

Transportation Challenges in the Research Triangle Region

Durham Chapel Hill Carrboro (DCHC) MPO
and
N.C. Capital Area MPO (CAMPO)

NCGA Joint Legislative Transportation Oversight Committee
April 6, 2010

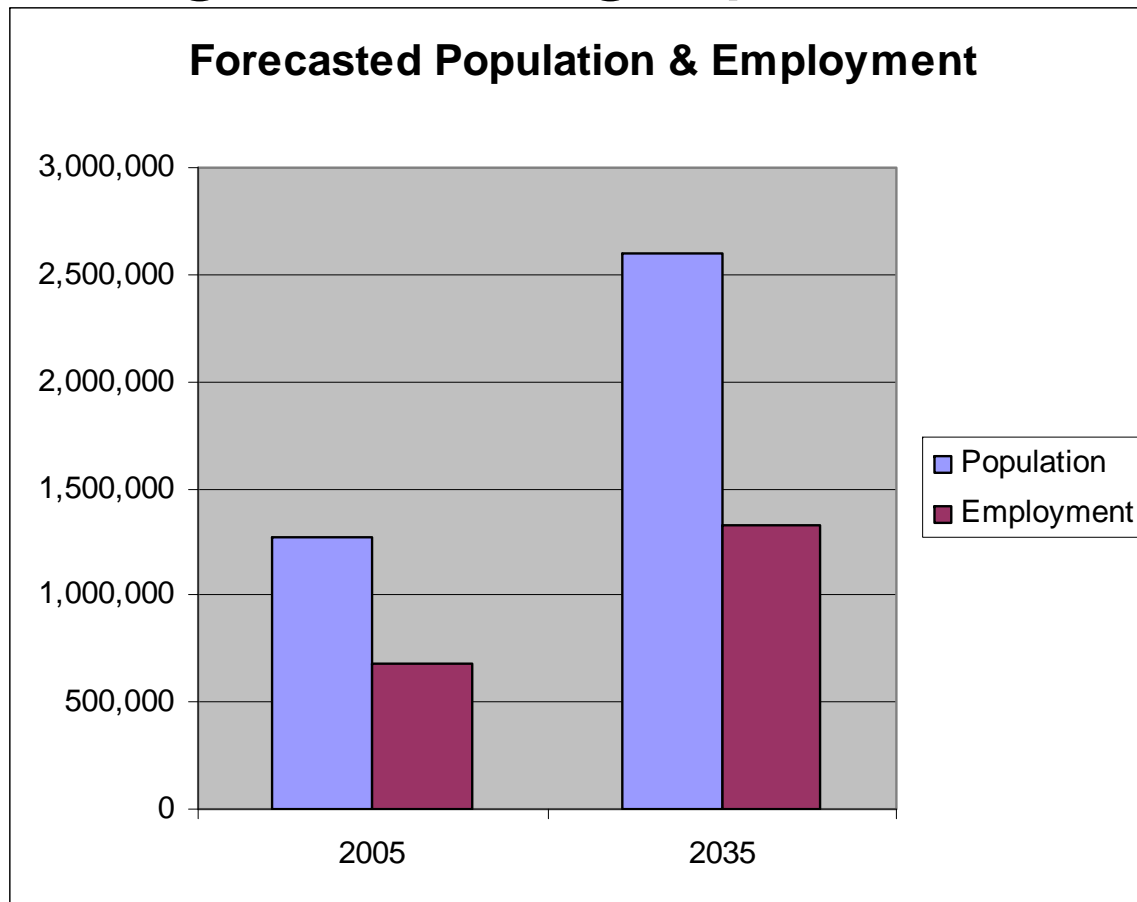
Key Roles of MPOs in Transportation

- Long-range transportation plan (**LRTP**)
 - 25-year timeframe, update every 4 years
 - Revenues and Costs must balance
- Transportation Improvement Program (**TIP**)
 - Projects from, and consistent with, LRTP
 - Identifies State, federal and local funding
- National Air Quality (**AQ**) Regulations
 - LRTP and TIP must meet AQ emissions regulations
 - Federal funding withheld if Plans not “conforming”

Transportation Management Areas (**TMA**)

