Draft FY2018-2027

Metropolitan Transportation Improvement Program

CHAPTER 2: PROGRAM DEVELOPMENT

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Chapter 2 Contents

Chapter 2 Figures

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1. PROGRAM DEVELOPMENT

1.1 Project Identification

Projects under consideration for inclusion in the MTIP must first be determined as priorities of the Metropolitan Transportation Plan (MTP). The development of the FY2018-2027 MTIP program of projects initially began with the development of the 2040 MTP in 2012 and 2013. During the 2040 MTP process, the DCHC MPO developed a process to identify and evaluate priority projects to help determine which projects will best facilitate the DCHC MPO region's long-term vision. The process is based on both federally defined planning factors and locally developed project evaluation factors.

1.2 Federal Planning Factors

Project prioritization and selection is partially based on the eight planning factors identified in the current federal transportation legislation, the Fixing America's Surface Transportation Act (FAST Act), which requires MPOs to focus efforts on the development and implementation of regional strategies that:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility options available to people and for freight;
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system;
- Improve transportation system resiliency and reliability;
- Reduce or mitigate stormwater impacts of surface transportation; and
- Enhance travel and tourism.

Additionally, TMAs are expected to consider land use implications, strategies to improve transit service, transportation system management, inter-modal connectivity, and urban congestion management in the planning and programming process. Projects to relieve congestion are given particular priority. As such, project prioritization for the 2040 MTP is consistent with the MPO's recently adopted Congestion Management Process (CMP).

1.3 Goals & Objectives of the DCHC MPO in the 2040 MTP

There are nine goals the DCHC MPO identified, defined, and presented in the adopted 2040 MTP. Each of the nine goals are supported by a unique set of objectives that serve to guide the MPO toward achieving the goals.

1. Overall Transportation System

Goal: A safe, sustainable, efficient, attractive, multi-modal transportation system that: supports local land use; accommodates trip making choices; maintains mobility and access; protects the environment and neighborhoods; and improves the quality of life for urban area residents.

Objectives:

A. Establish performance standards that will measure the effectiveness of the urban area's overall transportation system in supporting access to goods, services, activities, and destinations.

B. Select and program transportation projects, which are consistent with community goals and are a cost-effective use of funds.

C. Develop and maintain a multi-modal regional transportation model that reflects travel patterns and incorporates innovative techniques for evaluating the impacts of proposed transportation investments on travel and land use patterns.

D. Promote non-automobile transportation alternatives and create efficient connections between all transportation modes.

E. Conserve natural resources and reduce the rate of energy consumption.

F. Develop cooperative strategies with employers to reduce congestion and increase the efficiency of the transportation system.

G. Use transportation funds based on the priority needs of the urban area, in keeping with community values.

H. Seek additional funding and funding sources to ensure implementation of the long range plan.

I. Monitor the implementation of the Plan and the targets through the biannual TIP process.

J. Ensure that the transportation needs are met for all populations, especially for the youth and elderly, the mobility impaired, and the economically disadvantaged.

K. Work cooperatively with the North Carolina Department of Transportation, neighboring Metropolitan Planning Organizations and Rural Planning Organizations and other transportation-related organizations to address the transportation issues of the broader region.

2. Multi-Modal Street and Highway System

Goal: An attractive multi-modal street and highway system that allows people and goods to be moved safely, conveniently,

and efficiently.

Objectives:

A. Establish performance standards and report on the condition and effectiveness of the multi-modal street and highway system.

B. Create multi-modal street patterns that: encourage safe pedestrian, bicycle, and vehicular travel; provide access to public transportation; and ensure connectivity.

C. Develop and implement level of service (LOS) standards for the urban area that are based on a cooperative agreement between state and local agencies.

D. Preserve and enhance the traffic carrying capacity of arterial street systems, while minimizing traffic intrusion in residential neighborhoods.

E. Identify and recommend design standards that: establish safe speeds; increase pedestrian and bicycle usage of streets; and enhance the attractiveness and appeal of the street and highway system.

3. Public Transportation System

Goal: A convenient, accessible, and affordable public transportation system, provided by public and private operators, that enhances mobility and economic development.

Objectives:

A. Establish performance standards and report on the condition and effectiveness of the public transportation system.

B. Increase public transit ridership by enlarging the service area and increasing the frequency of service within the urban area.

C. Coordinate transit service within the urban area by promoting high quality, seamless, integrated, and customer-friendly service.

D. Expand ridesharing, carpool, and vanpool services and opportunities.

E. Develop and implement alternatives to the use of single occupant vehicles, including high occupancy vehicle (HOV) facilities and regional rail services.

F. Develop and implement the Regional Transit Plan.

G. Develop a regional Park and Ride system for cars and bicycles to support transit services and encourage ridesharing.

4. Pedestrian and Bicycle System

Goal: A pedestrian and bicycle system that: provides a safe alternative means of transportation; allows greater access to public transit; supports recreational opportunities; and includes off-road trails.

Objectives:

A. Establish performance standards and report on the condition and effectiveness of the pedestrian and bicycle system.

B. Maintain and implement a Regional

Pedestrian Plan and a Regional Bicycle Plan.

C. Identify and recommend ways that local governments may provide adequate staff and resources to meet the goals of their pedestrian and bicycle programs.

D. Develop a regional bicycle and pedestrian policy that establishes linkages between activity centers and provides for access to public transit.

E. Ensure that bicycle and pedestrian facilities are included in the planning, design, and construction of every roadway and development project, including the connection to external transportation facilities, in accordance with bicycle and pedestrian plans and local ordinances.

F. Increase education about bicycling and walking, especially concerning the benefits of pedestrian and bicycle alternatives.

G. Support the enforcement of motor vehicle, pedestrian and bicycle regulations.

H. Pursue strong funding commitment for building both pedestrian and bicycle facilities.

I. Provide greater safety for pedestrians and bicyclists of all levels of ability, and safer interaction with users of other modes of transportation.

J. Encourage the efforts and activities of citizen advocacy groups for pedestrian and bicycling by providing information and support for their programs.

5. Integration of Land Use and Transportation

Goal: A Transportation Plan that is integrated with local land use plans and development policies.

Objectives:

A. Establish performance standards and report on the integration and consistency of the Transportation Plan with local land use plans and development policies.

B. Create transportation systems that enhance the livability of all communities.

C. Identify the impacts of different land use patterns and site designs on travel behavior.

D. Evaluate the changes in land use brought about by the expansion of existing transportation facilities and the construction of new facilities.

