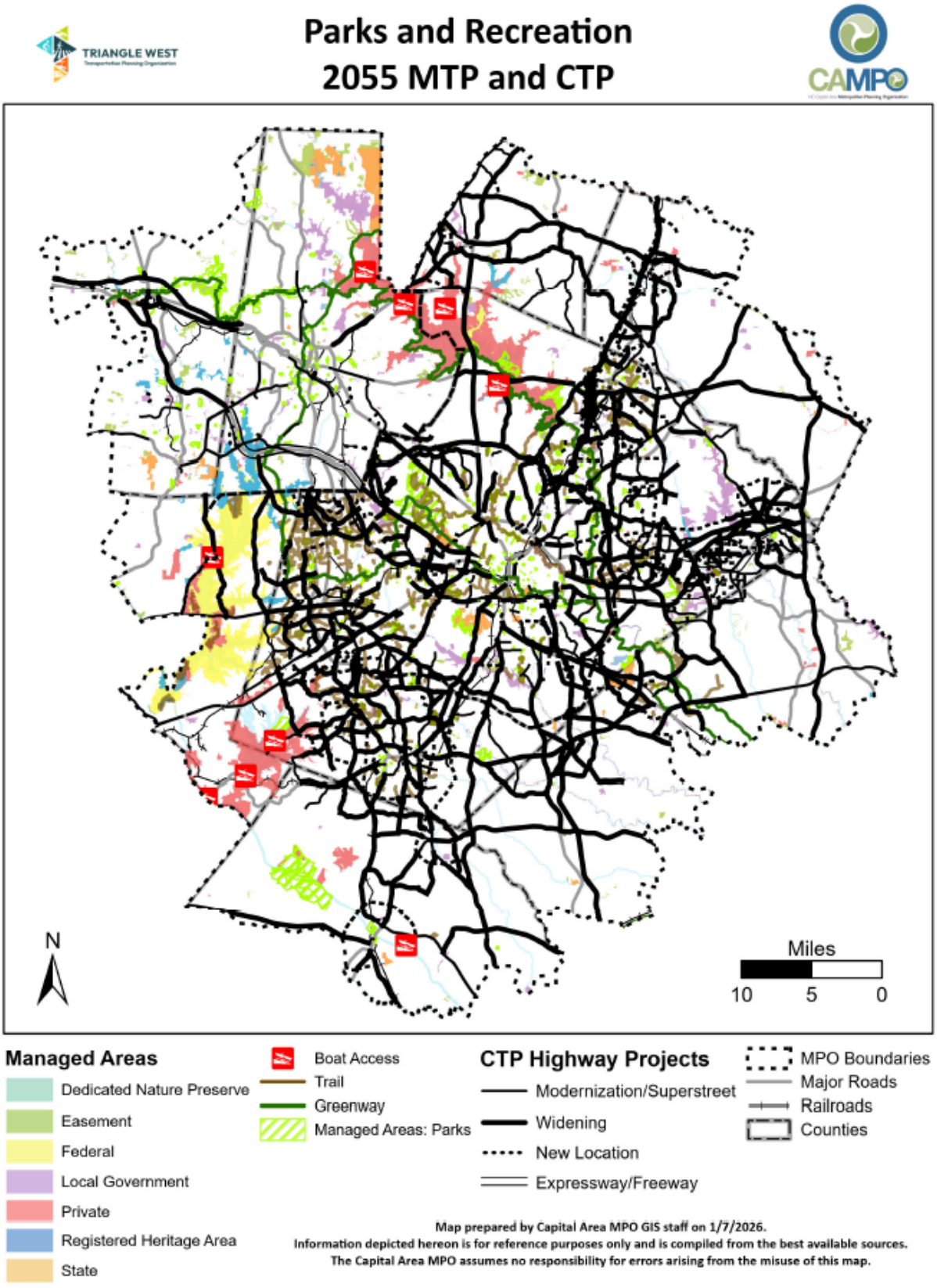


Figure A12.14: Water Resources overlay map

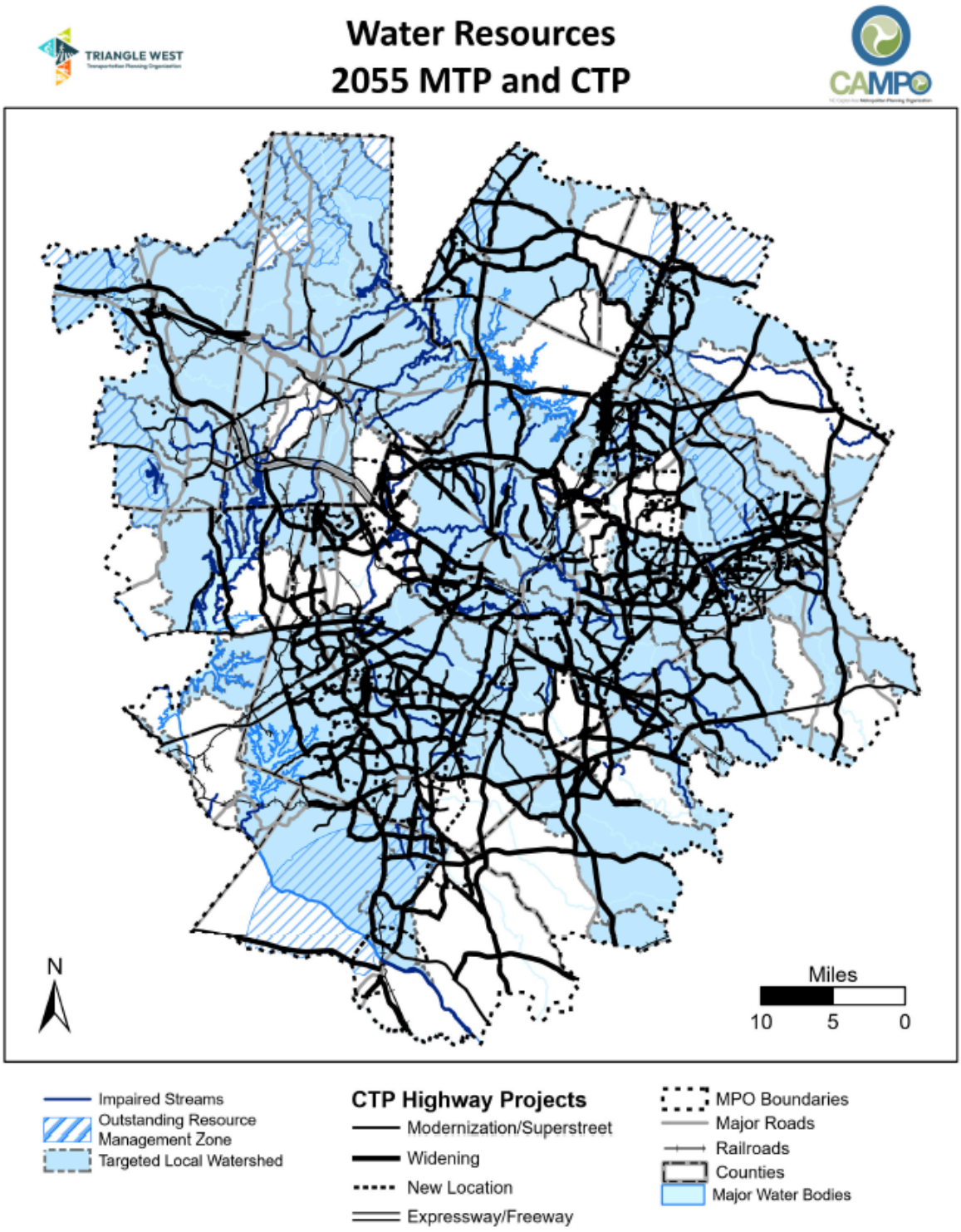


Figure A12.15: Water Supply overlay map

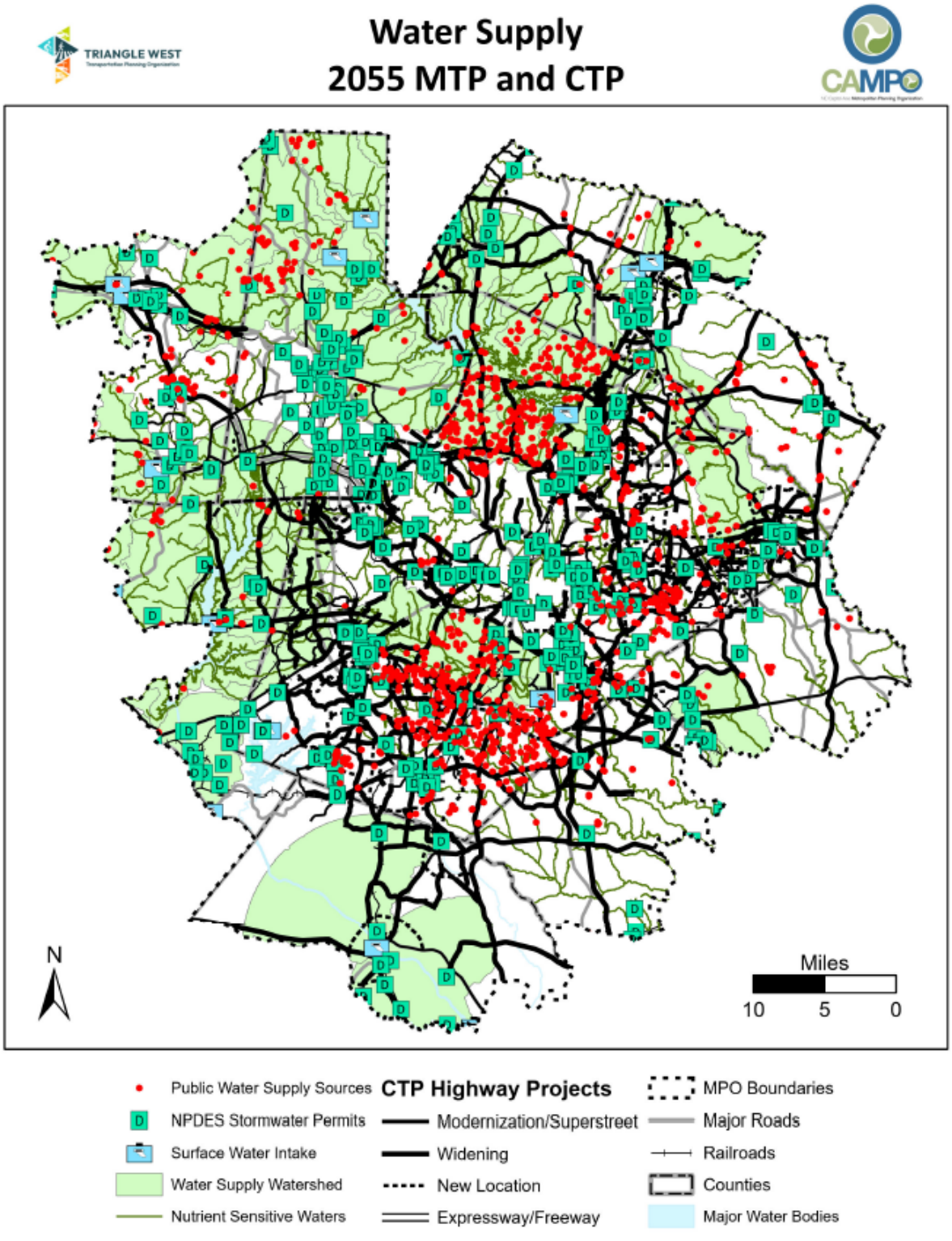
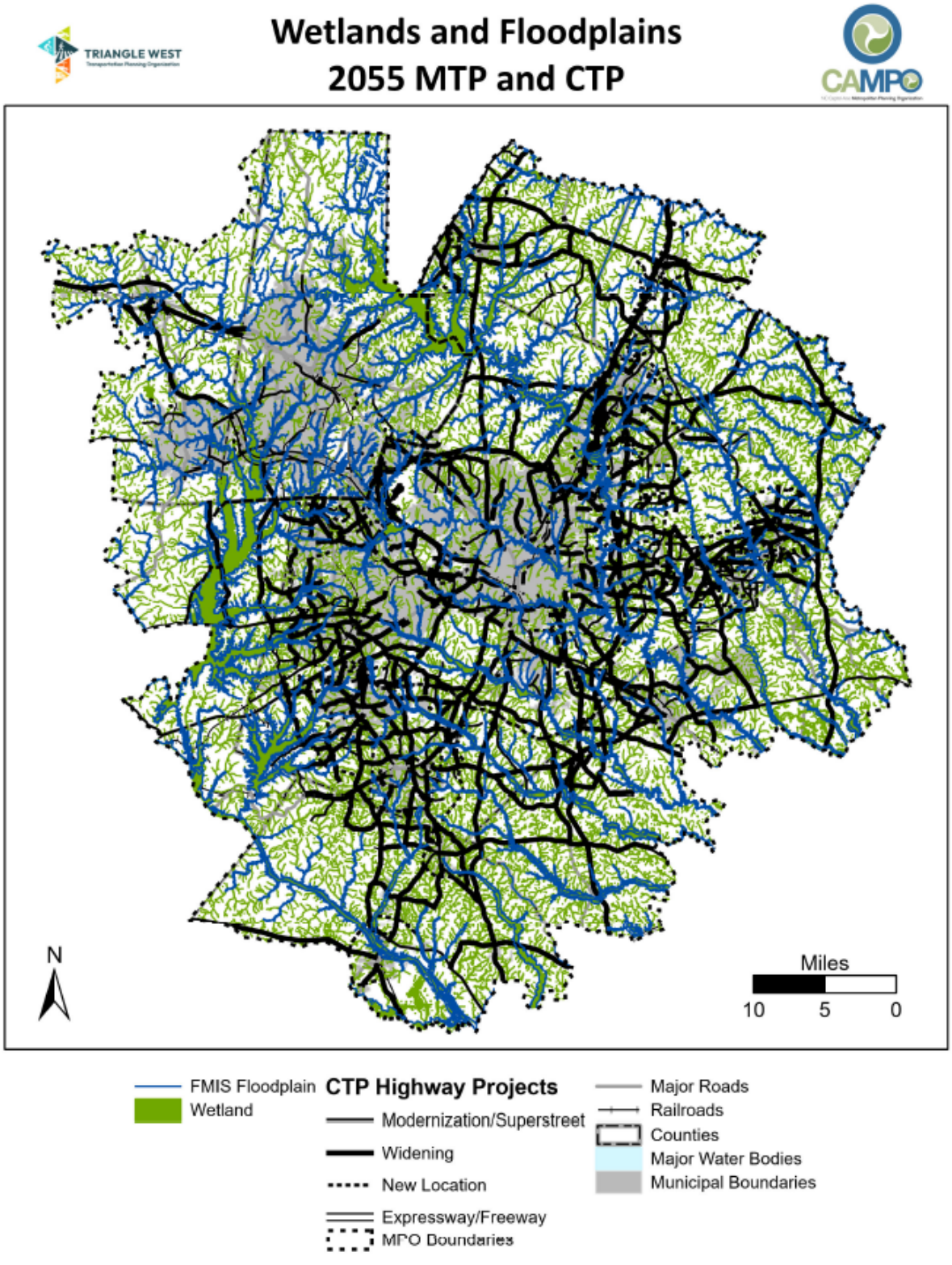


Figure A12.16: Wetlands and Floodplains overlay map



Appendix 13: Federal Transportation Performance Measures

Appendix 13 includes the federally-required performance measures at the time of this plan's initial adoption. Section 4.4 of the plan puts the federal Transportation Performance Measures (TPMs) in context with the full set of performance measures associated with the *Destination 2055* MTP. Since the MPOs and NCDOT periodically update the specific target values of some of the measures, this appendix is designed to be able to provide a guide to the values without requiring an amendment of the full plan.

Overview

The two MPOs are required by federal law to adopt specific transportation performance measures. These measures are divided into four categories: Safety (Highway and Public Transit), Pavement and Bridge Condition, System Performance/Freight, and Transit Assets.

