



TRIANGLE WEST
Transportation Planning Organization

CAMPO
NC Capital Area Metropolitan Planning Organization

DESTINATION 2055

A METROPOLITAN TRANSPORTATION PLAN

April 2026

WHO WE ARE

A **Metropolitan Planning Organization, or MPO**, is a federally mandated and federally funded transportation policy-making organization.

It is composed of representatives from local government and governmental transportation authorities, such that staff review technical information and officials vote on proposed policy.



TRIANGLE WEST
Transportation Planning Organization

Durham County, and parts of
Orange County and **Chatham
County**



NC Capital Area Metropolitan Planning Organization

Wake County and parts of
Harnett County, Johnston County,
Franklin County, Granville County, and
Chatham County*

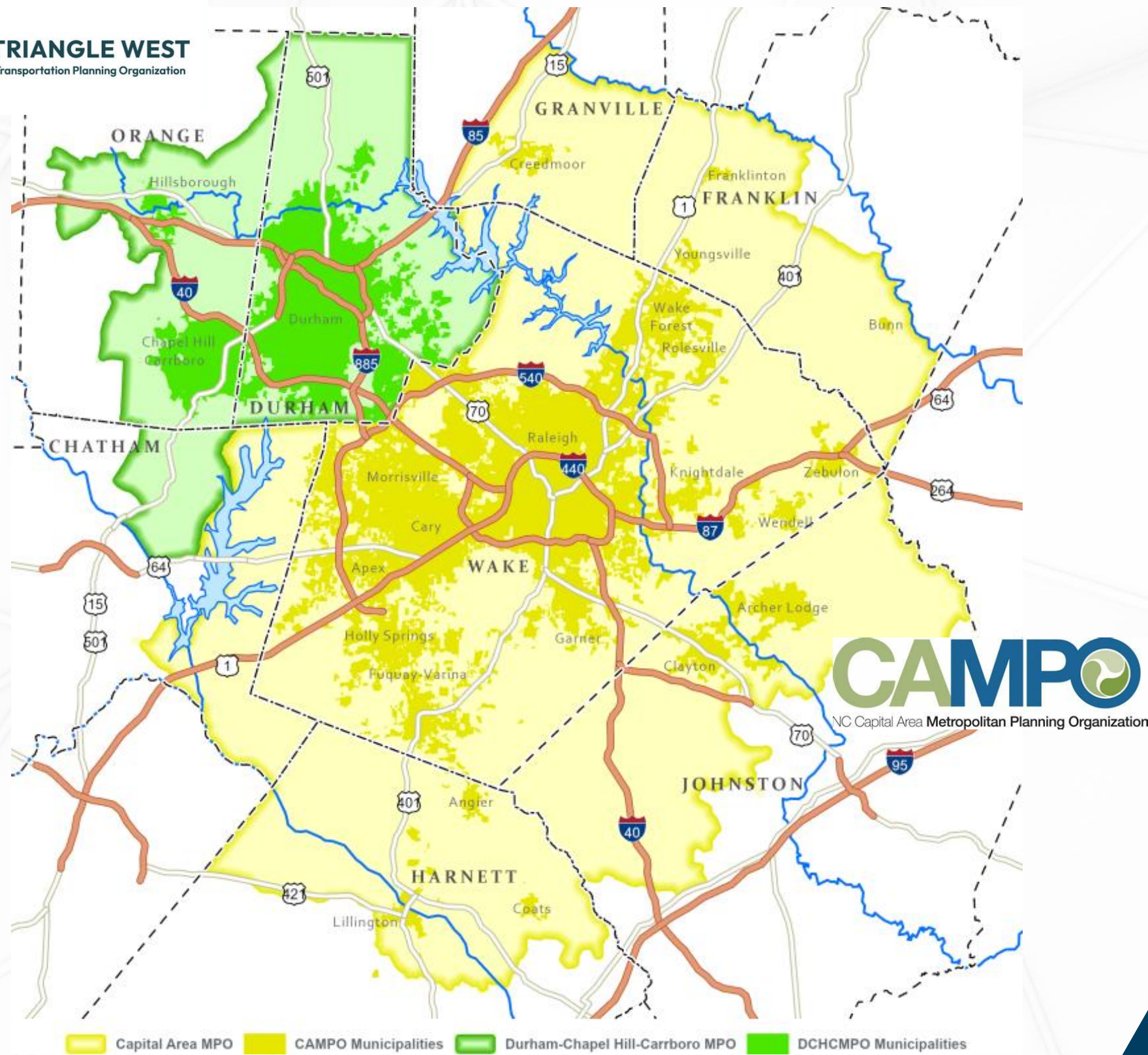
*Recently added based on 2020 Census



TRIANGLE REGION

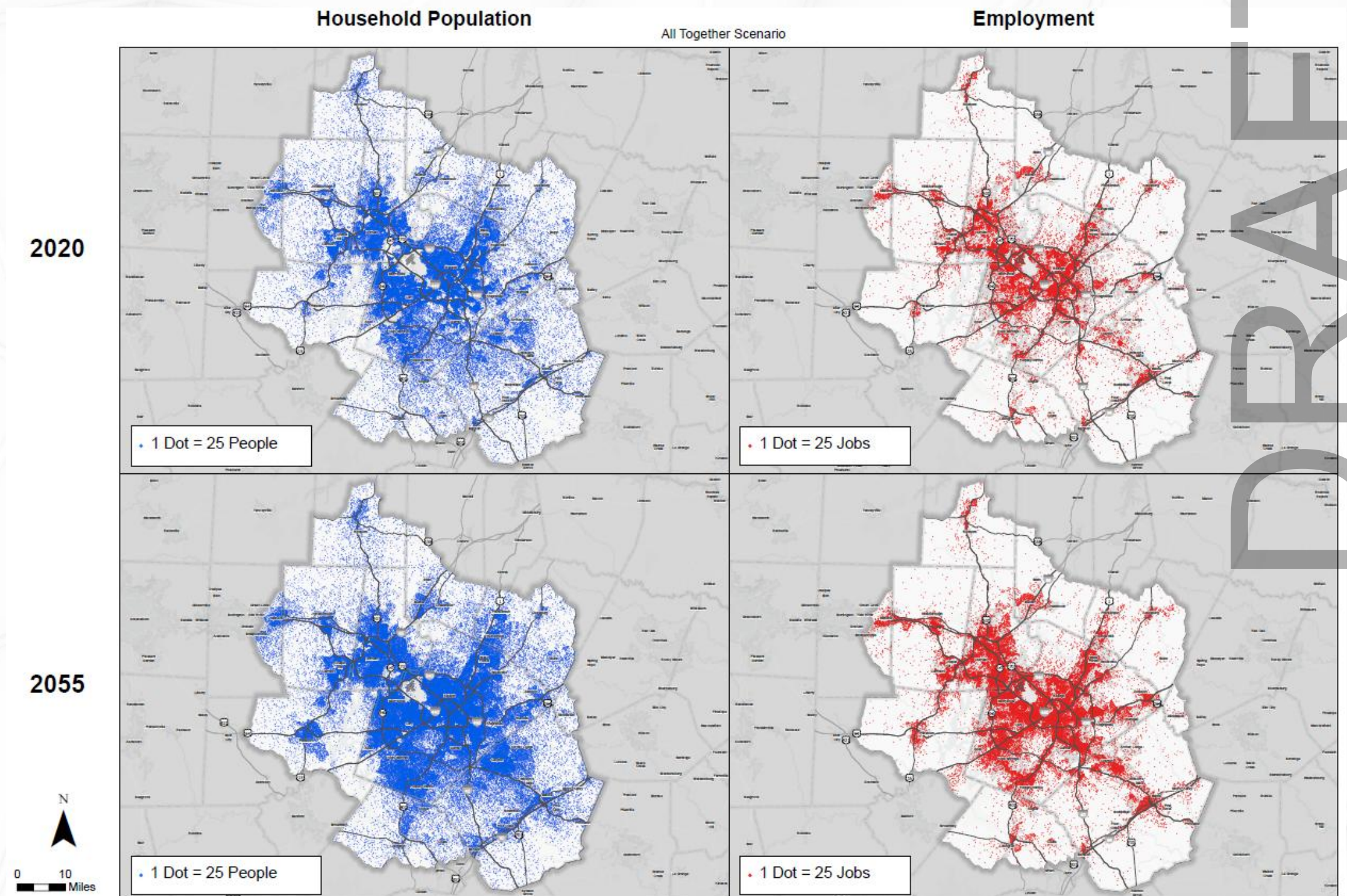
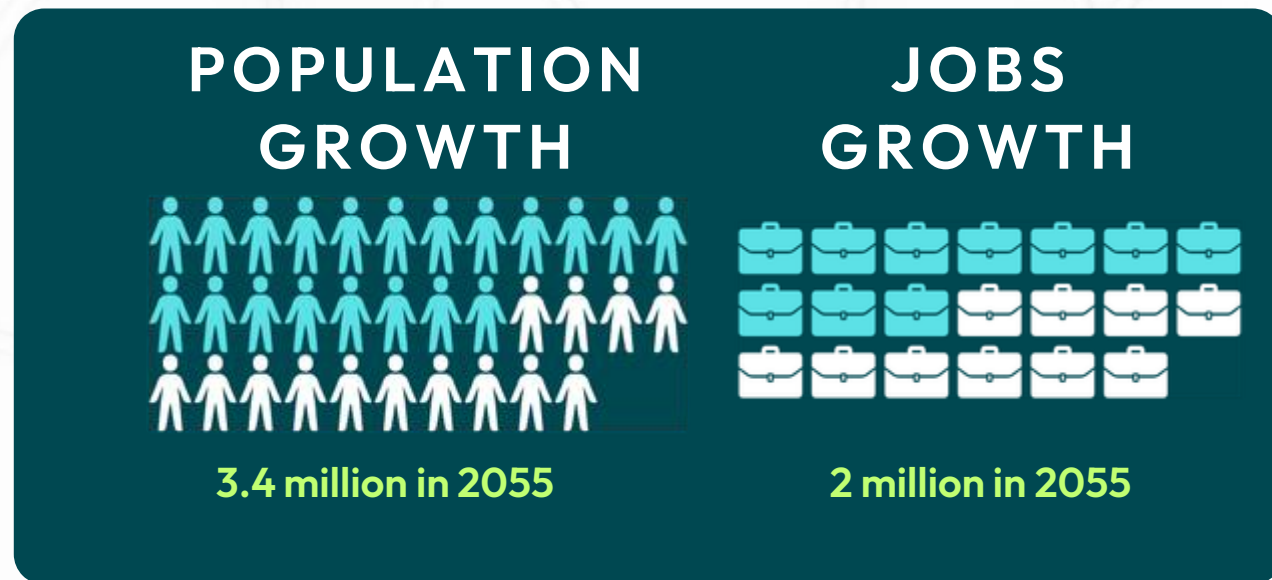


