

## Center Of the Region Enterprise (CORE) participants,



Thanks to those of you who were able to attend the CORE work group meeting on May 14th. We heard TJCOG's very own Planner, Kaley Huston, provide a presentation on draft future regional planning scenarios in the joint Metropolitan Transportation Plan (MTP) and how they may impact the CORE region. A more in-depth analysis is provided below. Want to continue the conversation? Reach out to Kaley Huston at [khuston@tjocog.org](mailto:khuston@tjocog.org). Interested in viewing Kaley's full presentation? Slides can be found [here!](#)

Please contact Lindsay Whitson at [lwhitson@tjocog.org](mailto:lwhitson@tjocog.org) with any questions related to current or upcoming CORE work group meetings.

Mark your calendars for upcoming meetings of the the CORE work group over the next year:

- **Friday, August 13, 2021**
- **Friday, November 12, 2021**

All meetings will continue to be held virtually on Microsoft Teams until further notice and are open to the public.

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## THE FACTS!

Kaley Huston's presentation set the stage for transportation improvements and land use development in the CORE region, where she highlighted some of the following key trends:

- **Population Growth:** CORE region is forecasted to add 890,000 people between 2016 and 2050 (approximately 67% population growth).
- **Job Growth:** CORE region is forecasted to add 800,000 jobs between 2016 and 2050 (approximately 103% job growth).
- **Scenario Planning:** The purpose of the 2050 MTP is to make informed decisions on mobility investments; scenarios help us understand how realistic changes to current trends and adopted plans might influence mobility and access.
- **Alternatives Analysis:** For development of the 2050 MTP, four alternative scenarios will be modelled. Each will have a different amount of transportation improvements and land use development.
- **Deficiency & Needs Scenario:** This 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 2050 based on existing community plans and firmly committed funding.
- **Plans & Trends Scenario:** This future scenario is based on existing transportation projects from the baseline scenario, but also includes projects in current transportation plans that do not currently have committed funding. It includes other projects that could be funded from existing revenue sources.

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## Scenario Planning & Regional-Scale Projects

Capital Area MPO, Durham-Chapel Hill-Carrboro MPO, and GoTriangle shared the key preliminary projects for the 2050 MTP and CORE region:

1. CAMPO shared the New Bern Bus Rapid Transit (BRT) and secondary road improvement projects in the initial Deficiency & Needs Scenario. This scenario is limited to those transportation facilities and services that already exist or have firmly

committed funding. This is called the "existing and committed" transportation network in the MTP.

2. CAMPO is trying to build and add more transit frequency as they work through the future scenarios. The parameters and extent of additional investments in future scenarios are largely dependent on prior funding investments, or "baseline."
3. DCHC discussed the similarities and differences between each MPO's future scenarios. Like CAMPO, DCHC has a Commuter Rail Transit (CRT) project, but only one BRT project in Chapel Hill.
4. DCHC's initial transit investments add more frequency. Some of the major projects in the initial scenarios include US-70, I-40, managed lanes, and road widening.
5. Both CAMPO and DCHC touched on the importance of being mindful of any transportation funding that has been delayed when thinking about future funding scenarios.
6. GoTriangle presented on the CRT and Regional Transit Center (RTC) Relocation projects. There is coordination between GoTriangle, CAMPO, DCHC, and TJCOG on related studies and the MTP.
7. The RTC will be relocated to Park Point, adjacent to the North Carolina Railroad crossing of NC 54 in Research Triangle Park. A conceptual plan for the relocation includes dedicated space for buses, BRT, microtransit, paratransit, and connections to planned CRT and Triangle Bikeway projects.
8. GoTriangle's RTC relocation will provide additional transit options and strengthen first mile/last mile connections in the Triangle region, including the CORE.

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## Conversation Starters Recap

In a facilitated discussion, CORE participants were asked to think "how" projected growth may be best planned for and what step communities are currently taking. This time was used to ask questions, share best practices, voice concerns, and collaborate amongst the varying jurisdictions and partnerships. Tips for addressing transit funding constraints, data centered on growth forecasts and future capacity, alignment of job creation and infrastructure investment, and the intersection between our transit-dependent population, environmental justice, AND equity planning efforts were just a few talking points that were discussed among participants.

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## Community & Organizational Updates

**DCHC** - Incorporates Environmental Justice (EJ) into all relevant aspects of the transportation planning process, including the 2020 Environmental Justice Report and 2050 MTP. DCHC is focusing on environmental justice and equity planning efforts, including racial equity in performance measures for current and forecasted safety data.

**Durham County** - Excited about the Triangle Bikeway project, a 17-mile bikeway that will link Raleigh, Research Triangle Park (RTP), Durham, and Chapel Hill along I-40 and NC 54. The bikeway will make both short and long bike trips for work, play, and daily errands possible. It will also provide affordable and healthy options to get to new jobs, as well as quieter, less polluted highways.

**Morrisville** - Discussed Apple's recent announcement of a \$1 billion expansion into RTP. Morrisville will be one of the adjacent communities impacted by the construction of the new campus and engineering hub. When 3,000 jobs are created and new homes are built, it affects traffic on roads and investments in schools. Morrisville's two biggest challenges are housing and transportation;

**Raleigh** - Touched on the Triangle Bikeway Study and Trenton Road Connector project design, which is 25% complete. The project is a proposed 10' wide multi-use trail located along Trenton Road between the bridge over I-40 and the William B. Umstead State Park Entrance at Reedy Creek Road. The Trenton Road project will serve as an important connection to other transit investments in the region.

**Wake County** - Adopted new PlanWake, a few years in the making. The ensuing work will make sure policies, Unified Development Ordinance, and small area plans are updated to reflect it. Process will also need to be updated to reflect the newly-adopted PlanWake.

**TJCOG** - Continue to support CAMPO and DCHC MPO in development of the 2050 MTP for the Triangle region - Connect2050. The MTP is a long-range plan for transportation improvements across the region. It will include roadway, transit, rail, bicycle, pedestrian, and other transportation projects to be implemented through the year 2050. The MTP takes approximately 18 months to update, and generally occurs every 4-5 years.

it will need to work with Apple between now and 2023, when the campus opens, to address these challenges.



### **About Triangle J Council of Governments**

Triangle J Council of Governments (TJCOG) is the lead regional planning organization for North Carolina's Region J, encompassing Chatham, Durham, Johnston, Lee, Moore, Orange and Wake counties. TJCOG promotes collaboration among local governments, stakeholders and partners, tackling challenges that cross jurisdictional lines.

Find more about TJCOG [here](#).