

# **The Capital Area MPO**

## **2030 Long Range Transportation Plan**

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### **Executive Summary**

This report provides a summary of the 2030 update of the Capital Area Long-Range Transportation Plan (LRTP). The LRTP is the long-range guide for major transportation investments for the North Carolina Capital Area Metropolitan Planning Organization (CAMPO). At the time of this report's adoption, the Capital Area MPO's geographic coverage encompasses the entirety of Wake County, North Carolina. Beginning in October 1<sup>st</sup>, 2005 the Capital Area MPO will have expanded its planning boundary to include parts of Franklin, Harnett, Johnston, and Granville counties. The LRTP recommends major transportation projects, systems, policies and strategies designed to maintain our existing systems and serve the region's future travel needs. The Capital Area MPO LRTP is integrated with land use and air quality strategies and goals for the urban area.

Official endorsements of the 2030 Long Range Transportation Plan by the Transportation Advisory Committee (TAC), USDOT, and the Environmental Protection Agency (EPA) are required in order for the MPO to receive federal funds for its transportation investment needs. The plan emphasizes improvements to existing highway facilities, as well as the construction of new highway, transit, and bicycle and pedestrian facilities.

The currently adopted 2025 LRTP was a major transportation plan update that was approved in April, 2002. It included an extensive amount of work developing goals and objectives, testing several scenarios of investment and land use strategies (including use of a peer review panel), developing financial revenue forecasts needed to apply fiscal constraint to the LRTP's proposed actions. The 2025 LRTP is documented in a report dated April 17, 2002 that is available at the Capital Area MPO office. Excerpts of the report are available on the Capital Area MPO website at (<http://www.raleigh-nc.org/campo>).

The primary objective of 2030 LRTP update is to validate, and refine as necessary, the 2025 LRTP by testing it against newly prepared projections of socio-economic data now forecasted out to the year 2030. These forecasts were prepared with the close cooperation of the MPO's member governments' planning staffs as well as with those of the Durham-Chapel Hill-Carrboro (DCHC) Urban Area MPO and of the abutting counties of Franklin, Granville, Harnett, and Johnston.

The first section of this report includes a summary of the socio-economic data forecasts, the resulting forecasts of trip-making and daily travel data, (by vehicle-miles and vehicle-hours) assuming completion of projects contained in the 2030 LRTP, and the resulting levels of severe traffic congestion expected by the year 2030.

The second section includes maps and tables showing roadway, transit, and incidental bicycle improvement projects recommended for completion by the years 2010, 2020, and 2030.

The third section includes appendices that provide additional detailed information about the socio-economic data and revenue forecasts.

The 2030 LRTP includes an update of the previous revenue forecasts to ensure that the LRTP continues to meet the federal requirement of being fiscally constrained to the amount of revenue expected to be available over the 26-year planning period (2005-2030). Due to continuing delay

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associated with the reauthorization of federal transportation funding (as of August, 2004), it is very difficult to project future federal funding. Therefore, the revenue forecasts assume minimal increases in current funding levels through 2020. For the 2020 to 2030 planning horizon, an increase of approximately \$100 Million per year is assumed from a variety of local, state, and federal revenue increases. Other desired projects that are needed by 2030 but which cannot be afforded given the anticipated revenue stream are listed as “2040+ (Un-funded)” projects.

The expected revenues through 2030 are not adequate to meet the increase in travel demand from continuing urban development in this fast-growing region. Projected resources will barely keep pace with the growing operating and maintenance needs of the existing-plus-committed systems, which include repair, bus replacement, reconstruction of portions of the system, and some investment in emerging Intelligent Transportation Systems.

The gap between the region's transportation needs and available funding presents several challenges that the Capital Area MPO, along with other Triangle region stakeholders, must soon address:

- Aggressive pursuit of both short and long term non-traditional funding sources as well local revenue options.
- Advancement of LRTP components to implementation through the Transportation Improvement Program (TIP) consistent with the air quality conformity project implementation schedule.
- Monitor regional growth to ensure the Long Range Plan stays abreast of the region's needs
- Initiate feasibility studies for post-year projects (projects not included in the 2030 LRTP)
- Continue working with the DCHC MPO and neighboring counties to solve the region's air quality problems and meet the new 8-Hour Air Quality Standard

Failure to address these challenges may result in deterioration of the transportation infrastructure, degradation in mobility, and harm to the regional economy.