

Draft FY2018-2027
Transportation Improvement Program

APPENDIX C: LOCAL INPUT POINTS

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1. INTRODUCTION

According to U.S. Code 23 Section 134, Metropolitan Planning Organizations are required to develop a Transportation Improvement Program in cooperation with the State and public transportation providers through a performance-driven, outcome-based approach to planning. The TIP should contain projects consistent with the Metropolitan Transportation Plan (MTP) and should reflect the investment priorities established in the current MTP. There should be opportunity for public participation in developing the MTIP including consultation with state and local agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation as appropriate.

Furthermore, as a Transportation Management Area (TMA), according to U.S. Code 23 Section 134, all federally funded projects within the DCHC MPO (excluding projects carried out on the National Highway System) shall be selected for implementation from the approved TIP by the MPO in consultation with the State and any public transportation operator. Projects on the National Highway System shall be selected for implementation from the TIP by the State in cooperation with the MPO.

North Carolina's Strategic Transportation Investments (STI) legislation, passed in 2013, establishes a formula and process by which transportation funding is distributed across the State and across transportation modes. The outcome of the STI process is the draft State

Transportation Improvement Program. The STI legislation is applied uniformly across the state. The STI legislation requires the identification and submittal of potential transportation projects by NCDOT and the MPO, the evaluation of projects according to a NCDOT-developed quantitative scoring methodology, and the allocation of ranking points among certain projects by NCDOT and the MPO.

The DCHC MPO's Methodology for Ranking TIP Project Requests is the process that the MPO follows to develop the MPO's allocation of ranking points among projects for input to the STI process. The Methodology will also inform the MPO's development of the MTIP. The Methodology is designed to address the federal requirement that the TIP be consistent with the projects and investment priorities of the MTP while being compatible with the State's STI process.

2. ALLOCATION OF LOCAL INPUT POINTS

The full methodology is included in Chapter 2 of this MTIP. The tables on the following pages of this appendix present the allocation of local input points to transportation projects in the DCHC MPO that resulted from the implementation of the DCHC MPO's Methodology for Ranking TIP Project Requests.

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Attachment to SPOT Resolution for Local Input Point for Regional Impact category projects

