

## 2045 MTP – Alternatives Analysis – Scenarios

The table below provides the combination of mobility investment (Highway Network and Transit Network) and development foundation (socioeconomic data for the land use) for each of the four scenarios.

The Alternatives Analysis scenarios are often compared to the base year (2015) and the no-build scenario (Existing plus Committed, or E+C), and thus these comparison scenarios are shown at the bottom of the table. The metrics and maps for these comparison scenarios can be found at the 2045 MTP Deficiency Analysis Web page:

<http://www.dchcmpo.org/programs/transport/2045mtp.asp#tabs6>

Scenario	Highway Network	Transit Network	SE Data
<b>Alternatives</b>			
<b>Moderate1-</b> 2040 MTP	2040 MTP	2040 MTP (LRT, CRT, BRT)	Community Plan
<b>Moderate3-</b> Highway Enhanced/No Fixed Guideway	2040 MTP+	No Fixed Guideway (no LRT, CRT, BRT)	Community Plan
<b>Aspirational1-</b> Transit Enhanced	2040 MTP	Fixed Guideway+ <ul style="list-style-type: none"> <li>• LRT to Carrboro</li> <li>• 15min peak bus headway</li> <li>• 30min off-peak bus headway</li> </ul>	AIM High
<b>Aspirational2-</b> 2040 MTP	2040 MTP	2040 MTP (LRT, CRT, BRT)	AIM High
<b>Baseline and E+C</b>			
<b>2013</b> – Baseline	2013	2013	2013
<b>2015</b> -- Baseline	2015	2015	2015 – interpolate SE Data
<b>2045 E+C</b>	E+C	E+C	Community Plan