TRIANGLE WEST
Transportation Planning Organization



POPULATION AND JOB GROWTH

The Triangle Region will continue to grow...



TRAVEL

WHAT IS THE TRIANGLE REGION LONG-TERM PLAN

How many years does the plan cover?

Destination 2055 will cover all **fiscally feasible** transportation projects through 2055 that are expected to use federal funds.

What projects are considered transportation projects?

All modes of transportation including transit (i.e. bus), bicycle and pedestrian, aviation, rail (passenger or freight), and highway (road infrastructure).



DESTINATION

2055

*Metropolitan Transportation Plan
for the Triangle Region*

DESTINATION 2055: THE PROCESS

1

VISIONING

Goals and objectives were determined here. This step informs what performance measures will be tracked, and guide land use scenarios and project selection.

January of 2024

2

ALTERNATIVES ANALYSIS

Existing transportation conditions are reviewed, future issues are assessed, and alternative scenarios are considered.

Spring of 2025

3

PREFERRED OPTION

Analyzed fiscal feasibility and selected Preferred Option for likely land use and selection of projects.

Fall of
2025

WE ARE
HERE

4

ADOPTION

Fiscal constraint was finalized, modeling data was provided, and the plan underwent air quality review to determine projects over time will not harm the air quality.

Adopted in February 2026

Visit Destination2055NC.com for more information

VISIONING: GOALS OF THE MTP

- Protect the human and natural environment and minimize climate change
- Connect people and places
- Ensure that all people have access to multimodal and affordable transportation choices
- Manage Congestion and system reliability
- Improve infrastructure condition and resilience
- Ensure equity and participation
- Promote safety, health and well-being
- Stimulate inclusive economic vitality

These goals were approved in 2024, following the first public engagement phase for *Destination 2055*, and adopted in February of 2026.

DRAFT

ALTERNATIVES ANALYSIS: PRE-TESTING SCENARIOS



A **Baseline Scenario** that represented the adopted previous (2050) MTP and served as a baseline for comparison with other scenarios.



A **Transit-focused Scenario** that aimed to maximize transit usage by focusing future growth in transit-served areas and doubling the amount of transit service.



An **Equity-focused Scenario** that aimed to improve transportation outcomes for low-income and zero-car households, particularly focusing on job access.



A **VMT Growth Reduction Scenario** that identified different factors that could reduce the growth of vehicle miles traveled (VMT) in the region.



A **Flexible Funding Scenario** that examined different assumptions regarding funding constraints and restrictions, and available funding amounts.



A **Highway-focused Scenario** that tested the results of less-dense future development focused around highways and a doubling of the region's freeway lane miles.

DRAFT

ALTERNATIVES ANALYSIS/SCENARIO PLANNING

For Destination 2055, **three (3) alternatives** were being analyzed to explore potential alternative futures.

Each alternative looked at how the future transportation network would perform if certain investments are made.

Each alternative was comprised of two assumptions for the future:

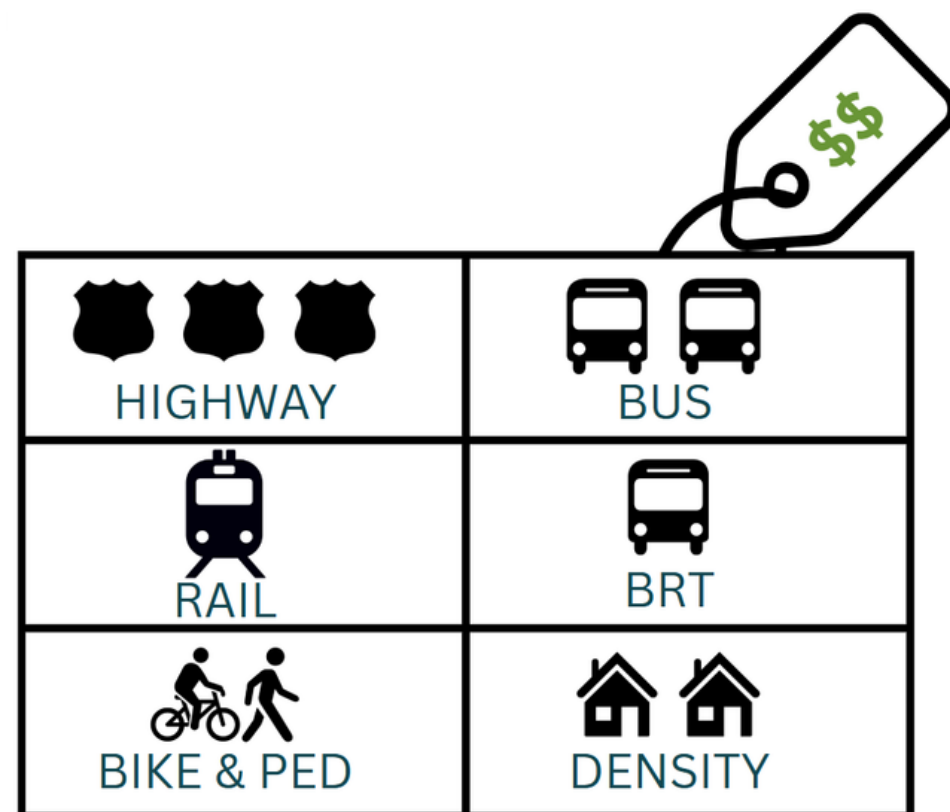
1. Development Foundation
(future growth Patterns)
2. Mobility Investment Foundation
(transportation projects)

DRAFT

ALTERNATIVES ANALYSIS: PLANS AND TRENDS

The Assumption:

- No changes to current patterns of transportation funding
- No changes in investment decisions
- No changes in land use planning policies