The following are the values for each performance measure at the time of initial MTP adoption. These values are revised periodically, and the most current values can be obtained from each MPO website:

CAMPO: https://www.campo-nc.us/programs-studies/transportation-performance-measures
TWTPO: https://www.twtpo.org/programs-and-initiatives/transportation-performance-measures-tpm

Highway Safety Measures

The safety measure is a federal Transportation Performance Measure (TPM) and thus the MPOs are required to set targets for those measures and include those targets in their long-range transportation plan, i.e., Metropolitan Transportation Plan (MTP). Until 2025, CAMPO and Triangle West TPO both resolved to plan and program projects to meet the targets in the North Carolina 2022 Highway Safety Improvement Plan (HSIP). The HSIP targets were set to reduce fatalities and serious injuries by one-half by the year 2035, and eventually to zero by the year 2050.

However, beginning in 2026, both CAMPO and Triangle West TPO plan to use new methodologies for developing targets. CAMPO's methodology calls for reducing crashes by 1% annually in the near-term, with higher reduction percentages in later years toward a long-term goal of reaching zero, based on CAMPO's recent Blueprint for Safety Plan. Triangle West TPO's methodology will also be updated in 2026, based on the TPO's recent Safe Streets for All/Vision Zero Action Plan.

Based on the U.S. Department of Transportation (USDOT)/Federal Highway Administration (FHWA) review of the safety targets and actual data, North Carolina has not met or made significant progress toward achieving its safety performance targets. In fact, the number of fatalities and serious injuries and the corresponding rates continue to increase. As a result, the North Carolina Department of Transportation (NCDOT) must ensure that all federal Highway

Safety Improvement Program (HSIP) funding is obligated to safety projects and must develop a detailed implementation plan.

Below, the CAMPO and TWTPO safety target data are presented in tables that show the 5-year rolling average.

Table A13.1: Capital Area MPO Annual Safety Data and Targets

Data Years	Avg. Fatalities	Avg. Fatality Rate	Avg. Serious Injuries	Avg. Serious Injury Rate	Avg. Non-motorized Fatalities & Serious Injuries
2008-2012	95.6	0.880	149.8	1.378	32.4
2009-2013	95.2	0.864	147.0	1.333	34.0
2010-2014	92.4	0.823	155.0	1.378	36.6
2011-2015	92.0	0.793	163.6	1.403	40.8
2012-2016	95.8	0.797	193.4	1.591	43.6
2013-2017	93.8	0.756	255.0	2.012	47.0
2014-2018	93.6	0.729	328.4	2.519	50.8
2015-2019	99.2	0.748	412.8	3.085	62.4
2016-2020	108.2	0.836	485.6	3.730	71.8
2017-2021	115.4	0.888	542.2	4.152	75.6
2018-2022	131.8	1.000	558.0	4.232	85.2
2019-2023	141.8	1.062	568.2	4.259	88.8
2020-2024	139	0.851	590	3.611	95
2026 Target	136	0.817	578	3.5	93

Each column is calculated as a five-year rolling average annual incident rate.

Table A13.2: Triangle West TPO Annual Safety Data and Targets

Data Years	Avg. Fatalities	Avg. Fatality Rate	Avg. Serious Injuries	Avg. Serious Injury Rate	Avg. Non-motorized Fatalities & Serious Injuries
2008-2012	29.6	0.630	74.6	1.590	18.6
2009-2013	30.8	0.640	70.8	1.474	17.6
2010-2014	32.0	0.647	74.8	1.514	18.6
2011-2015	32.8	0.651	80.6	1.601	20.2
2012-2016	34.0	0.658	79.4	1.541	20.8
2013-2017	36.0	0.675	84.8	1.586	19.4
2014-2018	36.0	0.658	88.4	1.615	20.2
2015-2019	39.8	0.703	94.2	1.662	22.4
2016-2020	41.6	0.761	105.6	1.953	23.8
2017-2021	42.2	0.784	123.2	2.319	25.4
2018-2022	43.6	0.812	136.6	2.565	28.2
2019-2023	46.4	0.866	147.4	2.768	28.4
2020-2024	48.0	0.893	147.8	2.775	29.6
2026 Target	29.5	0.517	70.5	1.235	18.2

Each column is calculated as a five-year rolling average annual incident rate.

Public Transit Safety Measures

This transit safety measure is a federal Transportation Performance Measure (TPM). Thus, the MPOs are required to support the Public Transportation Agency Safety Plan (PTASP) targets that the relevant transit systems set, and include the targets in their long-range transportation plan, i.e., Metropolitan Transportation Plan (MTP). The transit systems that receive urbanized area formula grants must develop and implement a safety management system (SMS) that encompasses the following targets:

- the number and rate of fatalities, injuries and events; and,
- the mean distance between mechanical failures.

These targets and the values are presented in the table below:

Table A13.3: Capital Area MPO and Triangle West TPO Transit Safety Data and Targets

Transit System	Fatalities (Number[1] / Rate[2])	Injuries (Number[1] / Rate[2])	Events[4] (Number[1] / Rate[2])	Mechanical Failures (Distance[3])
Chapel Hill Transit				
Fixed Route	0 / 0	0 / 0	0 / 0	25,000
Non-fixed Route	0 / 0	0 / 0	2.34 / 0.6	35,000
GoCary				
Fixed Route	0 / 0	3 / 0.5	7 / 1.18	20,000
Non-fixed Route	0 / 0	1 / 0.2	1 / 0.2	60,000
GoDurham				
Fixed Route	0 / 0	11 / 0.3	46 / 7.2	20,551
Non-fixed Route	0 / 0	0 / 0	1 / 0.05	50,000
GoRaleigh				
Fixed Route	0 / 0%	15 / 1.64	113 / 4.63	0
Non-fixed Route	0 / 0	15 / 0.64	30 / 1.36	0
GoTriangle				
Fixed Route	0 / 0	3 / 1	9 / 3	211,590
Non-fixed Route	0 / 0	0 / 0	2 / 1	0
Go Wake Access[5]				
Non-fixed Route	0 / 0	2 / 0.11	NA / 0.8	87,966
Orange Public Transportation				
Fixed Route	0 / 0	1 / 0.238	1.5 / 1.5	25,000
Non-fixed Route	0 / 0	1 / 0.238	1.5 / 1.5	25,000

Notes:
[1]Total is per year
[2]Rate is per 100,000 vehicle revenue miles
[3]Distance is mean miles between major mechanical failures
[4]Events are reportable fatalities, injuries, evacuations, collisions and incidents
[5]GoWake Access does not operate fixed route service

Pavement and Bridge Condition Measures

Over the last few years, CAMPO and TWTPO each adopted resolutions to support the North Carolina targets for pavement and bridge condition as part of the federal Transportation Performance Measures (TPM) targets. As required by federal regulations, these TPMs must be adopted as part of the Metropolitan Transportation Plan (MTP).

The pavement and bridge condition TPMs were last adopted in 2023, and must be updated every four years. The tables below show the current adopted measures, which are the same for both MPOs.

Table A13.4: Current Approved Pavement & Bridge Condition Targets

Performance Measure	2-Year Target (2023)	4-Year Target (2025)
% Interstate Pavement Condition (Good)	60.0%	62.0%
% Interstate Pavement Condition (Poor)	1.8%	1.5%
% Non-Interstate NHS Pavement Condition (Good)	30.0%	31.0%
% Non-Interstate NHS Pavement Condition (Poor)	3.5%	3.0%
% NHS Bridges Condition (Good)	38.0%	36.0%
% NHS Bridges Condition (Poor)	5.0%	5.0%

System Performance/Freight Measures

The roadway and truck travel time reliability measures are a federal Transportation Performance Measure (TPM) and thus the MPOs are required to set targets for those measures and include those targets in their long-range transportation plan, i.e., Metropolitan Transportation Plan (MTP). CAMPO and TWTPO both resolved to plan and program projects to contribute toward the accomplishment of the targets shown in the table below.

Table A13.5: Current Approved System Performance/Freight Targets

Performance Measure	2-Year Target (2023)	4-Year Target (2025)
Interstate Level of Travel Time Reliability	75.0%	75.0%
Non-Interstate NHS Level of Travel Time Reliability	70.0%	70.0%
Interstate Truck Travel Time Reliability	1.70	1.70

Level of Travel Time Reliability (LOTTR or TTR) measures the percent of person miles traveled that are reliable. As the percent increases, travelers are less likely to experience unexpected delays and less likely to have to leave early for a trip to anticipate unexpected delays and arrive on time. TTR uses actual vehicle travel data, not data from the Triangle Regional Model (TRM), and thus the data cannot be forecasted. As a result, there is not a TTR measure for the year 2055. Nonetheless, the TTR is still an important performance measure to consider in long-range transportation planning to understand the overall health of the major transportation corridors.

The Truck Travel Time Reliability Index (TTI) is a similar measure of reliability except a decrease in the value of the measure signifies an improvement in travel reliability for trucks.

Transit Asset Management Measures

The Transit Asset Management – State of Good Repairs (TAM – SGR) measure is a federal Transportation Performance Measure (TPM). Thus, the MPOs are required to support the TAM targets that the relevant transit systems set, and include the targets in their long-range transportation plan, i.e., Metropolitan Transportation (MTP). The transit systems that are federal grantees or subrecipients must develop and implement a transit asset management system. Some transit systems in the MPOs (e.g., Chatham Transit Network, Orange Public Transportation and Durham County Access) have chosen to be part of a group plan organized by the North Carolina Department of Transportation/Integrated Mobility Division (NCDOT/IMD) and

therefore are not included in this presentation. TAM includes targets for rolling stock, equipment, and facilities.

The table below shows the target percentage for the assets that are not in a state of good repair. This data is from the Federal Transit Administration's (FTA) National Transit Database (NTD) for the year 2025.

Table A13.6: Transit Asset Management Targets

Asset Class	Chapel Hill Transit	GoDurham	GoRaleigh	GoTriangle
Revenue Vehicles – Age (% of revenue vehicles within a particular asset class that have met or exceeded their useful life benchmark)				
AO – Automobile	0	33.3	22.2	0
BU – Bus	0	26.98	0	55
CU – Cutaway Bus	0	6.12	N/A	20
MB – Mini-bus	N/A	N/A	N/A	N/A
MV – Mini-van	N/A	N/A	N/A	0
SV – Sport Utility Vehicle	N/A	N/A	N/A	0
VN – Van	N/A	100	N/A	0
FB – Ferry Boat	N/A	N/A	N/A	N/A
SB – School Bus	N/A	N/A	N/A	N/A
Other	N/A	N/A	N/A	N/A
Equipment – Age (% of vehicles/equipment that have met or exceeded their useful life benchmark)				
Non-revenue/Service Automobile	N/A	N/A	N/A	N/A
Steel Wheel Vehicles	N/A	N/A	N/A	N/A
Trucks and Other Rubber Tire Vehicles	0	0	0	20
Maintenance Equipment	N/A	N/A	N/A	N/A
Computer Software	N/A	N/A	N/A	N/A
Custom	N/A	N/A	N/A	N/A
Facilities – Condition (% of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) scale)				
Administration	0	0	20	0
Maintenance	0	0	20	0
Parking Structures	N/A	0	0	0
Passenger Facilities	N/A	0	0	0
Shelter	N/A	N/A	N/A	N/A
Storage	N/A	N/A	N/A	N/A
Custom	N/A	N/A	N/A	N/A

Notes - NA: System does not have an asset in this class that requires monitoring.

The following regional TAM targets have been adopted by CAMPO and the Triangle West TPO:

Table A13.7: Current Capital Area MPO Regional Transit Asset Management Targets

Asset Class	Performance Measure	Target
Revenue Vehicles	% of vehicles that have met or exceeded their useful life	20%
Equipment	% of non-revenue vehicles that have met or exceeded their useful life	22%
Facilities	% of all buildings or structures with a condition rating below 3.0 on the federal Transit Economic Requirements Model (TERM) Scale	20%

Approved by CAMPO board in 2025

Table A13.8: Current Triangle West TPO Regional Transit Asset Management Targets

Asset Class	Performance Measure	GoDurham Target	GoTriangle Target	Chapel Hill Transit Target
Revenue Vehicles	% of vehicles that have met or exceeded their useful life	44%	20%	19% fixed route / 0% demand response
Equipment	% of non-revenue vehicles that have met or exceeded their useful life	78%	87%	20%
Facilities	% of all buildings or structures with a condition rating below 3.0 on the federal Transit Economic Requirements Model (TERM) Scale	0%	0%	10%

Approved by Triangle West TPO board in 2022

Appendix 14: Pre-MTP Scenario Testing Results

In the spring of 2024, the Capital Area MPO and Triangle West TPO engaged in a pre-MTP "learning scenario" exercise. This exercise looked at several "extreme" scenarios in order to better understand the potential impacts of various "what if…" questions regarding the different "levers" available to decision makers. This analysis was conducted before the official alternatives analysis of the MTP process, and was used to help inform that process. The document in this appendix is a summary of the pre-MTP "learning scenario" analysis. Please note that the document was created before Triangle West TPO changed its name, so it still refers to Triangle West TPO by its old name of Durham-Chapel Hill-Carrboro MPO (DCHC MPO or DCHC).

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Pre-MTP Scenario Testing Results

Purpose of the Pre-MTP Scenario Testing

The typical process for developing a Metropolitan Transportation Plan (MTP) includes the identification of plan goals, forecasting of future conditions, evaluation of multiple transportation investment alternatives, selection of a preferred solution, and creation of a final plan. Due to time and resource constraints and other practical limitations, we often do not have an opportunity during the official MTP process to test and answer all the "what if..." questions that may be of interest to answer. This pre-MTP scenario testing exercise was created to allow the Triangle Region to answer some of those "what if..." questions, and to hopefully use the knowledge learned through the exercise to inform the alternatives that get analyzed as part of the official 2055 MTP process.

The Tested Scenarios

Baseline Scenario (2050 MTP)

This scenario represents the existing adopted 2050 MTP and serves as a baseline of comparison against which the other scenarios can be tested (i.e. do the other scenarios perform better or worse than the existing plan?).

Transit-focused Scenario

The concept of this scenario is to maximize the use of transit by concentrating development in areas with high-quality/high-frequency transit service and improving service frequencies/doubling the amount of service provided.

Equity-focused Scenario

This scenario looks at a variety of methods for improving transportation outcomes for low-income and zero-car households such as locating more jobs near low-income neighborhoods or more affordable housing near jobs.

VMT Reduction Scenario

The focus of this scenario is on identifying different factors that would reduce the growth of vehicle miles traveled (VMT) compared to the 2050 MTP baseline (note: due to population growth, VMT will still grow from 2020 to 2050).

Flexible Funding Scenario

This scenario examines the possibilities for funding different portfolios of transportation projects based on three different assumptions regarding funding constraints/restrictions and funding amounts.

Highway-focused Scenario

In this scenario we are testing the potential positive and negative impacts of making large investments in freeway/expressway widening projects and lower-density, highway-oriented development patterns.

How to Understand and Use this Document

- The next several pages provide more detailed information about the individual scenario results and key findings.
- All numbers are forecasts for the year 2050, including numbers in the baseline scenario.
- Performance indicators showing a scenario performs **better** than the baseline are typically shown in green text, while those performing **worse** than the baseline are typically shown in orange text.
- The analyzed scenarios were intentionally created to be "extreme" and not necessarily realistic. The intent is not to use these extreme scenarios in the 2055 MTP, but rather to learn lessons from these about how these various decision making levers might be used more practically in the upcoming 2055 MTP alternatives analysis phase.