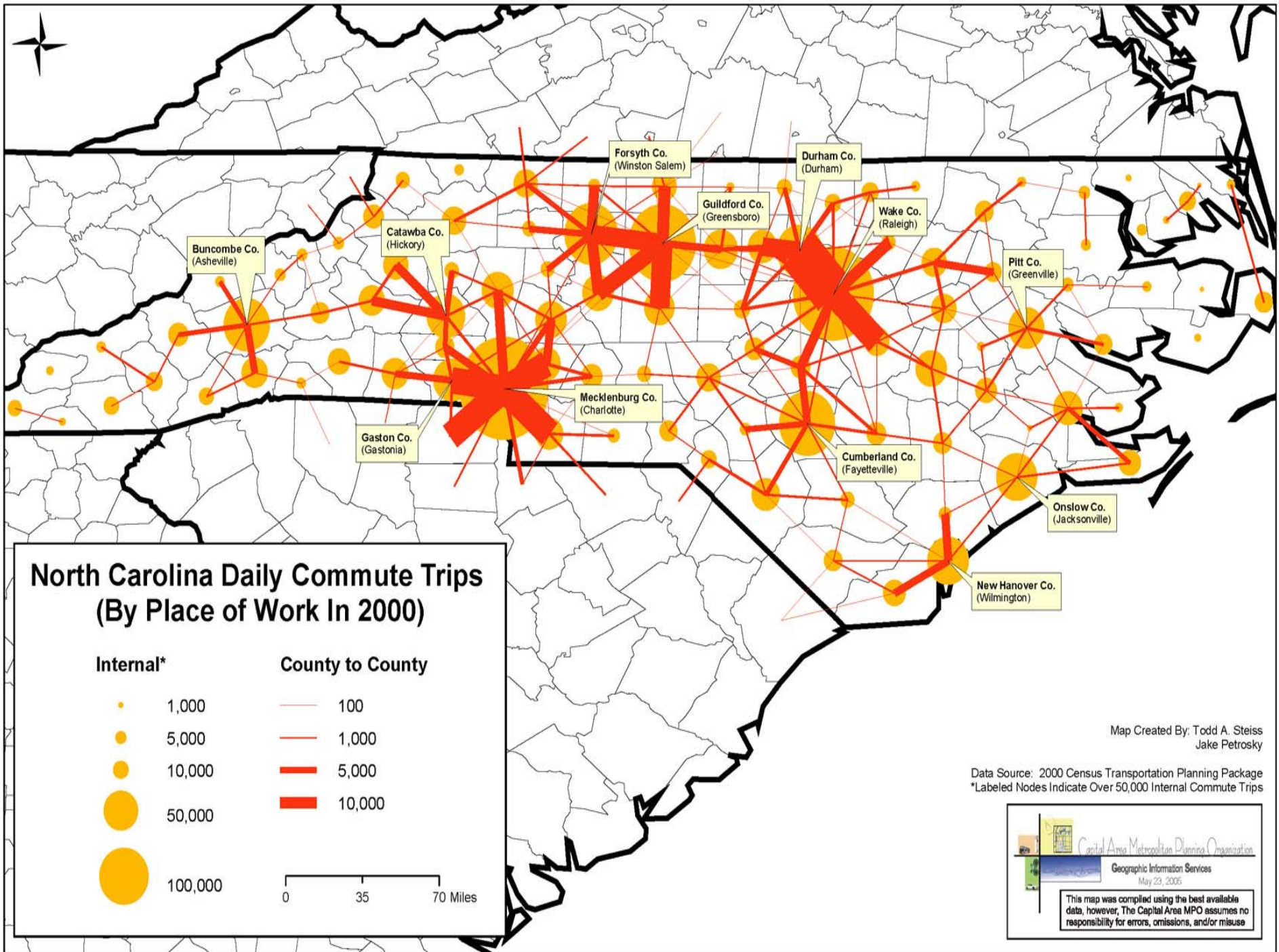
- Urbanized areas with a population of over 200,000 or by special designation.
- Higher level of transportation planning / congestion management responsibility.
- 9 of the 17 North Carolina MPOs are designated as TMAs
 - Cabarrus Rowan MPO
 - Capital Area MPO
 - Durham-Chapel Hill-Carrboro MPO
 - Fayetteville MPO
 - French Broad River MPO
 - Greensboro Urban Area MPO
 - High Point MPO
 - Mecklenburg Union MPO
 - Winston Salem MPO

Triangle Demographic Trends



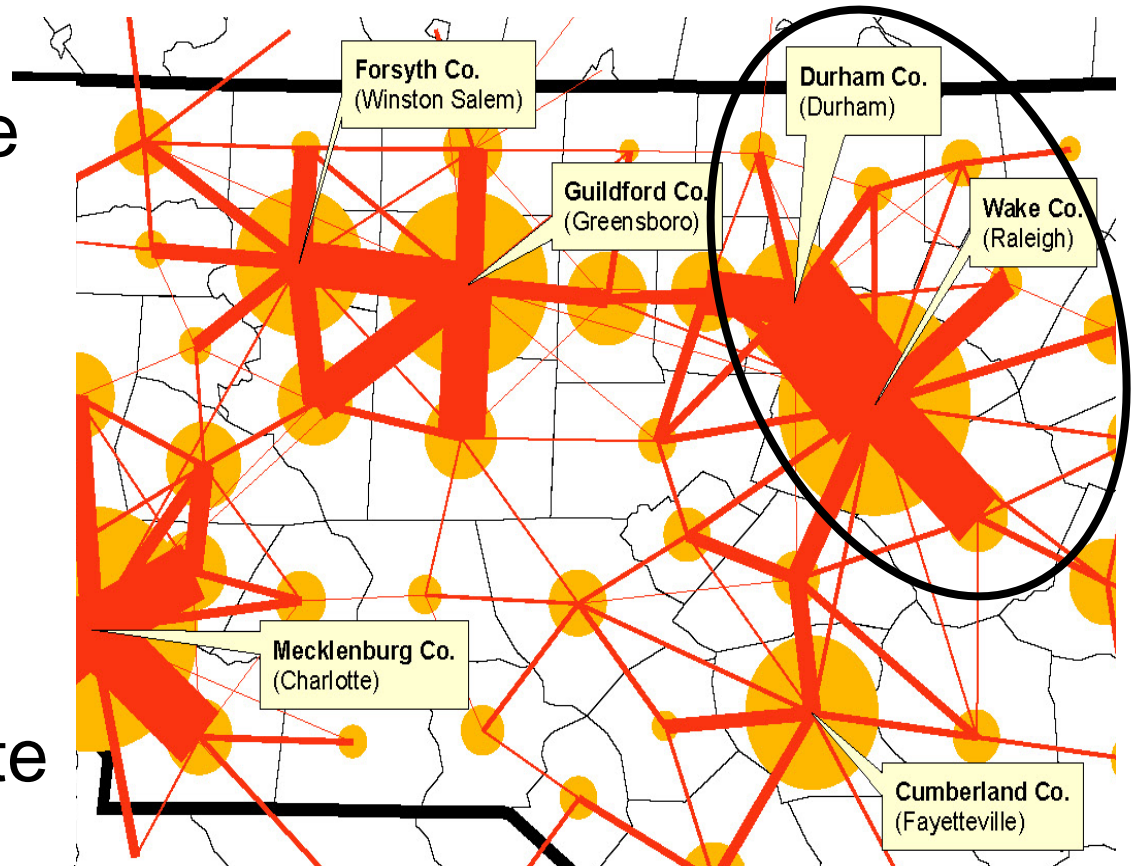
Between 2005 and 2035:

- Over 1/3rd of NC growth in the next 25 years is expected in the Triangle Region

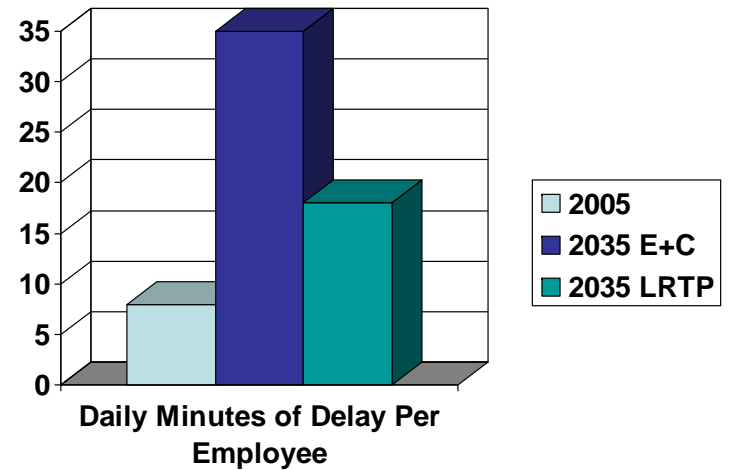
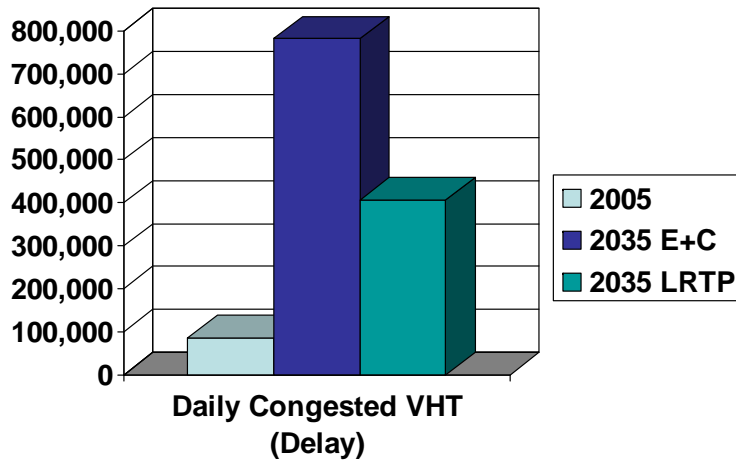
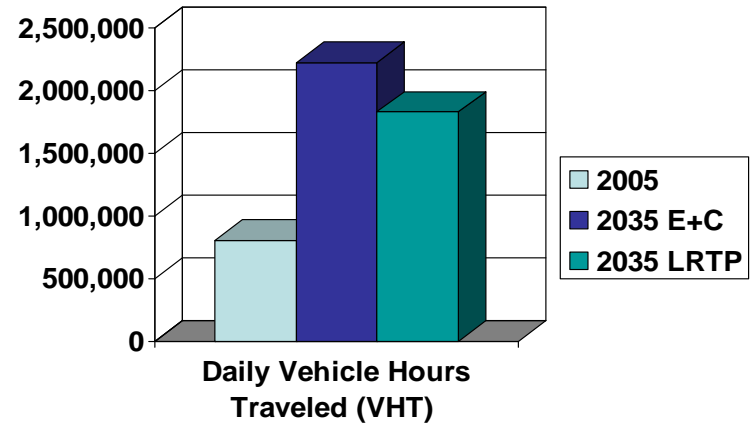
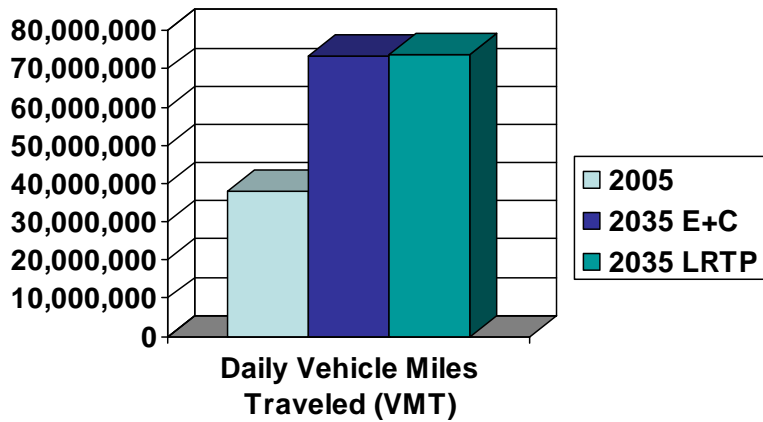


Statewide Commuting patterns

- Urban areas are clearly State's economic engines
- Wake-Durham is largest cross-county commute in state