E. Identify and recommend land use patterns, parking requirements and development policies that increase overall mobility and that improve and support transportation efficiency, and compact, mixed-use, transit-friendly, and walkable development.

6. Protection of Natural Environment and Social Systems

Goal: A multi-modal transportation system which provides access and

mobility to all residents, while protecting the public health, natural environment, cultural resources, and social systems.

Objectives:

A. Establish performance standards and report on transportation impacts on the public health, natural environment, cultural resources, and social systems.

B. Protect and preserve archaeological, historic, and culturally valuable areas.

C. Identify and protect environmentally sensitive areas early in the planning process.

D. Develop and implement modifications to the transportation system that reduce the rate of growth in vehicle miles traveled (VMT).

E. Modify the transportation system to reduce the pollutants in highway runoff and the vehicle emissions, in accordance with federal, state and local Clean Air and Water legislation.

F. Minimize the noise and dust generated by transportation facilities in neighborhoods and the urban area.

G. Ensure that transportation facilities do not negatively affect disadvantaged populations disproportionately.

H. Develop and implement a transportation system that supports the reduction of greenhouse gases and carbon production and is coordinated with local greenhouse gas and carbon reduction plans.

7. Public Involvement

Goal: An ongoing program to inform and involve citizens throughout all stages of the development, update, and implementation of the Transportation Plan.

Objectives:

A. Establish performance standards and report on the effectiveness of the public involvement element of the Transportation Plan.

B. Encourage a broad cross section of citizens to take a proactive role in the transportation policy and planning process.

C. Educate the public and elected officials, in order to increase public understanding of both the options and the constraints of transportation alternatives.

D. Determine the public's knowledge of the metropolitan transportation system, and public values, attitudes and concerns regarding transportation.

E. Determine which elements of the Transportation Plan would support or diminish the public's desired lifestyle.

8. Safety and Security

Goal: Continue to improve transportation safety and ensure the security of the transportation system.

Objectives:

A. Reduce fatality, injury, and crash/ incident rates on all modes.

B. Reduce vulnerability of transportation facilities/users to terrorists, natural disasters and risks by implementing and monitoring an evacuation plan, and working with the regional emergency management team.

C. Reduce economic losses due to transportation crashes and incidents.

D. Improve the ability to identify high accident locations, and evaluate their impacts in TIP project prioritization.

E. Provide a safe environment for transportation users through the "3 Es" (Engineering, Enforcement, and Education).

F. Increase transit safety and security for riders and employees.

9. Freight Transportation and Urban Goods Movement

Goal: Improve mobility and accessibility of freight and urban goods movement.

Objective:

A. Relieve congestion on heavily traveled truck routes, including through the encouragement of expanded rail transportation.

B. Improve mobility and access to intermodal operations and facilities.

C. Establish and designate truck routes consistent with federal, state and local regulations.

2. Strategic Transportation Investments law

Former Governor Pat McCrory signed House Bill 817, Strategic Transportation Investments (STI) into law on June 26th, 2013 to replace the State of North Carolina's Equity Formula previously used to divide available funding among different areas of the state and different types of projects.

There are three major categories for transportation-related investments within STI. These categories are based on their function in the overall transportation system. Projects on the interstate highways and roadways within the North Carolina Strategic Transportation Corridors Network, as well as the North Carolina Railroad, are part of the Statewide Mobility category; projects on other US or NC designated routes, as well as multi-jurisdictional transit projects, are part of the Regional Impact category. All other projects on the state road system, as well as all bicycle and pedestrian projects regardless of location and transit projects located within a single county or municipality, are part of the Division Needs category.[1]

Projects are allowed to cascade down to a lower category, so a Statewide Mobility project may be funded out of Regional Impact or Division Needs money. However, projects cannot cascade up, so the reverse is not possible.

3. Strategic Mobility Formula

The Strategic Mobility Formula is part of the STI law that replaced the state's Equity Formula. The new Strategic Mobility Formula divides the Department of Transportation's budget into three classifications for distributing available revenue: State, Region, and Division:

- Statewide Mobility: 40 percent of funds within the FY2018-27 STIP will go to statewide Statewide Mobility projects that include interstate highways, major U.S. and N.C. highways, Strategic Defense highways, airports with international passenger service or large numbers of passengers, and key freight service rail lines. This category of projects will be entirely data-driven, meaning decisions will be based on data points such as traffic volume, crash statistics, economic competitiveness and freight movement. However, local officials will have the opportunity to submit candidate projects for consideration and share in their funding.
- Region: 30 percent of funds will go to regional impact projects. Each of the seven regions consist of two adjoining Transportation Divisions. The Regional category allows local officials to provide their input on intrastate and regional projects. Because regional needs vary from one area of the state to another, there is flexibility to allow urban areas to address urban needs and rural areas to address rural needs.
- Division: 30 percent of funds will be distributed equally to the state's 14 Transportation Divisions for projects that address local concerns, such as safety, congestion and connectivity. The Division category allows local officials to provide 50 percent of the project score, which will allow them to greatly influence which projects get funded in their areas.

4. Strategic Prioritization in North Carolina

The North Carolina Department of Transportation manages a strategic project prioritization process for the development of the STIP. Strategic prioritization uses transportation data as well as the input of local government partners and the public to generate scores and rankings of projects across the state. Multiple public input opportunities were provided regarding the submittal of new projects and the assignment of local points to projects.

Projects assigned to the three different categories were scored based on different formulas for each category. Each formula includes outputs of the state's quantitative data-driven process and the assignment of local input points by MPOs, RPOs, and Division Engineers.

The projects in the Statewide Mobility category were scored 100 percent based on the quantitative data-driven process established by STI.

Projects in the Regional Impact category

were scored 70 percent based on the quantitative data-driven criteria. The remaining 30 percent of scores for projects in the Regional Impact category were split evenly between the NCDOT Division Engineers and the MPO or RPO.

Projects in the Division Needs category were scored 50 percent based on the quantitative data-driven criteria established by STI. The remaining 50 percent of scores for projects in the Division Needs category were split evenly between NCDOT Division Engineers and MPO or RPO.

4.1 Results of Prioritization 4.0

The fourth iteration of the prioritization process (P4.0) resulted in each transportation mode using different quantitative criteria, measures, and weights to provide technical scores for projects.

Also, per the intent of STI, for transportation modes to compete for funding, a normalization process was recommended in order to create minimum percentages of funding for highway and non-highway projects in the combined Regional Impact and Division Needs categories. The minimum percentage for highways was 90 percent and minimum percentage for non-highways was four percent. The remaining six percent was "flex" that could go to either highway or non-highway.