Comparison of 2050 Baseline Data with 2020 Existing Data (Regionwide)

In order to compare scenarios, it is necessary to establish a "**baseline**" case against which to measure. For this exercise, our baseline scenario is based on the **2050 Metropolitan Transportation Plan** forecast measures for the year 2050. The table below shows the forecasted values for various measures in the 2050 baseline, as well as a comparison to the 2020 "existing" data. **Please note that all scenarios in the remainder of this document are referring to the 2050 forecast from the adopted MTP when referring to the "baseline," NOT the 2020 existing year data. All comparisons in later scenarios are based on forecast data for the year 2050.**

Measures	2020	2050	
Population	2.0 million	3.3 million	62%
Jobs	1.1 million	1.9 million	80%
Highway Lane Miles	13,000	16,000	19%
Daily Vehicle Miles Traveled (VMT)	55 million	89 million	61%
Daily VMT Per Capita	27.2	27.0	0.7%
Daily Transit Ridership	127,000	398,000	213%
Daily Transit Passenger Service Miles	415,000	1.9 million	361%
Daily Transit Service Miles	46,000	149,000	228%
Single-occupant Vehicle Share of Auto Trips	76.7%	75.6%	1.4%
Daily Congested VMT	5 million	21 million	307%
Average Congested Travel Time (minutes)	33.9	34.8	2.7%
Average Congested Travel Distance (miles)	4.6	5.1	11%
Daily Hours of Delay	59,000	236,000	301%
Daily Hours of Delay for Low-income Zones	500	1,500	231%
Daily Hours of Delay for Zero-car Zones	500	1,300	143%

Measures	2020	2050	
Average Transit Congested Time (minutes)	106	104	2.1%
Transit Congested Time, Low-inc. Zones	26.6	25.1	6%
Transit Congested Time, Zero-car Zones	36.6	36.4	0.5%
Auto Congested Time, Low-income Zones	7.7	8.5	9%
Avg # Jobs in 30 min by Transit, Zero-car	14,000	42,000	207%
Avg # Jobs in 30 min by Walking, Zero-car	16,000	32,000	108%
Avg # Jobs in 30 min by Transit, Low-income	9,000	23,000	167%
Avg # Jobs in 30 min by Auto, Low-income	563,000	900,000	60%
Avg # Jobs in 30 min by Walk, Low-income	10,000	18,000	88%
Household Population in Travel Choice Nbrhd	490,000	904,000	84%
Jobs in Travel Choice Neighborhoods	581,000	1.2 million	101%
Daily Greenhouse Gas Emissions (tons)	25,900	25,700	0.7%
Daily Fuel Consumption (gallons)	2.4 million	2.7 million	12%

The green arrows above show the measures where the current 2050 MTP would improve conditions compared to existing (2020) conditions.

Regional Summary of Scenario Outcomes

Comparison of 2050 Baseline Data with Each Tested 2050 Scenario (Regionwide)

Performance Measures	2050 MTP Baseline	Transit-focused	Equity-focused A	Equity-focused B	Equity-focused C	VMT Reduction	Flexible Funding A	Flexible Funding B	Flexible Funding C	Highway-focused
Regional Population	3.3 million	—	—	—	—	—	—	—	—	—
Regional Jobs	1.9 million	—	—	—	—	—	—	—	—	—
Highway Lane Miles	16,000	—	—	—	—	—	↓	↓	↓	↑
Daily Vehicle Miles Traveled (VMT)	89 million	↓	—	—	↓	↓	—	↓	—	↑
Daily VMT Per Capita	27.0	↓	—	—	↓	↓	—	↓	—	↑
Daily Transit Ridership	398,000	↑↑	↑	↑	↑↑	↑↑	↓	↓	↓↓	↓
Daily Transit Passenger Service Miles	1.9 million	↑↑	↑	↑	↑↑	↑↑↑	—	↓	↓	↓
Daily Transit Service Miles	149,000	↑↑	—	↑↑	↑↑	↑↑	↓↓	↓↓	↓↓	—
Single-occupancy Vehicle (SOV) Share of Auto Trips	75.6%	—	—	—	—	↓	—	—	—	—
Daily Congested Vehicle Miles Traveled	21 million	—	↑	—	↓	↓↓	↑	↑↑	↑	↓↓↓
Average SOV Auto Congested Travel Time (AM, min)	34.8	—	—	—	—	↓	↑	↑	↑	↓
Average SOV Auto Congested Travel Distance (AM, mi)	5.1	↓	—	—	↓	↓	↑	↑↑	↑	↓↓↓
Daily Hours of Delay (all trips)	236,000	↑	↑	—	—	↓	↑	↑↑	↑	↓↓↓
Daily Hours of Delay for Poverty Households	1,500	↑	↑	↓↓	↑↑	↓↓	↑	↑↑	↑	↓↓↓
Daily Hours of Delay for Zero-car Households	1,300	↑↑	↑	↓	↑↑	↓	—	↑	↑	↓↓↓
Average Transit Congested Travel Time (AM, minutes)	104	↓	—	↓	↓	↓	↓	—	↑	↓
Transit Congested Travel Time for Poverty Zones	25.1	↓	—	↑	↑	↓	—	—	↑	↓
Transit Congested Travel Time for Zero-car Zones	36.4	↓	↑	—	↓	↓	—	—	—	↓
Auto Congested Travel Time for Poverty Zones	8.5	↓	—	↓	↓	↓	—	↑	—	↓
Average Jobs within 30 mins by Transit, Zero-car zones	42,000	↑↑	↑↑	↑↑	↑↑	↑↑	—	—	↓	↓
Average Jobs within 30 mins by Walk, Zero-car zones	32,000	↑	↑↑	↑	↑↑	↑	—	—	—	↓
Average Jobs within 30 mins by Transit, Poverty zones	23,000	↑↑	↑	↑↑	↑↑↑	↑↑	—	—	↓	↓
Average Jobs within 30 mins by Auto, Poverty zones	900,000	—	↓	↑	↑	↑	—	↓	↓	↑
Average Jobs within 30 mins by Walk, Poverty zones	18,000	↑	↑	↑	↑↑	↑	—	—	—	↓
% Poverty Households in Travel Choice Neighborhoods	40%	↑↑	—	↓	↑↑	↑↑	—	—	—	↓
Household Population in Travel Choice Neighborhoods	904,000	↑↑↑	—	—	↑↑↑	↑↑↑	—	—	—	↓
Jobs in Travel Choice Neighborhoods	1.2 million	↑↑	↑	—	↑↑	↑↑	—	—	—	↓
Daily Greenhouse Gas Emissions (tons)	25,700	↓	—	—	↓	↓	—	—	—	—
Daily Fuel Consumption (gallons)	2.7 million	↓	—	—	↓	↓	—	↓	—	—
Acres of Land Developed 2020-2050	162,000	↓↓↓	—	↓	↓↓↓	↓↓↓	—	—	—	↑↑

- ↑ or ↓ indicates whether a scenario has a higher (↑) or lower (↓) performance result compared to the baseline. ↑ or ↓ indicates that a result is "better" than the baseline, while ↑ or ↓ indicates that a result is "worse" than the baseline.
- Amounts of change: "—" indicates no change or very small change (less than +/-1%); ↑ indicates a change between +/-1% and +/-10%; ↑↑ is a change between +/-10% and +/-50%; and ↑↑↑ shows a change of greater than +/-50%.

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Transit-Focused Scenario Results

Transit-focused Scenario Purpose

The goal of this scenario is to test the outcomes of a future in which large investments are made in transit services and infrastructure, resulting in a doubling of service frequencies, and all future growth is funneled into areas with access to Bus Rapid Transit (BRT), Commuter Rail, and/or high-frequency bus transit routes. It provides a picture of the impacts that these types of changes could have on the regional transportation system.

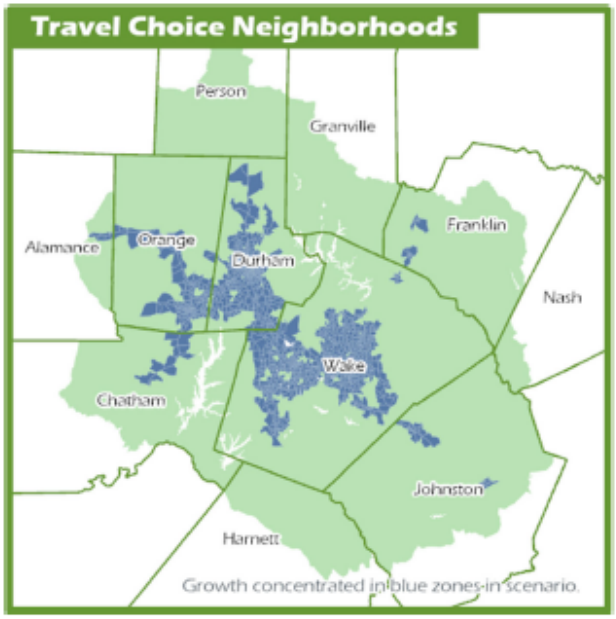
How was the Transit-focused Scenario defined?

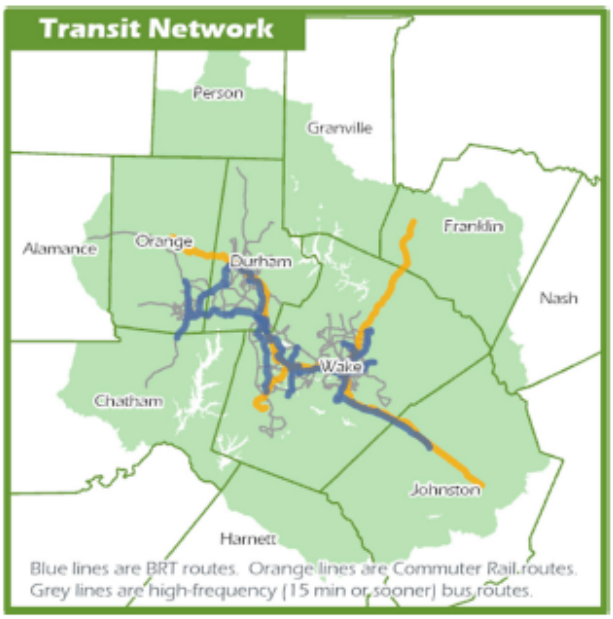
Land Use/Development Assumptions

In this scenario, we assumed that all future development between 2020 and 2050 would occur within "travel choice neighborhoods", which are neighborhoods located near planned BRT and commuter rail stations, or along bus routes with service every 15 minutes (or less), within walking distance.

Transportation Network Assumptions

For this scenario, all planned BRT and commuter rail facilities from the 2050 MTP were assumed to be in place, and frequencies of service on all transit lines were assumed to be doubled (e.g. a bus line with 2 buses per hour (30-minute service) in the MTP would have 4 buses per hour (15-minute service) in this scenario.





Is this scenario's development pattern feasible?

We know that market forces will result in some portion of future development occurring outside the transportation choice neighborhoods, but for the purposes of this exercise we should test whether it is possible to locate all future development in these areas based on existing land use plans. There is significant capacity available for future development in these zones, but not enough to accommodate all of the types of anticipated growth in all locations. In order to fit the planned growth in these areas, the densities of future housing growth in some locations would need to be as much as **8.5 times higher** and employment density in some locations as much as **2 times higher** than currently planned.

Transit-Focused Scenario Outcomes

Roadway Travel Time and Congestion

The transit-focused scenario shows **mixed, but mostly neutral or positive, results** with regard to roadway travel time and congestion performance measures; this is at least partly due to the scenario including all the same highway improvements as the 2050 MTP baseline and simply adding additional transit services on top of that.

Reduces vehicle miles traveled (VMT), both total and per capita, by about **5%** compared to the baseline, or **5 million** fewer per day.

Reduces the amount of VMT occurring in congested conditions by **0.6%** and the peak period congested travel distance by **3.5%**.

Increases total systemwide hours of delay by about **2%** from 236,000 hours to 240,000 hours when compared to the baseline.

Negligible impact on average congested travel time by automobile (increases by less than 0.1%).

Accessibility & Alternate Modes

As might be expected, this scenario performs well on measures related to accessibility and non-auto travel modes as compared to the 2050 MTP baseline. Of particular note, it **more than doubles** the number of households in the region that would be located near high-quality transit services (about 2 million) as compared to the baseline (about 900,000).

Increases transit ridership by **34%** as compared to the baseline scenario (adding **135,000** daily trips).

Reduces congested travel times on transit by **4%** overall, with a **4.4%** reduction for low-income households compared to baseline.

Increases the number of jobs within 30 minutes of low-income households by **26%** by transit, **4%** by walking, and **1%** by auto..

Increases the number of jobs in areas near high-quality transit services by **36%** and the number of households near transit by **120%**.

Environment, Health & Quality of Life

The transit-focused scenario generally had **positive impacts** on environment, health, and quality of life metrics.

Reduces the amount of land consumed by future development by **63%** compared to the baseline, or **>100,000** fewer acres developed.

Reduces estimated Greenhouse Gas (GHG) emissions by **5%** compared to the baseline, for over **1,200** fewer tons of emissions daily.

Reduces estimated vehicle fuel consumption by **5%** compared to the baseline, for approximately **133,000** fewer gallons used per day.

What did we learn from the Transit-Focused Scenario?

While it is unreasonable to assume all future growth would occur in transit-accessible areas of the region, it is clear that there are real **transportation system benefits** to allowing and encouraging some amount of additional development to occur in these areas, and to invest in improvements that expand the reach of the high-quality/high-frequency transit network in the region. Potential **positive benefits** include reductions in vehicle miles traveled, improved job accessibility by transit and walking, reduced fuel consumption and greenhouse gas emissions, and reduced transit travel times. While the changes in development patterns would result in a small increase in hours of delay, most of the other roadway metrics studied would be **neutral or slightly improved** in this scenario.

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Equity-focused Scenario Results

Equity-focused Scenario Purpose

The intent of this scenario is to examine different options for development patterns, housing policies, and transportation investments that could result in improved equitability in transportation outcomes between disadvantaged and non-disadvantaged communities. In combination, these can provide information about the potential impacts of different policy decision making actions on the equitability of transportation system outcomes. It should be noted that most of the assumptions in these scenarios depend heavily on decisions about land use and housing policies that are beyond the purview of a transportation plan to address, but are nonetheless critical to consider as factors on transportation results.

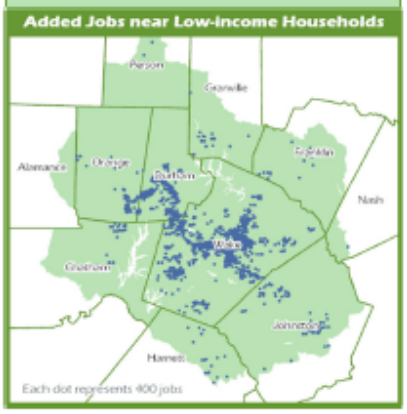
How was the Equity-focused Scenario Defined?

Three different options were tested for this scenario:

Option A

Moving Jobs to People

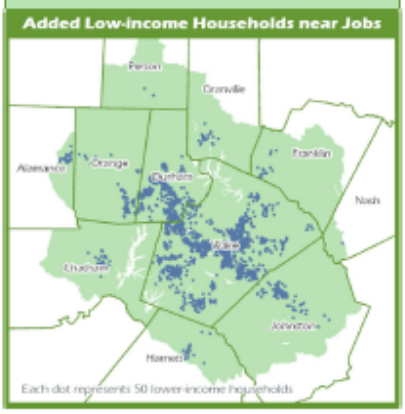
- Examined the effects of moving more future job growth to be located near areas with higher concentrations of disadvantaged residents
- In concept, by locating more future jobs in or near lower-income communities it should improve access both to jobs and to retail and services for residents of those communities
- Placed future job growth in areas in/near existing zones with more low-income and/or zero-car households



Option B

Moving People to Jobs

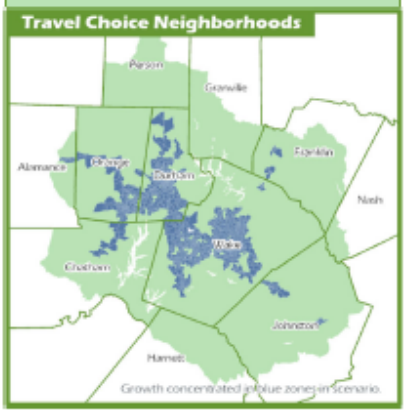
- Examined the effects of moving more future lower-income/affordable housing to be located near areas with higher anticipated future job growth
- In concept, by locating more affordable housing near growing/future job centers it should allow more low-income residents an opportunity to live near their job and reduce their commuting burden
- Placed future low-income household growth in zones near future job growth



Option C

Transit + Equity

- Examined the effects of proactively focusing future affordable housing in areas near high-quality/high-frequency transit services
- In concept, by ensuring more affordable housing is built near transit corridors/services it should improve lower-income and zero-car residents' access to both jobs and retail/services
- Used same job/housing growth locations from transit-focused scenario, but with higher proportion of low-income



Equity-Focused Scenario Outcomes

Option A: Moving Jobs to People

This scenario option shows **mixed results**, with some key measures showing improvement over the 2050 baseline but the majority of measures showing either negligible or negative benefits. The positive benefits are related to **higher transit service and ridership, and improved job access by transit and walking**. Negative outcomes are primarily related to **higher delay and congested auto travel times and reduced job access by auto**. Most other measures are comparable to the baseline, with no major impact on outcomes.