Total of 1800 points available for Regional Impact category

DCHC MPO Local Input Points	SPOT ID	Mode	Route/Facility Name	From/Cross Street	To/Cross Street	Project Description	Funding Region / Division	SPOT P4.0 Raw Score (Regional Category)	Funding Tier	Cost to NCDOT	Methodology/Reasoning for Points Assignment (or No Points)*
100***	SPOT P3.0 ID: T130035	Public transportation	D-O LRT	UNC Hospital in Chapel Hill	Alston Avenue in downtown Durham.	Fixed Guideway-Light Rail	D & C / 07 & 05	SPOT P3.0 Regional Score (RAW): 26.84	Regional Impact	\$455M**	Factors 1, 2, 4, 5, & 6
100	H149000-C	Highway	NC 54	SR 1110 (Barbee Chapel Road)	I-40	Widen Roadway to 6 Lanes with Bicycle, Pedestrian, and Transit Facilities (Adjacent Multiuse Path)	C / 05	49.92	Regional Impact	\$26.7M	Factors 1, 2, 3, & 6
0	H090366-B	Highway	US 15 , US 501	I-40, Mt. Moriah Rd, and SW Durham Dr Intersections		Improve Interchange Area including Mount Moriah Road and SW Durham Drive	C / 05	48.2	Statewide Mobility	\$195.3M	Factors 1 & 3. This project is listed in the statewide tier. The DCHC MPO anticipates this project receiving funding in the statewide tier in SPOT P5.0.
0	H111131	Highway	I-40	NC 147	US 15/501	Construct 1 Managed Lane Per Direction (Additional 16Ft of Pavement - 12Ft Lanes + 4Ft Pavement For Separation with General Purpose Lanes).	C / 05	47.3	Statewide Mobility	\$310.2M	Factors 1 & 3. Also, a toll study is underway. More information will be available from the toll study. The managed lanes projects are expensive projects and would be eligible for funding in the statewide tier in SPOT P5.0.
0	H111013	Highway	I-40	NC 147	Wade Avenue	Construct Managed Lanes.	C / 05	46.52	Statewide Mobility	\$724.9M	Factors 1 & 3. Also, a toll study is underway. More information will be available from the toll study. The managed lanes projects are expensive projects and would be eligible for funding in the statewide tier in SPOT P5.0.
100	H149001-D	Highway	US 15 , US 501	US 15-501 / NC 54 interchange (Raleigh Road)	SR 1742 (Ephesus Church Road)	Construct capacity improvements and add sidewalks, wide-outside lanes, and transit accommodations.	D / 07	46.17	Statewide Mobility	\$32.4M	Factors 1, 2, 3 & 6
0	H150787	Highway	Morrisville Citywide Signal System			Construct city wide ITS/signal system	C / 05	45.97	Regional Impact	\$837,000	This project isn't in our MPO area so we aren't putting MPO Local Input Points on it.
100	H090010-AC	Highway	I-40	NC 86		Improve interchange	D / 07	45.84	Statewide Mobility	\$16.5M	Factors 1, 2, 3, 4, & 6.
0	H149000-F	Highway	I-40	NC 54/Farrington Road/Falconbridge Road		Improve Interchange at I-40 and NC 54, construct grade separation and slip ramp at Farrington Road, construct interchange at Falconbridge Road, and provide a connector between Farrington and Falconbridge Roads	C / 05	45.58	Statewide Mobility	\$94.1M	Factors 1 & 3. Also, this interchange area will be included in the study/design for the larger U-5774 TIP project. Not putting Regional points on it will not impact the schedule.
100	H149001-B	Highway	US 15 , US 501	US 15-501 / NC 86 interchange (South Columbia Street)	US 15-501 / NC 54 interchange (Raleigh Road)	Construct capacity improvements and add sidewalks, wide-outside lanes, and transit accommodations.	D / 07	45.48	Statewide Mobility	\$28.7M	Factors 1, 2, 3 & 6
0	H090366-A	Highway	US 15 , US 501	I-40	US 15/501 Business	I-40 to US 15/501 Bypass in Durham. Major Corridor Upgrade to Expressway	C / 05	45.37	Statewide Mobility	\$195.3M	Factors 1 & 3. This project is listed in the statewide tier. The DCHC MPO anticipates this project receiving funding in the statewide tier in SPOT P5.0.
8	H149002	Highway	I-40	Aviation Parkway	I-540	Construct Auxiliary on I-40 Westbound between Aviation Parkway and Airport Blvd, and Airport Blvd and I-540; and I-40 Eastbound between Airport Blvd and Aviation Parkway	C / 05	45.26	Statewide Mobility	\$16.5M	Factors 1, 3, and 6. Also, only a very small segment of this project is located in the DCHC MPO area so very few points would be assigned to this project.
100	H149000-B	Highway	NC 54 (Raleigh Road)	US 15-501	SR 1110 (Barbee Chapel Road)	Upgrade Roadway to Superstreet with Bicycle and Pedestrian accommodations and construct interchange at Barbee Chapel Road	D & C / 07 & 05	45.18	Regional Impact	\$41.9M	Factors 1, 2, & 3.