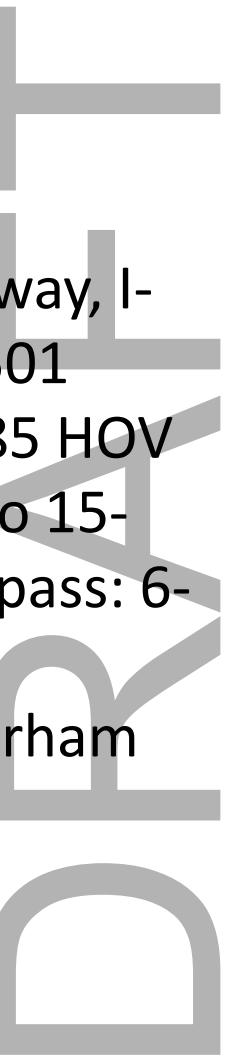
Key

Major Roadway Investments

- Complete 540
- Capacity Improvements: 6-In US-70 East Freeway/Expressway, I-85 South 6-In Interstate, I-86 North 6-In Interstate, US 15-501 Expressway in Durham & modernization in Chapel Hill, I-885 HOV Lane from EEC to I-40, I-40 Management Lane from I-540 to 15-501, NC 54 modernization West of Carrboro, US 15-501 Bypass: 6-In or Adding HOV In, 4-In S Churton St, 4-In Fayetteville St
- New Road Projects: Northern Durham Parkway and SW Durham Drive

Major Transit Investments

- Current InterCity Passenger Rail (Only Durham Station)
- BRT Line: Chapel Hill NS BRT Line
- Bus Lines: short-range plans, county transit plans, and service frequency and hour changes









ALTERNATIVES ANALYSIS: SHARED LEADERSHIP

The Assumption:

- Increases the intensity and mix of land uses at major employment hubs and travel corridors
- Adds roads and transit along key corridors
- Assumes additional transportation funding for transit facilities, transit services, and a few roadway improvements.

*Requires changes by state partners in addition to actions that can be taken by the MPOs and their local member jurisdictions across the Triangle.

The

 Investments: HIGHWAY	 BUS
 RAIL	 BRT
 BIKE & PED	 DENSITY



Key Projects:

Major Roadway Investments

- 2024 Congestion Management Process Projects
- I-885 HOV Lane from EEC to I-40
- US-70 East: Parallel collector roadway

Major Transit Investments

- InterCity Passenger Rail (Durham & Hillsborough Stations)
- BRT Lines: Chapel Hill North-South BRT Line, Durham-Orange BRT Line, Durham Station-RTP BRT Line
- Bus Lines: Plans and Trends with adjustments









ALTERNATIVES ANALYSIS: ALL TOGETHER SCENARIO

The Assumption:

- Ambitious alternative
- Includes additional funding/more flexibility in funding
- Focus on improvements to transit, bicycle/pedestrian facilities, and complete/safe streets

*Requires changes by state partners in addition to actions that can be taken by the MPOs and their local member jurisdictions across the Triangle.

The Investments:

 HIGHWAY	 BUS
 RAIL	 BRT
 BIKE & PED	 DENSITY



Key Projects:

Major Roadway Investments

- Same as Alternatives Two, Shared Leadership

Major Transit Investments

- InterCity Rail (ICR)
- Regional Commuter Rail (RCR)
- BRT: All 4 2050 MTP BRT Lines with adjustments
- Bus Lines: Same as Alternative Two Shared Leadership with adjustments

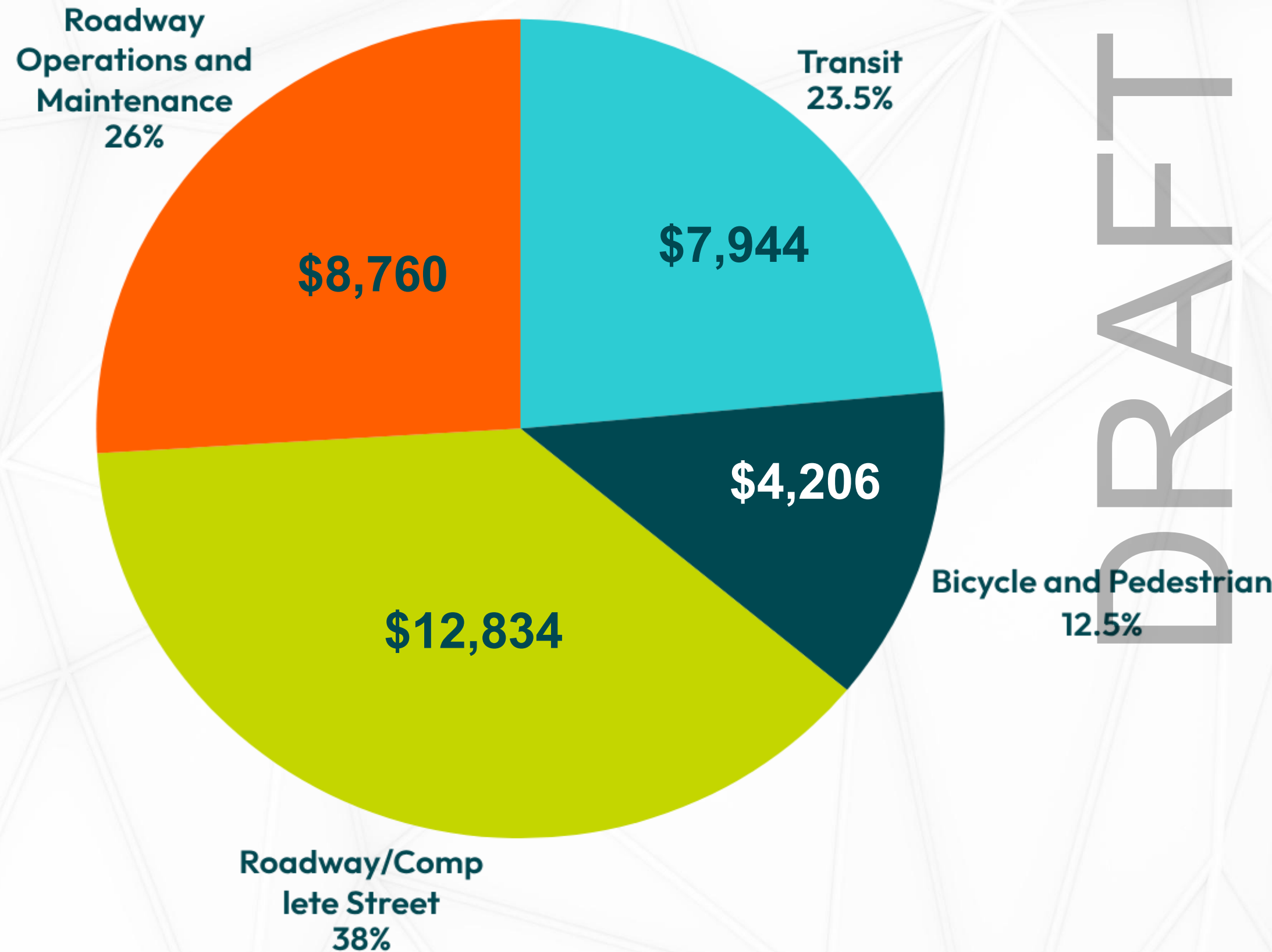
PRELIMINARY

**FINAL
SCENARIO**

DRAFT

INVESTMENTS BY MODE:

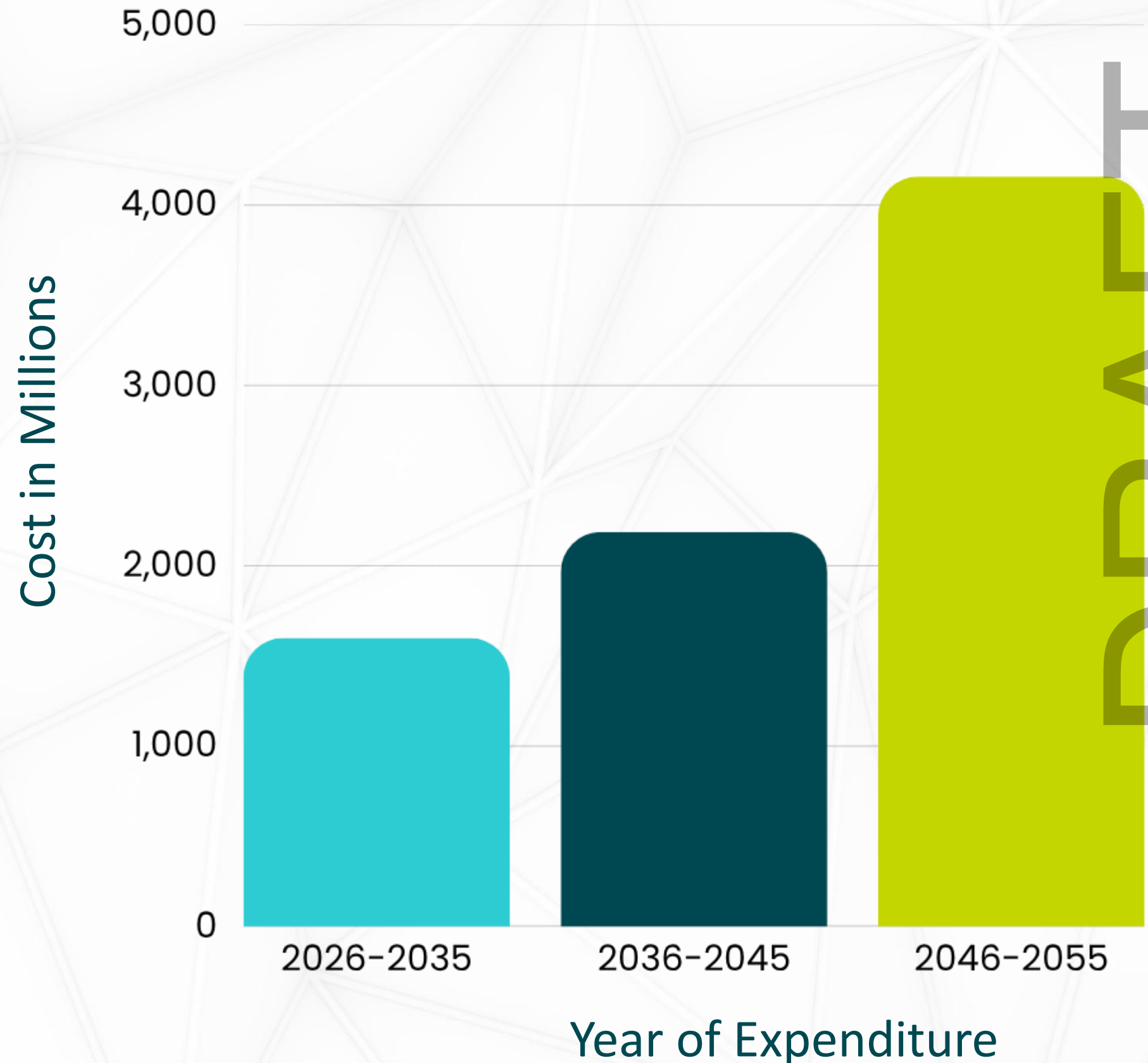
Destination 2055 includes the anticipated costs (in Millions) of projects and/or services by type.



DRAFT

TRANSIT:

Destination 2055 includes the anticipated costs (in Millions) of projects and/or services by and the year of expenditure.



TRANSIT: FIXED GUIDEWAY PROJECTS

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) - 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) - 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

MAJOR TRANSIT REVENUE ASSUMPTIONS

1/2 CENT SALES TAX

ORANGE COUNTY: 2013
DURHAM COUNTY: 2013

SALES TAX GROWTH RATE

ORANGE COUNTY: 2.3-4.5%
DURHAM COUNTY: 2.6-5%

VEHICLE REGISTRATION GROWTH RATE

ORANGE COUNTY: 1.5%
DURHAM COUNTY: 1.5%

CAPITAL INVESTMENT GRANT

Regional Rail, Bus Rapid Transit (BRT), and Rail/Multimodal Station projects*

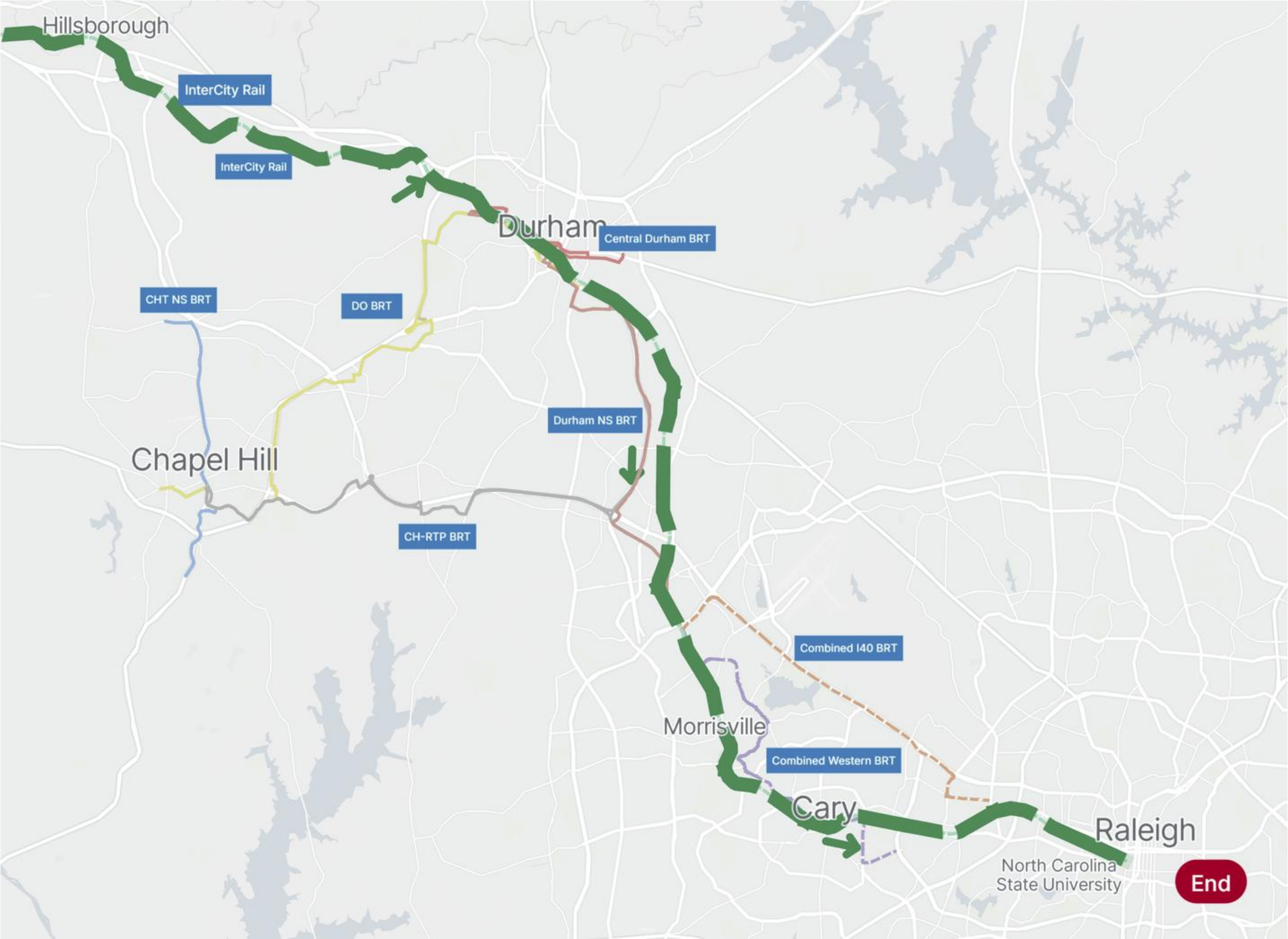
STRATEGIC TRANSPORTATION INVESTMENTS (STI) LAW

STI revenues are divided into three (3) categories of funding:

- Division Needs
- Regional Impact
- Statewide Mobility

Funding Category	Revenue Distribution	Description
Division Needs	30 percent	Revenue in this category is shared equally over NCDOT's 14 transportation divisions . Project scores are based 50 percent on data and 50 percent on rankings by local planning organizations and the NCDOT transportation divisions.
Regional Impact	30 percent	Projects on this level compete within regions made up of two NCDOT transportation divisions , with funding based on population. Data makes up 70 percent of the project scores in this category. Local rankings account for the remaining 30 percent.
Statewide Mobility	40 percent	Projects in this category are based 100 percent on data.