- **Increases** transit ridership by **8%** and transit passenger miles by **9%**
- **Increases** job access for low-income areas by transit and walking by **9-10%**, and for high-zero-car areas by **11-12%**

- **Increases** congested VMT by **3%**
- **Increases** hours of delay by **5%**, and by **6%** for low-income households
- **Reduces** jobs within 30 minutes by auto from low-income areas by **2%**

Option B: Moving People to Jobs

This scenario option shows **largely positive results**, some significant, with relatively fewer negative results as compared to the baseline. The positive benefits are related to **higher transit service and ridership, fewer hours of delay for poverty and zero-car households, improved job access by all modes, and less land consumed by development**. Negative outcomes are primarily related to **longer congested travel times by transit for low-income households** and **fewer low-income households located in transit-accessible neighborhoods**.

- **Increases** transit passenger miles by **9%**
- **Reduces** hours of delay for low-income households by **27%**
- **Increases** job access for low-income areas by transit **30%**, auto **5%**, & walking **9%**

- **Increases** congested travel time by transit for low-income households by **4%**
- **Reduces** number of low-income households within "travel choice neighborhoods" by **2%**

Option C: Transit + Equity

This scenario option shows **the most significant positive results of the three equity scenarios**. Most measures show positive outcomes, but the most significant are related to **higher transit service and ridership, improved job access by all modes, and less land consumed by development**. However, the few negative outcomes are directly affecting low-income and zero-car households: **higher hours of delay for both of these population groups and longer congested travel times by transit for low-income households**.

- **Reduces** overall VMT by **6%**
- **Increases** transit passenger miles by **43%**
- **Increases** job access for low-income areas by transit **54%**, auto **10%**, & walking **22%**
- **Reduces** land consumption by **63%**

- **Increases** hours of delay for low-income households by **24%**, and for zero-car households by **34%**
- **Increases** congested travel times by transit for low-income households by **7%**

What did we learn from the Equity-Focused Scenario?

The analysis suggests that in order to address concerns of equity with regard to transportation system performance and future development patterns, some combination of policies that **promote more affordable housing in areas proximate to emerging job centers** and policies that **promote more affordable housing in areas served by high-quality transit services** would likely have the biggest positive impacts. However, it should be noted that these types of housing policy decisions are greatly affected by factors outside of the transportation planning process and may require significant actions by local governments in order to implement.

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VMT Reduction Scenario Results

The purpose of the VMT Reduction scenario is to identify and analyze potential land use, transportation, and policy factors that could be combined to minimize the growth of vehicle miles traveled (VMT) in the region in the future. As the Triangle Region adds 1 million residents over the next 30 years, some amount of VMT growth is likely inevitable, but this scenario identifies multiple potential methods and tools with the greatest potential for limiting future VMT growth.

How was the VMT Reduction Scenario defined?

Based on analysis using the regional travel demand model, staff identified four primary factors that would have the most impact in terms of reducing future vehicle miles traveled:

Concentration of Development in Areas Served by High-quality/High-frequency Transit ("Travel Choice Neighborhoods")

- Enables more trips to be possible by transit and walking, reducing the need for auto trips
- For purposes of this scenario, assumes all future growth occurs in the Travel Choice Neighborhoods (similar to the Transit-focused Scenario)

Increasing Transit Frequencies/Reducing Headways between Transit Vehicles

- Increases likelihood of selecting transit as a travel mode by reducing transit vehicle wait times
- For purposes of this scenario, assumes the same transit services as shown in the 2050 MTP, but with double the frequency (similar to the Transit-focused Scenario)

Instituting a VMT Fee

- A VMT fee is a method of charging a per-mile fee for the use of a motor vehicle
- This scenario is agnostic about the specific mechanics of how a fee might be administered
- For purposes of this scenario, assumes a fee rate of 5 cents per mile on all non-tolled roadways

Increasing the Rate of Working from Home

- Reduces demand for trips, particularly during peak AM and PM commute periods
- For purposes of this scenario, assumes that approximately 20% of home-to-work commute trips are removed (focusing on office and service job types) due to increased work-from-home

To make it easier to equitably compare the results of this VMT reduction scenario with the Transit-focused scenario, both use the same assumptions about the location of development and the location/frequency of transit improvements. This allows a cleaner comparison of the impacts of the development concentration and transit frequency VMT-reduction factors (which match the Transit-focused scenario) against the impacts of the VMT fee and teleworking factors (which are only in this scenario).

The 2050 Metropolitan Transportation Plan (baseline for comparison) shows an increase in VMT from approximately **55 million** miles per day in 2020 to **89 million** miles per day in 2050, an increase of over **60%** in the next 30 years. However, this increase is attributable to the growth of the region, rather than from individuals driving more. The per-capita VMT rate remains steady around **27 miles** per day in both 2020 and 2050. So any future VMT reductions compared to baseline *in the scenarios* would be a per-capita VMT reduction from today.

VMT Reduction Scenario Outcomes

Roadway Travel Time and Congestion

The VMT reduction scenario shows **positive results** on most performance measures across the board, including the roadway and congestion measures; the focus that this scenario has on actions to minimize VMT growth and reduce VMT per capita also has the benefit of improving congestion metrics as compared to the baseline scenario.

Reduces vehicle miles traveled (VMT), both total and per capita, by about **8%** compared to the baseline, or **7 million** fewer per day.

Reduces the amount of VMT occurring in congested conditions by **12%** and the peak period congested travel distance by **8%**.

Reduces total systemwide hours of delay by about **9%** from 236,000 hours to 215,000 hours when compared to the baseline.

Reduces the share of auto trips taken by single-occupancy auto by **1.7%** and average congested travel time by **1.6%**.

Accessibility & Alternate Modes

Due to the transit improvements and denser, transit-supportive development pattern of this scenario, it **performs well** on accessibility, transit, and walking measures. Similar to the transit-focused scenario, it **more than doubles** the number of households in the region that would be located near high-quality transit services as compared to the baseline.

Increases transit ridership by **45%** as compared to the baseline scenario (adding **180,000** daily trips).

Reduces congested travel times on transit by **4.7%** total, with a **5.3%** reduction for low-income households compared to baseline.

Increases the number of jobs within 30 minutes of low-income households by **27%** by transit, **4%** by walking, and **4%** by auto..

Increases the number of jobs in areas near high-quality transit services by **36%** and the number of households near transit by **120%**.

Environment, Health & Quality of Life

The VMT Reduction scenario generally had **positive impacts** on environment, health, and quality of life metrics.

Reduces the amount of land consumed by future development by **63%** compared to the baseline, or **>100,000** fewer acres developed.

Reduces estimated Greenhouse Gas (GHG) emissions by **7.5%** compared to the baseline, for over **1,900** fewer tons of emissions daily.

Reduces estimated vehicle fuel consumption by **7.5%** compared to the baseline, for approximately **200,000** fewer gallons used per day.

What did we learn from the VMT Reduction Scenario?

Pursuing actions that result in reduced growth of VMT and reduced vehicle miles traveled per capita **would have a positive impact** on many of CAMPO and DCHC MPO's goals and performance measures, typically being the most improved among all scenarios, particularly for the environment and quality of life related measures. However, the assumptions made in crafting this scenario are relatively extreme; more modest, realistic policy interventions would likely result in more modest results in turn. By pairing the telework and VMT fee assumptions of this scenario with the land use and transportation investments of the transit-focused scenario it yielded greater improvements than the transit-focused scenario was able to accomplish alone.

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Flexible Funding Scenario Results

Unlike many of the other scenarios, the Flexible Funding Scenario is focused on the issue of transportation funding, and some of the limitations imposed on the Metropolitan Transportation Planning process as a result of funding constraints. This scenario has been created to enable the MPOs to consider the different transportation investment decisions that could be made if funding restrictions and rules were to change, and the impacts of those alternative investment choices.

How was the Flexible Funding Scenario defined?

Three transportation investment scenarios were created based on the following assumptions about funding rules and constraints:

Option A

- No change in the total amount of funding available for capital projects
- Removal of restriction that Strategic Transportation Investments (STI) funds must be spent only within the separate Statewide Mobility, Regional Impact, and Division Needs project categories
- Flexibility to spend STI funds on projects in any category

Option B

- No change in the total amount of funding available for capital projects
- Removal of all restrictions that the Strategic Transportation Investments (STI) places on funding, including the categories discussed in Option 1, as well as removal of caps or restrictions on certain transportation modes or corridors
- Flexibility to spend STI funds on any project

Option C

- A shift of more money toward maintenance and operations needs over time results in less funding available for capital projects
- Assumes that funding mix shifts from current one-third to maintenance/operations & two-thirds to capital/expansion, to a future funding split of half to maintenance/operations and half to capital/expansion

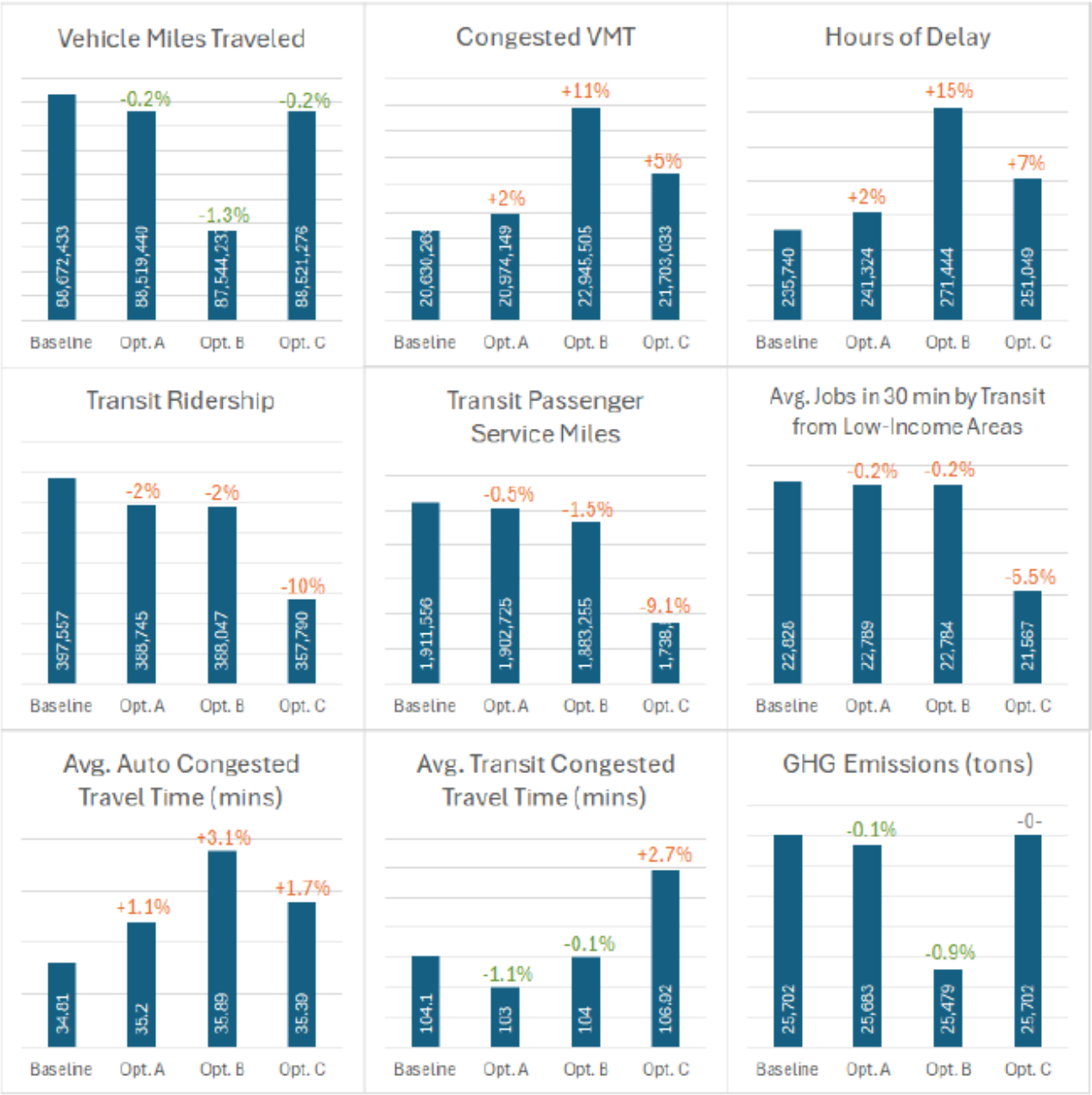
Starting from the existing 2050 MTP project list, each MPO developed a new project list for each option:

- For the CAMPO area, staff created a project list based on their standard methodology for selecting MTP projects, but without Statewide/Regional/Division category restrictions. In practice, this led to a list with many **additional projects in the Division Needs category** than under the typical STI rules.
- For the DCHC MPO area, the existing 2050 MTP project list had already assumed this type of change could happen so **no additional changes** were needed.

- For the CAMPO area, staff created a project list based on their standard methodology, but without any STI restrictions such as funding categories or transit/bike/ped modal funding caps. This led to a list with **additional projects in the Division Needs category and additional non-roadway projects**.
- For the DCHC MPO area, the existing 2050 MTP project list had already assumed this type of change could happen so **no additional changes** were needed.

- For both the CAMPO and DCHC MPO areas, Option C results in less funding available for capital/expansion projects, requiring staff to cut back the existing 2050 MTP project list based on their typical project selection methodologies.
- This resulted in a **smaller set of future projects** being tested in the scenario. However, it also means a **larger amount of funding** for such items as road resurfacing, bridge replacement, and roadside maintenance.

Flexible Funding Scenario Outcomes



What did we learn from the Flexible Funding Scenario?

There are tradeoffs in all decision making, and the results of each of these analyses are mixed. All three options **reduced VMT and greenhouse gas emissions but also increased congestion and delay**, with Option B seeing the largest changes in this regard. **Travel times for autos are higher** than the 2050 baseline in all three options, but **transit travel times are slightly improved** in Options A and B. While all three options would result in **lower transit ridership** than the baseline, Option C is particularly hard hit by this given the lower amount of funding available for projects in that scenario.

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Highway-Focused Scenario Results

Highway-focused Scenario Purpose

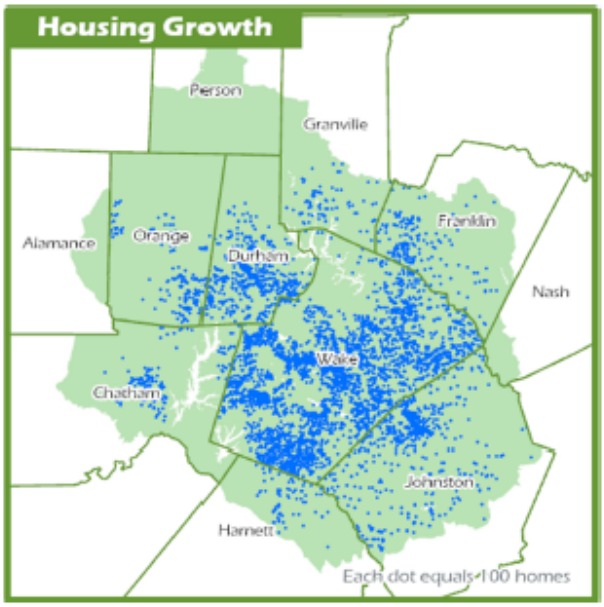
The Triangle Region is projected to add approximately 1 million new residents between 2020 and 2050. This scenario assumes land use patterns are lower-density and highway-oriented and transportation investments are directed toward major highway expansions. It answers questions about the impacts of continued low-density expansion on the transportation network and how investments in major highways compares with other investment options.