The results of the P4.0 process do not necessarily mean that projects will be programmed in the order of their score and rank. Over the 10-year TIP program, funding was provided to the highest scoring projects. However, there are other considerations and factors in developing the actual program of projects in the MTIP and STIP (Figure 1 on page 2-9). A major factor in deciding when the top scoring projects are funded is project delivery time. Projects need to fulfill a series of environmental and preliminary engineering requirements, right–of-way must be purchased, utility relocation (where applicable) must be addressed, and final plans must be developed for lettings. The time period to accomplish these preconstruction activities can be lengthy.

Construction funding cannot be allocated to projects before preconstruction activities have taken place. There are also STI law provisions (including a corridor cap and individual modal caps) which directed programming decisions. The entire program of projects must budget and fiscal constraint requirements per state and federal law.

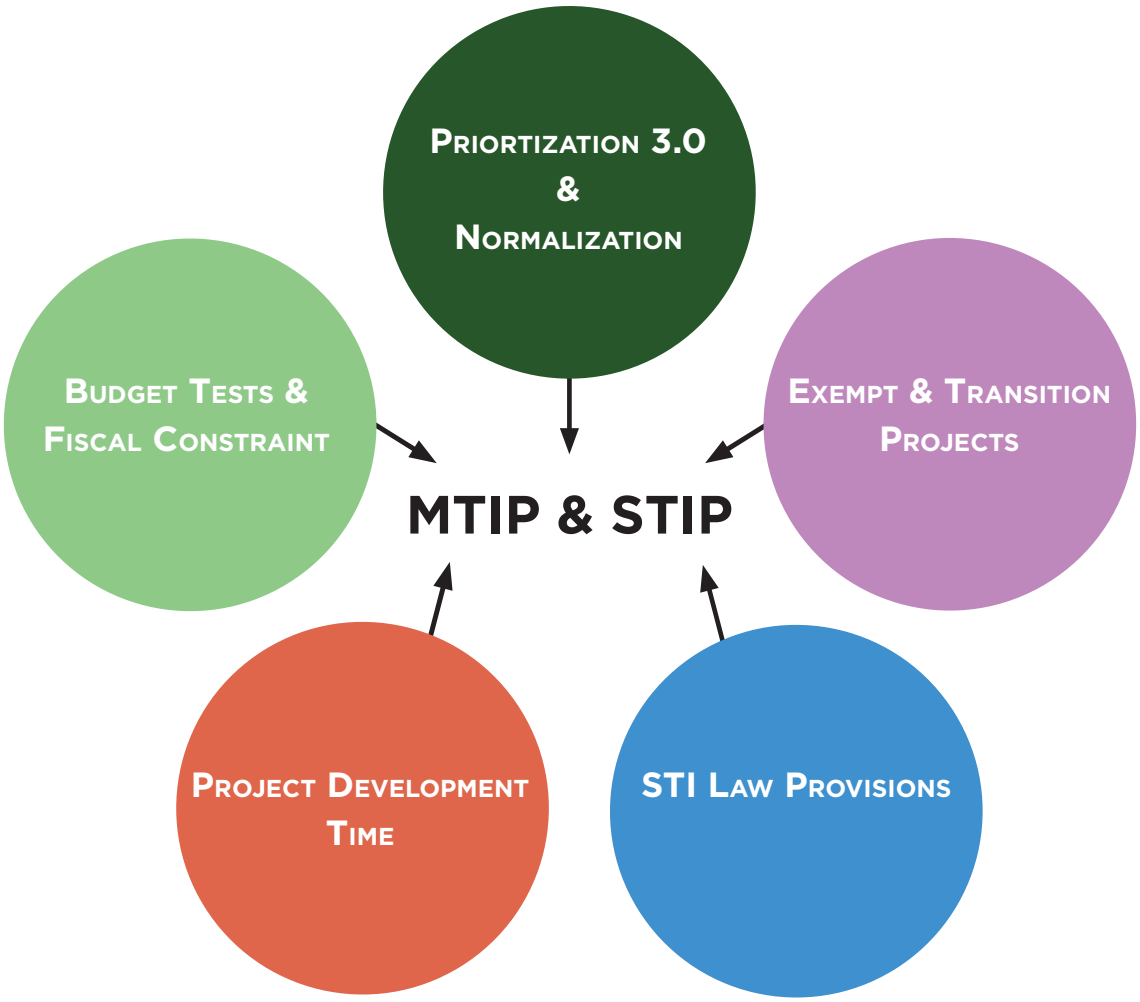
4.2 DCHC MPO Local Ranking Methodology

All of the regional transportation planning organizations and NCDOT Division Engineers were required to develop a Local Ranking Methodology for assigning local input points to projects in advance of the actual project scoring process. The DCHC MPO Board approved the MPO's methodology on March 9, 2016. The DCHC MPO's approved methodology is included at the end of this chapter. The actual points assigned to each project is shown in the appendices.

4.3 DCHC MPO Local Input Points

After the DCHC MPO Board approved the Local Ranking Methodology, the MPO applied the methodology to develop scores for all submitted projects. According to the adopted methodology, some of the MPO's points were to be assigned by following a formula and some of the points are to be assigned by discretion of the MPO Board (flexible points). The MPO methodology assigns flexible points to projects to make sure that the project cannot be overtaken by a lower scoring project and presumes that the Division Engineer will assign 100 points to each project. The results of the MPO's project scoring process are located in the appendices.

Figure 1. MTIP & STIP Development Considerations and Factors



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DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION METHODOLOGY FOR IDENTIFYING AND RANKING NEW TRANSPORATION IMPROVEMENT PROGRAM PROJECT REQUESTS

INTRODUCTION

According to U.S. Code 23 Section 134, Metropolitan Planning Organizations (MPOs) are required to develop a Transportation Improvement Program (TIP) 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 the opportunity for public participation in developing the TIP including consultation, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation.

Furthermore, as a Transportation Management Area (TMA), according to U.S. Code 23 Section 134, all federally funded projects within the Durham-Chapel Hill-Carrboro (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 provider or 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 (STIP). The STI legislation applies uniformly across the state regardless of the boundaries of MPOs and MPOs that are TMAs. The STI legislation requires the identification and submittal of potential transportation projects by the North Carolina Department of Transportation (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 Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) *Methodology for Identifying and Ranking TIP Project Requests* describes the processes that the DCHC MPO will follow to identify projects that will be submitted for evaluation to NCDOT during the NCDOT Strategic Prioritization Office of Transportation's (SPOT) Prioritization process. When the results of the SPOT Prioritization process are made available, the DCHC MPO will follow this Methodology to rank projects and assign Local Input Points to high priority projects. This Methodology is designed to address the federal requirement that the TIP be consistent with the projects and investment priorities of the MPO's MTP while being compatible with the state's STI process.