**subject to STI legislation

DCHC MPO Local Input Points	SPOT ID	Mode	Route/Facility Name	From/Cross Street	To/Cross Street	Project Description	Funding Region / Division	SPOT P4.0 Raw Score (Regional Category)	Funding Tier	Cost to NCDOT	Methodology/Reasoning for Points Assignment (or No Points)*
100	H141779	Highway	Durham Citywide Signal System			Upgrade the City of Durham Signal System (inc. central servers, signal controller upgrades for FYA and transit priority, CCTV network, fiber optic communications network, etc.).	C / 05	45.07	Regional Impact	\$19.7M	Factors 1, 2, & 3.
0	H150786	Highway	NC 147	Duke Street (Exit 12C)	Briggs Avenue (Exit 10)	Operational improvements from Duke Street to Briggs Avenue	C / 05	44.65	Statewide Mobility	\$58M	Factors 1 & 3. This project is partially funded in the statewide tier. This will allow the project to be studied and move forward. Currently, not enough information is known about the specifics of this project for the MPO to assign points to it at this time.
100	H149001-A	Highway	US 15 , US 501	NC 54, NC 86 (South Columbia St)		Improve interchange	D / 07	43.85	Statewide Mobility	\$35M	Factors 1, 2, & 3.
100	H149000-H	Highway	NC 54	NC 751	SR 1118 (Fayetteville Road)	Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations	C / 05	43.1	Regional Impact	\$21.6M	Factors 1, 2, & 3.
100	H150228	Highway	I-85	NC 86		Construct new interchange to accommodate increased increased traffic & Diamond with 2-lane and 4-lane widened NC 86 on bridge with turn lanes.	D / 07	42.72	Statewide Mobility	\$16.4M	Factors 1, 2, 3, & 6.
0	H150968	Highway	NC 147	I-40	East End Connector	Add northbound and southbound auxiliary lanes: NB from either Cornwallis or TW Alexander to the EEC, and SB from the EEC to either Cornwallis or I-40. Request Congestion Management to determine the best configuration.	C / 05	42.61	Statewide Mobility	\$30M	Factors 1 & 3. This project is listed in the statewide tier. The DCHC MPO anticipates this project receiving funding in the statewide tier in SPOT P5.0.
100	H140374-E	Highway	NC 54	SR 1937/SR 1107 Old Fayetteville Road		Improve intersection	D / 07	42.07	Regional Impact	\$1.2M	Factors 1, 3, 5 & 6.
0	H129638-C	Highway	US 70	SR 1959 (South Miami Blvd) / SR 1811 (Sherron Road)	Page Road Extension / New Leesville Road	Upgrade Roadway to Freeway.	C / 05	42	Statewide Mobility	\$151.2M	Factors 1 & 3. This project is listed in the statewide tier. The DCHC MPO anticipates this project receiving funding in the statewide tier in SPOT P5.0.
0	H150229	Highway	I-40	NC 147 (Durham Freeway)		Improve existing NC 147 Durham Freeway SE on-ramp to I-40 toward Raleigh. Ramp improvement only.	C / 05	41.42	Statewide Mobility	\$17M	Factors 1 & 3. This project is listed in the statewide tier. The DCHC MPO anticipates this project receiving funding in the statewide tier in SPOT P5.0.
0***	H111011	Highway	NC 751 (Hope Valley Road)	NC 54	Southpoint Auto Park Blvd	Widen Roadway to Four Lanes with a Median with Bicycle, Pedestrian and Transit Facilities As Appropriate.	C / 05	41.13	Regional Impact	\$16.5M	Factors 1, 3, 6.
0	H090010-AB	Highway	I-40	NC 86	US 15/501	Add Additional Lanes.	D / 07	41.09	Statewide Mobility	\$47.4M	Factors 1 & 3. This project is listed in the statewide tier. The DCHC MPO anticipates this project receiving funding in the statewide tier in SPOT P5.0.
65	H140374-F	Highway	NC 54	SR 1006 (Orange Grove Rd)	SR 1937/1107 (Old Fayetteville Rd)	Operational improvements along the corridor with bicycle and pedestrian accommodations	D / 07	41.07	Regional Impact	\$3.9M	Factors 1, 3, 5 & 6.
35	H140374-D	Highway	NC 54	Neville Road		Improve intersection	D / 07	32.81	Regional Impact	937000	Factors 1, 3, 5 & 6.
0	H140374-A	Highway	NC 54	SR 1006 (Orange Grove Rd)	SR 1937/1107 (Old Fayetteville Rd)	Widen to a four-lane boulevard	D / 07	40.85	Regional Impact	\$70.4M	Factors 2 & 5. This project is not in the MPO's 2040 MTP and it is not supported by the public or elected officials.