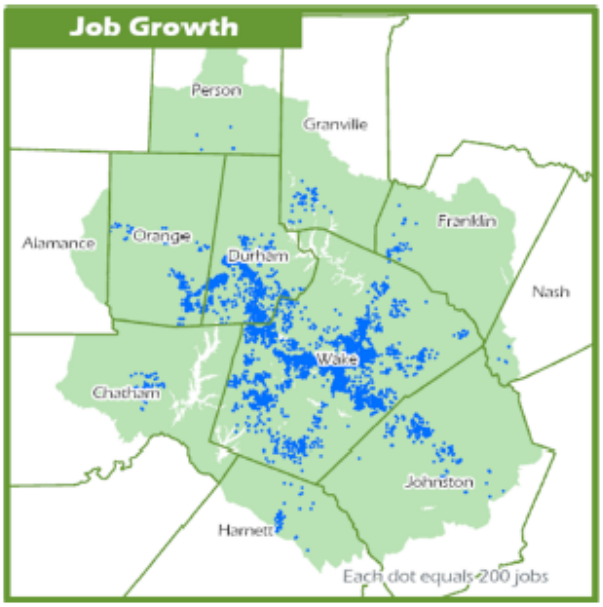
How was the Highway-focused Scenario defined?

Land Use/Development Assumptions

For the Highway Scenario we developed a future development/growth forecast that disperses development more broadly across the Triangle region at lower densities and that focuses future development primarily around access to the highway network. The overall amount of growth assumed to happen within each county did not change—only the location and density of the development within each county.

The maps below show the distribution of new housing units and new jobs added between 2020 and 2050 in the Highway Scenario. Each dot represents 100 added homes or 200 added jobs between 2020 and 2050.





Transportation Network Assumptions

The transportation network for this scenario is largely the same as the baseline scenario, but with one major difference: the number of lanes on freeways and expressways in this scenario is doubled, increasing the capacity of the region's main highways. For example, a freeway with 6 lanes in the baseline scenario has 12 lanes in the highway scenario.

Highway-Focused Scenario Outcomes

Roadway Travel Time and Congestion

As might be expected from a scenario that focuses on major investments in highway widening projects (doubling of freeway and expressway lane miles), there are **improvements in a number of the roadway congestion measures**. However, the impact of these improvements on overall regional performance measures is **tempered by the large, costly investment in major roadway widenings**.

Reduces average AM peak period commute travel times (by auto) from **35 minutes** in the baseline to **32 minutes** (**9%** reduction).

Reduces total systemwide hours of delay by **86%**, from 236,000 hours to 32,000 hours when compared to the baseline.

Increases vehicle miles traveled (VMT), both total and per capita, by about **7%** as compared to the baseline scenario.

Increases highway lane miles by **9%** compared to the baseline, by adding **2,156** miles of new freeway/expressway lanes (doubling).

Accessibility & Alternate Modes

As a scenario that focuses on improvements to the highway network and the dispersion of future growth at a lower density, this scenario results in **lower transit ridership and lower access to jobs by alternate modes of transportation** (walking, biking, transit), but does show improvements in job accessibility by automobile.

Reduces transit ridership by **8.5%** as compared to the baseline scenario (from 398,000 daily trips to 364,000 daily trips).

Increases the number of jobs within 30 minutes of low-income households by automobile by **22%**.

Reduces the number of jobs within 30 minutes of low-income households by **4%** for transit trips and by **10%** for walking trips.

Reduces the number of jobs in areas near high-frequency transit services by **10%** & the number of households near transit by **6%**.

Environment, Health & Quality of Life

The highway-focused scenario generally had the **largest negative impacts** on environment, health, and quality of life metrics out of all the tested scenarios.

Increases the amount of land consumed by future development by **22%** compared to the baseline, or **35,000** additional acres developed.

Increases estimated Greenhouse Gas (GHG) emissions by **0.5%** compared to the baseline, for over **100** additional tons of emissions daily..

Increases estimated vehicle fuel consumption by **0.5%** compared to the baseline, or about **15,000** additional gallons used per day.

What did we learn from the Highway-Focused Scenario?

Massive, costly investments in freeway widening projects **could lead to reductions** in overall regional automobile congestion and delay metrics. However, localized congestion on many non-freeway road segments, particularly those that connect with freeways, **could also get worse** as more drivers are attracted to make more (and longer) trips using the expanded freeway network. This scenario would result in less usage of alternative modes such as walking and transit, and consume more land with future development.

Summary of Scenario Outcomes—CAMPO

Comparison of 2050 Baseline Data with Each Tested 2050 Scenario (CAMPO Area Only)

Performance Measures	2050 MTP Baseline	Transit-focused	Equity-focused A	Equity-focused B	Equity-focused C	VMT Reduction	Flexible Funding A	Flexible Funding B	Flexible Funding C	Highway-focused
CAMPO Area Population	2.3 million	↑	—	—	↑	↑	—	—	—	—
CAMPO Area Jobs	1.3 million	—	↓	—	—	—	—	—	—	—
Highway Lane Miles	10,000	—	—	—	—	—	↓	↓↓	↓	↑
Daily Vehicle Miles Traveled (VMT)	60 million	↓	—	—	↓	↓↓	—	↓	—	↑
Daily VMT Per Capita	25.6	↓	—	—	↓	↓↓	—	↓	—	↑
Daily Transit Ridership	Data currently only available at regionwide level (see regional summary table)									
Daily Transit Passenger Service Miles										
Daily Transit Service Miles										
Single-occupancy Vehicle (SOV) Share of Auto Trips	72.1%	—	—	—	—	↓	—	—	—	—
Daily Congested Vehicle Miles Traveled	13 million	↓	↑	↓	↓	↓↓	↑	↑↑	↑	↓↓↓
Average SOV Auto Congested Travel Time (AM, min)	25.3	—	—	—	—	↓	—	↑	↑	↓
Average SOV Auto Congested Travel Distance (AM, mi)	2.9	↓↓	↓	↓	↓↓	↓↓	↑↑	↑↑	↑↑	↓↓↓
Daily Hours of Delay (all trips)	140,000	↑	↑	↓	—	↓↓	↑	↑↑	↑	↓↓↓
Daily Hours of Delay for Poverty Households	800	↑	↑↑	↓↓	↑↑	↓↓	↑	↑↑	↑	↓↓↓
Daily Hours of Delay for Zero-car Households	800	↑↑	↑↑	↓↓	↑↑↑	↑	—	↑	↑	↓↓↓
Average Transit Congested Travel Time (AM, minutes)	106	↓	—	↓	↓	↓	—	—	—	↓
Transit Congested Travel Time for Poverty Zones	19.6	↓	—	↑	↑↑	↓	—	—	—	↓
Transit Congested Travel Time for Zero-car Zones	35.0	—	—	↓	↑	↓	—	↑	↑	↓
Auto Congested Travel Time for Poverty Zones	4.5	↓	—	—	—	↓	—	↑	↑	↓
Average Jobs within 30 mins by Transit, Zero-car zones	65,000	↑↑	↑↑	↑	↑↑	↑↑	—	—	—	↓↓
Average Jobs within 30 mins by Walk, Zero-car zones	42,000	↑↑	↑↑	—	↑↑	↑↑	—	—	—	↓
Average Jobs within 30 mins by Transit, Poverty zones	30,000	↑↑	↑↑	↑↑	↑↑↑	↑↑	—	—	—	↓
Average Jobs within 30 mins by Auto, Poverty zones	1.1 million	—	↓	↑	↑↑	↑	—	↓	—	↑
Average Jobs within 30 mins by Walk, Poverty zones	19,000	↑	↑↑	↑↑	↑↑	↑	—	—	—	↓↓
% Poverty Households in Travel Choice Neighborhoods	37%	↑↑	—	↓	↑↑	↑↑	—	—	—	↓
Household Population in Travel Choice Neighborhoods	591,000	↑↑↑	—	↓	↑↑↑	↑↑↑	—	—	—	↓
Jobs in Travel Choice Neighborhoods	751,000	↑↑	↑	—	↑↑	↑↑	—	—	—	↓↓
Daily Greenhouse Gas Emissions (tons)	17,000	↓	↑	—	↓	↓	↑	—	—	↑
Daily Fuel Consumption (gallons)	1.8 million	↓	—	—	↓	↓	—	—	—	↑
Acres of Land Developed 2020-2050	111,000	↓↓↓	—	↓	↓↓↓	↓↓↓	—	—	—	↑↑

- ↑ or ↓ indicates whether a scenario has a higher (↑) or lower (↓) performance result compared to the baseline. ↑ or ↓ indicates that a result is "better" than the baseline, while ↑ or ↓ indicates that a result is "worse" than the baseline.
- Amounts of change: "—" indicates no change or very small change (less than +/-1%); ↑ indicates a change between +/-1% and +/-10%; ↑↑ is a change between +/-10% and +/-50%; and ↑↑↑ shows a change of greater than +/-50%.

Summary of Scenario Outcomes—DCHC

Comparison of 2050 Baseline Data with Each Tested 2050 Scenario (DCHC MPO Area Only)

Performance Measures	2050 MTP Baseline	Transit-focused	Equity-focused A	Equity-focused B	Equity-focused C	VMT Reduction	Flexible Funding A	Flexible Funding B	Flexible Funding C	Highway-focused
DCHC MPO Area Population	660,000	↑	—	↑	↑	↑	—	—	—	—
DCHC MPO Area Jobs	520,000	↑	↑	—	↑	↑	—	—	—	—
Highway Lane Miles	2,700	—	—	—	—	—	—	—	—	↑↑
Daily Vehicle Miles Traveled (VMT)	18 million	—	—	—	—	↓	—	—	—	↑↑
Daily VMT Per Capita	27.5	↓	—	↓	↓	↓	—	—	—	↑↑
Daily Transit Ridership	Data currently only available at regionwide level (see regional summary table)									
Daily Transit Passenger Service Miles										
Daily Transit Service Miles										
Single-occupancy Vehicle (SOV) Share of Auto Trips	75.3%	—	—	—	—	↓	—	—	—	—
Daily Congested Vehicle Miles Traveled	5.5 million	—	↑	↓	—	↓	↑	—	↑	↓↓↓
Average SOV Auto Congested Travel Time (AM, min)	16.5	—	—	—	—	—	—	—	—	↓
Average SOV Auto Congested Travel Distance (AM, mi)	2.2	—	—	↑	↓	↓	—	—	—	↓↓↓
Daily Hours of Delay (all trips)	52,000	↑	↑	↑	—	↓↓	↑	—	↑	↓↓↓
Daily Hours of Delay for Poverty Households	200	↑	—	↓↓	↑↑	↓↓	—	—	↑	↓↓↓
Daily Hours of Delay for Zero-car Households	200	↑	↓	↑	↑	↓↓	—	—	—	↓↓↓
Average Transit Congested Travel Time (AM, minutes)	89	↓	—	↓	↓	↓	—	—	↑	↓
Transit Congested Travel Time for Poverty Zones	31.7	↓	—	—	—	↓	—	—	↑	—
Transit Congested Travel Time for Zero-car Zones	37.0	↓	—	↓	↓	↓	—	—	↑	↓
Auto Congested Travel Time for Poverty Zones	5.0	↑	—	↑	↑	—	—	—	—	↓
Average Jobs within 30 mins by Transit, Zero-car zones	36,000	↑↑	↑	↑↑	↑↑	↑↑	—	—	↓	↓
Average Jobs within 30 mins by Walk, Zero-car zones	36,000	↑	↑	↑	↑	↑	—	—	—	↓
Average Jobs within 30 mins by Transit, Poverty zones	25,000	↑↑	↑	↑↑	↑↑	↑↑	—	—	↓↓	↓↓
Average Jobs within 30 mins by Auto, Poverty zones	1.1 million	—	↓	↑	↑	↑	↓	↓	↓	—
Average Jobs within 30 mins by Walk, Poverty zones	25,000	—	↑	↑	—	—	—	—	—	↓
% Poverty Households in Travel Choice Neighborhoods	64%	↑↑	—	—	↑↑	↑↑	—	—	—	↓
Household Population in Travel Choice Neighborhoods	308,000	↑↑↑	—	↑	↑↑↑	↑↑↑	—	—	—	↓
Jobs in Travel Choice Neighborhoods	416,000	↑↑	↑	—	↑↑	↑↑	—	—	—	↓
Daily Greenhouse Gas Emissions (tons)	5,000	↑	↑	—	—	↓	—	↑	—	↑
Daily Fuel Consumption (gallons)	554,000	↑	↑	—	—	↓	—	↑	—	↑
Acres of Land Developed 2020-2050	16,000	↑↑	↓	—	↑↑	↑↑	—	—	—	↑↑

- ↑ or ↓ indicates whether a scenario has a higher (↑) or lower (↓) performance result compared to the baseline. ↑ or ↓ indicates that a result is "better" than the baseline, while ↑ or ↓ indicates that a result is "worse" than the baseline.
- Amounts of change: "—" indicates no change or very small change (less than +/-1%); ↑ indicates a change between +/-1% and +/-10%; ↑↑ is a change between +/-10% and +/-50%; and ↑↑↑ shows a change of greater than +/-50%.

Appendix 15: Alternatives Analysis

This appendix is intended to clarify what scenarios are in the context of the *Destination 2055* alternatives analysis, to describe these alternative scenarios, and to provide clear labels and terminology for use in communicating this information.

Overview

A scenario describes a way that a future *might* be, but it is not the same as a forecast (a prediction of the way the future *will* be) or a plan (a statement of the way the future *should* be). Since it is very difficult to know what the future will actually be like, we go through a process of developing multiple alternative future scenarios to understand the potential impacts of different variables. These alternative scenario characteristics are asserted based on both evidence and judgment – making these assertions and the reasoning behind them both explicit and transparent is key to the effective creation and analysis of alternatives.

Scenarios are most helpful in understanding how *realistic changes* to current trends or current adopted plans might influence mobility and access. In theory, just about any variable could be part of a tested scenario; however, since the purpose of *Destination 2055* is to make informed decisions about mobility investments (largely in response to anticipated growth) we decided early in the process to focus on two overarching variables in building the alternative scenarios – decisions about future land use patterns and decisions about future transportation investment choices.

There are two fundamental foundations to each alternative scenario:

- A ***development foundation*** that describes a regional pattern of land use/future development; and
- A ***mobility investment foundation*** that defines the road, transit, cycling, and pedestrian networks and transportation services that could be invested in or implemented in relation to the proposed land development pattern.

The two foundations can be combined in different ways to form a matrix of alternative analysis scenarios, as shown in Figure A15.1. The highlighted combinations represent those that were analyzed as part of the *Destination 2055* process.

This appendix describes a number of potential ways to *build* alternative scenarios; however, only a subset of these potential alternative scenarios was *analyzed* using CommunityViz and the Triangle Regional Model to report results and performance measures in the MTP. Based on the outcome of the alternatives analysis, a "Preferred Scenario" was then developed to serve as the basis for creating the final adopted plan.

In Winter 2023-24, a pre-MTP scenario analysis was conducted with the intent of creating a number of "learning scenarios" designed to answer a variety of what-if questions and more extreme/less realistic possibilities. Applicable lessons that were learned from those pre-MTP scenarios have been incorporated into the alternatives that were studied for *Destination 2055*. Because the learning scenarios had already addressed some of the more extreme what-if

questions, the scenarios tested for *Destination 2055* focused on more realistic options that reasonably align selected development foundations with similar/related mobility investment foundations as shown in Figure A15.1.

Figure A15.1: *Destination 2055* Scenario Framework

		Mobility Investment Foundation				
		E Existing & Committed	T Trend	M Mobility Corridors	C Complete Communities	U Unconstrained
Development Foundation	P Community Plans	Deficiency & Needs Scenario	Plans & Trends Scenario	Shared Leadership Scenario		
	O Opportunity Places				All Together Scenario	
	B Build Out					

Note: moving from left to right, and from top to bottom, each scenario builds on the elements of the preceding scenarios.