The DCHC MPO retains the authority to develop the TIP for the MPO area as required by federal regulations. Participation in the STI process through submitting projects for evaluation and/or allocating Local Input Points to projects does not require the MPO to include these projects in the TIP.

OBJECTIVE

The Methodology described herein is designed to address multi-modal transportation needs, ensure regional balance, and prioritize projects that are needed based on technical criteria. The goal is to

produce a project priority ranking which satisfies MPO goals, is simple enough for project-level analysis without requiring unnecessary data collection, and is understandable by the general public.

The DCHC MPO's Technical Committee (TC) will use the Methodology to generate a list of priority projects to submit to the NCDOT SPOT for quantitative scoring. While the Methodology is designed to comprehensively address the DCHC MPO's transportation needs, there will always be factors that are not easily measured but should still be considered in the development of the DCHC MPO's priorities. The DCHC MPO TC will make its technical recommendation for the prioritization of projects based on the methodology described in this document, and the DCHC MPO Board will then be afforded the opportunity to make changes with appropriate documentation. All public involvement for this process will be conducted in accordance with the DCHC MPO's adopted Public Involvement Policy.

Steps and schedule for submission of DCHC MPO projects to NCDOT for evaluation:

Summer 2015	DCHC MPO reviews existing projects and makes a recommendation to the DCHC MPO Board
Summer 2015	DCHC MPO Board votes on any proposed changes to existing projects
September 2015	Deadline to modify or delete an existing project.
October 2015	DCHC MPO Board votes on new highway, public transportation, rail, and bicycle/pedestrian projects to submit for Prioritization 4.0.
November 2015	Highway, rail, bicycle/pedestrian, public transportation project submission deadline for Prioritization 4.0.

Steps and schedule for updating the DCHC MPO's Methodology for Identifying and Ranking TIP Project Requests:

Summer 2015	MPO TC approves a local project prioritization methodology for projects being submitted to NCDOT SPOT On!ine
Summer 2015	TC forwards local project prioritization methodology to DCHC MPO Board for review and approval
Summer 2015	DCHC MPO Board approves local project prioritization methodology
Winter 2015	DCHC MPO develops *Methodology for Identifying and Ranking TIP Project Requests* document
Winter 2015	DCHC MPO TC reviews the *Methodology for Identifying and Ranking TIP Project Requests* and forwards Methodology to the DCHC MPO Board for approval
Winter 2015	DCHC MPO Board releases the *Methodology for Identifying and Ranking TIP Project Requests* for public review and comment period
Winter 2015	DCHC MPO forwards the *Methodology for Identifying and Ranking TIP Project Requests* to NCDOT for NCDOT Review Committee review
Spring 2016	DCHC MPO Board receives public comment on the *Methodology for Identifying and Ranking TIP Project Requests*
Spring 2016	DCHC MPO Board approves the *Methodology for Identifying and Ranking TIP Project Requests* with any public comments incorporated

Steps and tentative schedule for the allocation of Local Input Points:

February/March 2016	DCHC MPO receives results of the NCDOT SPOT scoring process for Statewide, Regional, and Division projects
March 2016	DCHC MPO ranks Regional projects for the assignment of Local Input Points
June 2016	DCHC MPO Board holds public hearing for the ranking of Regional projects and the assignment of Local Input Points
June2016	DCHC MPO Board approves assignment of Local Input Points to Regional projects
June 2016	**DCHC MPO submits Regional projects, with Local Input Points assigned to NCDOT**
June/July 2016	DCHC MPO ranks Division projects for the assignment of Local Input Points
August 2016	DCHC MPO Board holds public hearing for the ranking of Division projects and the assignment of Local Input Points
August 2016	DCHC MPO Board approves assignment of Local Input Points to Division projects
August/Sept 2016	**DCHC MPO submits Division projects, with Local Input Points assigned to NCDOT**
Sept/Oct 2016	DCHC MPO facilitates open house workshop to present results of MPO project prioritization process and Local Input Points allocation

DCHC MPO GOALS FOR THE *METHOLDOGY FOR IDENTIFYING AND RANKING TIP PROJECTS*

The *Methodology for Identifying and Ranking TIP Projects* should result in a list of projects that are a subset of the DCHC MPO Metropolitan Transportation Plan (MTP). For this reason, the goals for the Methodology are the same as the goals of the DCHC MPO, as presented in the adopted 2040 MTP. The goals of the 2040 MTP are as follows:

- A safe, sustainable, efficient, attractive, multi-modal transportation system that: supports local land use; accommodates trip-making choices; maintains mobility and access; protects the environment and neighborhoods; and improves the quality of life for urban area residents.
- An attractive multi-modal street and highway system that allows people and goods to be moved safely, conveniently, and efficiently.
- A convenient, accessible, and affordable public transportation system, provided by public and private operators, that enhances mobility and economic development.
- A pedestrian and bicycle system that: provides a safe alternative means of transportation; allows greater access to public transit; supports recreational opportunities; and includes off-road trails
- A Transportation Plan that is integrated with local land use plans and development policies.
- A multi-modal transportation system which provides access and mobility to all residents, while protecting the public health, natural environment, cultural resources, and social systems.
- An ongoing program to inform and involve citizens throughout all stages of the development, update, and implementation of the Transportation Plan.
- Continue to improve transportation safety and ensure the security of the transportation system.
- Improve mobility and accessibility of freight and urban goods movement.

PROCEDURE FOR IDENTIFYING PROJECTS FOR SUBMISSION TO NCDOT SPOT FOR EVALUATION

1) <u>Submission of Local Priority Lists to the MPO</u>

All MPO member jurisdictions and agencies will submit a local priority list to the MPO. The DCHC MPO requests that the MPO members apply initial screening criteria during the development of their respective lists. The initial screening criteria are listed below in this section. In addition to the initial screening criteria, MPO members may also want to consider reviewing Section 2 of this Methodology for guidance on the NCDOT's SPOT scoring criteria. The DCHC MPO will apply the NCDOT's scoring criteria when considering new project requests from DCHC MPO member jurisdictions and agencies.

