

Connect2050 – The Triangle Region’s Metropolitan Transportation Plan

A Quick Overview of Initial Scenarios


A scenario describes a way that the future *might* be, but it is not a forecast, which predicts the way the future *will* be, nor a plan, which defines what the future *should* be. Scenarios help us understand how realistic changes to current trends or adopted plans might influence mobility and access.

What can vary in a scenario? Just about anything, from amounts and types of growth to household income to the price of a gallon of gas. Since the purpose of *Connect2050* is to make informed decisions about mobility investments – what roads to build, what transit services to provide, etc. – we early on settle on a most likely set of growth-related guide totals: population and housing by type, along with the numbers and types of jobs in each county in the region – so that we can focus on land use and transportation decisions and how they align with community values.

Scenarios have two foundations: a development foundation – which describes a regional pattern of land use, and a mobility investment foundation – which defines the road and transit and cycling & walking networks and transportation services that can be funded using reasonable assumptions about a range of revenues – termed “fiscal constraint.” The two foundations can be combined in different ways to form a matrix of scenarios, as shown at the bottom of the page. Scenarios are bracketed by:

1. a “low end” that considers only development that is on the ground or underway and only transportation investments that already exist or have committed funding, and
2. a “high end” made up of the build-out capacity of our communities and all the transportation investments that have been identified as worthwhile, regardless of our ability to fund them -- this set of “high end” investments becomes the Comprehensive Transportation Plan (CTP).




Connect2050 Scenario Framework

		 Mobility Investment Foundation				
		Existing & Committed	Trend	Mobility Corridors	Complete Communities*	Comprehensive Transport Plan
		Development Foundation	Existing or Underway	basis for all scenarios		
Community Plans	Deficiency & Needs Scenario		Plans & Trends Scenario			
Opportunity Places (Key & Halo Hubs; REINVEST Neighborhoods)				Shared Leadership Scenario	All Together Scenario	
Build-Out						unlimited \$ & capacity growth

* More focused investment on Complete And Safe Streets, Active Transport, and Transit

Connect2050 Scenarios

Connect2050 is initially examining four scenarios, highlighted in the green boxes and described below

					
		Mobility Investment Foundation			
		Existing & Committed	Trend	Mobility Corridors	Complete Communities
	Development Foundation	Community Plans	Deficiency & Needs Scenario	Plans & Trends Scenario	
		Opportunity Places (Key & Halo Hubs; REINVEST Neighborhoods)			Shared Leadership Scenario

The **Deficiency & Needs Scenario** is not designed to be a realistic future, but instead to set a baseline that more realistic scenarios can be compared to. It includes land use development out to the Year 2050 based on existing community plans, but only those transportation facilities and services that already exist or have firmly committed funding – called the “existing and committed” transportation network.

Three future scenarios are then compared to this baseline and to one another.

The **Plans & Trends Scenario** is also based on local land use plans. The Trend mobility foundation uses projects in current transportation plans and other projects with the ability to be funded from existing revenue sources, along with the rules tied to those sources. The first decade of funding and projects are taken from the current Transportation Improvement Program (TIP) for each MPO. [A variation of this scenario may include additional funding in the first decade commensurate with proposed federal infrastructure stimulus legislation.]

The **Shared Leadership Scenario** changes both the development foundation and the mobility foundation. It is called “Shared Leadership” because it will require changes by state government partners in addition to actions that can be taken by the MPOs and their local members. An Opportunity Places Development Foundation increases the intensity and mix of land uses at key hubs along multimodal corridors and focuses future legally binding affordable housing along transit corridors. Key hubs are places with the largest concentrations of jobs. Since most of these are in Wake, Durham and Orange Counties, the scenario includes locally-significant hubs located in MPO halo counties as well. The mobility corridors investment foundation uses additional state funding based on NC1st Commission recommendations, and pays special attention to investments that link key and halo hubs to REINVEST Neighborhoods:

RE	Race/Ethnicity – places with many people who are Black, Indigenous or People of Color (BIPOC)
IN	Income – places with many households of modest means
VE	Vehicles – places where many households report having no vehicles available
ST	Status – places with a large amount of legally-binding, affordable housing units and places designated as federal Opportunity Zones