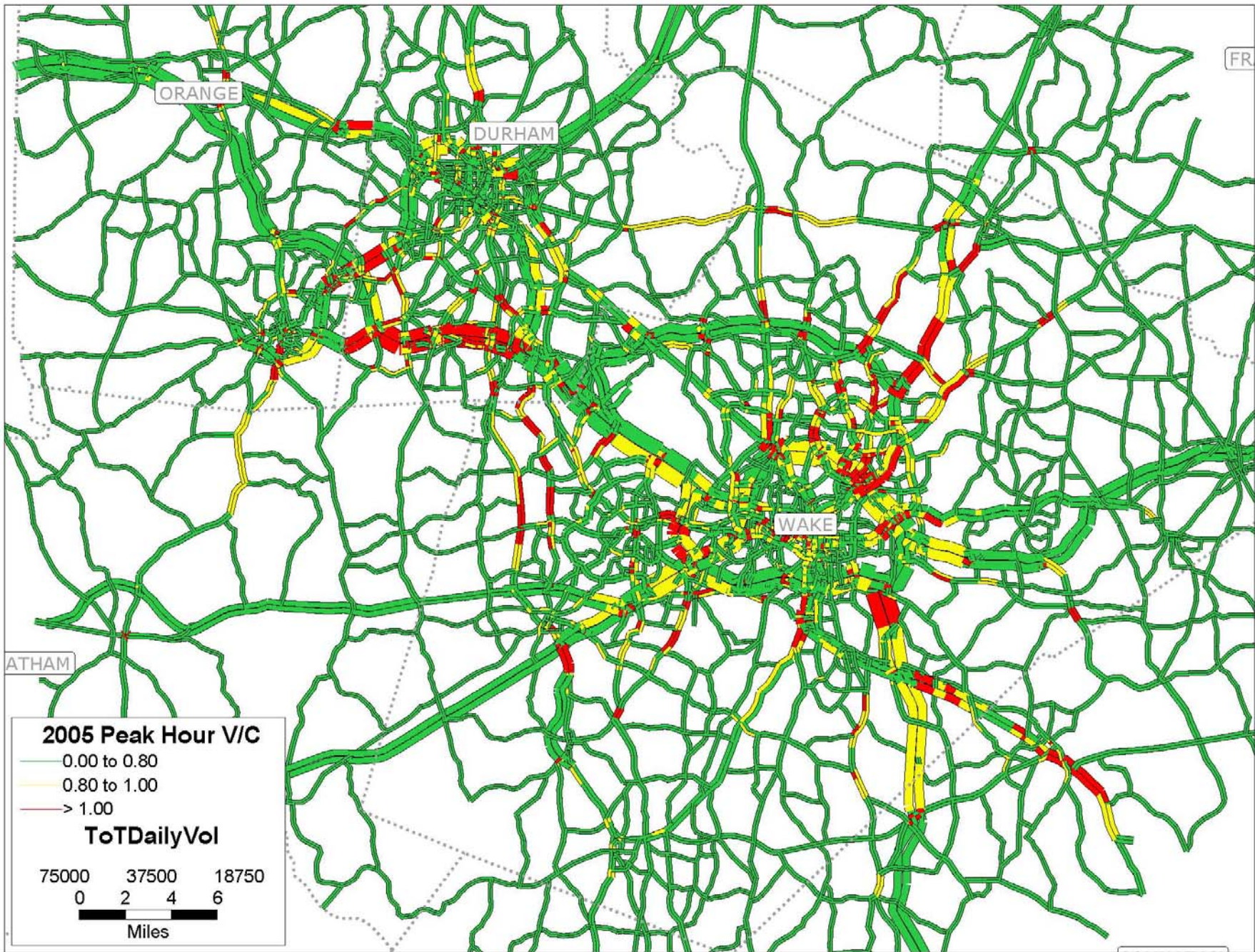


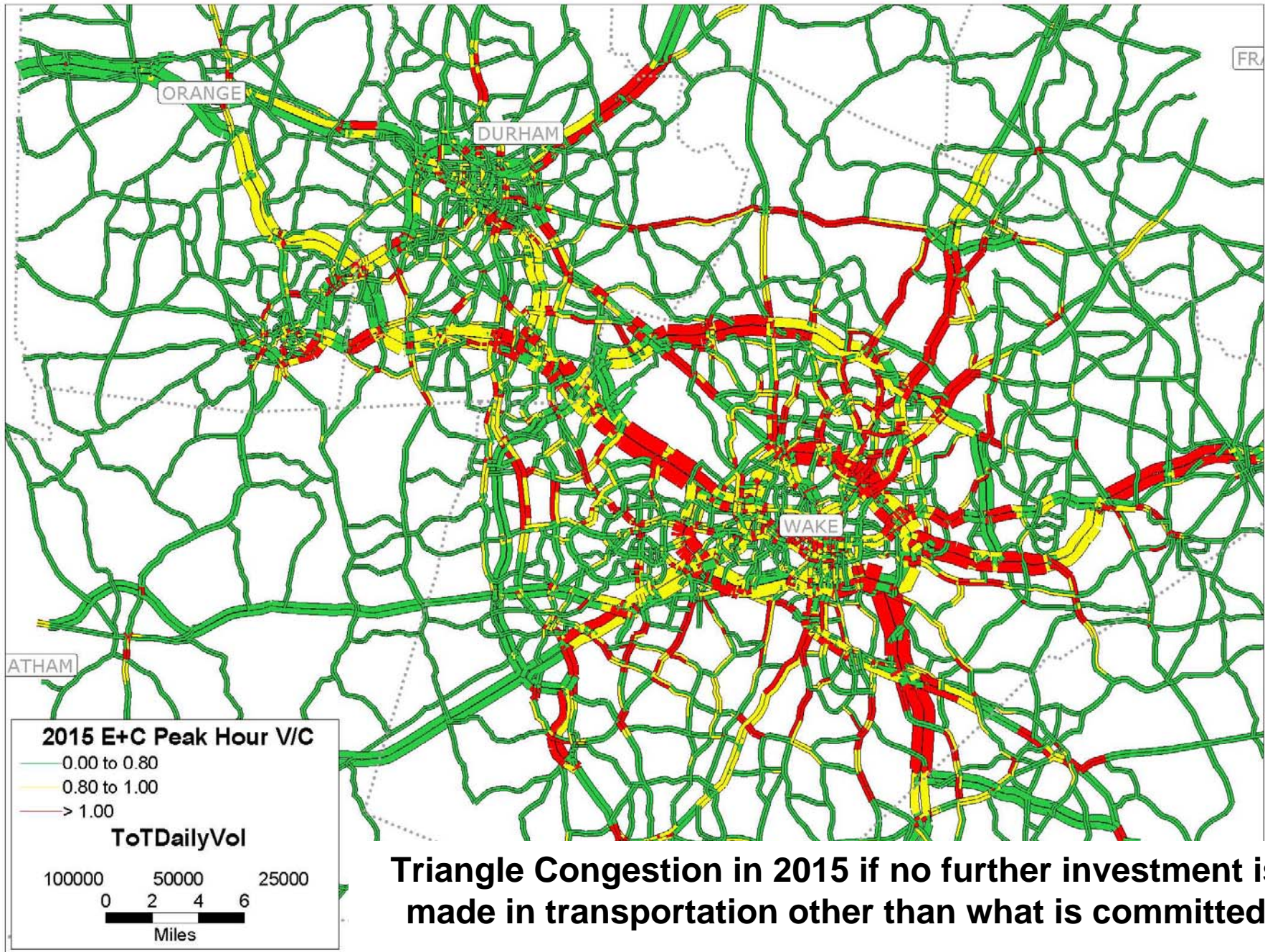
Comparison of Existing (2005 Base Year), Projected 2035 E+C, and 2035 LRTP Network Travel Conditions



Triangle Travel Trends

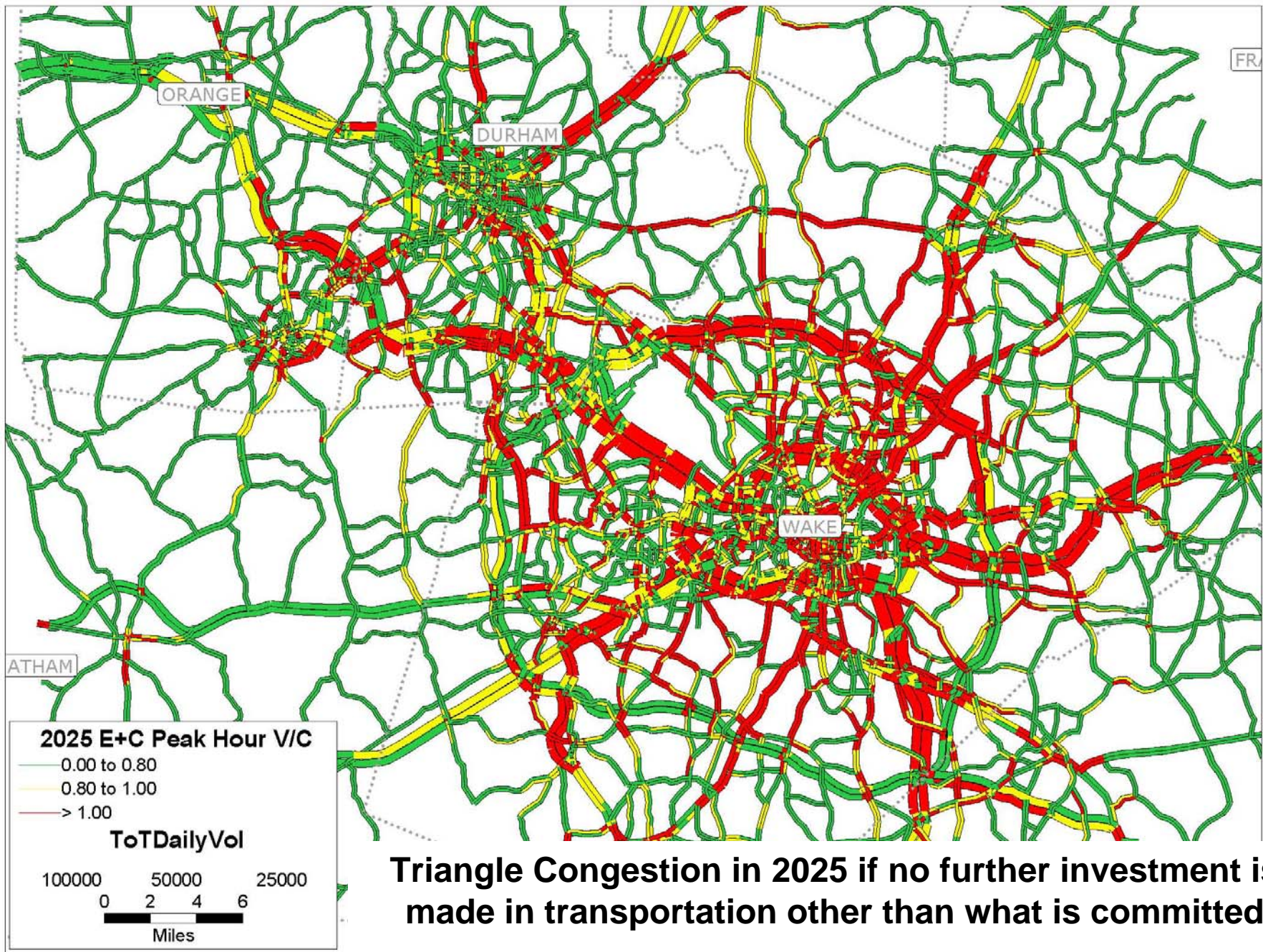
- From 2005 to 2035 – Total vehicle miles of travel will increase **93%**.
- From 2005 to 2035 – Total vehicle hours of travel will increase **174%**.
- From 2005 to 2035 – With Existing plus Committed (E+C) Improvements regional aggregate travel delay per employee will increase from **8 to 35 minutes per day** (337.5% increase).
- From 2005 to 2035 – With full LRTP Improvements regional aggregate travel delay per employee will increase from **8 to 18 minutes per day** (125.1% increase).