Initial Screening Criteria

a) Regional Goals - How well does the project meet the adopted regional goals? Is the project an element of the current MTP? Does it implement community objectives? For the intrastate system, does it meet NCDOT mobility objectives? Does the project have a broad base of local support?

b) Cost Effectiveness - How much benefit does the project offer compared to the estimated cost?

c) Timing – Is the project needed within the TIP funding cycle? Is timing a critical element for the project (one-time opportunity)? Will the opportunity to do the project be lost if it is not in the current priority cycle?

DCHC MPO member jurisdictions and agencies may also elect to use a ranking methodology to create their local priority lists but only public transportation operators are required to do so. The subcommittee and TC will review local priority lists for adherence to these initial screening criteria and apply the NCDOT scoring criteria listed in Section 2 of this Methodology, before recommending the submission of these projects to the NCDOT SPOT On!ine tool.

DCHC MPO member jurisdictions and agencies shall provide the DCHC MPO a list of projects. The MPO member jurisdictions and agencies shall provide a short description of the project, including the project limits, name, mileage, and cost. The description should note any essential elements of the project such as bike lanes, sidewalks, transit accommodations, vehicle types, and other important project information. If a project exists in more than one jurisdiction, all jurisdictions must be in agreement on the proposed scope and details of the project.

2) Submission of Projects to the STI Process

For the 2018-2027 TIP, the DCHC MPO will submit projects to NCDOT's SPOT office by November 2015, for the application of the NCDOT's quantitative ranking methodology. The MPO is limited in the number of new projects that may be submitted for each mode (highway, bicycle and pedestrian, public transportation, aviation, ferry and rail), but can submit an additional project for each existing project removed from the system. NCDOT Division Engineers can also submit projects for each of their Divisions but are also limited in the number of new projects per mode that may be submitted.

DCHC MPO will combine the local priority lists into a list that the MPO will use to prioritize projects for submission into the NCDOT's SPOT On!ine tool. In the event that more highway, bicycle and pedestrian, public transportation, or rail projects are submitted to the MPO than the MPO is allowed submit to NCDOT, the DCHC MPO will score, rank, and select projects based the NCDOT scoring criteria for each mode listed within Section 2 of this Methodology. There are no ferry or aviation projects located in the DCHC MPO area so the DCHC MPO's prioritization efforts are focused on projects in the remaining transportation modes. The DCHC MPO will request that the Division Engineers submit any additional projects that the DCHC MPO may not be able to submit because the MPO is limited in the number of projects that may be submitted.

DCHC MPO Preliminary Project Ranking

Highway Projects

Highway projects may be scored and funded by any of the three funding categories (Statewide, Regional, or Division). The NCDOT has developed a different highway project scoring process for each of the three funding categories. The DCHC MPO will utilize the scoring processes developed by NCDOT to preliminarily rank projects to be submitted to NCDOT SPOT for evaluation. A project that is eligible for the Statewide funding category but is not funded under that category can cascade down to the Regional category for evaluation and possible funding. If the project is not funded under the Regional category, the project may cascade down to the Division category for evaluation and possible funding.

The NCDOT SPOT process limits the number of high priority projects that MPOs may submit. In the event that more new project requests are received than the MPO can submit, the DCHC MPO will apply a **preliminary ranking** for each funding category based on the NCDOT scoring criteria for each funding category listed below. Recent data for the ranking criteria must be available for the project

to be evaluated. The scoring criteria were developed by the NCDOT to reflect the SPOT 4.0 Workgroup recommendations that were approved by the NCDOT Board of Transportation in July 2015.

NCDOT and DCHC MPO Scoring Criteria for Highway Projects

Funding Category	Quantitative Data	Local Input	
		Division Input	MPO/RPO Input
Statewide Mobility	**Benefit/Cost = 25%** • Measurement of travel time savings and safety benefits the project is expected to provide over 10 years compared to the cost of the project to NCDOT. **Congestion = 30%** • Measurement of the Peak ADT traffic volume on the roadway compared to the existing capacity of the roadway, weighted by the total traffic volume along the roadway. **Economic Competitiveness = 10%** • Measurement of the estimated number of long-term jobs and the % change in economic activity within the county that the project is expected to provide over 10 years. **Safety = 15%** • Measurement of the number, severity, and frequency of crashes along the roadway. **Multimodal [+ Military] = 5%** • Measurement of congestion along routes that provide connections to multimodal passenger terminals. **Freight [+ Military] = 15%** • Measurement of congestion along routes that provide connections to freight intermodal terminals and routes that have high truck volumes. **Total = 100%**	--	--
Regional Impact	**Benefit/Cost = 20%** • Measurement of travel time savings and safety benefits the project is expected to provide over 10 years compared to the cost of the project to NCDOT. **Congestion = 20%** • Measurement of the Peak ADT traffic volume on the roadway compared to the existing capacity of the roadway, weighted by the total traffic volume along the roadway. **Safety = 10%** • Measurement of the number, severity, and frequency of crashes along the roadway. **Accessibility/Connectivity = 10%** • Measurement of county economic distress indicators and whether the project upgrades how the roadway functions. Goal of improving access to opportunity in rural and less-affluent areas and improving interconnectivity of the transportation network. **Freight [+ Military] = 10%** • Measurement of congestion along routes that provide connections to freight intermodal terminals and routes that have high truck volumes. **Total = 70%** (Division Engineer and Local Input Points account for remaining 30%)	**15%**	**15%**

NCDOT and DCHC MPO Scoring Criteria for Highway Projects - continued

Funding Category	Quantitative Data	Local Input	
		Division Input	MPO/RPO Input
Division Needs	**Benefit/Cost = 15%** • Measurement of travel time savings and safety benefits the project is expected to provide over 10 years compared to the cost of the project to NCDOT. **Congestion = 15%** • Measurement of the Peak ADT traffic volume on the roadway compared to the existing capacity of the roadway. **Safety = 10%** • Measurement of the number, severity, and frequency of crashes along the roadway. **Freight [+ Military] = 5%** • Measurement of congestion along routes that provide connections to freight intermodal terminals and routes that have high truck volumes. **Accessibility/Connectivity = 5 %** • Measurement of county economic distress indicators and whether the project upgrades how the roadway functions. Goal of improving access to opportunity in rural and less-affluent areas and improving interconnectivity of the transportation network. **Total = 50%** (Division Engineer and Local Input Points account for remaining 50%)	**25%**	**25%**

Public Transportation Projects

Public Transportation projects may be scored and funded by the Regional or Division funding categories. Different types of public transportation projects (vehicle, passenger facility, administrative/maintenance/operations facility, and fixed guideway) have different scoring processes for the Regional and the Division categories. Because of the different project types and the different funding categories, the DCHC MPO requested that public transportation operators review the NCDOT scoring criteria and prioritize their own new project requests based on the NCDOT scoring criteria before submitting their project lists to the MPO.