Alternative Scenario Characteristics & Definitions

This section outlines the characteristics of each of the potential Development Foundations and Mobility Investment Foundations that can be used to create alternative scenarios.

Development Foundations

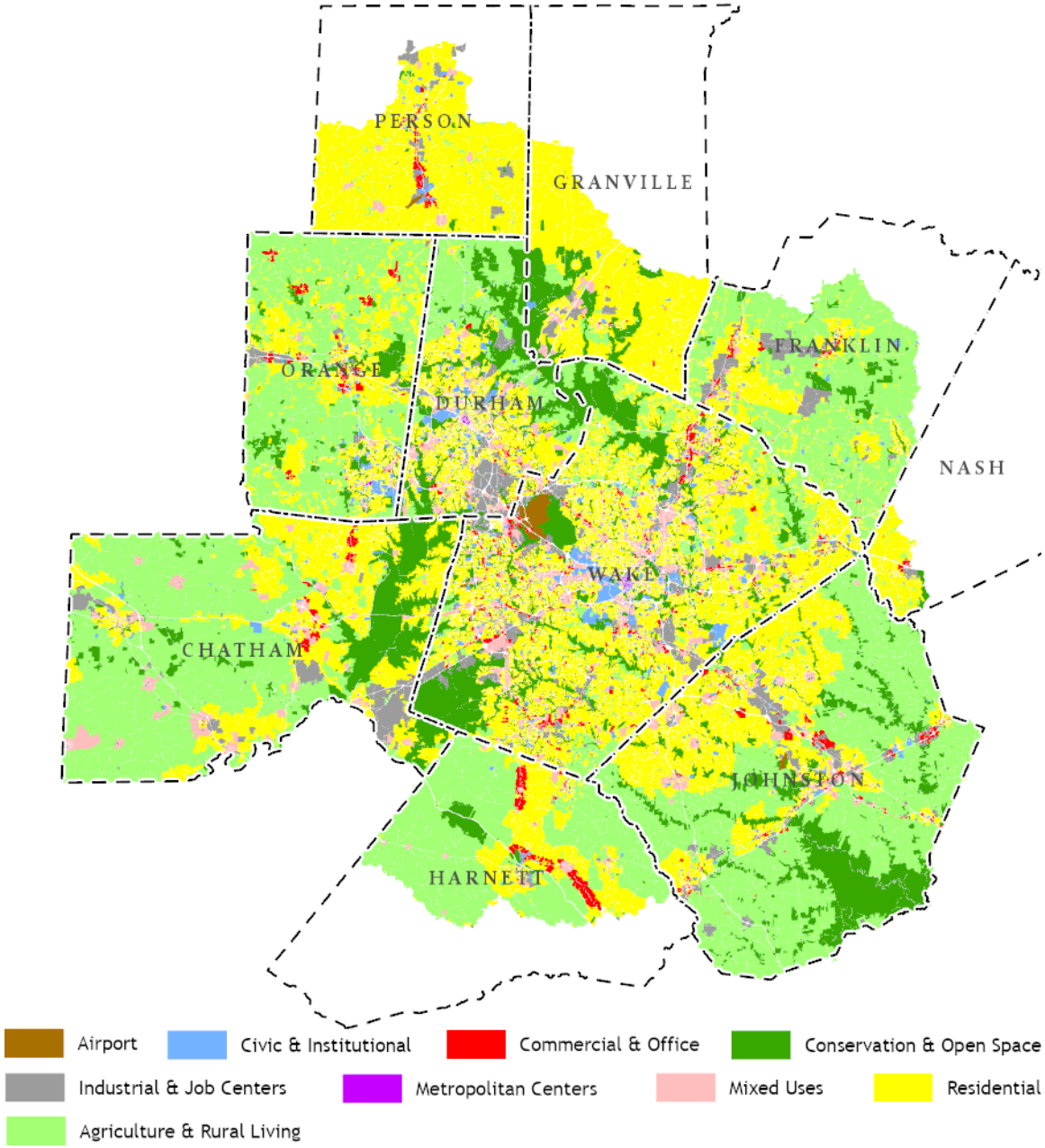
Transportation serves development, so it is important to first define the development foundation of each scenario. Scenarios can be based on existing development patterns or existing policies such as local land use plans, or based on other policy-driven factors to shift development toward or away from certain locations of features or asserting development in certain locations or situations for policy reasons.

P Community Plans

The Community Plans development foundation is based on the future land use category designations shown on locally-adopted land use plans (or the most-likely future land use designations based on a local plan that is currently in-development). Initial input for this was gathered from local communities in late 2023/early 2024, and local staff were given an opportunity to review and provide corrections to this data in late 2024. This information is fed into the CommunityViz land use model as "place type" information that shows what type and

density of development is possible within a particular location and "development status" information that shows whether a specific location is developable in the future or not.

Figure A15.2: Generalized Land Uses Reflected in Community Plans



Note: Parcel-based information has been aggregated from the original 42 placetype categories into the more generalized categories above to make the map easier to read.

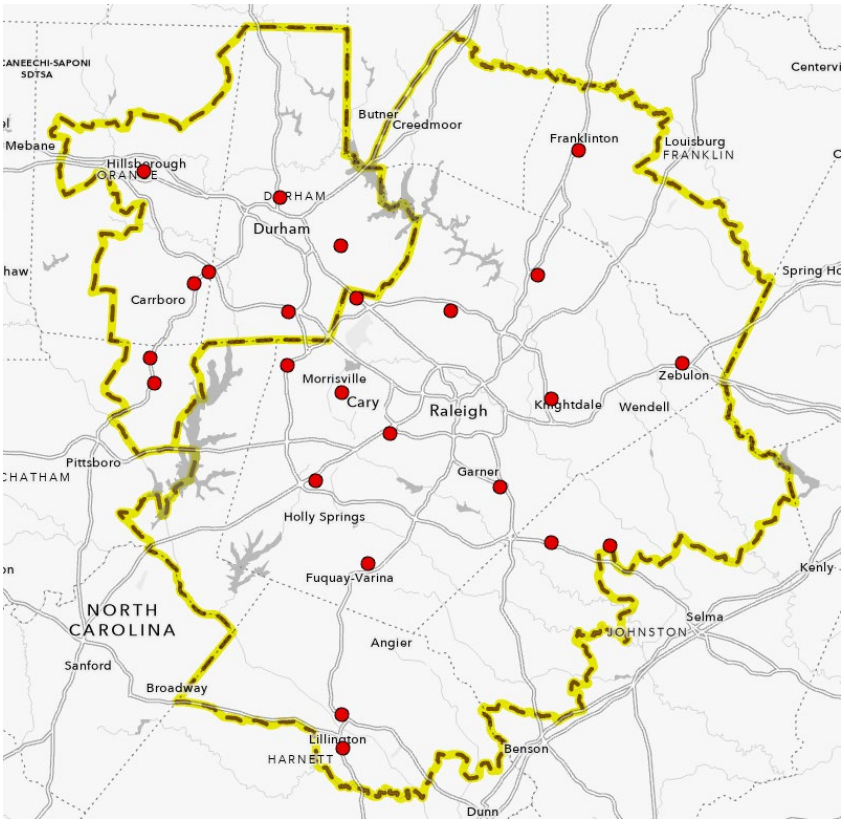
O Opportunity Places

Much of the Opportunity Places development foundation is built upon the same assumptions as the Community Plans foundation. However, there are four discrete types of defined

"Opportunity Places" where there are changes in land uses and densities as compared to the Community Plans development foundation:

- *Anchor Institutions* where future development was asserted in the Community Plans foundation—Duke University, NC Central University, NC State University, and UNC Chapel Hill. Each of these anchor institutions has an asserted 20% increase in its job growth.
- *Mobility Hubs* along major corridors at designated activity centers, largely taken from centers identified in other studies. For undeveloped or redevelopable parcels in each Mobility Hub area, underlying assumptions about the future land use of the parcel are modified to allow transit-supportive densities of future development. Figure A15.3 shows the locations of these defined mobility hubs.
- *Affordable Housing Opportunity Sites*, where new legally-binding affordable housing could be placed on publicly-owned property in close proximity to frequent transit services. A total of 10,000 future added multi-family residential units are asserted in these areas.
- *Equitable Transit-Oriented Development (TOD)* - Parcels that are coded as undeveloped, underdeveloped or redevelopable in the Community Plans development foundation and are within ½ mile of a frequent transit service, rail station, or Bus Rapid Transit station. For these parcels, underlying assumptions about the future land use of the parcel are modified to allow transit-supportive densities of future development.

Figure A15.3: Mobility Hubs



B Build Out

The Build Out development foundation has the same basic input information about future land use types, densities, and locations as the Community Plans foundation, but does not constrain the future growth amount based on a guide total of overall growth. It answers the question of what the total capacity for potential development in the region might be, based on plans. The Build Out development foundation is not a realistic one, so is rarely used in an official scenario, but can still provide useful data for analysis.

Mobility Investment Foundations

Mobility investment consists of both networks and services. Separate but related networks include roads, transit, and pedestrian/bicycle facilities. Services include activities and investments designed to make the use of the networks most effective - examples include the use of advanced technologies, transportation demand management, and pricing of parking and transit.

Destination 2055 develops these mobility foundations using two principal sources:

- *Fiscal Constraint* – sources that start with current state and federal transportation funding legislation and local government historical investment patterns, then supplements these in some scenarios with potential changes to funding expectations, usually in the second or third decade of a scenario.
- *Plans and Programs* – sources that are bracketed by a floor of the current Transportation Improvement Programs (TIPs) and a ceiling of the Comprehensive Transportation Plans (CTPs) for the region. The mix of roadway and transit investments can be varied in scenarios by selecting sets of transit and roadway projects closer to the floor (constrained) or closer to the ceiling (aspirational).

The mobility investment foundations described below represent different combinations of future transportation networks and services based on different assumptions about funding expectations and programmatic constraint versus aspiration.

E Existing & Committed

In the Existing & Committed foundation, we only include existing roadways, transit facilities/services, and bicycle/pedestrian facilities, plus those that are underway or committed for funding within the current Transportation Improvement Program (generally expected to be built within the next 4-5 years). This serves as a baseline for comparisons to other scenarios.

T Trend Investment

The "trend" mobility investment foundation is based on a future condition where funding and policy conditions will be similar to current conditions, including the following funding assumptions:

- State funding in line with NCDOT forecasts

- Constrained by STI limitations (funding categories, mode caps, corridor caps, etc.)
- Federal funding maintained at current IIJA levels
- Transit investments consistent with county plans/funding forecasts
- Rail – partnerships for increased intercity passenger services
- Local funding as identified by jurisdictions

M Mobility Corridors

In the Mobility Corridors foundation, funding is generally higher across the board based on the following assumptions:

- Building on the baseline assumptions of the Trend Investment foundation
- Additional state funding based on NC First Commission recommendations, starting in the second decade
- Modest growth of federal funding to keep pace with inflation
- Additional transit investments beyond the horizon of county transit plans
- Added flexibility in STI restrictions beginning in second decade
- Modest increase in local funding compared to historical trend

C Complete Communities

The Complete Communities mobility investment foundation builds upon the Mobility Corridors foundation above, but with additional focused investment on complete and safe streets, active transportation, and transit based on the following assumptions:

- Building on the baseline assumptions of the Mobility Corridors investment foundation
- Additional local/regional funding (source of funding is agnostic, estimated based on multiple potential methods)
- Potential for additional funding from state or other regional partners
- Additional focus on transit, active transportation and Complete/Safe Street investments

U Unconstrained (Comprehensive Transportation Plan)

The unconstrained mobility investment foundation represents the full list of potential transportation investment projects that have been identified in Comprehensive Transportation Plans (CTPs). CTPs are "needs-based" plans that identify potential future projects without regard to the availability of funding. These represent the universe of projects that would be desirable to build if funding were not a constraint.

Alternative Scenarios

Each of the alternative scenarios developed and tested for *Destination 2055* is based on the combination of a development foundation and a mobility investment foundation as described above.

Deficiency & Needs Scenario P E

The Deficiency & Needs scenario combines the Existing & Committed mobility foundation and the Community Plans development foundation in order to depict what would happen if development continues in line with current plans, but no additional investments are made in new transportation improvements beyond those already "in the works." This can be thought of as a "worst-case" scenario in which anticipated population growth takes place but a commensurate level of transportation investment does not. This is not intended to be a *realistic* scenario, but does provide us with useful information. The analysis of the *transportation system deficiencies* that come out of this scenario serves as a basis for determining locations where additional transportation improvements may be needed. This scenario also serves as a useful baseline for comparison against other scenarios.

Plans & Trends Scenario P T

The Plans & Trends scenario represents the case of what is likely to occur without any changes to existing patterns of transportation funding and investment decisions or land use planning policies. It is created by merging the Community Plans development foundation with the Trend mobility investment foundation. This is the "simplest" alternative to implement, but that does not mean it is "easy" to achieve. This scenario assumes that we can rely on tried-and-true revenue streams and transportation/land use decision-making policies and procedures.

Shared Leadership Scenario P M

The Shared Leadership scenario can be thought of as a stronger partnership between local governments and state and federal governments, emphasizing multi-modal investments in key corridors, which the scenario terms "Mobility Corridors." It examines what would happen if there is a shift in the type of mobility investments being made in the region, but development patterns are still in keeping with the vision laid out in existing local land use plans, and is created by combining the Community Plans development foundation with the Mobility Corridors investment foundation. State and federal governments would provide both more funding and more flexibility in the use of said funding in order to better reflect the priorities of the community. The increased funding assumptions are based largely on the recommendations of the NC FIRST Commission which highlighted a need for additional state transportation funding, as well as modest increases in expected federal and local funding sources.

All Together Scenario O C

The All Together scenario is the region's most ambitious scenario. It is based on the Opportunity Places development foundation, in which communities would reorient land use/development patterns in specific locations to enable more sustainable and efficient travel, with an emphasis on linking neighborhoods to major job hubs along transportation investment corridors. This scenario largely builds on the "mobility corridors" of the Shared Leadership scenario, but with

added flexibility in state revenue sources and increased local tax revenues in order to fund additional transit, active transportation, and complete street investments as outlined in the Complete Communities mobility investment foundation.

Appendix 16: Other Performance Measures

In addition to the federally required performance measures documented in Appendix 13, Appendix 16 includes the additional performance measures the Capital Area MPO (CAMPO) and Triangle West TPO (TWTPO) use to evaluate how well the Destination 2055 Metropolitan Transportation Plan advances the region's vision, goals, and objectives. **Section 4.4** of the plan puts these performance measures in context with the full set of performance measures associated with the *Destination 2055* MTP.

Overview

The performance measures detailed in this appendix serve two primary purposes. First, they allow the MPOs to evaluate outcomes that are central to regional priorities but are not currently required under federal performance management regulations, such as access to jobs, travel choices in transit-supported areas, and environmental outcomes. Second, they provide a forward-looking assessment of how the 2055 MTP performs relative to both existing conditions and a future baseline scenario that includes only currently committed transportation investments.

As described in Chapter 4, these "other" performance measures fall into two general categories:

- **Forecasted measures**, which are produced using the Triangle Regional Model (TRM G2v2) and evaluate future conditions under multiple scenarios; and
- **Observed or programmatic measures**, which rely on existing datasets, ongoing programs, or adopted policies and cannot be forecasted using the regional travel demand model.

This appendix focuses on the interpretation of these measures and their role in evaluating the 2055 MTP. Summary tables of results are provided at the end of this appendix.

TRM G2v2 Forecasted Performance Measures

Many of the 2055 MTP performance measures are derived from outputs of the Triangle Regional Model Generation 2 Version 2 (TRM G2v2). The TRM is the region's long-range travel demand model and is used to estimate travel behavior, system performance, and accessibility under different land use and transportation network scenarios.