DCHC MPO Local Input Points	SPOT ID	Mode	Route/Facility Name	From/Cross Street	To/Cross Street	Project Description	Funding Region / Division	SPOT P4.0 Raw Score (Regional Category)	Funding Tier	Cost to NCDOT	Methodology/Reasoning for Points Assignment (or No Points)*
0	H110997	Highway	NC 147 (Durham Freeway)	I-40	East End Connector	Add Additional Travel Lanes and Rehabilitate Pavement.	C / 05	39.19	Statewide Mobility	\$158M	The DCHC MPO assigned Local Input Points to Regional Impact projects beginning with Public Transportation, then Rail, and then Highway projects. The DCHC MPO used the quantitative scores as a basis for the ranking and then applied the MPO's Methodology to assign Local Input Points. All Local Input Points were assigned to projects that ranked higher than this project.
0	H149000-J	Highway	NC 54	SR 1106 (Barbee Road)	NC 55	Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations	C / 05	39.16	Regional Impact	\$30.6M	The DCHC MPO assigned Local Input Points to Regional Impact projects beginning with Public Transportation, then Rail, and then Highway projects. The DCHC MPO used the quantitative scores as a basis for the ranking and then applied the MPO's Methodology to assign Local Input Points. All Local Input Points were assigned to projects that ranked higher than this project.
0	H149000-A	Highway	NC 54 (Raleigh Road)	US 15-501		Improve Interchange	D / 07	38.62	Statewide Mobility	\$14.3M	The DCHC MPO assigned Local Input Points to Regional Impact projects beginning with Public Transportation, then Rail, and then Highway projects. The DCHC MPO used the quantitative scores as a basis for the ranking and then applied the MPO's Methodology to assign Local Input Points. All Local Input Points were assigned to projects that ranked higher than this project.
0	H149000-G	Highway	NC 54	I-40	NC 751	Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations	C / 05	37.81	Regional Impact	\$32M	The DCHC MPO assigned Local Input Points to Regional Impact projects beginning with Public Transportation, then Rail, and then Highway projects. The DCHC MPO used the quantitative scores as a basis for the ranking and then applied the MPO's Methodology to assign Local Input Points. All Local Input Points were assigned to projects that ranked higher than this project.
0	H090010-AA	Highway	I-40	I-85	NC 86	Add Additional Lanes.	D / 07	37.27	Statewide Mobility	\$97.3M	The DCHC MPO assigned Local Input Points to Regional Impact projects beginning with Public Transportation, then Rail, and then Highway projects. The DCHC MPO used the quantitative scores as a basis for the ranking and then applied the MPO's Methodology to assign Local Input Points. All Local Input Points were assigned to projects that ranked higher than this project.
0	H129645	Highway	US 501 (Roxboro Road)	US 501 Bypass (Duke Street)	SR 1640 (Goodwin Road)	Widen to Six Lanes	C / 05	35.86	Regional Impact	\$49M	The DCHC MPO assigned Local Input Points to Regional Impact projects beginning with Public Transportation, then Rail, and then Highway projects. The DCHC MPO used the quantitative scores as a basis for the ranking and then applied the MPO's Methodology to assign Local Input Points. All Local Input Points were assigned to projects that ranked higher than this project.
0	H129638-D	Highway	US 70	Page Road Extension / New Leesville Road in Durham County	Alexander Drive in Wake County	Upgrade Roadway to Freeway	C / 05	35.83	Statewide Mobility	\$81.8M	The DCHC MPO assigned Local Input Points to Regional Impact projects beginning with Public Transportation, then Rail, and then Highway projects. The DCHC MPO used the quantitative scores as a basis for the ranking and then applied the MPO's Methodology to assign Local Input Points. All Local Input Points were assigned to projects that ranked higher than this project.