Three of the public transportation operators in the DCHC MPO will have the opportunity to submit 10 projects and Orange Public Transit will have the opportunity to submit five. The SPOT process limits the number of high priority projects that MPOs may submit. If all public transportation operators submit the maximum number of projects, this will result in the DCHC MPO receiving more projects than the MPO can submit to NCDOT. The DCHC MPO will coordinate with the Division Engineers with the hope that the Division Engineers would be able to submit projects that the DCHC MPO cannot submit.

NCDOT and DCHC MPO Scoring Criteria for Public Transportation Projects

Public Transit Scoring (Vehicle)

Funding Category	Quantitative Data	Local Input	
		Division Input	MPO/RPO Input
Regional Impact	**Access = 10%** • Measurement of the reported annual hours of operation compared to the number of vehicles in the fleet. **System Safety = 10%** • Measurement of the reported annual miles compared to the 3 year average of reported incidents. **Impact = 20%** • Measurement of the number of existing and projected annual passenger trips compared to the number of existing passenger trips. **Cost Effectiveness = 20%** • Measurement of the total projected passenger trips compared to the cost of the project to the state. **Market Share = 10%** • Measurement of the number of existing and projected annual passenger trips compared to the population in the service area. **Total = 70%** (Division Engineer and Local Input Points account for remaining 30%)	**15%**	**15%**

Funding Category	Quantitative Data	Local Input	
		Division Input	MPO/RPO Input
Division Needs	**Access = 5%** • Measurement of the reported annual hours of operation compared to the number of vehicles in the fleet. **System Safety = 10%** • Measurement of the reported annual miles compared to the 3 year average of reported incidents. **Impact = 15%** • Measurement of the number of existing and projected annual passenger trips compared to the number of existing passenger trips. **Cost Effectiveness = 15%** • Measurement of the total projected passenger trips compared to the cost of the project to the state. **Market Share = 5%** • Measurement of the number of existing and projected annual passenger trips compared to the population in the service area. **Total = 50%** (Division Engineer and Local Input Points account for remaining 50%)	**25%**	**25%**

Public Transit Scoring (Passenger Facility)

Funding Category	Quantitative Data	Local Input	
		Division Input	MPO/RPO Input
Regional Impact	**Impact = 20% (Expansion projects only)** • Measurement of the number of existing and projected annual passenger trips compared to the number of existing passenger trips. **OR** **Age = 20% (Non-expansion projects)** • Age of the facility divided by 45 years (considered the useful life). **Cost Effectiveness = 20%** • Measurement of existing annual passenger trips compared to the cost of the project to the state. **Market Share = 15%** • Measurement of the number of existing and projected annual passenger trips compared to the population in the service area. **Ridership Growth = 15%** • Growth trend of ridership over the past 5 years. **Total = 70%** (Division Engineer and Local Input Points account for remaining 30%)	**15%**	**15%**

Funding Category	Quantitative Data	Local Input	
		Division Input	MPO/RPO Input
Division Needs	**Impact = 15% (Expansion projects only)** • Measurement of the number of existing and projected annual passenger trips compared to the number of existing passenger trips. **OR** **Age = 15% (Non-expansion projects)** • Age of the facility divided by 45 years (considered the useful life). **Cost Effectiveness = 20%** • Measurement of existing annual passenger trips compared to the cost of the project to the state. **Market Share = 15%** • Measurement of the number of existing and projected annual passenger trips compared to the population in the service area. **Ridership Growth = 15%** • Growth trend of ridership over the past 5 years. • **Total = 50%** (Division Engineer and Local Input Points account for remaining 50%)passenger trips. **Cost Effectiveness = 15%** • Measurement of the total projected passenger trips compared to the cost of the project to the state. **Market Share = 5%** • Measurement of the number of existing and projected annual passenger trips compared to the population in the service area. **Total = 50%** (Division Engineer and Local Input Points account for remaining 50%)	**25%**	**25%**

Public Transit Scoring (Admin/Maintenance/Operations Facility)

Funding Category	Quantitative Data	Local Input	
		Division Input	MPO/RPO Input
Regional Impact	**Impact = 20% (Expansion projects only)** • Measurement of the existing and additional capacity compared to the existing capacity. **OR** **Age = 20% (Non-expansion projects)** • Age of the facility divided by 45 years (considered the useful life). **Cost Effectiveness = 20%** • Measurement of existing annual passenger trips compared to the cost of the project to the state. **Market Share = 15%** • Measurement of the number of existing and projected annual passenger trips compared to the population in the service area. **Ridership Growth = 15%** • Growth trend of ridership over the past 5 years. **Total = 70%** (Division Engineer and Local Input Points account for remaining 30%)	**15%**	**15%**
Division Needs	**Impact = 15% (Expansion projects only)** • Measurement of the existing and additional capacity compared to the existing capacity. **OR** **Age = 15% (Non-expansion projects)** • Age of the facility divided by 45 years (considered the useful life). **Cost Effectiveness = 20%** • Measurement of existing annual passenger trips compared to the cost of the project to the state. **Market Share = 15%** • Measurement of the number of existing and projected annual passenger trips compared to the population in the service area. **Ridership Growth = 15%** • Growth trend of ridership over the past 5 years. **Total = 50%** (Division Engineer and Local Input Points account for remaining 50%)	**25%**	**25%**

Public Transit Scoring (Fixed Guideway)

Funding Category	Quantitative Data	Local Input	
		Division Input	MPO/RPO Input
Regional Impact	**Mobility = 20%** • Measurement of the projected annual trips. **Cost Effectiveness = 15%** • Measurement of the cost per trip over the life of the project. **Economic Development = 20%** • Measurement of the projected new employment and population growth in the fixed guideway corridor over 20 years. **Congestion Relief = 15%** • Measurement of the projected travel time savings to a passenger over 30 years. **Total = 70%** (Division Engineer and Local Input Points account for remaining 30%)	**15%**	**15%**
Division Needs	**Mobility = 15%** • Measurement of the projected annual trips. **Cost Effectiveness = 15%** • Measurement of the cost per trip over the life of the project. **Economic Development = 10%** • Measurement of the projected new employment and population growth in the fixed guideway corridor over 20 years. **Congestion Relief = 10%** • Measurement of the projected travel time savings to a passenger over 30 years. **Total = 50%** (Division Engineer and Local Input Points account for remaining 50%)	**25%**	**25%**

Bicycle and Pedestrian Projects

Bicycle and pedestrian projects are scored and funded by the Division funding category. Unlike highway projects and public transportation projects, the NCDOT utilizes only one scoring process for bicycle and pedestrian projects. The DCHC MPO will utilize the scoring processes developed by NCDOT to preliminarily rank projects to be submitted to NCDOT SPOT for evaluation.