TRANSIT: INTERCITY RAIL



DRAFT

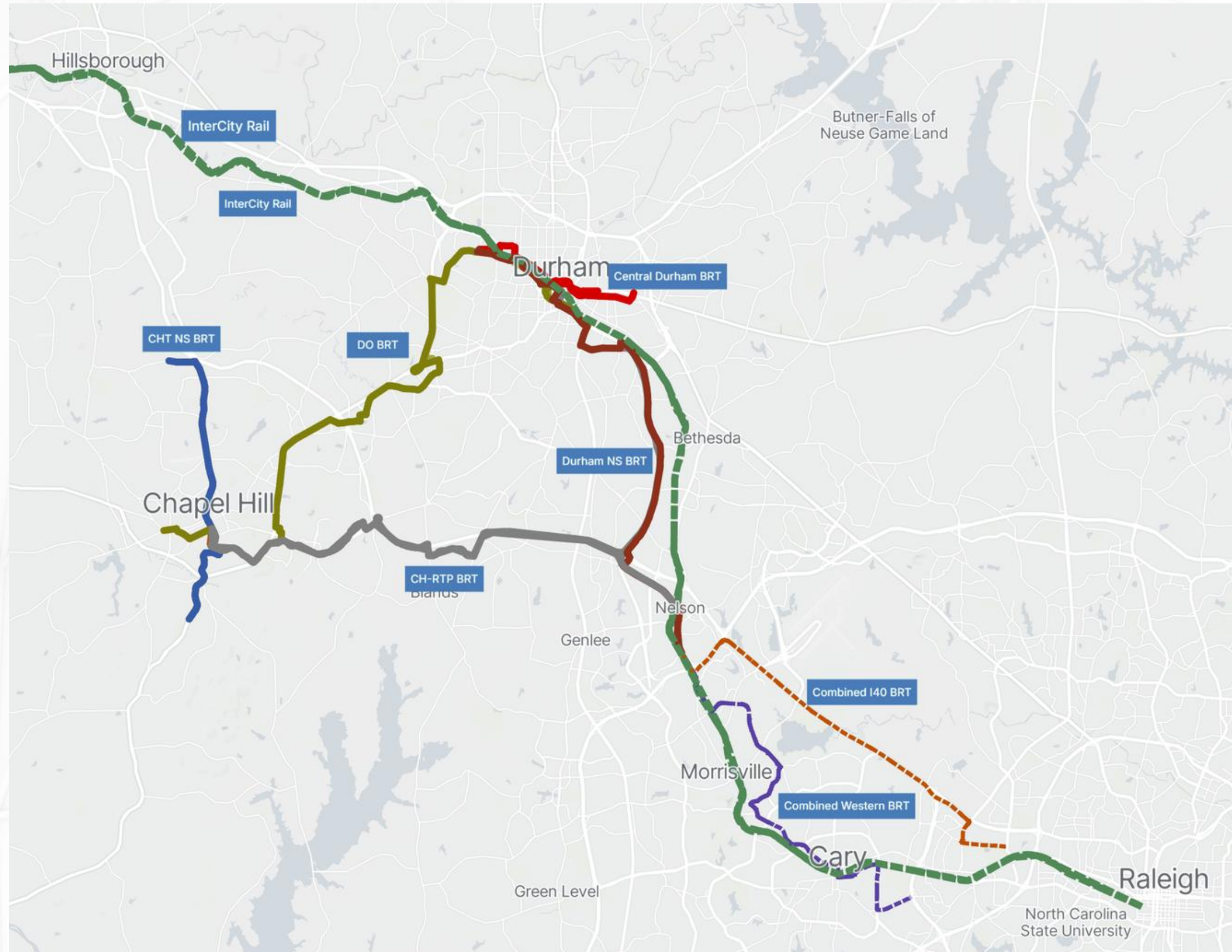
TRANSIT: BUS RAPID TRANSIT

Durham-Orange

Durham North-South

Chapel Hill North-South

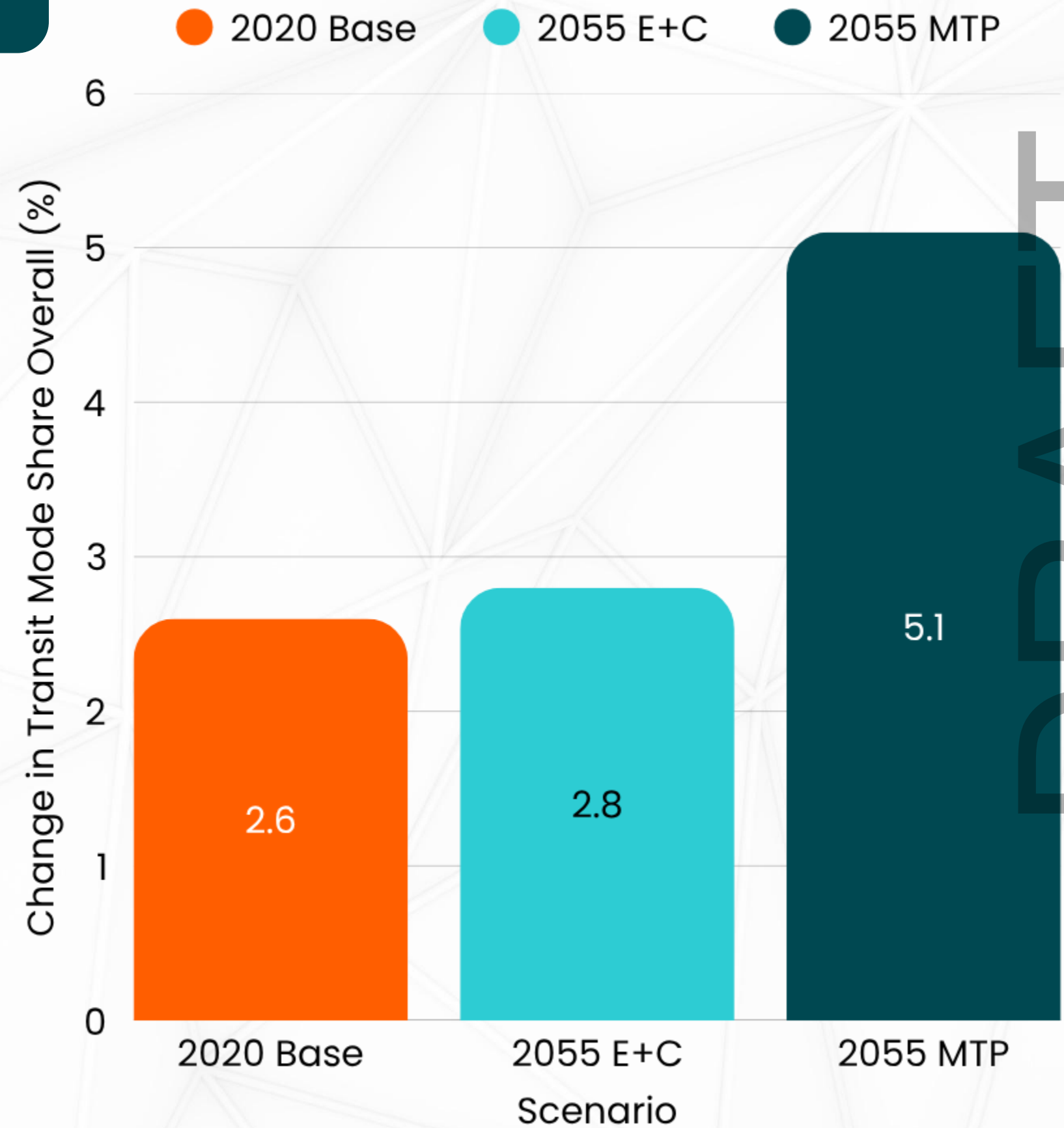
Chapel Hill-RTP



DRAFT

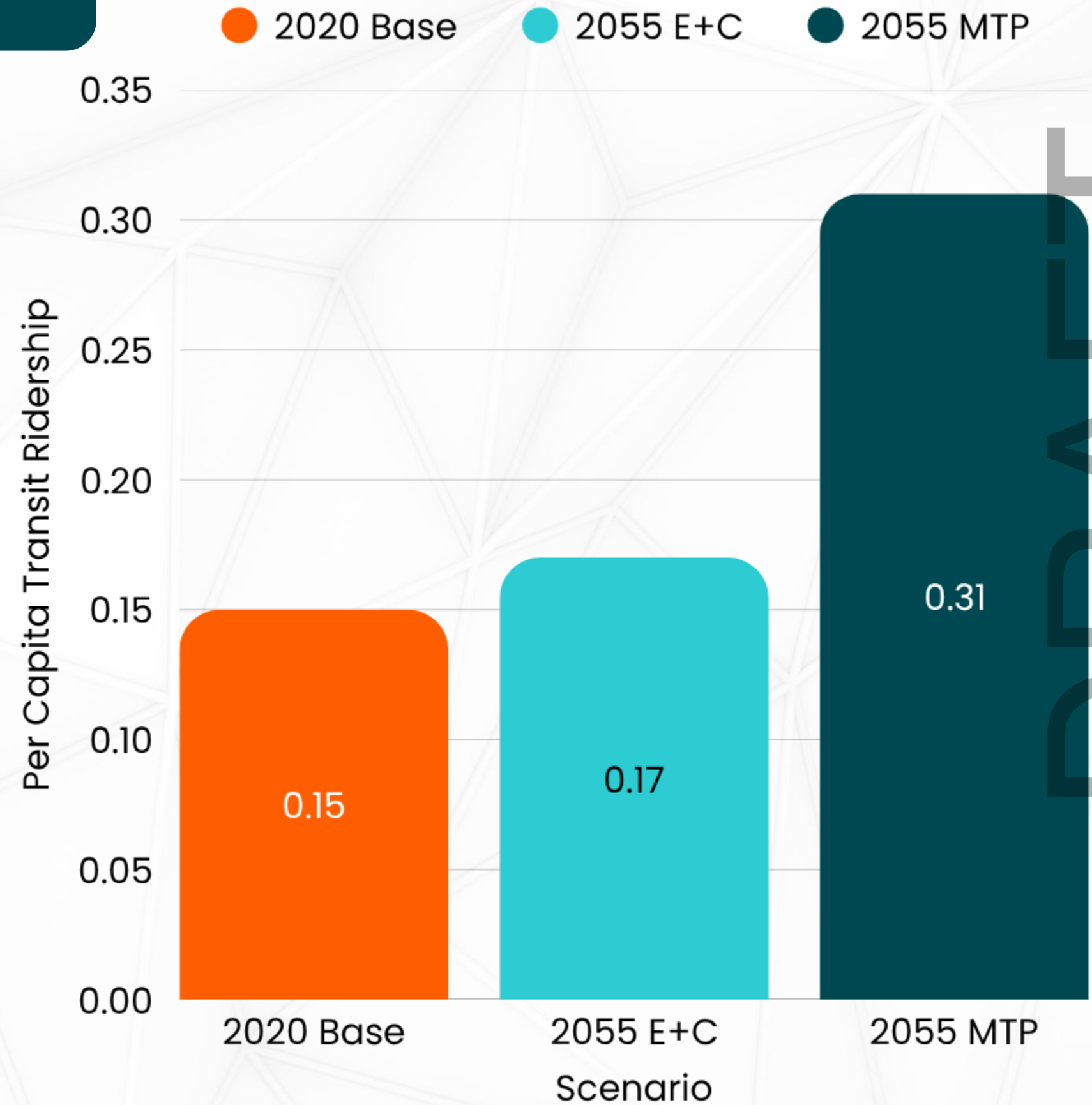
TRANSIT: PERFORMANCE MEASURES