DCHC MPO Local Input Points	SPOT ID	Mode	Route/Facility Name	From/Cross Street	To/Cross Street	Project Description	Funding Region / Division	SPOT P4.0 Raw Score (Regional Category)	Funding Tier	Cost to NCDOT	Methodology/Reasoning for Points Assignment (or No Points)*
0	H150716	Highway	I-540	I-40	I-495 (Knightdale Bypass)	Construct managed shoulders in both directions along I-540. Managed lanes are expected to be in operation for approx 3 hours during morning and evening peak periods (6 hours total).	C / 05	35.58	Statewide Mobility	\$97.2M	The DCHC MPO assigned Local Input Points to Regional Impact projects beginning with Public Transportation, then Rail, and then Highway projects. The DCHC MPO used the quantitative scores as a basis for the ranking and then applied the MPO's Methodology to assign Local Input Points. All Local Input Points were assigned to projects that ranked higher than this project.
0	H111036	Highway	NC 86	US 70 Bypass	North of NC 57	Widen Roadway to Four Lanes with a Median and Improve intersections at US 70 Bypass and NC 57 .	D / 07	35.07	Regional Impact	\$34M	The DCHC MPO assigned Local Input Points to Regional Impact projects beginning with Public Transportation, then Rail, and then Highway projects. The DCHC MPO used the quantitative scores as a basis for the ranking and then applied the MPO's Methodology to assign Local Input Points. All Local Input Points were assigned to projects that ranked higher than this project.
0	H150345	Highway	I-85	West of Mt. Herman Church Road grade separation	west of Durham County Line	Widen one lane in each direction	D / 07	34.76	Statewide Mobility	\$53.4M	The DCHC MPO assigned Local Input Points to Regional Impact projects beginning with Public Transportation, then Rail, and then Highway projects. The DCHC MPO used the quantitative scores as a basis for the ranking and then applied the MPO's Methodology to assign Local Input Points. All Local Input Points were assigned to projects that ranked higher than this project.
0	H150278	Highway	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. The realignment can't be entered using the SPOT Online tool.	C / 05	33.91	Regional Impact	\$5.1M	The DCHC MPO assigned Local Input Points to Regional Impact projects beginning with Public Transportation, then Rail, and then Highway projects. The DCHC MPO used the quantitative scores as a basis for the ranking and then applied the MPO's Methodology to assign Local Input Points. All Local Input Points were assigned to projects that ranked higher than this project.
0	H149000-1	Highway	NC 54	SR 1118 (Fayetteville Road)	SR 1106 (Barbee Road)	Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations	C / 05	33.66	Regional Impact	\$33.6M	The DCHC MPO assigned Local Input Points to Regional Impact projects beginning with Public Transportation, then Rail, and then Highway projects. The DCHC MPO used the quantitative scores as a basis for the ranking and then applied the MPO's Methodology to assign Local Input Points. All Local Input Points were assigned to projects that ranked higher than this project.
0	H150227	Highway	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.	E / 08	33.03	Regional Impact	\$590,000	The DCHC MPO assigned Local Input Points to Regional Impact projects beginning with Public Transportation, then Rail, and then Highway projects. The DCHC MPO used the quantitative scores as a basis for the ranking and then applied the MPO's Methodology to assign Local Input Points. All Local Input Points were assigned to projects that ranked higher than this project.
0	H150354	Highway	I-85	I-85/40 split	east of the NC 86 interchange	Widen to one lane in each direction and improve interchanges	D / 07	29.96	Statewide Mobility	\$107M	The DCHC MPO assigned Local Input Points to Regional Impact projects beginning with Public Transportation, then Rail, and then Highway projects. The DCHC MPO used the quantitative scores as a basis for the ranking and then applied the MPO's Methodology to assign Local Input Points. All Local Input Points were assigned to projects that ranked higher than this project.

DCHC MPO Local Input Points	SPOT ID	Mode	Route/Facility Name	From/Cross Street	To/Cross Street	Project Description	Funding Region / Division	SPOT P4.0 Raw Score (Regional Category)	Funding Tier	Cost to NCDOT	Methodology/Reasoning for Points Assignment (or No Points)*
0	H090555-A	Highway	NC 751	US 64	O'Kelly Chapel Road	Widen to 4 Lanes with Bicycle Lanes on Existing Location.	E / 08	29.45	Regional Impact	\$91.7M	The DCHC MPO assigned Local Input Points to Regional Impact projects beginning with Public Transportation, then Rail, and then Highway projects. The DCHC MPO used the quantitative scores as a basis for the ranking and then applied the MPO's Methodology to assign Local Input Points. All Local Input Points were assigned to projects that ranked higher than this project.
0	H150220	Highway	I-85 , US 15	E Club Blvd		Improve interchange. modernization of this interchange. The big concern is the pre-1970's design speed for the on- and off-ramps and merging. Not so much a congestion issue, but a safety issue.	C / 05	22.86	Statewide Mobility	\$20.7M	The DCHC MPO assigned Local Input Points to Regional Impact projects beginning with Public Transportation, then Rail, and then Highway projects. The DCHC MPO used the quantitative scores as a basis for the ranking and then applied the MPO's Methodology to assign Local Input Points. All Local Input Points were assigned to projects that ranked higher than this project.
0	H150292	Highway	US 70	US 70 Connector/ I- 85		Reconstruct Interchange to allow for full movements (install ramp from eastbound US 70 to Connector and from the Connector to westbound US 70). The improvement to the I-85/US 70 Connector, US 70 interchange area will alleviate the truck and automobile traffic that currently use SR-1004/Eland-Cedar Grove Road, Forest Ave, Mt. Willing Road to travel to I-40/I-85. Once traffic heads eastward past the Forest Ave intersection, there isn't an easy or direct way to get from US 70 south to I-40/I-85.	D / 07	14.63	Regional Impact	\$22.7M	The DCHC MPO assigned Local Input Points to Regional Impact projects beginning with Public Transportation, then Rail, and then Highway projects. The DCHC MPO used the quantitative scores as a basis for the ranking and then applied the MPO's Methodology to assign Local Input Points. All Local Input Points were assigned to projects that ranked higher than this project.
100	T150600	Public transportation	GoTriangle UNC Neighborhood Transit Center			Design and construction of NTC for a UNC Hospitals Neighborhood transit center transfer station.	D & C / 07 & 05	42.78	Regional Impact	\$36,000	Factors 1, 2, 3, 4, 5, & 6.
50	T150813	Public transportation	GoTriangle Garage Expansion			Upgrade garage facility. Doubling of existing facilities at 5120 Nelson Rd Morrisville Rd to ensure continuation of service if Wake County receives funding for operations expansion.	C / 05	41.8	Regional Impact	\$1.7M	Factors 1, 2, 3, 4, 5, & 6.
100	T150613	Public transportation	GoTriangle Future Rougemont Route			Improvement of Transit Corridors (Roxboro Transit corridor from Denfield St to Pettigrew St/Durham Station access and stop improvements, bus shelters). These improvements also serve GoDurham Routes 9a, 9b, and 4.	C / 05	39.46	Regional Impact	\$159,000	Factors 2 & 4.
50	T150797	Public transportation	GoTriangle DRX Expansion			Expansion vehicles purchased to increase frequency	C / 05	36.44	Regional Impact	\$243,105	Factors 2 & 4.