For *Destination 2055*, TRM G2v2 was used to evaluate performance under three conditions:

- **2020 Base Year**, representing 2020 population, employment, and transportation networks;
- **2055 Existing plus Committed (2055 E+C)**, representing 2055 population and employment with a "No Build" transportation network that includes only projects that are currently built or under construction as of 2025; and
- **2055 MTP**, representing full implementation of the transportation investments and services included in the *Destination 2055* plan.

Comparing these scenarios allows the MPOs to distinguish between changes driven by growth alone and changes attributable to the planned investments in the MTP. In particular, the comparison between the 2055 E+C and 2055 MTP scenarios highlights the added value of planned transit, bicycle, pedestrian, roadway, and demand-management strategies.

The TRM G2v2-based measures are organized by MTP goal in the summary tables, but several groups of measures warrant additional discussion due to their importance in evaluating travel choice and system performance. These are described below.

Travel Choice Neighborhoods

Travel Choice Neighborhoods (TCNs) are areas expected to offer residents and workers a higher level of travel choice due to the presence of frequent transit service, high-capacity transit investments, and supportive land use patterns. The TCN concept allows the MPOs to focus performance evaluation on the locations where multimodal investments are most concentrated and where changes in travel behavior are most likely to occur.

For the purposes of the *Destination 2055* analysis, Travel Choice Neighborhoods are defined as neighborhoods located within one-quarter mile of existing or planned high-frequency bus routes (peak-period headways of 15 minutes or less), or within one-half mile of planned premium transit stations, including bus rapid transit and passenger rail. These distance thresholds are intended to represent reasonable walking access to high-quality transit service.

Figure A16.1: Map of 2055 MTP Travel Choice Neighborhoods

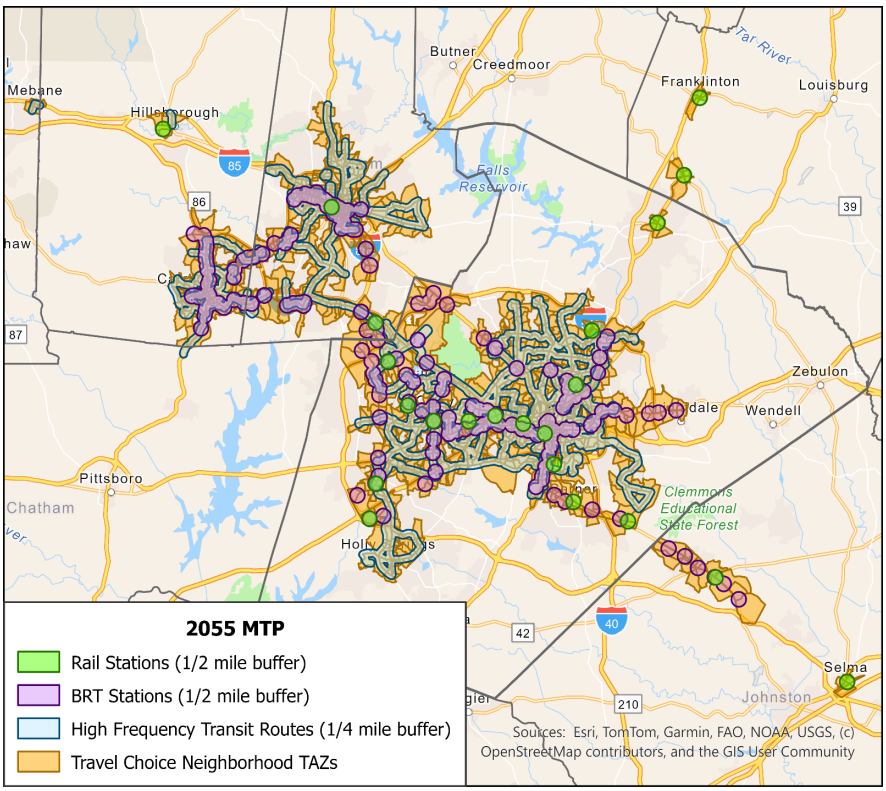


Figure A16.1 shows Travel Choice Neighborhoods (orange) across the region based on proximity to high-frequency transit service and planned premium transit stations. High-frequency bus routes and premium transit stations (bus rapid transit and passenger rail) are shown with quarter-mile and half-mile buffers, respectively.

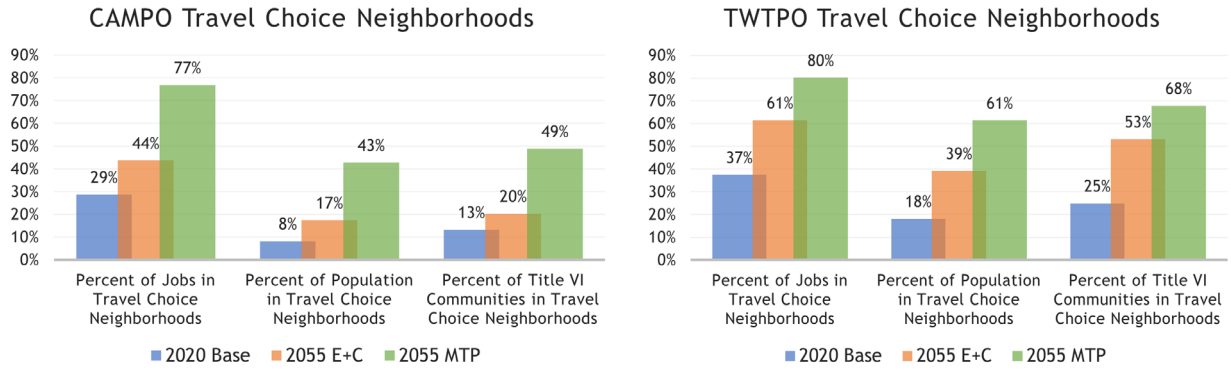
For modeling purposes, TCNs are defined as Traffic Analysis Zones (TAZs) for which 50 percent or more of the TAZ area overlaps these transit buffers.

For *Destination 2055*, TRM G2v2 outputs were used to calculate:

- The percent of jobs and population located within Travel Choice Neighborhoods;
- The share of Title VI communities located within Travel Choice Neighborhoods; and
- Mode share for transit and for walking and bicycling both regionwide and within TCNs.

Figures A16.2a and A16.2b compare the share of jobs, population, and Title VI communities located within Travel Choice Neighborhoods across the 2020 Base, 2055 Existing + Committed, and 2055 MTP scenarios for the CAMPO and TWTPO regions. The charts show higher concentrations of people and jobs within Travel Choice Neighborhoods under the 2055 MTP scenario, reflecting the planned expansion of high-frequency and premium transit service.

Figures A16.2a and A16.2b: Travel Choice Neighborhood Performance Measures Comparison for CAMPO (left) and TWTPO (right)



This analysis indicates an increase in the share of jobs, population, and Title VI communities located within Travel Choice Neighborhoods under the 2055 MTP scenario for both CAMPO and TWTPO. These changes are associated with planned transit expansions, higher-frequency service, and land use patterns that support compact, mixed-use development. Together, these measures illustrate how *Destination 2055* aligns future growth and investment with areas that have greater access to high-quality multimodal transportation.

[Add mode share tables]

Title VI Communities and Access to Opportunity

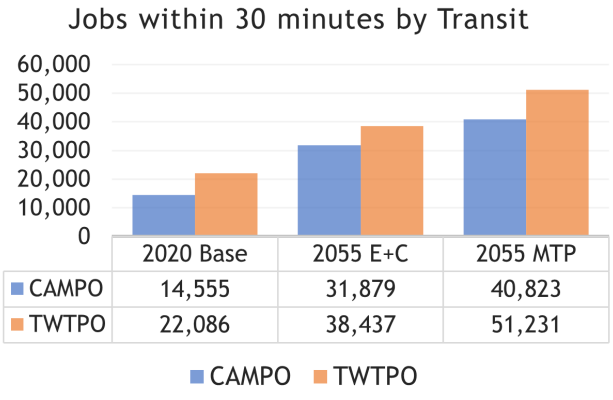
A core objective of *Destination 2055* is to improve access to jobs, education, and services for historically underserved populations. Several TRM G2v2 performance measures explicitly evaluate outcomes for Title VI communities using model outputs summarized at the Traffic Analysis Zone (TAZ) level. Performance measures such as access to jobs within 30 minutes, accessibility by mode (auto, transit, and walking), and travel delay are calculated using zone-to-zone travel times and trips produced by the regional travel demand model. For Title VI-specific measures, results are summarized only for TAZs identified as containing Title VI populations, allowing for comparison of modeled transportation conditions across scenarios and over time.

For *Destination 2055*, TRM G2v2 outputs were used to calculate:

- Average number of jobs accessible within 30 minutes by automobile, transit, and walking for Title VI communities;
- Percent of Title VI communities with "good" or "excellent" transit and walk access; and
- Percent of Title VI communities experiencing less-than-average work-trip travel times or minutes of delay per capita.

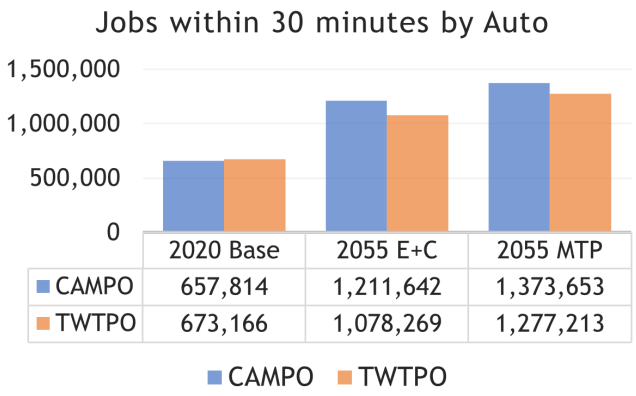
For time-based measures such as jobs within 30 minutes, the TRM G2v2 model identifies all destination zones reachable within the specified travel time threshold and aggregates the total number of jobs accessible from each Title VI community zone by mode. Accessibility results for jobs within 30 minutes are presented separately by travel mode in Figures A16.3a-c due to substantial differences in scale between automobile, transit, and walking access.

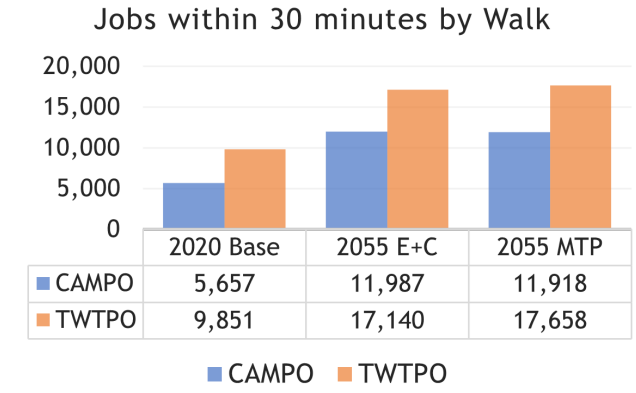
Figures A16.3a-c: Average Jobs Within 30 Minutes by Transit, Auto, and Walk for Title VI Communities in CAMPO and TWTPO



Transit access to jobs within 30 minutes increases substantially between the 2020 Base and 2055 scenarios, with the largest gains occurring under the 2055 MTP scenario. While the number of jobs reachable by transit within a 30-minute threshold is considerably lower than by automobile, this measure is most informative when used to compare relative changes across scenarios, given that average transit travel times typically exceed 30 minutes for many trips[1].

[1] Modeled transit travel times include multiple components, such as access and egress time, in-vehicle travel time, transfers, and transfer wait time.



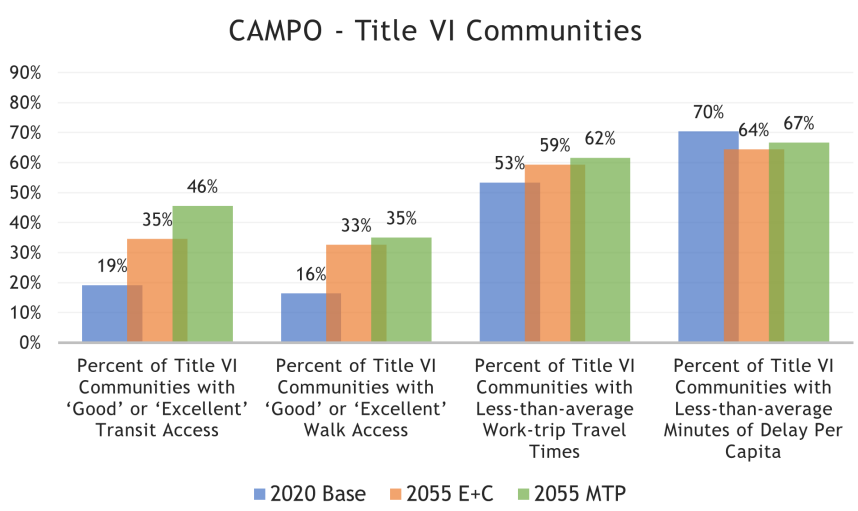


Automobile travel provides the highest number of jobs within a 30-minute travel time for Title VI communities in both CAMPO and TWTPO across all scenarios, reflecting the broader reach of the roadway network. Increases between the 2020 Base and both 2055 scenarios are driven primarily by regional employment growth, with smaller additional gains under the 2055 MTP relative to the 2055 Existing + Committed scenario.

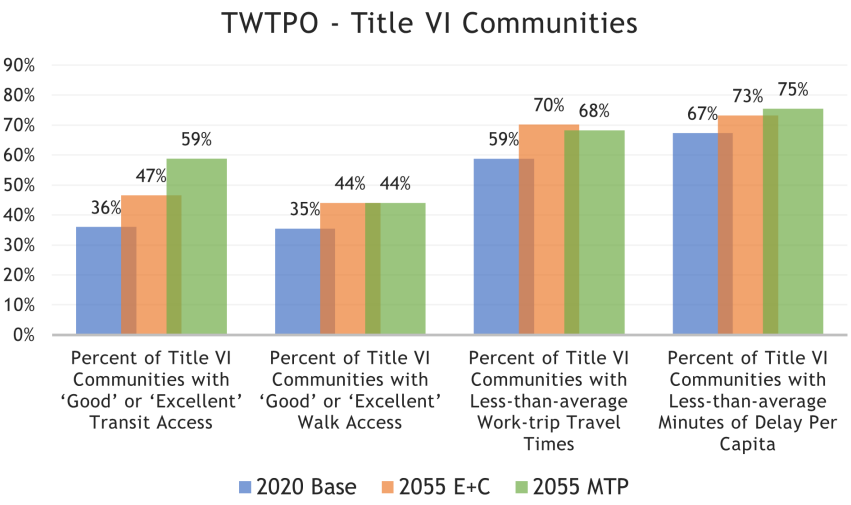
Walking access to jobs within 30 minutes increases between the 2020 Base and 2055 scenarios, with most gains occurring by the 2055 Existing + Committed scenario. Because walking access in the model is driven primarily by land use patterns and the proximity of jobs to residential areas, rather than a detailed pedestrian network, changes in walk-accessible jobs largely reflect shifts in the spatial distribution of employment.

TRM G2v2's accessibility-based performance measures are derived from log-sum outputs from the model's gravity-based accessibility calculations, which account for both travel time between zones and the number of opportunities available at destination locations.

Figures A16.4a and A16.4b: Access Performance Measures for Title VI Communities in CAMPO (top) and TWTPO (bottom)



Model results in Figures A16.4a and A16.4b show that, across both CAMPO and TWTPO, the share of Title VI communities with *good or excellent transit access* increases steadily across scenarios, with the largest gains occurring under the 2055 MTP scenario. Improvements in *good or excellent walk access* are also observed between the 2020 Base and



2055 scenarios, with most of the increase occurring by the 2055 Existing + Committed scenario and more modest changes under the 2055 MTP.

Measures related to travel time and delay show generally high and improving values across both regions. The percentage of Title VI communities experiencing *less-than-average work-trip travel times* and *less-than-average minutes of delay per capita* increases between the 2020 Base and 2055 scenarios in both MPOs. While some improvements are already reflected under the 2055 Existing + Committed scenario, additional gains are observed under the 2055 MTP, indicating incremental improvements in modeled travel conditions for Title VI communities over time.