The Destination 2055 anticipates transit mode share to grow from 2.6% in 2020 to 5.1% in 2055.



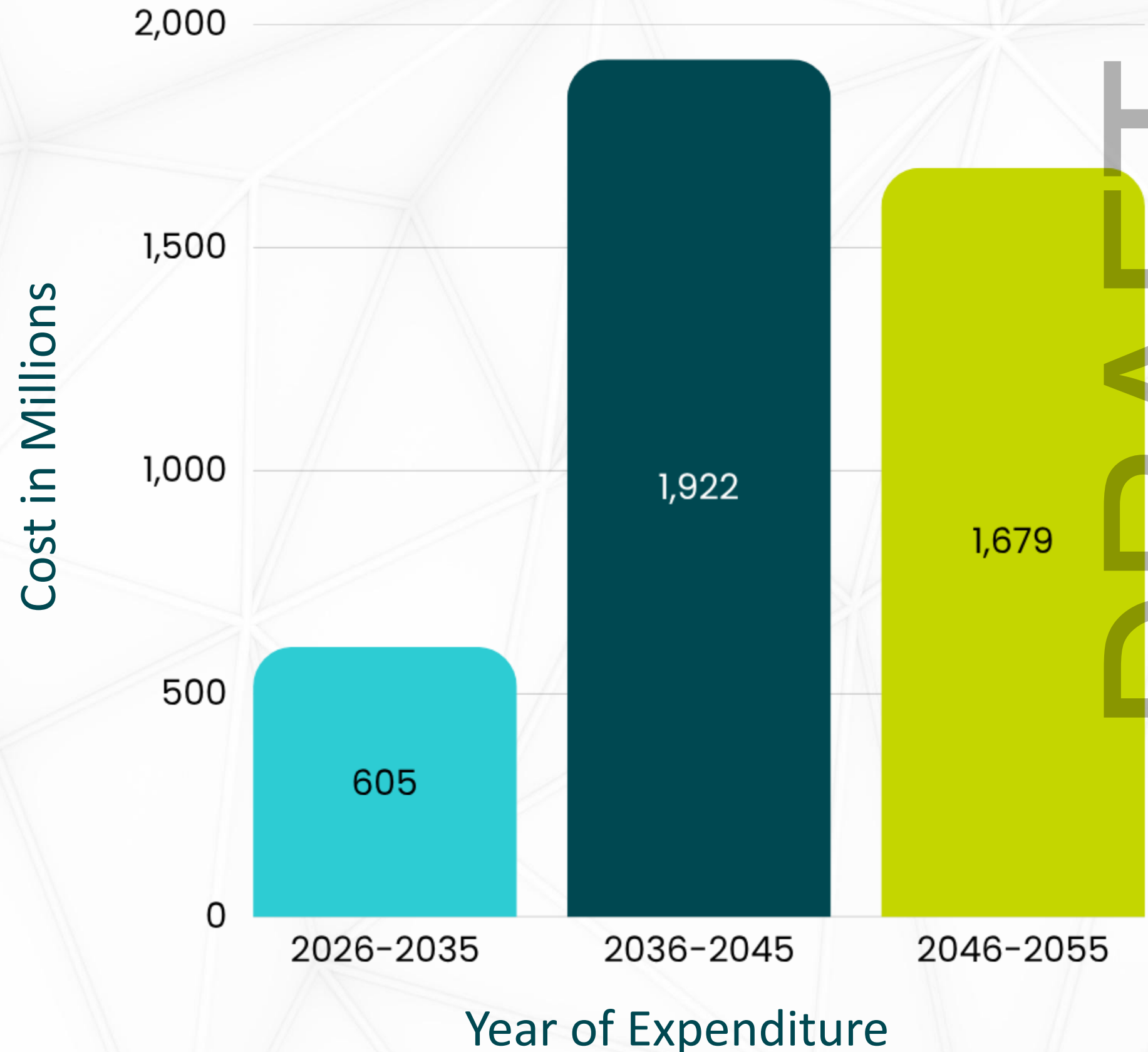
TRANSIT: PERFORMANCE MEASURES

The Destination 2055 anticipates per capita transit ridership to increase from 0.15 to 0.31 by 2055.

