

5. How We Developed Our Plan

This section describes the organizations and technical tools used to develop the plan, how the public was involved in the plan's development and review, and other recent and on-going studies and plans that relate to the Metropolitan Transportation Plan.

5.1 Who is Responsible for the Plan?

Metropolitan Planning Organizations (MPOs) are the regional organizations responsible for transportation planning for urban areas, and therefore are charged with developing and implementing metropolitan transportation plans. The Research Triangle Region has two MPOs: The Durham-Chapel Hill-Carrboro (DCHC) MPO and the Capital Area MPO (CAMPO).

The CAMPO urbanized area covers all of Wake County and portions of Franklin, Granville, Harnett and Johnson Counties, along with 18 municipalities in these five counties. The DCHC urbanized area covers all of Durham County, a portion of Orange County including the Towns of Chapel Hill, Carrboro and Hillsborough, and northeast Chatham County. *Figure 2.2.3* in Chapter 2 shows a map of the MPO boundaries. DCHC MPO and CAMPO are also two of the seven urban areas in North Carolina designated as Transportation Management Areas (TMAs) by the principal federal transportation legislation called *Moving Ahead for Progress in the 21st Century (MAP-21)*. TMAs are urban areas with a population over 200,000, and have additional responsibilities such as the development of a congestion management plan and direct allocation of certain federal revenues. Much of the MPO organizational structure and processes are designed to address state and federal legislation related to transportation. Each MPO is comprised of two committees:

Transportation Advisory Committee (TAC) – The TAC is a policy body, which coordinates and makes decisions on transportation planning issues. The TAC is comprised of elected and appointed officials from each county and municipality within the MPO, and from the NCDOT.

For the Capital Area MPO, these officials are from the counties of Franklin, Granville, Harnett, Johnson and Wake, the municipalities of Angier, Apex, Bunn, Cary, Clayton, Creedmoor, Franklinton, Fuquay-Varina, Garner, Holly Springs, Knightdale, Morrisville, Raleigh, Roseville, Wake Forest, Wendell, Youngsville and Zebulon, Triangle Transit and the North Carolina Department of Transportation. The TAC also has advisory (non-voting) members from the NC Turnpike Authority and the Federal Highway Administration.

For the DCHC MPO, these officials are from the City of Durham, the Town of Chapel Hill, the Town of Carrboro, the Town of Hillsborough, Durham County, Orange County, Chatham County and the North Carolina Department of Transportation. The TAC also has advisory (non-voting) members from Triangle Transit and the Federal Highway Administration.

Technical Coordinating Committee (TCC) – The TCC is composed of staff members from our local governments, Triangle Transit, Research Triangle Park, Triangle J Council of Governments, Raleigh-Durham Airport Authority, Carolina Trailways, the NC Turnpike Authority and the largest universities in the applicable MPO: North Carolina Central University, University of North Carolina and Duke University in the DCHC MPO, and North Carolina State University in CAMPO. The TCC staff, who provide technical recommendations to the TAC, are commonly transportation, land use, community, and facility planners and engineers. The final key organizational element of the MPO is the Lead Planning Agency (LPA). The LPA is responsible for the administration and oversight of the planning, project implementation, grant funding, and other MPO related activities. In the DCHC MPO, the LPA staff work for the City of Durham's Transportation Department. In CAMPO, the staff are employees of the City of Raleigh, but only work on MPO tasks.

5.2 Stakeholder & Public Involvement Process

Extensive input and coordination activities were used to develop the 2040 MTP. These activities included both regional coordination efforts between the two MPOs and involvement of the public and local elected officials by each MPO.

Regional Coordination

Several regional coordination activities were undertaken to ensure that the two MPO plans would be integrated and mutually supportive. The key coordination activities are described throughout the various sections of this report in detail. The following list provides a summary of key coordinated activities used to develop the Plan:

- Triangle Regional Transit Program -- The MPOs partnered with the Triangle Transit Authority to complete the Triangle Regional Transit Program from 2010 to 2012. This program conducted a Transitional Analysis and Alternatives Analysis to identify and design future regional transit systems and technologies in the Triangle. The program culminated in the MPO boards adopting an Alternatives Analysis that identified regional rail and light rail transit systems for future implementation in their respective planning areas. The MPO incorporated these recommendations into the 2040 MTP
- County Transit Plans -- The DCHC MPO adopted the Durham County Bus and Rail Transit Investment Plan and Bus and Rail Investment Plan for Orange County. The Capital Area MPO approved the Wake County Transit Financial Plan. These plans designate the general design for improved bus, light rail and commuter rail transit in their respective counties, and the funding sources to finance these improvements.
- Community Visualization -- The MPOs jointly funded and guided the Community Visualization process. This process regularly convened local planners, developers and other professionals who impact the development process to create the Community Visualization land use model and produce population and employment projections. As a result, the MPOs use the same Socioeconomic Data forecast model. Approximately two dozen land use planners were involved on an ongoing basis in the model development.
- Alternatives -- The MPOs jointly defined and evaluated the various highway, bus transit and light rail transit alternatives, and selected similar alternative for development into the final Plan.
- Joint TAC Meeting -- The MPOs' conducted joint TAC meetings on November 30, 2011 and October 31, 2012 to advance 2040 MTP coordination at the policy board level.
- Financial Plan -- The MPOs used the same financial methodologies and cost and revenue basis for highways, bus transit, rail transit, and all aspects of the plan.
- Triangle Regional Model (TRM) -- The MPOs used the same principal planning tool for the 2040 MTP, the Triangle Regional Model (TRM -- the region's travel demand model).
- Air Quality Conformity Report -- The two MPOs are developing a single conformity analysis and determination report covering not only the 2040 MTP areas, but also the rural areas in the Triangle air quality region outside of the MPO boundaries.

MPO Public Involvement Policy

Both MPOs have a formal public involvement policy that governs the public input process for not only the MTP process but for all major activities such as the Transportation Improvement Program (TIP) and Air Quality conformity determination. The policies prescribe: the media for notifying the public; the type of input activities such as workshops and hearings; the minimum comment period; the use of visual techniques; and outreach to special groups such as low-income, minority and limited-English proficiency households, and people with disabilities. The public involvement policy for each MPO is available at:

CAMPO -- www.campo-nc.us

DCHC MPO -- www.dchcmpo.org

MTP Public Involvement Process

Decisions cannot be based solely on numbers and the interpretation of Goals and Objectives by staff and the TAC. The 2040 MTP included a comprehensive public involvement process to use citizen and stakeholder input for providing a critical evaluation of the products for each stage of developing the plan. Citizens, public officials and board and commission members took advantage of a variety of planning and public input activities to voice their opinions and concerns.

Figure 5.2.1, Summary of Public Involvement Activities, demonstrates the breadth and depth of this public involvement effort by summarizing the many activities that occurred in each stage of the MTP's development for both CAMPO and DCHC MPO.

There are some notable details to the Figure 5.2.1 table. For example, the media effort was especially intensive and usually included:

- Draft documents and detailed supporting data available at public libraries, government offices and on the MPOs' Web sites;
- Notices in newspapers for workshops, hearings and other public involvement activities;
- Mail and email lists to notify citizens who have participated or indicated an interest in related planning activities. Mailings provided information about public workshops and hearings.
- Various formats for citizens to provide public comments included email, paper feedback forms, public workshops and hearings.
- The DCHC MPO Goals and Objectives and CAMPO Alternatives Analysis were supported by online surveys that attracted a few hundred responses, each.

In addition, the Goals and Objectives, Socioeconomic Data and Alternatives Analysis steps included several workshops in the various member jurisdictions or multi-jurisdictional areas, and numerous presentations to local elected officials, boards and commissions. As a result of this extensive outreach effort, the elected bodies and locally-appointed boards and commissions provided considerable input through formal resolutions to the Transportation Advisory Committee (TAC).

This public involvement process met and exceeded the MPOs' public involvement policies for developing a transportation plan.

The extent of the public involvement process to identify and choose projects for the 2040 MTP go beyond the MTP development process. Many 2040 MTP projects have been incorporated from local and MPO plans identified in section "5.4 -- Related Plans and Studies" of this report. These plans and studies have commonly employed their own extensive public involvement process.