Taken together, these performance measures show that access to jobs and transportation options for Title VI communities improves across scenarios, with particularly notable gains for transit and non-motorized modes under the 2055 MTP. While access by automobile also increases over time due to regional growth and roadway investments, the relative gains for transit and walking reflect the plan's emphasis on improving multimodal access rather than relying solely on auto-oriented solutions.

It is important to note that Title VI communities are identified using current demographic data, and the locations of these communities may shift over time as development patterns and housing affordability change. As access improves in high-quality transit and multimodal areas, maintaining affordability in these locations will be critical to ensuring that the benefits of planned investments continue to be realized by Title VI populations.

[Add transit section]

Summary of TRM G2v2 Model Results

To provide a comprehensive view of how the *Destination 2055* Metropolitan Transportation Plan performs across all adopted goals and objectives, the full set of TRM G2v2 model-based performance measures is summarized in the tables that follow. Separate summary tables are provided for the Capital Area MPO (CAMPO) and the Triangle West TPO (TWTPO) to reflect differences in geography, travel patterns, and investment priorities between the two planning areas.

Each table presents results for three scenarios: the 2020 base year, the 2055 Existing plus Committed (2055 E+C) scenario, and the 2055 MTP scenario. Percent change values are also included to illustrate how the 2055 MTP scenario compares to both existing conditions and the future baseline that includes only committed projects. This structure allows readers to distinguish changes driven by regional growth from those attributable to the transportation investments and policies included in *Destination 2055*.

Performance measures in the tables are organized by MTP goal to maintain consistency with Chapter 4 and to reinforce the connection between adopted goals, objectives, and measurable outcomes. While several key measure groups are discussed in greater detail earlier in this section, the summary tables provide the complete quantitative context for evaluating plan performance.

Table A16.1: TRM G2v2 Performance Measure Results: Capital Area MPO (CAMPO) Region

Goal 1: Connect People and Places	TRM G2v2 Model Results: CAMPO Region			% Change of 2055 MTP Scenario Relative to:	
Performance Measures	2020 Base	2055 E+C	2055 MTP	2020	2055 E+C
Average Number of Jobs Within 30 Minutes by **Transit** for Title VI Communities	14,555	31,879	40,823	180%	28%
Average Number of Jobs Within 30 Minutes by **Automobile** for Title VI Communities	657,814	1,211,642	1,373,653	109%	13%
Average Number of Jobs Within 30 Minutes by **Walking** for Title VI Communities	5,657	11,987	11,918	111%	-1%
Percent of **Jobs** in Travel Choice Neighborhoods	29%	44%	77%	168%	76%
Percent of **Population** in Travel Choice Neighborhoods	8%	17%	43%	421%	145%
Percent of Title VI Communities in Travel Choice Neighborhoods	13%	20%	49%	270%	140%
Percent of Title VI Communities with 'Good' or 'Excellent' **Transit** Access	19%	35%	46%	138%	32%
Percent of Title VI Communities with 'Good' or 'Excellent' **Walk** Access	16%	33%	35%	114%	7%
Percent of Title VI Communities with Less-than-average Work-trip Travel Times	53%	59%	62%	15%	4%

Goal 2: Promote and Expand Access to Multimodal and Affordable Transportation Choices	TRM G2v2 Model Results: CAMPO Region			% Change of 2055 MTP Scenario Relative to:	
Performance Measures	**2020 Base**	**2055 E+C**	**2055 MTP**	**2020**	**2055 E+C**
Transit Service Miles - Total	27,701	57,364	108,528	292%	89%
Transit Service Miles - High Frequency Routes	14,438	35,542	74,719	418%	110%
Total Transit Ridership	55,379	232,546	403,590	629%	74%
Per Capita Transit Ridership	0.04	0.10	0.16	308%	71%
Transit Mode Share Overall	0.8%	1.8%	3.4%	307%	91%
Transit Mode Share in Travel Choice Neighborhoods	3.7%	4.9%	4.9%	33%	1%
Bike & Walk Mode Share Overall	14%	16%	17%	22%	6%
Bike & Walk Mode Share in Travel Choice Neighborhoods	26%	27%	21%	-19%	-21%

Goal 3: Manage Congestion and System Reliability	TRM G2v2 Model Results: CAMPO Region			% Change of 2055 MTP Scenario Relative to:	
Performance Measures	**2020 Base**	**2055 E+C**	**2055 MTP**	**2020**	**2055 E+C**
Total Hours of Delay for All Trips	33,033	199,307	132,909	302%	-33%
Per Capita Minutes of Delay for All Trips	1.4	4.9	3.2	125%	-34%
Average Travel Time (Minutes) by **Automobile** (PM peak period)	10.2	10.3	10.0	-2%	-3%
Average Travel Time (Minutes) by **Transit** (PM peak period)	40.9	41.9	41.5	1%	-1%
Drive-alone mode share (PM peak period)	47%	44%	43%	-8%	-2%

Goal 5: Stimulate Economic Vitality and Opportunity	TRM G2v2 Model Results: CAMPO Region			% Change of 2055 MTP Scenario Relative to:	
Performance Measures	**2020 Base**	**2055 E+C**	**2055 MTP**	**2020**	**2055 E+C**
Total Vehicle Miles Traveled (VMT)	36,054,920	60,678,004	62,347,177	73%	3%
VMT Per Capita	26.2	25.0	25.4	-3%	1%
Average Travel **Time** (Minutes) for Work Trips (AM peak period)	16.7	18.4	16.9	1%	-8%
Average Travel **Distance** (Miles) for Work Trips (AM peak period)	13.5	13.3	13.6	1%	2%

Goal 6: Ensure Equity and Participation	TRM G2v2 Model Results: CAMPO Region			% Change of 2055 MTP Scenario Relative to:	
Performance Measures	**2020 Base**	**2055 E+C**	**2055 MTP**	**2020**	**2055 E+C**
Percent of Title VI Communities with Less-than-average Minutes of Delay Per Capita	70%	64%	67%	-5%	3%

Goal 8: Protect the Human and Natural Environment and Minimize Climate Change	TRM G2v2 Model Results: CAMPO Region			% Change of 2055 MTP Scenario Relative to:	
Performance Measures	**2020 Base**	**2055 E+C**	**2055 MTP**	**2020**	**2055 E+C**
Total Transportation Greenhouse Gas Emissions (lb)	37,133,946	23,523,927	24,144,250	-35%	3%
Per Capita Transportation Greenhouse Gas Emissions (lb/person)	27.0	9.7	9.8	-64%	1%
Total Energy Consumption from Transportation Sources (lb)	1,741,122	1,471,656	1,510,546	-13%	3%
Per Capita Energy Consumption from Transportation Sources (lb/person)	1.27	0.61	0.62	-51%	1%

Table A16.2: TRM G2v2 Performance Measure Results: Triangle West TPO (TWTPO) Region

Goal 1: Connect People and Places	TRM G2v2 Model Results: TWTPO Region			% Change of 2055 MTP Scenario Relative to:	
Performance Measures	2020 Base	2055 E+C	2055 MTP	2020	2055 E+C
Average Number of Jobs Within 30 Minutes by **Transit** for Title VI Communities	22,086	38,437	51,231	132%	33%
Average Number of Jobs Within 30 Minutes by **Automobile** for Title VI Communities	673,166	1,078,269	1,277,213	90%	18%
Average Number of Jobs Within 30 Minutes by **Walking** for Title VI Communities	9,851	17,140	17,658	79%	3%
Percent of **Jobs** in Travel Choice Neighborhoods	37%	61%	80%	114%	30%
Percent of **Population** in Travel Choice Neighborhoods	18%	39%	61%	239%	57%
Percent of Title VI Communities in Travel Choice Neighborhoods	25%	53%	68%	173%	28%
Percent of Title VI Communities with 'Good' or 'Excellent' **Transit** Access	36%	47%	59%	63%	26%
Percent of Title VI Communities with 'Good' or 'Excellent' **Walk** Access	35%	44%	44%	24%	0%
Percent of Title VI Communities with Less-than-average Work-trip Travel Times	59%	70%	68%	16%	-3%

Goal 2: Ensure That All People Have Access to Multimodal and Affordable Transportation Choices	TRM G2v2 Model Results: TWTPO Region			% Change of 2055 MTP Scenario Relative to:	
Performance Measures	**2020 Base**	**2055 E+C**	**2055 MTP**	**2020**	**2055 E+C**
Transit Service Miles - Total	29,118	32,239	50,795	74%	58%
Transit Service Miles - High Frequency Routes	5,614	8,457	20,441	264%	142%
Total Transit Ridership	65,646	107,826	200,307	205%	86%
Per Capita Transit Ridership	0.15	0.17	0.31	112%	85%
Transit Mode Share Overall	2.6%	2.8%	5.1%	94%	84%
Transit Mode Share in Travel Choice Neighborhoods	5.1%	4.1%	5.9%	16%	46%
Bike & Walk Mode Share Overall	21%	22%	24%	17%	8%
Bike & Walk Mode Share in Travel Choice Neighborhoods	38%	30%	29%	-24%	-6%

Goal 3: Manage Congestion and System Reliability	TRM G2v2 Model Results: TWTPO Region			% Change of 2055 MTP Scenario Relative to:	
Performance Measures	**2020 Base**	**2055 E+C**	**2055 MTP**	**2020**	**2055 E+C**
Total Hours of Delay for All Trips	14,047	64,049	46,580	232%	-27%
Per Capita Minutes of Delay for All Trips	1.9	6.0	4.3	130%	-28%
Average Travel Time (Minutes) by **Automobile** (PM peak period)	9.5	9.7	9.4	-1%	-3%
Average Travel Time (Minutes) by **Transit** (PM peak period)	36.2	36.5	38.8	7%	6%
Drive-alone mode share (PM peak period)	46%	44%	42%	-9%	-4%

Goal 5: Stimulate Inclusive Economic Vitality	TRM G2v2 Model Results: TWTPO Region			% Change of 2055 MTP Scenario Relative to:	
Performance Measures	**2020 Base**	**2055 E+C**	**2055 MTP**	**2020**	**2055 E+C**
Total Vehicle Miles Traveled (VMT)	13,767,455	19,448,645	19,413,241	41%	0%
VMT Per Capita	30.6	30.2	30.0	-2%	-1%
Average Travel **Time** (Minutes) for Work Trips (AM peak period)	13.7	13.9	13.4	-2%	-3%
Average Travel **Distance** (Miles) for Work Trips (AM peak period)	10.4	9.8	10.1	-3%	3%

Goal 6: Ensure Equity and Participation	TRM G2v2 Model Results: TWTPO Region			% Change of 2055 MTP Scenario Relative to:	
Performance Measures	**2020 Base**	**2055 E+C**	**2055 MTP**	**2020**	**2055 E+C**
Percent of Title VI Communities with Less-than-average Minutes of Delay Per Capita	67%	73%	75%	12%	3%

Goal 8: Protect the Human and Natural Environment and Minimize Climate Change	TRM G2v2 Model Results: TWTPO Region			% Change of 2055 MTP Scenario Relative to:	
Performance Measures	**2020 Base**	**2055 E+C**	**2055 MTP**	**2020**	**2055 E+C**
Total Transportation Greenhouse Gas Emissions (lb)	14,181,279	7,544,349	7,517,873	-47%	0%
Per Capita Transportation Greenhouse Gas Emissions (lb/person)	31.5	11.7	11.6	-63%	-1%
Total Energy Consumption from Transportation Sources (lb)	664,926	471,974	470,344	-29%	0%
Per Capita Energy Consumption from Transportation Sources (lb/person)	1.478	0.733	0.726	-51%	-1%

Observed and Programmatic Performance Measures

In addition to model-based performance measures derived from the Triangle Regional Model (TRM G2v2), the Capital Area MPO (CAMPO) and Triangle West TPO (TWTPO) track a set of observed and programmatic performance measures to evaluate progress toward the *Destination 2055* goals using real-world data, adopted policies, and ongoing program outcomes.

Observed and programmatic measures are drawn from a variety of sources, including transit agency reports, MPO and TPO program documentation, adopted ordinances and policies, regional dashboards, and partner agency data. As a result, the availability, frequency, and geographic coverage of these measures vary. Some measures are reported regionwide, while others are available only for one MPO or for specific jurisdictions or transit providers.

Several of these measures reflect ongoing programs or evolving data sources and are therefore presented as point-in-time values or status indicators rather than forecasts. In some cases, results were still under development at the time of plan adoption and will continue to be refined as additional data become available. These measures nonetheless provide important context for understanding how the region is implementing the strategies and investments identified in *Destination 2055*.

Summary results for the observed and programmatic performance measures are presented in the table that follows, organized by MTP goal.

Table A16.3: Observed and Programmatic Performance Measure Results

Goal 2: Promote and Expand / Ensure that All People Have Access to Multimodal and Affordable Transportation Choices		
Performance Measures	**Value**	**Source**
Percent of Bus Stops That Meet ADA Requirements by Transit Agency:		GoTriangle
GoRaleigh	25%	
GoTriangle	31%	
GoDurham	32%	
Chapel Hill Transit	28%	
GoCary	85%	
NCSU Wolfline	60%	
Bus Average On-Time Performance	*In Progress*	GoTriangle
Percent of MPO Transportation Investment Supporting Bicycle and Pedestrian Facilities and Transportation Demand Management - **CAMPO**	12%	2055 MTP Report Section 8.3
Percent of MPO Transportation Investment Supporting Bicycle and Pedestrian Facilities and Transportation Demand Management - **TWTPO**	14%	
Proportion Of Jurisdictions That Have an Ordinance Requiring Developers to Build or Pay In-Lieu for Sidewalks	*In Progress*	GoTriangle
Percent of Roadways with **Very-low or Low** Bicycle Level of Traffic Stress (TWTPO only)	75%	TWTPO Bicycle Level of Traffic Stress Dashboard

Goal 3: Manage Congestion and System Reliability		
Performance Measures	**Value**	**Source**
Alternative Transportation Users Supported Daily by the Triangle Transportation Choices Transportation Demand Management (TDM) Program	25,500	Triangle Transportation Choices FY25 Annual Impact Report
Vehicle Miles Traveled Reduced Daily by the Triangle Transportation Choices Transportation Demand Management (TDM) Program	295,000	
Transportation Systems Management and Operations (TSMO) Investments ($) Per Capita	*In Progress*	CAMPO and TWTPO

Goal 4: Promote Safety, Health and Well-being		
Performance Measures	**Value**	**Source**
Bicycle Facility Density (Miles per Square Mile of Bikeways; **TWTPO** only)	0.4	TWTPO Bicycle and Pedestrian Infrastructure Dashboard
Pedestrian Facility Density (Miles per Square Mile of Sidewalks and Separated Walkways; **TWTPO** only)	3.2	

Goal 5: Stimulate Economic Vitality and Opportunity / Stimulate Inclusive Economic Vitality		
Performance Measures	**Value**	**Source**
Percent of TIP Projects Completed on Time	*In Progress*	NCDOT

Goal 6: Ensure Equity and Participation		
Performance Measures	**Value**	**Source**
Impact of Planned Highway Improvements on Title VI Communities	-	See 2055 MTP Report Section 9.3 - Title VI Analysis
Percent of Public Engagement Plan Requirements Met[2]	95%	CAMPO and TWTPO

Goal 8: Protect the Human and Natural Environment and Minimize Climate Change		
Performance Measures	**Value**	**Source**
Percent of Planned Investment in Existing Roadways - CAMPO	83%	2055 MTP Report Table 9.3.3
Percent of Planned Investment in Existing Roadways - TWTPO	91%	

[2] Federal regulations require public review and comment periods, with adequate notification, at key decision points during the development of Metropolitan Transportation Plans (MTPs). Those federal requirements were fully met. The 2055 MTP Development Public Engagement Plan—approved early in the process by the Triangle West and CAMPO Boards—included required items as well as a robust set of additional engagement activities, as described in Appendix 1. This measure reflects the extent to which the activities outlined in the Engagement Plan were completed.