DCHC MPO Local Input Points	SPOT ID	Mode	Route/Facility Name	From/Cross Street	To/Cross Street	Project Description	Funding Region / Division	SPOT P4.0 Raw Score (Regional Category)	Funding Tier	Cost to NCDOT	Methodology/Reasoning for Points Assignment (or No Points)*
0	R141797	Rail	East Durham Siding & grade separations at Ellis (south), Glover, and Wrenn			Construct extension of East Durham Siding. Includes a combination of grade separations and closure at three crossings: Ellis Road - south end (734737A), Glover Road (734735L), and Wrenn Road (734736T).	C / 05	42.55	Statewide Mobility	\$49.2M	Factors 1, 2 & 3. This project is listed in the statewide tier. The DCHC MPO anticipates this project receiving funding in the statewide tier in SPOT P5.0. By not putting points on this expensive project, the MPO anticipates Ellis Road north grade separation, Cornwallis Road grade separation and five additional (5) public transportation projects being funded.
100	R140014	Rail	Ellis Road north grade separation			Grade separation at Ellis Road - north end crossing (735236V) in Durham.	C / 05	39.61	Statewide Mobility	\$4.5M	Factors 1, 2 & 3.
100	R150314	Rail	Cornwallis Road grade separation			Construct grade separation at Cornwallis Rd.	C / 05	38.22	Statewide Mobility	\$12M	Factors 1, 2 & 3.
50	T150454	Public transportation	GoTriangle Expansion Vehicles CRX Route			Five expansion vehicles purchased to increase frequency	C & D / 5 & 7	34.91	Regional Impact	\$243,105	Factors 2, 3, & 6.
24***	T150450	Public transportation	GoTriangle Holloway Street Transit Corridor Improvements			Holloway Street Transit Corridor, Transit Corridor improvements (access and stop improvements). GoDurham 3, 16, 16A, 16B	C / 05	34.16	Regional Impact	\$106,000	Factors 2, 3, & 6.
18	R150274	Rail	Piedmont			Purchase five new bi-level passenger cars for future Piedmont service between Raleigh and Charlotte	C & D & E / 5 & 7 & 8	34.64	Regional Impact	\$18M	Factors 2, 3, & 6.

***Contingent upon outcome of state budget process expected by June 30, 2016

DCHC MPO SPOT PRIORITIZATION 4.0: LOCAL INPUT POINTS FOR DIVISION NEEDS CATEGORY PROJECTS

Factors used to determine assignment of DCHC MPO Local Input Points for Division Needs Category Projects (from pg. 17 of the DCHC MPO's adopted Methodology)*

- 1 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
- 2 The priorities of the current MTP including the adopted distribution of funding between modes and the planning horizon year of projects
- 3 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
- 4 If the project is located within an area of overlapping Environmental Justice Communities of Concern identified in the MPO's 2014 Environmental Justice Report
- 5 Public input received during public input sessions
- 6 Geographic and jurisdictional balance

Division Points Guidelines from DCHC MPO Adopted Methodology

- 500 Public Transportation
- 300 Highway
- 200 Bicycle and Pedestrian
- 800 Flexible to any Mode

Actual Division Points Allocation

- 450 Public Transportation
- 550 Highway
- 800 Bicycle and Pedestrian

*These factors are used to determine the assignment of points and also to justify not assigning points to a particular project.