Figure 5.2.1 – Summary of Public Involvement Activities

Decision	Activity				
	MPO Approval (2)	Public Hearing	Public Engagement	Draft for Public Review	Media Notification
Goals and Objectives (1)					
CAMPO	4/17/13	4/17/13	Public notice	3/20/13	✓
DCHC	06/13/12	06/13/12	4 workshops	03/14/12	✓
2040 Growth Control Totals					
CAMPO	1/18/12	1/18/12	Public notice	11/16/11	✓
DCHC	06/13/12	06/13/12	4 workshops	03/14/12	✓
Transportation Model (2)	(TransCAD version 5)				
CAMPO	11/16/11	--	--	--	--
DCHC	02/08/12	--	--	--	--
Deficiency Analysis					
CAMPO	--	--	--	--	--
DCHC	06/13/12	--	--	--	--
Alternatives Evaluation					
CAMPO	--	11/28/12	Public notice	--	✓
DCHC	--	09/12/12	3 workshops	08/08/12	✓
2011-40 Forecasts & Projects					
CAMPO	12/12/12	11/28/12	5 workshops	10/18/12	✓
DCHC	12/12/12	11/14/12	--	10/10/12	✓
2040 MTP					
CAMPO	04/17/13	04/17/13	Public notice	03/20/13	✓
DCHC	04/10/13	03/13/13	Public notice	02/28/13	✓
AQ Conformity Report					
CAMPO	05/08/13	04/17/13	Public notice	03/20/13	✓
DCHC	05/08/13	04/10/13	Public notice	04/08/13	✓

Dashed lines, "--", indicate that the activity was not carried out because it is not a formal part of the metropolitan transportation plan or the MPO's public involvement policy.

(1) Includes performance targets for DCHC MPO. DCHC MPO conducted a March-June 2012 online survey to get feedback on the Goals, Objectives & Targets and Socioeconomic Data. Over 200 responses were received.

(2) MPO approval is a vote by the TAC except for adopting the Transportation Model version, which can involve TAC approval or endorsement for use by the Triangle Regional Model Executive Committee. TRM approval is for major items such as model extent and structure; other technical details are continually refined.

Visualization Techniques

The use of visuals in reviewing a plan not only makes good sense but is a federal transportation policy requirement. The goal is to help the public and decision makers visualize and interact with transportation plans and projects, alternatives, large data sets and land-use information more effectively. The MPOs used extensive visual techniques throughout the 2040 MTP planning process to present data to the public, elected officials and staff. Visual highlights are listed directly below. *Figure 5.2.2 Examples of Visualization Techniques* provides some samples, however, the MPOs' Web sites have many maps and tables used throughout the 2040 MTP planning process.

Socioeconomic Data

There are "heat" and "dot-density" maps of current, growth and year 2040 total population and employment. Examples: see section 6.2 of this report and the 2040 SE Data Web pages on the MPOs' Web sites, which include links to interactive online maps.

Projects

All the highway, bus transit, rail transit and bicycle projects have been depicted on maps and listed in tables that included the project attribute data. Examples: see section 7 and appendices 1 through 4 of this report; and the 2040 MTP Web pages on the MPOs' Web sites, which include links to interactive online maps.

Deficiency Analysis

The deficiency analysis provided maps that depicted roadway congestion levels, travel time between key points and travel time isochrones. Examples: see section 6.3 of this report; and the deficiency analysis Web pages on the MPOs' Web sites, which include links to interactive online maps.

Financial Plan

The financial plan used pie and bar charts to present data. Examples: see MPOs' Web sites for draft reports and presentations throughout the planning process.

