

## 1. INTRODUCTION

This plan is an update of the earlier 2035 Long Range Transportation Plan (LRTP) for the High Point urbanized area approved in January 2013. For this update, the name of the LRTP is being changed to the Metropolitan Transportation Plan (MTP) with the planning horizon now being 2040. The planning assumptions used for the accompanying Transportation Conformity Analysis report have been reviewed by MPO staff and are considered valid. The MPO updated its assumptions using data collected for the purpose and available 2010 Census data.

Federal Law requires that the MPO consider eight planning factors when developing transportation plans and programs. Section 3 Goals and Objectives discusses the eight planning factors in more detail. A map of the MAB is included.

### Integrating New Members

Federal regulations require that Metropolitan Planning Organizations review their boundaries after each U. S. Census. The 2010 Census did not require that the High Point MPO make changes to either its boundaries or to our governing documents. However, conditions outside our boundaries led us to change our boundary and to add two new members. The Bureau of Census added the City of Lexington to the Winston-Salem Urbanized Area. However, because of its unusual position, near both High Point and Winston-Salem, the Lexington City Council asked to be included in the High Point MPO rather than the Winston-Salem MPO. After Lexington made its request the Davidson County Commission asked the High Point MPO also accept the remainder of Davidson County into the MPO. Because of Davidson County's request we also needed to include the Town of Denton as a voting member. At its regularly scheduled November 27<sup>th</sup> meeting the MPO's Board of Directors (the Transportation Advisory Committee) approved these additions.

### Illustrative Projects

In Section 5 (FINANCIAL CAPACITY) the MPO discusses the how much money we will have over the next twenty five years to build the system that we believe we need. It is clear from this discussion, as well as from the year by year delays in project schedule in the North Carolina State Transportation Improvement Program (STIP) that there is not enough money to complete the envisioned plan. It is also clear that despite our best efforts conditions twenty five years from now will be much different from those we foresee. To deal with these two uncertainties the MPO has decided to develop a list of Illustrative Projects like the one described in 23 U.S.C. 135(e)(4). We have included the illustrative projects in tables and maps beyond our design year (2040).