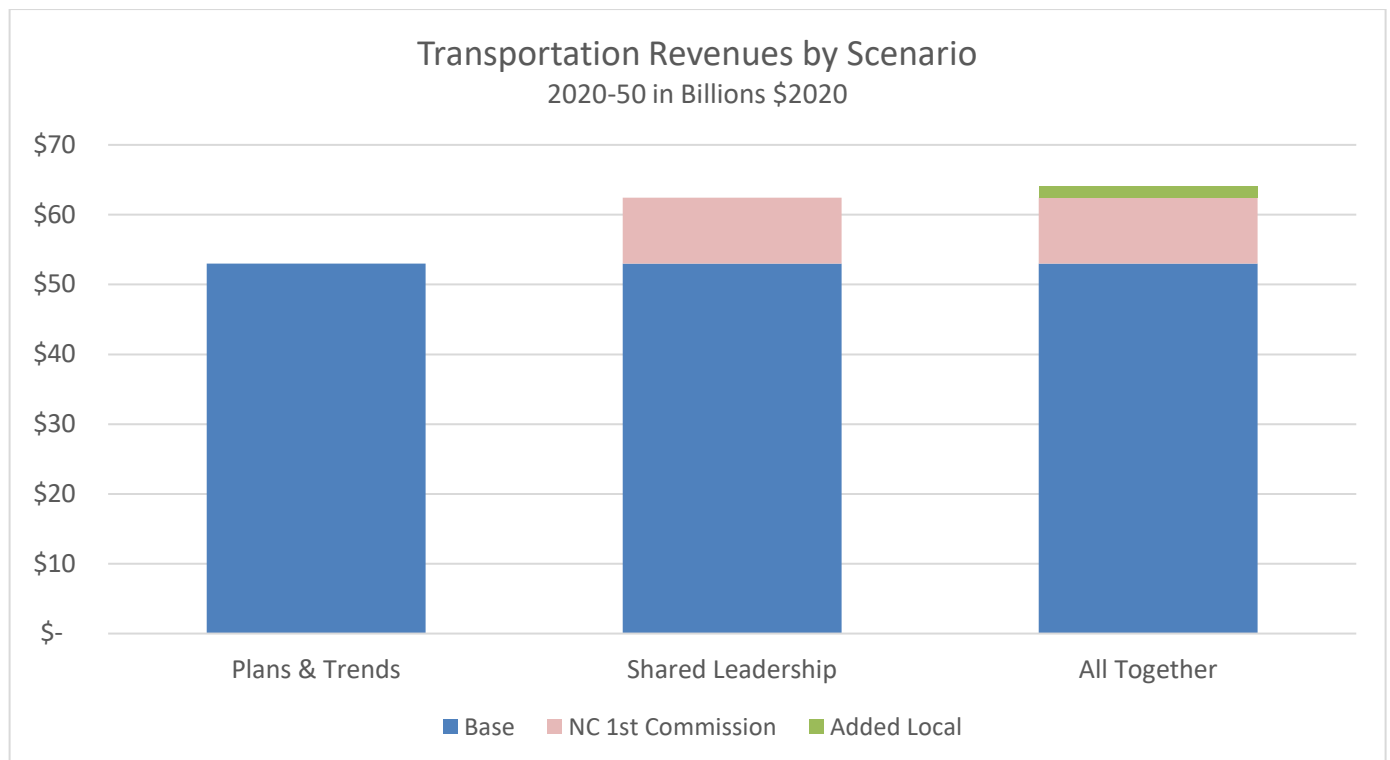
The **All Together Scenario** doesn’t change the Opportunity Places development that can happen on parcels, but does increase the amount of legally binding affordable housing along key transit corridors. It is called “All Together” because it would involve both housing affordability and transportation funding actions by a range of partners. In addition to the state funding in the *Shared Leadership Scenario*, this scenario adds additional local funding targeted to transit, cycling and walking projects, and complete streets. To provide an understandable context, the amount of additional funding is equivalent to increases in currently authorized transit taxes, but the actual revenue source could be different.

The three future scenarios include large, regional-scale projects that cross MPO boundaries, and therefore would be treated similarly by both MPOs. The table below summarizes these major Joint MPO projects:

Category	Project	Plans & Trends	Shared Leadership	All Together
Roadway	I-40	Managed lanes per 2045 MTP	Same	Same
	US 70	Freeway conversion: East End Connector to I-540	Same	Same
	I-85	Widen from 4 to 6 lanes	Same	Same
	Aviation Parkway	Extension to NC98 with interchange @ US70	Same	Same
	NC 98	Widen to 4 lanes	Same	Same
Transit	Commuter Rail	8-2-8-2 West Durham to Clayton	More frequent service West Durham - Raleigh; service continuing from North Raleigh to Clayton and Raleigh to Wake Forest	East-West: Mebane to Selma; # of trains to vary by segment. North-South: Franklinton to Apex (# of trains TBD)
	BRT	Wake BRT extended: RTP HUB	Same	Same
	Bus routes	Per County Plans	Same	More frequent service
	RTC	Relocation	Same	Same
Active Mobility	Triangle Bikeway		I-40: NC54 near Chapel Hill to Raleigh Beltline	Same
Transportation Demand Mgt.	Regional TDM Program	✓	✓	✓

Note: numerical CRT designation is # of am peak-midday-pm peak-evening trains in each direction

The 30-year funding amounts for each scenario are shown below, summed across both MPOs. Detailed information by MPO and funding category is being developed. [note: this is an illustrative placeholder draft]



[note: the base above is from 2045 MTP and all values are very preliminary and may change significantly]