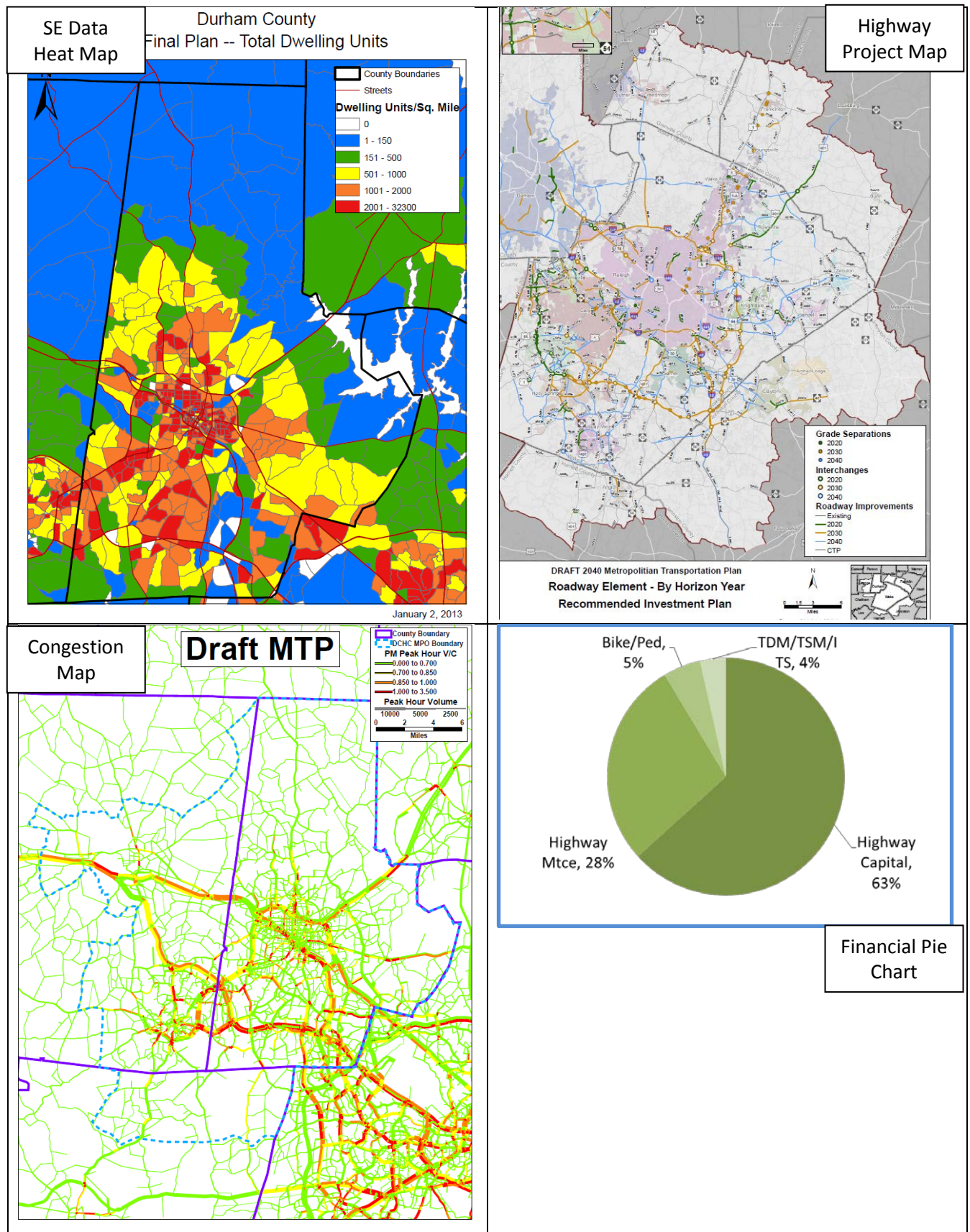
Environmental Resources

The draft plan and this final report showed highway projects on a series of twelve environmental resources maps. Example: see 9.4 of this report; and 2040 MTP Web page on the DCHC MPO Web site.

Others

The presentations throughout the 2040 MTP planning process and this final report have dozens of maps and graphics to depict everything from the status of the planning process to the relationship of the MTP, CTP and TIP to role of the Triangle region in North Carolina's piedmont area.

Figure 5.2.2 -- Examples of Visualization Techniques



5.3 Triangle Region Transportation Model

The Triangle Regional Model (TRM) is a tool that was developed for understanding how future growth in the region impacts transportation facilities and services. The TRM can help identify the location and scale of future transportation problems, and proposed solutions to those problems can be tested using the TRM. The TRM is developed and maintained by the TRM Service Bureau housed at the Institute for Transportation Research and Education on behalf of the Durham-Chapel Hill-Carrboro MPO, Capital Area MPO, North Carolina Department of Transportation, and Triangle Transit, the four organizations that fund the modeling effort and guide its development and use.

