



ADOPTED METHODOLOGY OVERARCHING PRINCIPLES

- The DCHC MPO's Local Input Points will be allocated to projects that aim to achieve the goals of the adopted Metropolitan Transportation Plan (MTP) and align with the priorities of the DCHC MPO.
- The NCDOT's raw quantitative scores serve as the quantitative basis for the MPO's prioritization of projects.

PROJECT ELIGIBILITY

- The DCHC MPO staff and TC members will perform a precursory review of project eligibility beginning with the highest scoring project first and then working down the list by decreasing project scores. The precursory review of project eligibility will consider factors, including:
 - Is the project in the adopted MTP?
 - Is the project in an adopted regional or local plan?
 - Has a feasibility study been started or completed for the project?
 - Has any preliminary engineering been started or completed for the project?
 - Is the cost justified by the project benefits?
 - Does the total cost to NCDOT exceed the amount of funding available for the respective funding tier?

FACTORS FOR ASSIGNING POINTS

- The allocation of Local Input Points in the Regional and Division categories for each mode will be informed by the following factors. Local Input Points will be assigned in priority order based on the goals below with the first goal being the highest priority and the last goal being a lower priority.
 - The likelihood of receiving funding through STI considering the amount of funding available within each Division or Region, historical funding levels for the mode, and the normalization limitations that NCDOT has adopted
 - The priorities of the current MTP including the adopted distribution of funding between modes and the planning horizon year of projects
 - The effect that receiving funding for a project may have on the likelihood of other projects being funded in the Division or Region considering the limitations set by the STI legislation
 - If the project is located within an area of overlapping Environmental Justice Communities of Concern identified in the MPO's 2014 Environmental Justice Report
 - Public input received during public input sessions
 - Geographic and jurisdictional balance

ASSIGNMENT OF POINTS FOR DIVISION TIER

RECOMMENDED:

- 300 points to Highway
- 500 points to Public Transit
- 200 points to Bicycle and Pedestrian
- 800 points could be assigned to any mode and project type

ACTUAL:

- 550 points to Highway
- 450 points to Public Transit
- 800 points to Bicycle and Pedestrian

ASSIGNMENT OF POINTS (SEE ACCOMPANYING HAND-OUT)

DCHC MPD Local Input Points	Mode	Project Category	Route / Facility Name	From / Cross Street	To / Cross Street	Description	Cost To NCDOT	Division Needs Quantitative (Raw) Score (Out of 50)	County(s)	Methodology/ Reasoning for Points Assignment (or No Points)
100	BikePed	Division Needs	Bryant Bridge North/Goose Creek West Trail	Bryant Bridge	Granby Park	Construct a shared use path and connecting sidewalks from the Kelly Bryant Bridge to Drew-Granby Park.	\$ 2,009,305	42.95	Durham	Factors 1, 2, 4
100	BikePed	Division Needs	NC 157 (Guess Road)	Hillcrest St	W Carver St	Construct sidewalks on both sides of Guess Rd. to fill in sidewalk gaps.	\$ 728,937	41.94	Durham	Factors 1, 2, 3, 5
100	BikePed	Division Needs	NC 55	Riddle Rd	Cecil St	Construct sidewalks on east side to fill in missing gaps.	\$ 543,600	41.79	Durham	Factors 1, 2, 3, 4, 5
100	BikePed	Division Needs	Jones Ferry Rd	Davie Rd	Main St	Construct sidewalk on the north side of the roadway	\$ 448,869	41.46	Orange	Factors 1, 2, 3, 6
100	BikePed	Division Needs	Third Fork Creek Trail	Southern Boundaries Park	American Tobacco Trail	Construct a shared use path from Southern Boundaries Park to Cornwallis Rd; construct sidewalks where needed from Cornwallis Rd to American Tobacco Trail; install HAWK beacon at Cornwallis Rd Crossing.	\$ 2,573,918	40.26	Durham	Factors 1, 2, 3, 4
100	BikePed	Division Needs	SR 1780 (Estes Drive)	NC 86 (Martin Luther King Jr. Blvd)	N. Greensboro Street	Construct multi-use side path and provide striped bike lanes along roadway. The Carrboro section of the project (from N. Greensboro Street to Carrboro Town Limits) includes sidewalks on both side instead of multi-use side paths.	\$ 3,528,826	36.75	Orange	Factors 1, 2, 3, 5, 6
100	BikePed	Division Needs	Duke Belt Line Trail	Pettigrew St	Avondale Ave	Construct a shared use trail on former rail corridor.	\$ 6,400,000	34.37	Durham	Factors 1, 2, 3, 4, 5
100	BikePed	Division Needs	Barnes St	Jones Ferry Rd	King St	Construct sidewalk on one side of the roadway.	\$ 232,907	32.29	Orange	Factors 1, 2, 3, 5, 6
100	Highway	Division Needs	SR 1118 (Fayetteville Road)	Woodcroft Pkwy	Barbee Road	Widen SR-1118 to a 4-Lane Divided roadway with bicycle lanes and sidewalks.	\$ 19,539,000	32.45	Durham	Factors 1, 2, 3
100	Highway	Division Needs	SR 1006 (New Route - Orange Grove Road)	SR 1006 (Orange Grove Road)	US 70A	Orange Grove Road Extension (Orange Grove Road to US 70) with Sidewalks and Bicycle Lanes. Construct grade separation at intersection of Orange Grove Road Extension and NCR	\$ 4,379,000	28.66	Orange	Factors 1, 2, 3, 6
100	Highway	Regional Impact	NC 751	South Roxboro Rd	Woodcroft Parkway	NC 751 (S. Roxboro Rd to NC 54) Widen to 4 lane, bike lane and sidewalks. This project includes the realignment of the NC 751 & South Roxboro Road Intersection.	\$ 5,189,000	26.50	Durham	Factors 1, 2, 3
100	Highway	Division Needs	SR 1009 (South Churton Street)	I-40	Eno River	I-40 to Eno River. Widen to Multi-Lanes with Landscaped Median, Bicycle Lanes, and Sidewalks, Widen Bridge No. 240 Over Southern Railroad, and reconstruct I-85 interchange.	\$ 49,751,000	25.53	Orange	Factors 1, 2, 6