The SPOT process limits the number of high priority projects that MPOs may submit. Therefore, in the event that the DCHC MPO receives more new project request than can be submitted, the DCHC MPO will apply a **preliminary ranking** for each funding category based on the NCDOT criteria for each funding category listed below. The criteria were developed by the NCDOT to reflect the SPOT 4.0 Workgroup recommendations that were approved by the NCDOT Board of Transportation in July 2015.

NCDOT and DCHC MPO Scoring Criteria for Bicycle and Pedestrian Projects

Funding Category	Quantitative Data	Local Input	
		Division Input	MPO/RPO Input
Division Needs	**Safety = 15%** • Measurement of number of bicycle and/or pedestrian crashes, speed limit, and safety benefits to determine adequacy of safety for users of the project. **Access = 10%** • Measurement of the quantity and significance of destinations associated with the project as well as the distance to the primary destination. Measures benefit to the community as a result of constructing the project. **Demand = 10%** • Measurement of the density of population and employment within a walkable or bike-able distance of the project. • Measures user benefit as a result of constructing the project. **Connectivity = 10%** • Measurement of the degree of bike/ped separation from the roadway, ADA compliance, and connectivity to a similar or better project type. **Cost Effectiveness = 5%** • Measurement of combined user benefits of Safety, Access, Demand, and Connectivity criteria compared to the cost of the project to NCDOT. **Total = 50%** (Division Engineer and Local Input Points account for remaining 50%)	**25%**	**25%**

Rail Projects

Rail projects may be scored and funded by any of the three funding categories (Statewide, Regional, or Division). The NCDOT has developed a different rail project scoring process for each of the three funding categories. Because the MPO does not yet know which rail projects will be scored in which of the funding categories, the DCHC MPO will utilize the NCDOT's three different preliminary project ranking processes to determine rail project priorities. The MPO will coordinate closely with the NCDOT Rail Division on the identification, prioritization, and submission of rail projects. If the DCHC MPO receives more new rail project requests than the DCHC MPO can submit to NCDOT, the MPO will apply a **preliminary ranking** for each funding category based on the criteria for each funding category listed below. The criteria were developed by the NCDOT to reflect the SPOT 4.0 Workgroup recommendations that were approved by the NCDOT Board of Transportation in July 2015. If the DCHC MPO does not receive more new rail project requests than can be submitted, the DCHC MPO will submit all new rail project requests and will not need to conduct a preliminary ranking process for rail projects.

NCDOT and DCHC MPO Scoring Criteria for Rail Projects

Funding Category	Quantitative Data	Local Input	
		Division Input	MPO/RPO Input
Statewide Mobility (Class I Freight Only)	**Cost Effectiveness = 35%** • Measurement of monetized benefits compared to the project cost to NCDOT, and the jobs created for the region. **System Health = 35%** • Measurement of the volume to capacity ratio, and various measurements of accessibility and connectivity provided by the project via vicinity to points of interest, improvements to statewide rail networks, or employment density. **Safety and Suitability = 20%** • Measurement of potentially hazardous rail crossings. **Project Support = 10%** • Measurement of outside contributions to the project compared to the cost of the project to the state. **Total = 100%**	--	--

NCDOT and DCHC MPO Scoring Criteria for Rail Projects - continued

Funding Category	Quantitative Data	Local Input	
		Division Input	MPO/RPO Input
Regional Impact	**Cost Effectiveness = 25%** • Measurement of monetized benefits compared to the project cost to NCDOT, and the jobs created for the region. **System Health = 20%** • Measurement of the volume to capacity ratio, and various measurements of accessibility and connectivity provided by the project via vicinity to points of interest, improvements to statewide rail networks, or employment density. **Safety and Suitability = 15%** • Measurement of potentially hazardous rail crossings. **Project Support = 10%** • Measurement of outside contributions to the project compared to the cost of the project to the state. **Total = 70%** (Division Engineer and Local Input Points account for remaining 30%)	**15%**	**15%**
Division Needs	**Cost Effectiveness = 20%** • Measurement of monetized benefits compared to the project cost to NCDOT, and the jobs created for the region. **System Health = 10%** • Measurement of the volume to capacity ratio, and various measurements of accessibility and connectivity provided by the project via vicinity to points of interest, improvements to statewide rail networks, or employment density. **Safety and Suitability = 10%** • Measurement of potentially hazardous rail crossings. **Project Support = 10%** • Measurement of outside contributions to the project compared to the cost of the project to the state. **Total = 50%** (Division Engineer and Local Input Points account for remaining 50%)	**25%**	**25%**

RECOMMENDED ALLOCATION OF THE MPO'S LOCAL INPUT POINTS

Overview

As previously explained in this Methodology, the DCHC MPO will utilize the NCDOT SPOT's scoring criteria to preliminarily rank MPO projects for submission to NCDOT SPOT for quantitative evaluation. The highest ranking projects will be submitted to NCDOT SPOT via the SPOT On!ine tool. Upon submission to NCDOT, projects within the MPO will be evaluated according to NCDOT's quantitative ranking methodology.

The DCHC MPO will receive the results of the NCDOT quantitative evaluation scoring process and the project data used by NCDOT to develop the scores. The NCDOT's raw quantitative scores will be reviewed by the DCHC MPO and staff of MPO member jurisdictions and agencies. The NCDOT's raw quantitative scores serve as the quantitative basis for the MPO's prioritization of projects.

The allocation of the DCHC MPO's Local Input Points to high priority projects serves as the qualitative component of the prioritization process. 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 DCHC MPO's project ranking process and subsequent allocation of Local Input Points must capture the goals of the DCHC MPO and not just be purely based on the results of data-driven processes. The process and results should also capture input received from citizens, elected officials, and stakeholders in the DCHC MPO area. It is important to consider the needs of all communities that are located in the DCHC MPO area in the allocation of Local Input Points to priority projects.

Collaboration with NCDOT Divisions is also an important component of the DCHC MPO's allocation of Local Input Points. Projects that receive the MPO's Local Input Points ***and*** Division Engineer Points will have an overall better score than projects that don't receive points from both the MPO and a Division Engineer. Coordinating with NCDOT Division Engineers will ensure that priority projects in the DCHC MPO area have the best possible chance to be funded in the next NCDOT STIP and MPO TIP.

