

What officially constitutes the plan?	All LRTP maps, lists of projects, and the text of this document that applies either generally or specifically applies to the CAMPO area	Just the set of CTP maps that apply to the CAMPO area (no text, list of projects or written report)	All LRTP maps, lists of projects, and the text of this document that applies either generally or specifically applies to the DCHC MPO area	Just the set of CTP maps that apply to the DCHC MPO area (no text, list of projects or written report)
What projects are included in the plan?	New and expanded facilities and services	Existing, new and expanded facilities and services	New and expanded facilities and services	Existing, new and expanded facilities and services
Is the plan included in this version of the document	Yes	No	Yes	No

Figure 2.2.3 shows a map of the two MPO areas, as well as two other important geographic areas to consider as one consults this plan:

1. The Triangle Air Quality Region, shown in white, which consists of all of Wake, Durham, Orange, Franklin, Granville, Harnett and Johnston Counties, plus four townships in northeastern Chatham County; and
2. The Triangle Regional Model (TRM) “modeled area,” outlined in purple, which indicates the area covered by the region’s travel demand forecasting model: the tool that estimates future travel on existing and planned roads and transit services (see Section 5.3). Most of the data highlighted in this document represents travel within this modeled area.

The core of the plan is the set of transportation investments described in Section 7, including:

- New and expanded roads;
- Transit facilities and services, including bus and rail;
- Bicycle and pedestrian facilities, both independent projects and in concert with road projects;
- Transportation Demand Management: marketing and outreach efforts that increase the use of alternatives to driving alone;
- Intelligent Transportation Services: the use of advanced technology to make transit and road investments more effective; and
- Transportation Systems Management: road projects that improve safety and traffic flow without adding new capacity.

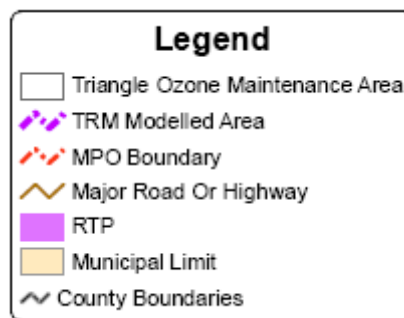
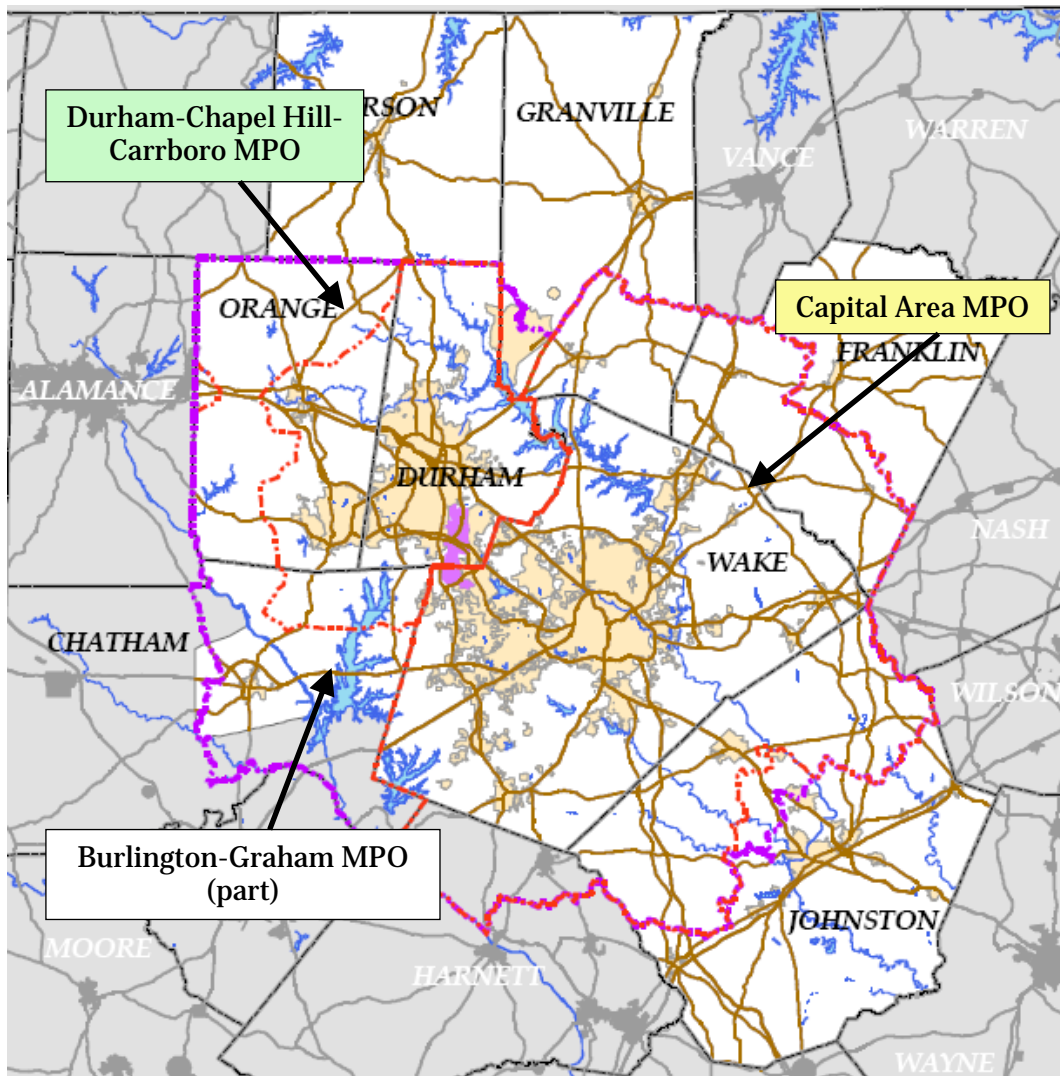
## 2.3 How Will The Plans Be Used?

Long Range Transportation Plans are used for several important decisions, including:

Programming projects. Only projects that appear in a Long Range Transportation Plan may be included in the TIP for funding.

Preserving future rights-of-way for roads and transit facilities. The state and local governments use Long-Range Transportation Plans to identify land that may need to be acquired and to ensure that new development does not preclude the eventual construction of planned roads and transit routes.

Figure 2.2.3



Designing local road networks. Metropolitan Long-Range Transportation Plans chiefly address larger transportation facilities with regional impact. Communities can then use these “backbone” projects to plan the finer grain of local streets and local transit services that connect to these larger facilities.

Land use decisions. Communities use regional transportation plans to ensure that land use decisions will match the investments designed to support future growth and development.

Private investments decisions. Businesses, homeowners and developers use these plans to understand how their interests may be affected by future transportation investments.

Key points from this section:

- The Comprehensive Transportation Plan (CTP) shows everything we would eventually like to do. The Long-Range Transportation Plan (LRTP) shows everything we think we can afford to do by the Year 2035 that will pass air quality muster. And the Transportation Improvement Program (TIP) shows everything in the LRTP that we plan to do over the next seven years that involves state or federal funding. The first four of those years are financially constrained.
- This single document includes the 2035 Long-Range Transportation Plans for two planning areas: the Capital Area MPO and the Durham-Chapel Hill-Carrboro MPO. Each of these organizations retains independent authority within its area of jurisdiction.
- These plans will be used by local, state and federal agencies to allocate resources for specific road, transit, bicycle and pedestrian investments, to ensure that land is preserved for these investments and to match land use and development decisions with planned infrastructure investments.
- A subsequent version of this document will add the maps for the two MPO CTPs.