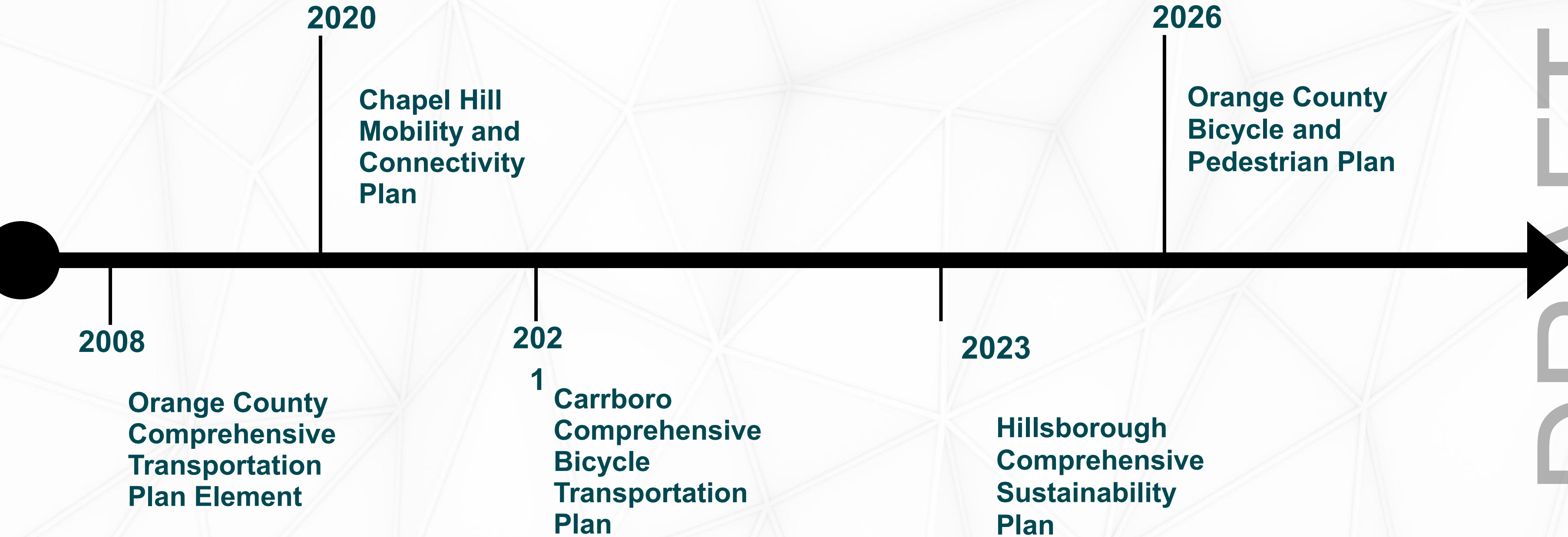


BICYCLE AND PEDESTRIAN

The Destination 2055 includes the anticipated costs (in Millions) of projects and/or services by and the year of expenditure.



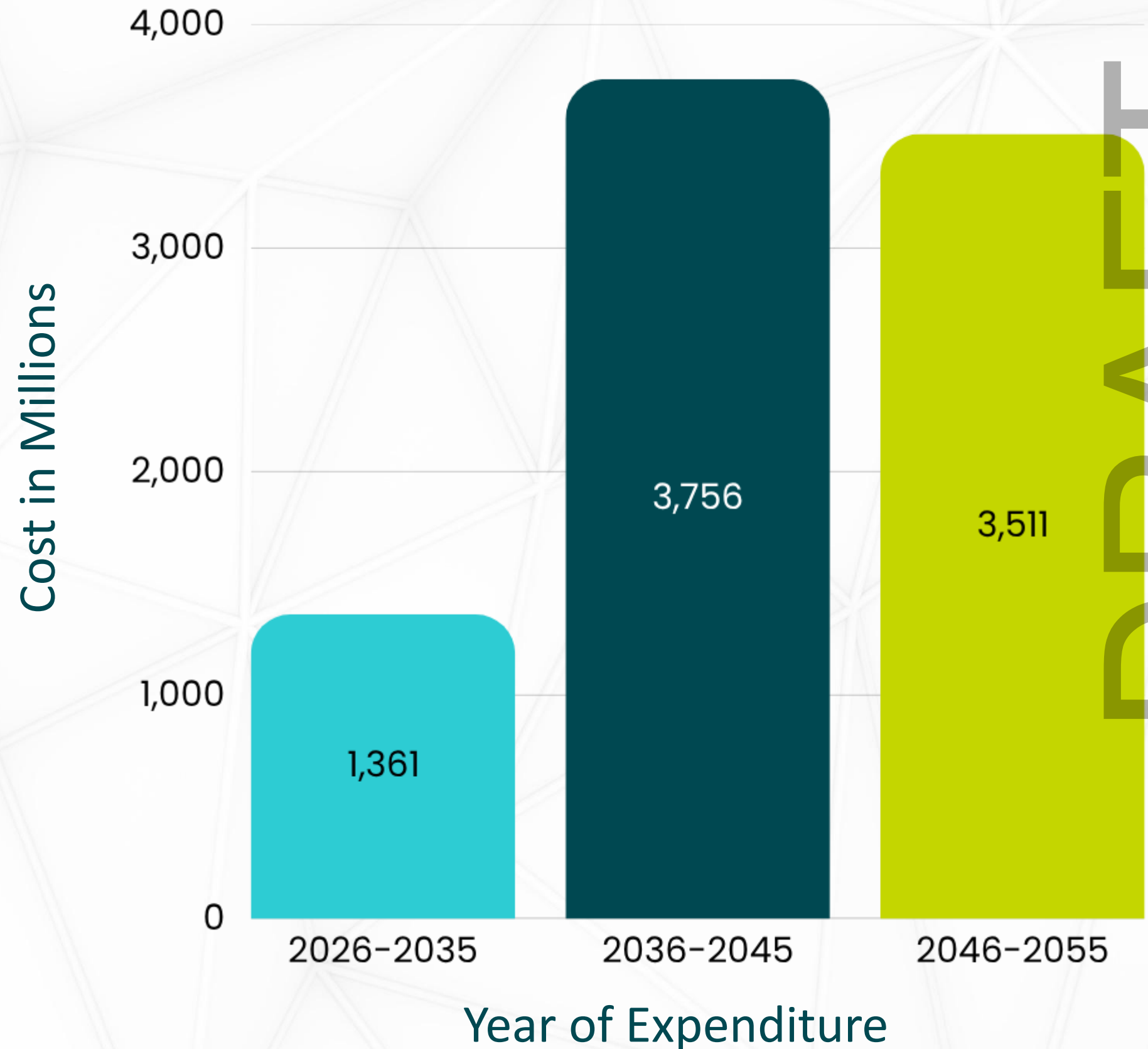
BICYCLE AND PEDESTRIAN



DRAFT

ROADWAY AND COMPLETE STREETS

The Destination 2055 includes the anticipated costs (in Millions) for roadways including Complete Streets projects.