DCHC MPO Local Input Points	SPOT ID	Mode	Project Category	Route / Facility Name	From / Cross Street	To / Cross Street	Description	Cost To NCDOT	Division Needs Quantitative (Raw) Score (Out of 50)	Funding Region	Division(s)	County(s)	Methodology/Reasoning for Points Assignment (or No Points)
100	B150156	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	C	05	Durham	Factors 1, 2, 4
100	B141113	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	C	05	Durham	Factors 1, 2, 3, 5
100	B141100	BikePed	Division Needs	NC 55	Riddle Rd	Cecil St	Construct sidewalks on east side to fill in missing gaps.	\$ 543,600	41.79	C	05	Durham	Factors 1, 2, 3, 4, 5
100	B150153	BikePed	Division Needs	Jones Ferry Rd	Davie Rd	Main St	Construct sidewalk on the north side of the roadway	\$ 448,869	41.46	D	07	Orange	Factors 1, 2, 3, 6
100	B150144	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	C	05	Durham	Factors 1, 2, 3, 4
100	B150621	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	D	07	Orange	Factors 1, 2, 3, 5, 6
100	B150664	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	C	05	Durham	Factors 1, 2, 3, 4, 5
100	B150194	BikePed	Division Needs	Barnes St	Jones Ferry Rd	King St	Construct sidewalk on one side of the roadway.	\$ 232,907	32.29	D	07	Orange	Factors 1, 2, 3, 5, 6
100	H090637	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	C	05	Durham	Factors 1, 2, 3
100	H090647	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 NCRR	\$ 4,379,000	28.66	D	07	Orange	Factors 1, 2, 3, 6
100	H150278	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	C	05	Durham	Factors 1, 2, 3
100	H090200-A	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	D	07	Orange	Factors 1, 2, 6

DCHC MPO Local Input Points	SPOT ID	Mode	Project Category	Route / Facility Name	From / Cross Street	To / Cross Street	Description	Cost To NCDOT	Division Needs Quantitative (Raw) Score (Out of 50)	Funding Region	Division(s)	County(s)	Methodology/Reasoning for Points Assignment (or No Points)
100	H150227	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	E	08	Chatham	Factors 1, 2, 3, 5, 6
25	H150280	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	D	07	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. "
25	H140638	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 15/50 & 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 inter	\$ 7,600,000	14.09	D	07	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	T150453	Transit	Division Needs	Fayetteville St Transit Corridor Improvements			Fayetteville St Transit Corridor; Transit Corridor improvements (access and stop improvements, bus shelters) GoDurham5, 5K, 7, 14; GoTriangle 800, 805	\$ 265,000	20.74	C	05	Durham	Factors 1, 2, 3, 6
100	T150449	Transit	Division Needs	Village Neighborhood Transit Center			Design and Construction of NTC: Village Neighborhood Transit Center. GoDurham 2B, 3, 16, 16A, 16B.	\$ 85,800	20.28	C	05	Durham	Factors 1, 2, 3, 6
100	T150711	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	D	07	Orange	Factors 1, 2, 3, 5, 6

DCHC MPO Local Input Points	SPOT ID	Mode	Project Category	Route / Facility Name	From / Cross Street	To / Cross Street	Description	Cost To NCDOT	Division Needs Quantitative (Raw) Score (Out of 50)	Funding Region	Division(s)	County(s)	Methodology/Reasoning for Points Assignment (or No Points)
100	T130009	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	D	07	Orange	Factors 1, 2, 3
50	T130038	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 (Carrboro, 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	D	07	Orange	Factors 1, 2, 3. The DCHC MPO's adopted 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. " The DCHC MPO's adopted Methodology requires the MPO to consider the SPOT quantitative (raw) score when assigning Local Input Points. This project's raw score was less than 20 and is considered not as competitive as the higher scoring projects. DCHC MPO followed the direction of the adopted Methodology and assigned as many points as possible, given the limited number of points available to the MPO and considering the project's quantitative (raw) score.