It should be noted that projects in the Statewide Mobility category are not eligible for DCHC MPO Local Input Points and therefore, will not be reviewed and prioritized by the DCHC MPO as part of prioritization process for the allocation of the DCHC MPO's Local Input Points. The DCHC MPO will prioritize and allocate Local Input Points to eligible projects in the Regional Impact and Division Needs funding categories.

Ranking Processes for the Allocation of Local Input Points

The NCDOT's raw quantitative scores for each project will serve as the basis of the DCHC MPO's prioritization and subsequent allocation of the MPO's Local Input Points. Each project in each mode will have a raw quantitative score. Each project's score represents the project's competitiveness compared to other projects of the same mode and in the same funding category (Regional Mobility or Division Needs). The raw quantitative scores for each project will be carefully considered by the DCHC MPO staff and the TC members and project lists for each mode will be sorted by the NCDOT raw quantitative scores.

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:

1) Is the project in the adopted MTP?
2) Is the project in an adopted regional or local plan?
3) Has a feasibility study been started or completed for the project?
4) Has any preliminary engineering been started or completed for the project?
5) Is the cost justified by the project benefits?
6) Does the total cost to NCDOT exceed the amount of funding available for the respective funding tier?

It is mandatory that a project be in an adopted MTP or consistent with the MTP and in an adopted regional or local plan to be eligible for Local Input Points from the DCHC MPO. The remaining factors will be considered but are not a mandatory requirement. A project that meets multiple factors would be considered more ready for funding and programming and would be considered more competitive than a project that does not meet multiple factors.

Allocation of Local Input Points

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. **Within each mode and project type, Local Input Points will be assigned in order of the project's raw quantitative score.** Exceptions may be made if the project costs more than the funding available in that category, if the project doesn't meet the two mandatory project eligibility factors or if the project will not be competitive within its Region or Division even with the application of Local Input Points.

NCDOT assigns the number of local prioritization points for each MPO, RPO, and Division based on the area's population. For the most recent round of Strategic Prioritization (SPOT P4.0), DCHC MPO has 1800 points for both the Regional Impacts and Division Needs categories. Each MPO, RPO, and Division can assign a maximum of 100 points and a minimum of 4 points to each project.

For the MPO's 1,800 Regional Local Input Points, the DCHC MPO will assign points among modes and project types according to the distribution below. The distribution below has been structured to reflect the funding goals of the MPO's adopted MTP and the number of eligible Regional category projects in each mode.

- 800 points to Highway
- 300 points to Public Transit
- 700 points could be assigned to any mode and project type

For the MPO's 1,800 Division Local Input Points, the DCHC MPO will assign points among modes and project types according to the distribution below. The distribution below has been structured to reflect the funding goals of the MPO's adopted MTP and the number of eligible Division category projects in each mode.

- 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

Statewide projects that cascade down to the Regional category will only be considered for Regional Local Input Points if the project is not considered likely to be competitive for Statewide category funding during the next Prioritization cycle. Statewide or Regional projects that cascade down to Division will only be considered for Local Input Points if the project is less than $5 million. This limitation is due to the very limited amount of funding available in the Division category that is not STP-DA or TAP (funding that is directly allocated to certain MPOs and that is not subject to the Prioritization process but is subject to the STI legislation), and the number of projects that only qualify in the Division category. The minimum number of Local Input Points needed will be assigned to each project to ensure that it maintains its relative position of competitiveness in its Region or Division.

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.

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

The above factors are difficult to quantitatively measure and will be considered through a qualitative assessment by the DCHC MPO. The DCHC MPO staff will document the reasoning used to justify the proposed assignment of Local Input Points. The DCHC MPO may consider adjustments based on the above factors and in the event that adjustments are made, the reasoning will be documented and made available for public consumption on the DCHC MPO website.

During the period that the draft point assignment is released for public comment, the DCHC MPO may make further adjustments to their recommendation based on the above factors as well as:

- Coordination with the Division Engineers on the assignment of points; and
- Public input and support as evidenced through public comments submitted to the MPO, the MPO's public hearings, public involvement efforts of local governments, and local referenda.

All public involvement for this process will be conducted in accordance with the DCHC MPO's Public Involvement Policy. Details of the DCHC MPO public involvement policy are described below.

1) Approval of the Allocation of Local Input Points

The DCHC MPO Board will release the draft Project Priority Ranking and application of Local Input Points for public comment and hold a public hearing at a MPO Board meeting. After review and public

comment, the MPO Board will approve the final application of Local Input Points. The MPO Board's approval will be informed by the following:

- 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 number of eligible projects within the MPO within each funding mode /project type/category;
- The priorities of the current MTP including the adopted distribution of funding between modes and the air quality 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;
- Geographic and jurisdictional balance;
- Coordination with the Division Engineers on the assignment of points;
- Public input and support as evidenced through public comments submitted to the MPO, the MPO's public hearing, public involvement efforts of local governments, and local referenda;
- The MPO Board members' knowledge of the urban area and the policies of their communities; and
- Other factors as identified. If the MPO Board varies from the recommended allocation of points, MPO staff will document the rationale and will post the documentation on the MPO's website.

After the DCHC MPO Board approves the allocation of Local Input Points to projects in the DCHC MPO area, MPO staff will submit the projects with the Local Input Points applied to NCDOT for use in the STI process.

Public Involvement

All public involvement for this process will be conducted in accordance with the DCHC MPO's Public Involvement Policy.

As is the MPO's standard practice for all DCHC MPO Board and TC agenda items, all relevant materials, documentation of this process, and TC and MPO Board meeting materials and minutes will be posted on the DCHC MPO's website www.dchcmpo.org. Documentation of the process will include a description of the MPO Board's rationale for assigning Local Input Points to projects.

The DCHC MPO Public Involvement Policy sets a minimum 21-day public comment period for this process and requires a public hearing at a MPO Board meeting. This public comment period and public hearing will be advertised to the public in accordance with the Public Involvement Policy. Public comments will be documented, summarized, and responses will be provided. In addition, all DCHC MPO Board and TC meetings are public meetings and include the opportunity for public comment. Comments provided at any meeting will be considered.

Comments on the DCHC MPO's *Methodology for Identifying and Ranking TIP Project Requests* or any information contained within may be submitted in writing to the DCHC MPO using the contact information below. Comments may also be offered during any DCHC MPO Board or DCHC MPO TC meeting. All meetings are open to the public and meeting schedules are available on the DCHC MPO's website www.dchcmpo.org.

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