ROADWAY AND COMPLETE STREETS

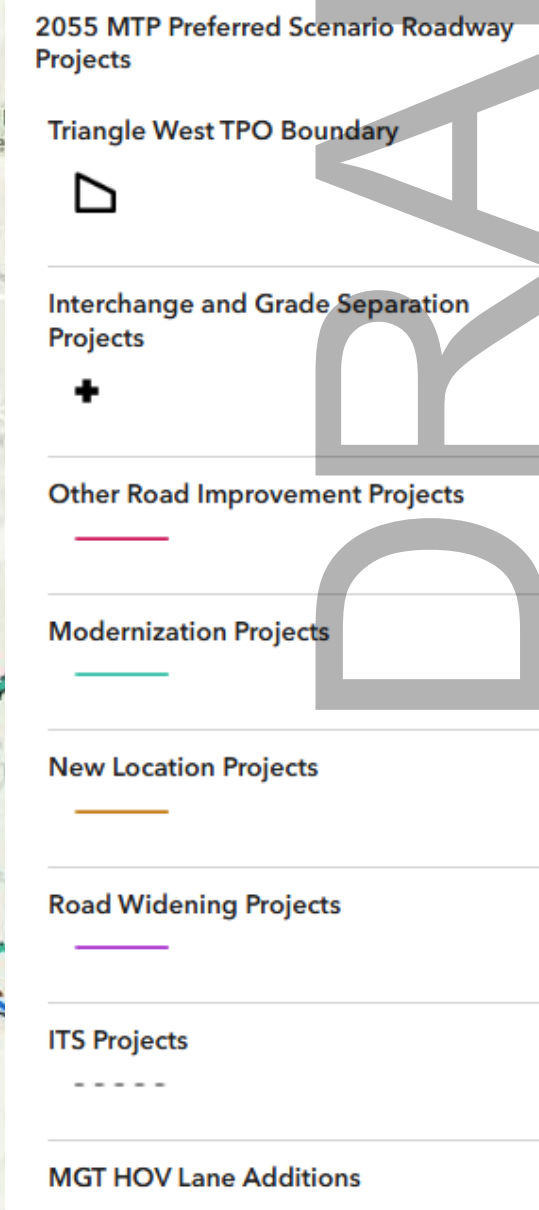
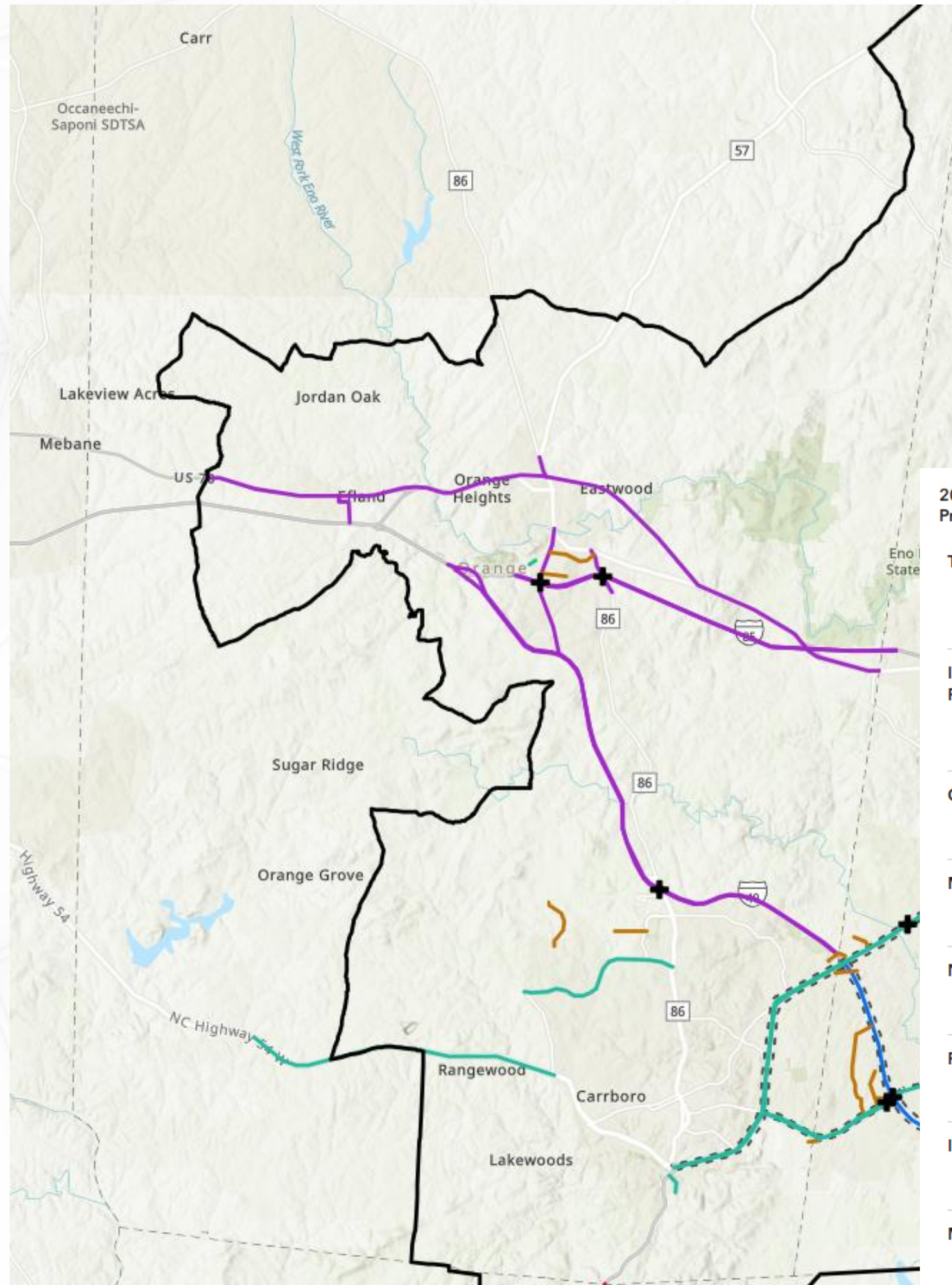
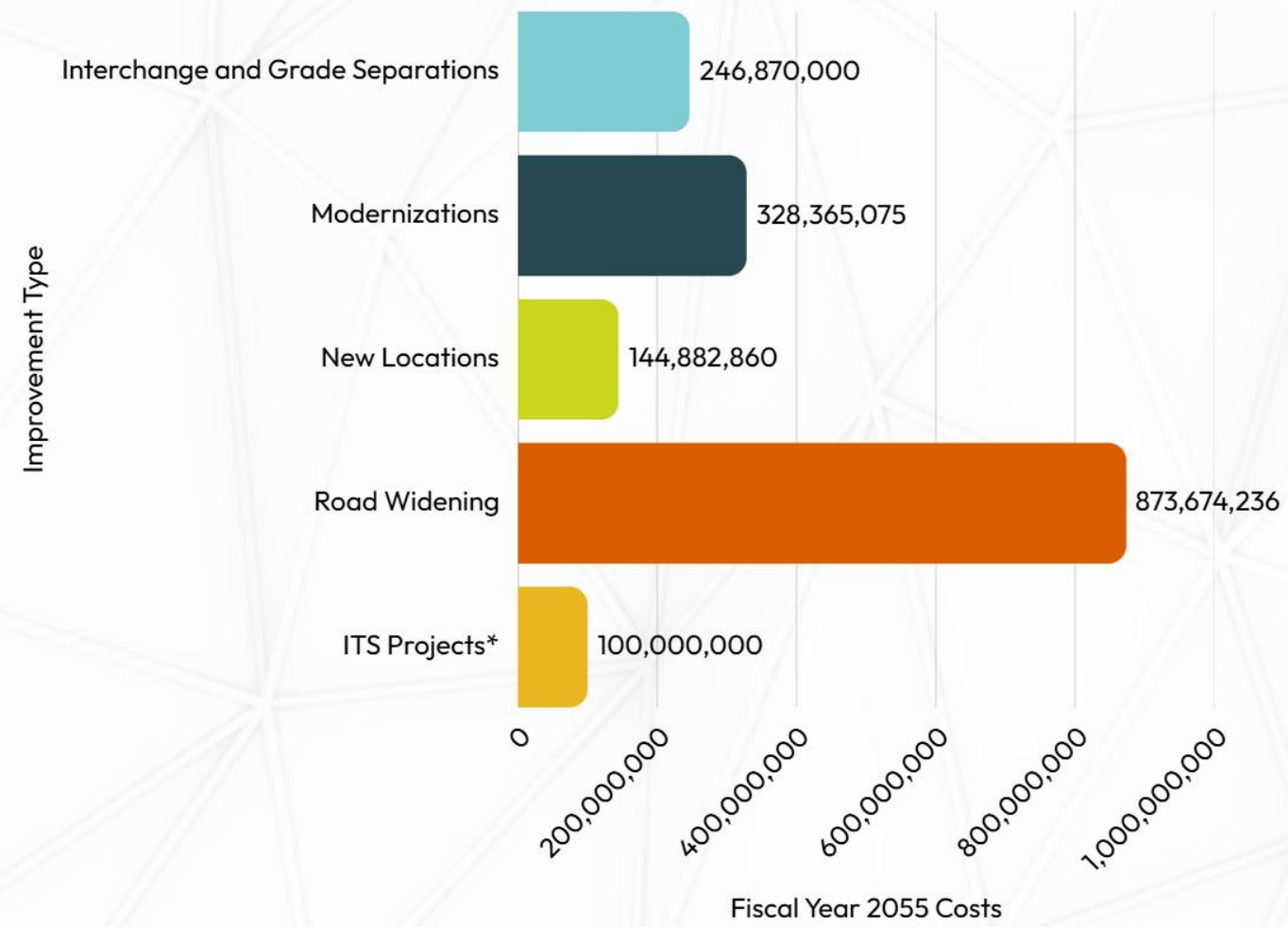
Roadway or Technology Project	To	From	Improvement Type	Horizon Year
US 70 West* (72)	West TPO Border Line	Durham/Orange Co. Line	Widening (2 to 4 lanes)	2055
I-85* (48)	Sparger Rd	Orange Grove Rd	Widening (4 to 6 lanes)	2035
Mt. Willing Rd (71)	US-70	I-40/I85	Widening (2 to 4 lanes)	2055
I-40 (44)*	I-85	NC 86	Widening (4 to 6 lanes)	2035
I-40 (43)*	NC 86	Durham County Line	Widening (4 to 6 lanes)	2035
Homestead Rd (35)	NC 86	Rogers Rd	Modernization	2045
NC 54 (428)	Orange Grove Rd	Old Fayetteville Rd	Modernization	2045

*Regionally significant project

Reference: Appendix 2, Page 125

DRAFT

ROADWAY AND COMPLETE STREETS



DRAFT

THANK YOU!

Doug Plachcinski, CFM
Executive Director



Destination2055NC.com



Doug.Plachcinski@twtpo.org



DRAFT



QUESTIONS?

DRAFT



TRIANGLE WEST
Transportation Planning Organization