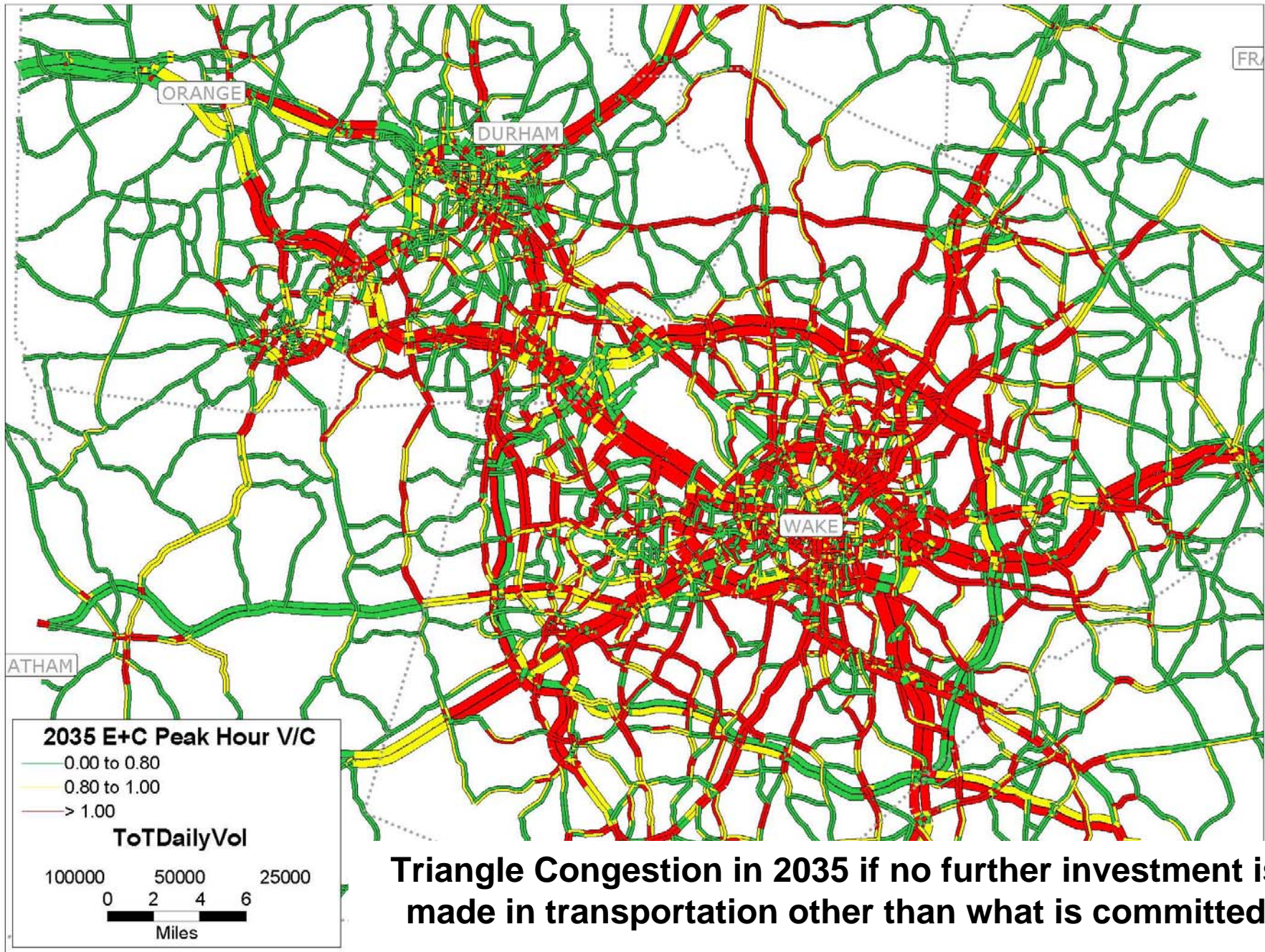
Triangle Congestion in 2015 if no further investment is made in transportation other than what is committed

5 Years from Now



Triangle Congestion in 2025 if no further investment is made in transportation other than what is committed