ASSIGNMENT OF POINTS

(SEE ACCOMPANYING HAND-OUT)

DCHC MPO Local Input Points	Mode	Project Category	Route / Facility Name	From / Cross Street	Description	Cost To NCDOT	Division Needs Quantitative (Raw) Score (Out of 50)	County(s)	Methodology/Reasoning for Points Assignment (or No Points)
100	Highway	Regional Impact	NC 751	SR 1731 O'Kelly Chapel Road	Improve existing at-grade, skewed intersection. The existing alignment for this intersection makes turning from northbound NC 751 on to O'Kelly Chapel Road very difficult and unsafe for people who are not familiar with navigating the intersection. Turning from westbound O'Kelly Chapel Road to southbound NC 751 is also difficult and unsafe. Turn lanes and realignment of this skewed intersection would improve travel time for people using the turn lanes and would improve safety for everyone.	\$ 590,000	23.95	Chatham	Factors 1, 2, 3, 5, 6
25	Highway	Division Needs	SR 1006 (Orange Grove Road)	SR 1148 (Eno Mountain Road)/SR 1192 (Mayo Street)	Construct new section of SR 1184 (Eno Mountain Road) to align with SR 1192 (Mayo Street) and install signal.	\$ 1,650,000	17.56	Orange	Factors 1, 2, 3, 5, 6. The DCHC MPO is limited to 1800 total points. This project's raw score was less than 20 and is considered not as competitive as the higher scoring projects. Therefore, DCHC MPO assigned as many points as possible, given the limited number of points available. The DCHC MPO's Methodology states, "Allocation of the MPO's Local Input Points is based on a combination of the raw quantitative scores from NCDOT, the review of project eligibility factors, and qualitative factors that reflect established regional goals and objectives. The DCHC MPO's methodology is designed to maximize the number of projects that could be competitive for funding and that also meet the DCHC MPO's goals and objectives for the MPO region."

ASSIGNMENT OF POINTS

(SEE ACCOMPANYING HAND-OUT)

DCHC MPO Local Input Points	Mode	Project Category	Route / Facility Name	From / Cross Street	Description	Cost To NCDOT	Division Needs Quantitative (Raw) Score (Out of 50)	County(s)	Methodology/Reasoning for Points Assignment (or No Points)	
25	Highway	Division Needs	Elliott Rd	US 15/501 (Fordham Blvd)	Ephesus Church Rd	Construct extension of existing roadway (Elliott Rd) on new location between Ephesus Church Rd and US 15/501. The primary benefit of the new segment of road is to alleviate traffic at the intersection of US 15/501 & Ephesus Church Road, as well as congestion on US 15/501 between Ephesus Church and Elliott. The evaluation of the benefit should take into consideration the future traffic reduction and the intersection LOS at US 15/501/Ephesus Church, and the future LOS at the Elliott/US 15/501 intersection	\$ 7,600,000	14.09	Orange	Factors 1, 2, 3. The DCHC MPO is limited to 1800 total points. This project's raw score was less than 20 and is considered not as competitive as the higher scoring projects. Therefore, DCHC MPO assigned as many points as possible, given the limited number of points available. The DCHC MPO's Methodology states, "Allocation of the MPO's Local Input Points is based on a combination of the raw quantitative scores from NCDOT, the review of project eligibility factors, and qualitative factors that reflect established regional goals and objectives. The DCHC MPO's methodology is designed to maximize the number of projects that could be competitive for funding and that also meet the DCHC MPO's goals and objectives for the MPO region."
100	Transit	Division Needs	Fayetteville St Transit Corridor Improvements		Fayetteville St Transit Corridor; Transit Corridor improvements (access and stop improvements, bus shelters) GoDurham5, SK, 7, 14; GoTriangle 800, 805	\$ 265,000	20.74	Durham	Factors 1, 2, 3, 6	