The modeled area covers approximately 3,400 square miles, and includes all of Wake, Orange and Durham counties and part of Chatham, Franklin, Granville, Harnett, Nash, Person, and Johnston counties. This area is divided into approximately 2,600 geographic areas (traffic analysis zones) for which detailed population and employment information is maintained. The highway system is represented by about 14,000 roadway links in 2010 and about 17,000 roadway links in 2040. The roadway links are described by detailed characteristics including: length, number of lanes by direction, speed, and traffic carrying capacity. Transit services are represented in 2010 by about 200 transit lines (320 in 2040) operated by Capital Area Transit, Durham Area Transit Authority, Chapel Hill Transit, Triangle Transit, C-Tran, Wolfline, and Duke Transit. Transit services are described by detailed characteristics including: length, stop locations, speed, frequency of service, and fare.

The model produces summary statistics including: vehicle miles of travel, vehicle hours traveled, degree of traffic congestion, number of trips taken by travel mode, and transit riders. The model also computes trip statistics for each of the approximately 2,600 traffic analysis zones, categorized by mode, general trip purposes, and origin or destination zone. These statistics are shown elsewhere in the report in tables and maps. Statistics on speed and vehicle miles of travel by type of roadway are used to make air quality conformity determinations for the plan.

The model is an advanced four step travel demand forecasting model. Models like the TRM forecast travel using the following sub-models, or steps:

- Trip Generation – based on population and employment data for each traffic analysis zone, calculate the number of trips people will make for various trip purposes, and the number of trips likely to go to destinations throughout the region.
- Trip Distribution – based on the number of trips generated for each purpose, the cost to travel from zone to zone, and the characteristics of the zones, calculate the trips from each zone to other zones.
- Mode Choice – based on the trips calculated in trip distribution, characteristics of the traveler, transit service characteristics, highway congestion, and other service characteristics, calculate for each trip purpose the number of trips made by automobile, carpooling, and transit.
- Trip Assignment – based on highway speeds and transit speed, find a route that takes the shortest time to get from one zone to another zone and sum the trips on that roadway or transit route. The model includes feedback to allow the travel times to include the effects of traffic congestion on the calculation of the shortest time on roadway links or transit services.

Model relationships were developed using 2006 household survey data, 2010 census data, transit survey data, traffic counts taken throughout the Triangle, and a survey of travelers entering or leaving the modeled area. The model was validated to 2010 traffic count and transit rider data. The model version used for this analysis was adopted for use in August, 2011 by the Durham-Chapel Hill-Carrboro MPO, Capital Area MPO, North Carolina Department of Transportation and Triangle Transit and is referred to as TRM Version 5.

5.4 Related Plans and Studies

Although the Metropolitan Transportation Plan (MTP) serves as the main guiding document for regional transportation investments, many related transportation plans and studies feed into the development of the MTP and provide a more detailed look at issues raised in or related to the MTP.

This section highlights past and current plans and studies that have been used to inform the development of the 2040 MTP. Section 7.11, later in this document, identifies plans and studies that are recommended to clarify issues and provide details for project selection for the next MTP.

Corridor plans addressing specific major corridors, small area plans that look at transportation and related development issues in a particular part of the region as well as plans that guide investments in individual transportation *functions*, such as bicycle & pedestrian travel, transportation demand management or intelligent transportation systems, and transit plans that range from broad regional vision plans to short-range investment plans for specific transit providers are all examples of studies undertaken in the region to better inform the development of the 2040 MTP. Between the adoption of the 2035 Long-Range Transportation Plans in 2009 and the completion of these plans in 2013, several major studies and plans will have been completed. Those that apply specifically to one MPO or the other are color coded. CAMPO projects have this **yellow background** and DCHC MPO projects have this **green background**. Projects with no background color apply to both MPOs:

	Plan or Study	Type
1	<i>North Carolina Railroad Commuter Rail Capacity Study.</i> Identifies the capital costs needed for track improvements, stations and vehicles to provide peak-period, peak-direction commuter rail services between Goldsboro and Greensboro. www.ncrr.com/capacity-study.html	Transit Plan
2	<i>North Carolina Railroad Commuter Rail Ridership and Market Study.</i> Estimates ridership and revenues, and recommends service levels for commuter rail services. www.ncrr.com/capital-investment/commuter-rail-ridership-study/	Transit Plan
3	<i>CORE Bicycle-Pedestrian-Greenspace Plan.</i> A linked network of pedestrian, bicycle and greenspace facilities within the jurisdiction of 7 local governments and several regional agencies in the Center Of the Region. www.tjcog.dst.nc.us/regplan/core.shtml	Functional Plan Small Area Plan
4	<i>Triangle Region Long Range Transportation Demand Management Plan.</i> Recommended 7-year investment strategy to provide regional TDM services, local TDM services in specified “hot spots” and an administrative structure to fund, manage, monitor and evaluate TDM services across both MPOs. www.triangletdmplan.com	Functional Plan
5	<i>Triangle Transit Short Range Transit Plan.</i> Five-year operating plan and capital program for transit and ridesharing. Provides an overview of the regional services in Wake, Durham, and Orange Counties and a guide for improvements in current services and expansions to new corridors. www.triangletransit.org/srtp	Transit Plan
6	<i>Triangle Region Transportation Program.</i> Alternatives Analysis and development of recommended Locally Preferred Alternatives for three major transit capital investments: Durham-Orange Light Rail Transit , Wake County Light Rail Transit and Wake-Durham Commuter Rail. http://www.ourtransitfuture.com/	Transit Corridor Plans

	Plan or Study	Type
7	<i>Congestion Management Plan (CMP)</i> . Collects travel time, and vehicle, pedestrian, bicycle and transit passenger counts to identify current and short-term trend congestion levels. Defines congestion, identifies specific mitigation measures for congestion and provides a state of the system report to meet federal requirements. At this time, the DCHC MPO is collecting data to update the CMP. The Capital Area MPO currently has a CMS document incorporated within the 2035 LRTP. However, federal requirements have elevated the importance of congestion management planning and therefore a more thorough CMP is required. A more thorough CMP update was completed in 2010 that complies with the federal requirements and reflects concerns received from recent federal certification reviews. www.dchcmmpo.org www.camponc.us	Functional Plan
8	<i>ITS Strategic Deployment Plan Update</i> . Update to Triangle Regional Intelligent Transportation Systems Strategic Deployment Plan (developed in 2000) using current versions of the National ITS Architecture. Includes procedures for updating and maintaining regional ITS architecture and template for integrating data with related agencies such as MPOs. www.dchcmmpo.org	Functional Plan
9	<i>Wake Transit Plan</i> – Operating plan and capital program for transit services in the Wake County portion of the Capital Area MPO. This plan was developed to guide the public transportation improvements derived from a potential local option sales tax.	Transit Plan
10	<i>US 1 Phase II Corridor Study</i> . Recommended a comprehensive multimodal transportation and growth plan that will preserve the functional characteristic of this corridor, manage the overall growth within the area, enhance the quality of life of its surrounding communities, and provide for the local and regional transportation needs along US-1 between southern Franklin County and the northern MPO boundary http://us-1corridornorth.com/	Corridor Study
11	<i>NC 50 Corridor Study</i> . A comprehensive corridor study that recommended implementation actions designed to; Improve transportation mobility and traffic safety along the corridor, Preserve the residential and rural nature of the corridor while supporting regional economic development, and support activities to protect recreation, water quality, and the environment in the Falls Lake watershed http://www.kimley-horn.com/projects/nc50study/index.html	Corridor Study
12	<i>NC 54 and More Study</i> . A feasibility study that investigated the costs and impacts of proposed facility upgrades to the NC 54 Corridor from NC 540 to Northwest Maynard Road, within the Municipalities of Morrisville and Cary and recommended roadway widening, intersection improvements, improvements for pedestrians, bicyclists, and public transit services, potential railroad grade separations, crossing consolidation, proposed rail transit, and proposed railroad expansion plans for freight, intercity passenger rail and commuter. http://www.townofcary.org/Departments/Engineering/Streets_and_Sidewalks/Streets_Projects/NC54_MoreFeasibilityStudy.htm	Corridor Study