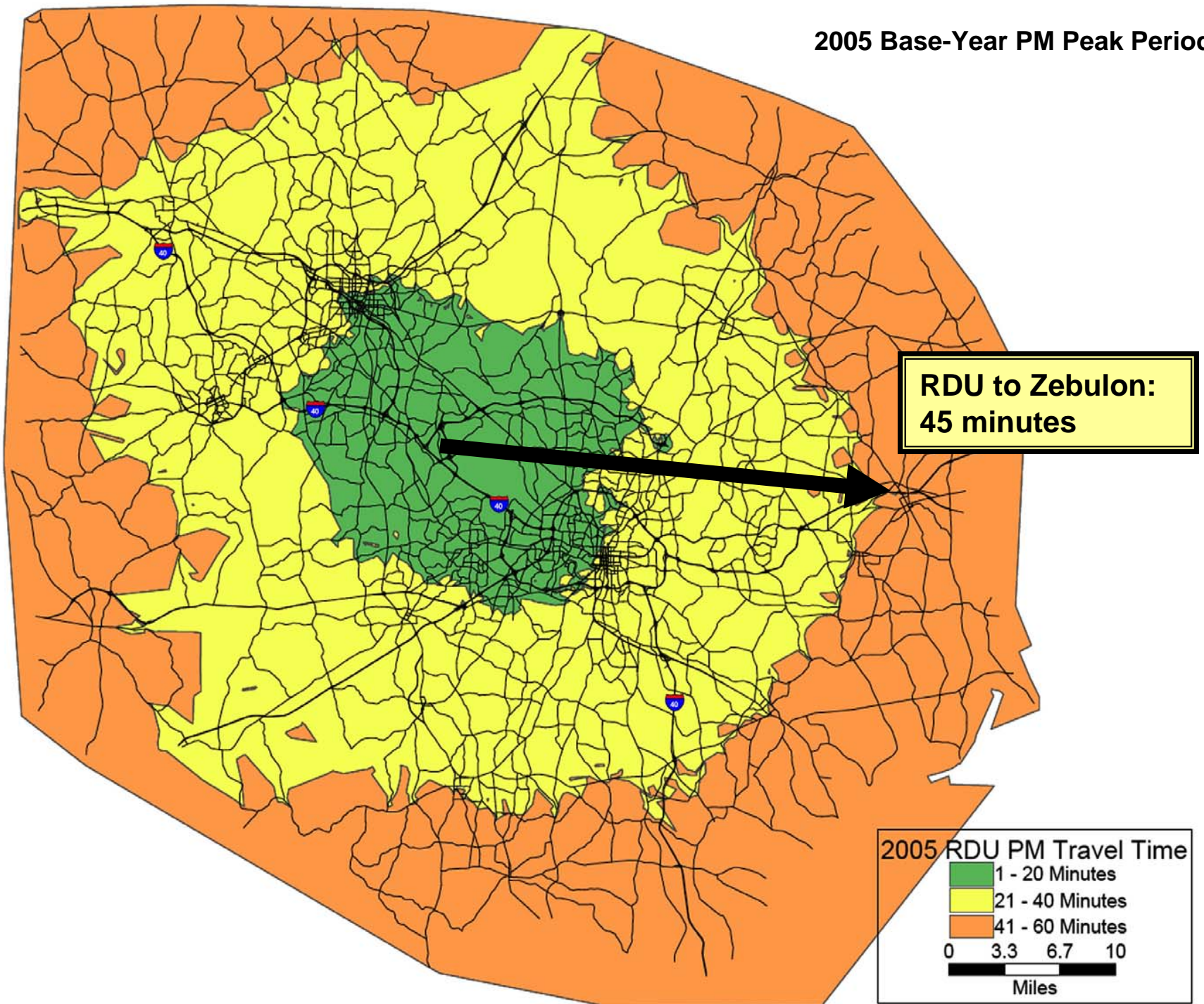
15 Years from Now



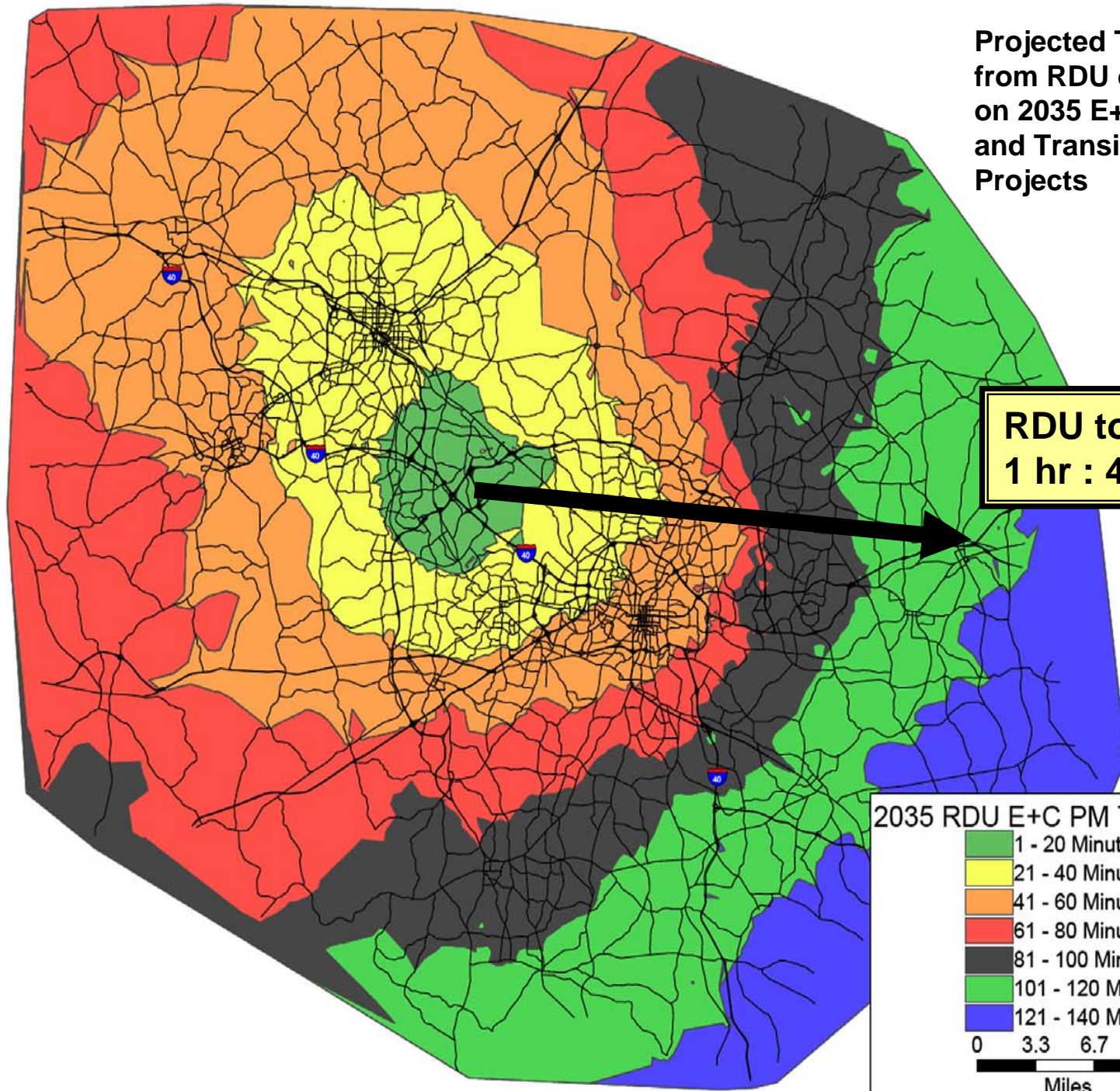
Triangle Congestion in 2035 if no further investment is made in transportation other than what is committed

25 Years from Now

2005 Base-Year PM Peak Period



**Projected Travel Times
from RDU on I-40 Based
on 2035 E+C Highway
and Transit Improvement
Projects**



**RDU to Zebulon:
1 hr : 45 mins**

2035 RDU E+C PM Travel Time

- 1 - 20 Minutes
- 21 - 40 Minutes
- 41 - 60 Minutes
- 61 - 80 Minutes
- 81 - 100 Minutes
- 101 - 120 Minutes
- 121 - 140 Minutes

0 3.3 6.7 10
Miles

Triangle Congestion Impacts Everyone

| To RDU | 2005 Drive Time | 2035 Drive Time |
|---------------|------------------------|------------------------|
| Asheboro | 1 hr : 30 min | 1 hr : 50 min |
| Fayetteville | 1 hr : 20 min | 2 hr : 40 min |
| Henderson | 60 min | 2 hrs |
| Tarboro | 1 hr : 30 min | 2 hr : 50 min |

Regional Funding *Summary*

- Projects considered to be desirable for inclusion in the 2035 LRTP exceeded **\$22 billion dollars** in total cost.
- Funds from traditional revenue sources, toll roads, non-tolled trust fund urban loops, maintenance, and transit funding sources is projected to generate approximately **\$14.4 billion dollars**, leaving a **\$7.2 billion dollar** shortfall in required funding.
- Some projects in the proposed LRTP totaling **\$8.0 billion** were left unfunded in order to produce a financially feasible plan

Regional Funding *Summary*

| Source | Amount | Status |
|---|-----------------|---|
| ½ cent sales tax in 2011 (transit) | \$1.576 billion | Authorized by NCGA Not yet Levied |
| ½ cent sales tax in 2016 (roadways) | \$1.140 billion | Not yet authorized by NCGA |