ASSIGNMENT OF POINTS

(SEE ACCOMPANYING HAND-OUT)

DCHC MPO Local Input Points	Mode	Project Category	Route / Facility Name	Description	Cost To NCDOT	Division Needs Quantitative (Raw) Score (Out of 50)	County(s)	Methodology/Reasoning for Points Assignment (or No Points)
100	Transit	Division Needs	Village Neighborhood Transit Center	Design and Construction of NTC: Village Neighborhood Transit Center. GoDurham 28, 3, 16, 16A, 16B.	\$ 85,800	20.28	Durham	Factors 1, 2, 3, 6
100	Transit	Division Needs	Bus Rapid Transit (BRT) system along Martin Luther King, Jr Blvd and 15/501 South	Chapel Hill Transit North South Corridor BRT Project (formerly Alternatives Analysis) - Bus Rapid Transit along Martin Luther King Jr. Blvd and South Columbia Streets, between Eubanks Park-and-Ride and Southern Village.	\$ 24,200,000	19.00	Orange	Factors 1, 2, 3, 5, 6

ASSIGNMENT OF POINTS

(SEE ACCOMPANYING HAND-OUT)

DCHC MPO Local Input Points	Mode	Project Category	Route / Facility Name	Description	Cost To NCDOT	Division Needs Quantitative (Raw) Score (Out of 50)	County(s)	Methodology/Reasoning for Points Assignment (or No Points)
100	Transit	Division Needs	Chapel Hill Transit FY20 MLK CorridorVeh2Expansion	Four additional buses (4) will be introduced along the Martin Luther King Jr. - South Columbia ? 15/501 corridor (T Route, NU Route, A Route, NS Route). Improvements will include headway reduction and amenity improvements along the corridor.	\$ 318,385	16.82	Orange	Factors 1, 2, 3
50	Transit	Division Needs	Chapel Hill Transit FY2017 Route F, Route CW, Route J Vehicle Expansion	This project will add additional peak hour service for 1 year on route F (Colony Woods, Franklin St. and McDougle School) in response to ridership growth, resulting in headway reduction. This route provides 240,627 rides a year. Additional peak hour service on buses to the existing CW route (Carboro, Jones Ferry Park and Ride and Weaver St) in response to ridership growth, resulting in headway reduction. This project will add additional peak hour service on the J Chapel Hill Transit Route.	\$ 167,068	16.48	Orange	Factors 1, 2, 3. The DCHC MPO is limited to 1800 total points. This project's raw score was less than 20 and is considered not as competitive as the higher scoring projects. Therefore, DCHC MPO assigned as many points as possible, given the limited number of points available. The DCHC MPO's Methodology states, "Allocation of the MPO's Local Input Points is based on a combination of the raw quantitative scores from NCDOT, the review of project eligibility factors, and qualitative factors that reflect established regional goals and objectives. The DCHC MPO's methodology is designed to maximize the number of projects that could be competitive for funding and that also meet the DCHC MPO's goals and objectives for the MPO region."

NEXT STEPS

- MPO Technical Committee review & recommend MPO Board approve release of Preliminary Local Input Points Assignment for public review & comment. (August meeting)
- MPO Board review & approve release of Preliminary Local Input Points Assignment for public review & comment. (September meeting)
- Preliminary Local Input Points Assignment posted to MPO website for public review & comment. (September 14)

NEXT STEPS

- MPO Technical Committee review any public comment received & recommend MPO Board hold a public hearing at their October meeting and then approve final Local Input Points Assignment. (September meeting)
- MPO Board review any public comment received, hold a public hearing, and approve final Local Input Points Assignment. (October meeting)
- DCHC MPO LPA staff submit Local Input Points to NCDOT SPOT via SPOT Online. (October 12-21st)

TODAY'S ACTION

- Review & recommend the DCHC MPO Board release of preliminary Local Input Points Assignment for public review & comment period.
- Recommend the MPO Board grant DCHC MPO LPA staff the flexibility to coordinate with other MPOs, RPOs, and Divisions on the assignment of Local Input Points for the Division Needs tier and make modifications, if necessary, to the preliminary assignment of DCHC MPO's Local Input Points to maximize the potential number of projects in the DCHC MPO area to receive funding through the NCDOT SPOT P4.0 process.

QUESTIONS?

Thank you!