	Plan or Study	Type
13	<i>Southwest Area Study.</i> Evaluated the dependence of local commuters on regional routes such as NC 55, US 401, NC 42, NC 540 and NC 210, coupled with potential demand for increased development in the southwest area of the MPO jurisdiction. Recommended initiatives addressed strategic improvements to regionally significant corridors, provision of increased transit/fixed guideway services, and sustainable development patterns. http://www.southwestareastudy.com/	Special Area Study
14	<i>Western Boulevard Corridor Study.</i> NC State has an established tradition of pedestrian/bicycle tunnels to connect campus districts physically separated by highway rights-of-way. The Avent Ferry/Western Blvd intersection poses a problem of a busy surface crossing with large numbers of pedestrian and bicycle trips being made between the central campus and Centennial Campus/Avent Ferry area. It is an unfriendly area to non-motorized student traffic traveling back and forth, characterized by high vehicle volumes, jay-walking, and other safety concerns. This study will explore options for increasing safety of motorized and non-motorized traffic in this area.	Corridor Study
15	<i>Designing Better Bus Service in Durham.</i> Comprehensive analysis of bus service and recommendations for major service changes. www.gotriangle.org/go-local/partners/designingbetterbusg	Transit Plan
16	<i>NC 54/I-40 Corridor Study.</i> Study and recommendations to guide land use and transportation decisions and investments in the corridor area. www.nc54-i40corridorstudy.com/	Corridor Study
17	<i>Southwest Durham/Southeast Chapel Hill Collector Street Plan.</i> Small area plan recommending location of future collector streets and street designs to ensure future connectivity and multimodal street functioning. www.dchcmpo.org	Small Area Plan Functional Plan
18	<i>Durham Walks Pedestrian Plan.</i> Based on complete and detailed inventory of current sidewalk and hard-surfaced public trails. Recommends, prioritizes and provides costs for corridor, maintenance, and intersection pedestrian projects, and proposes design standards and policies. http://www.durhamnc.gov/durhamwalks/final_plan.cfm	Functional Plan
19	<i>Durham Comprehensive Bicycle Transportation Plan.</i> Identifies an integrated bicycle network that is composed of several types of bicycle facilities, and prioritizes the projects by short-, medium-, and long- term and opportunity-based implementation. http://www.durhamnc.gov/departments/works/bike_plan.cfm	Functional Plan
20	<i>Carrboro Comprehensive Bicycle Transportation Plan.</i> Identifies existing and future bicycle needs and deficiencies, a route network to address those deficiencies, a method to examine optimal design and policy improvements, and implementation strategies for the development of bicycle facilities and programs. http://www.ci.carrboro.nc.us/pzi/planning.htm	Functional Plan

In addition, many plans that informed the development of earlier Long-Range Transportation Plans continue to be used in the development of the 2040 MTP, including:

- NC 54/I-40 Transit Corridor Feasibility Study (February 2003)
- US 15-501 Major Investment Study, Phase II Report (December 2001)
- I-40 High Occupancy Vehicle/Congestion Management Study – Final Report (March 2003)
- Town of Carrboro Connector Roads Policy (August 2005)
- Town of Carrboro Bicycle and Sidewalk Policy (March 1989)
- Chapel Hill and Carrboro 2005 Mobility Report Card (March 2007)
- A Bicycle Transportation Plan – Orange County, NC (April 1999)
- Center Of the Region Enterprise (CORE) Workshop Report (April 2002)

Key points from this section:

- Metropolitan Planning Organizations, or MPOs, are the organizations charged with creating and adopting Metropolitan Transportation Plans. MPOs are made up of all the local governments in the area, the NC Department of Transportation, plus other organizations with transportation responsibilities. This document includes the plans for the two MPOs in the Research Triangle Region: the Capital Area MPO and the Durham-Chapel Hill-Carrboro MPO.
- MPOs have 3 main organizational components: (i) the Transportation Advisory Committee, or TAC, which is the policy body made up of local elected officials and an NC Department of Transportation board member; (ii) the Technical Coordinating Committee, or TCC, made up of technical staff from local, state and regional organizations that provide technical input; and (iii) the Lead Planning Agency, or LPA, which provides the staff support to carry out the MPO's responsibilities.
- Each MPO has an explicit, written Public Involvement Policy, which was used to garner public input into the plan and provide opportunities for public review and comment. Using maps, graphs, charts and other visual tools is an important part of conveying transportation-related information to a variety of stakeholders.
- One of the key tools used to understand the region's transportation challenges and the impacts of investments to address these challenges is the Triangle Regional Travel Demand Model, which covers both MPOs. A new and improved version of the model was used for the first time in the development of the 2040 Metropolitan Transportation Plan.
- Many related transportation plans and studies are undertaken both to feed into the development of Metropolitan Transportation Plans and to provide a more detailed look at issues identified in or related to MTPs.