| Regional, local, and private support from communities that have agreed to contribute to projects considered vital to their area | \$1.258 billion | Agreed to in principle by MPO members but not yet funded by local governments |
| New State/Federal infrastructure programs for Strategic Highway Corridors | \$1.44 billion | Not yet authorized by legislative bodies |
| Financing Package for I-40 , I-540 HOV / Toll Lanes | \$579 million | Tolling existing interstates not yet authorized by NCGA |
| Increase in car registration fee in 2011 | \$292 million | Authorized by NCGA Not yet Levied |
| Debt financing to pay for initial rail construction | \$585 million | Subject to approval of transit referendum |

Transportation Transformation

- NCDOT has developed a transparent project prioritization process (SPOT) that is developing buy-in from partners across the state (Regional MPO/RPO forums on April 8th, 2010).
- Needs based, data driven approach designed to identify the most cost-effective transportation investments in the state.
- 2010 statewide priority list must still go through “equity adjustment” based on 1989 transportation needs

Recommendations

- Suspend the Equity Formula for 3 – 5 years
 - Allow new transportation prioritization process to work
- Continue phase out Highway Trust Fund revenue transfer to the NC General Fund by funding the intermodal 21st Century Transportation fund to provide 25% state funding for local and regional transit initiatives
- Exempt TMA-only eligible funding from the Equity Formula (STP-DA, competitive grants)
- Secure new sources of dependable transportation funding that can be used flexibly by NCDOT and MPOs to support transportation needs for all of the state's transportation modes and tiers in the most cost-effective manner

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