

1 INTRODUCTION

This plan is an update of the 2040 Metropolitan Transportation Plan (MTP) for the High Point urbanized area approved in 2015. In general, this plan shall include the identification of transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, nonmotorized transportation facilities, and intermodal connectors) that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions.

Federal Law requires that the MPO consider these planning factors when developing transportation plans and programs.

- support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- increase the safety of the transportation system for motorized and nonmotorized users;
- increase the security of the transportation system for motorized and nonmotorized users;
- increase the accessibility and mobility of people and for freight;
- protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
- enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- promote efficient system management and operation;
- emphasize the preservation of the existing transportation system;
- improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- enhance travel and tourism.

Additional information on these planning factors will be provided in Section 3 Goal and Objectives.

The Metropolitan Area Boundary (MAB) for the High Point Metropolitan Planning Organization (HPMPO) is developed based on the existing urbanized area as defined by the census, and contiguous area that is expected to become urbanized within a 20-year forecast period. The MAB can also be changed at the request of the MPO and approval by the Governor of the State of North Carolina. After the 2010 Census 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 Davidson County asked the High Point MPO to 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. The boundary is likely to change again with the 2020 census and will be reflected with the next update of this plan.

