

FY2020-2029
Transportation Improvement Program

APPENDIX C: LOCAL INPUT POINTS

1. INTRODUCTION

According to U.S. Code 23 Section 134, Metropolitan Planning Organizations 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 opportunity for public participation in developing the TIP, 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 (STIP). 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 new TIP Project Requests (Methodology) is the process that the MPO follows to develop the MPO's allocation of ranking points among projects for input into 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 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, which is located at the end of this appendix.

DCHC MPO Final Regional Impact Points Allocation for P5

Mode	Route/Project	From	To	Description	Jurisdiction	SPOT	DCHC	Division	Final	Funded?
						Score	Points Assigned	Points Assigned	Score	
Transit	Durham-Orange Light Rail Transit			Construct a 17.7 mile light rail transit line from North Carolina Central University in Durham to UNC Hospitals in Chapel Hill.	Durham, Chapel Hill	53.33	100	100	83.33	N
Highway	NC 55	I-40	Meridian Drive	Add third SB lane on NC 55 from Meridian to I-40 EB on-ramp and improve ramp terminals. Also add bike/ped facilities.	Durham	51.65	100	99	81.50	Y
Rail	NS/NCRR H Line			Construction of grade separation at SR 1954 (W. Ellis Road) and closure of existing at-grade crossing (Crossing # 735 236Y) in Durham.	Durham	49.33	100	100	79.33	N
Highway	US 70	SR 1959 (South Miami Blvd) / SR 1811 (Sherron Road)	Page Road Extension / New Leesville Road	Upgrade Roadway to Freeway.	Durham	49.32	100	99	79.17	N
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.	Chapel Hill	47.70	100	100	77.70	Y
Highway	US 501 (Roxboro Road)	US 501 Bypass (Duke Street)	Omega Road	Construct median, access management facilities, safety improvements, bicycle and pedestrian facilities, and transit stop improvements.	Durham	47.45	100	89	75.80	N
Highway	Division 5 Non-Municipal Divisionwide Signal System			Add cameras and fiber to signals in division 5 which are outside of municipal systems and upgrade software and add equipment to enable monitoring of signals by Division staff. Division wide project. Will provide the list of signals.	Division 5	46.86	14	92	75.66	N
Highway	US 501 Business (Roxboro Road)	NC 55 (Avondale Drive)	SR 1004 (Old Oxford Road)	Construct median along section with potential turn lanes at Lavender Avenue, Bon Air Avenue, and Murray Avenue. Fill in sidewalk gaps and provide streetscape amenities.	Durham	45.93	100	97	75.48	N
Highway	NC 98 (Holloway Street)	SR 1838 (Junction Road)	SR 1919 (Lynn Road)	Construct safety improvements and widen to add median, bicycle lanes, sidewalks, transit stop improvements, and traffic signals where needed.	Durham	45.76	100	89	74.11	N
Highway	NC 54	SR 1937/SR 1107 Old Fayetteville Road		Improve intersection	Carrboro	42.92	100	100	72.92	N
Highway	US 15, US 501	SR 1919 (Smith Level Rd)	US 64 Pittsboro Bypass	Convert remaining non-synchronized sections of US 15-501 to synchronized between the Orange County Line and the US 64 Pittsboro Bypass	Chatham County	32.26	47	100	62.26	Y
Highway	NC 54	SR 1006 (Orange Grove Rd)	SR 1937 / SR 1107 (Old Fayetteville Rd)	Widen to a four-lane boulevard	Orange County	46.80	0	100	61.80	N
Transit	Commuter Rail from Durham to Garner			Construct commuter rail service and infrastructure. Project includes 4 locomotives and 8 coaches.	Durham, Wake	46.67	32	0	61.37	N

Mode	Route/Project	From	To	Description	Jurisdiction	SPOT Score	DCHC Points Assigned	Division Points Assigned	Final Score	Funded?
Rail	NS/NCRR H Line			Construction of at-grade crossing improvements at Blackwell Street (Crossing # 735 229N), US 15 (Mangum Street) (Crossing # 735 231P), and SR 1118 (Fayetteville Street) (Crossing # 910 605Y) per Durham TSS in Durham.	Durham	45.78	100	0	60.78	N
Highway	US 501 Business (Roxboro Road)	SR 1443 (Horton Road)		Install turn lanes on US 501 Business (Roxboro Road) at Horton Road.	Durham	44.75	100	0	59.75	N
Rail	NS/NCRR H Line			Construction of grade separation at SR 1317 (Neal Road) and closure of existing at-grade crossing (Crossing # 735 202E) in Durham.	Durham	42.13	100	0	57.13	N
Highway	NC 54	NC 751	SR 1118 (Fayetteville Road)	Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations	Durham	40.30	100	0	55.30	N
Highway	NC 147 (Durham Freeway)	Elba Street/Trent Drive		Improve ramps by tying them into a roundabout with Elba Street and Trent Drive.	Durham	37.94	100	0	52.94	N
Highway	NC 86	US 70 Bypass	North of NC 57	Widen to four lanes with a median and Improve intersections at US 70 Bypass and NC 57.	Orange County	36.02	100	0	51.02	N
Highway	I-40	NC 54	NC 751	Construct auxiliary lane between ramps	Durham	47.78	0	0	47.78	N
Highway	US 15, US 501	NC 751	Pickett Road Overpass	Widen section of 15-501 bypass between Tower and NC 751 to 6 lanes	Durham	45.65	0	0	45.65	N
Highway	NC 54	US 15-501		Improve Interchange	Chapel Hill	30.44	100	0	45.44	N
Highway	I-40	NC 147	Wade Avenue	Construct Managed Lanes.	Durham	45.37	0	0	45.37	N
Highway	I-540	I-40	US 1	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).	Wake, Durham	44.41	0	0	44.41	N
Transit	Durham to Raleigh Commuter Rail Service			Construct infrastructure and service for commuter rail service from Durham to Raleigh. Project includes 4 locomotives and 8 coaches.	Durham, Wake	43.89	0	0	43.89	N
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	Durham	43.41	0	0	43.41	N
Highway	I-540	I-40	I-87	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).	Wake, Durham	42.28	0	0	42.28	N
Transit	Durham to Wake Forest Commuter Rail			Construct infrastructure and service for commuter rail service from Durham to Wake Forest. Project includes 6 locomotives and 12 coaches.	Durham, Wake	40.19	0	0	40.19	N
Highway	NC 54	I-40	NC 751	Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations	Durham	37.11	17	0	39.66	N

Mode	Route/Project	From	To	Description	Jurisdiction	SPOT	DCHC	Division	Final	Funded?
						Score	Points Assigned	Points Assigned	Score	
Transit	Durham to Raleigh to Garner/Wake Forest commuter rail			Construct infrastructure and service for 8-2,8-2 service to Raleigh and 4-1,4-1 service to Wake Forest and Garner. Project includes 6 locomotives and 12 coaches.	Durham, Wake	39.45	0	0	39.45	N
Highway	US 70	Page Road Extension	Alexander Drive in Wake County	Upgrade Roadway to Freeway	Durham, Raleigh	38.25	0	0	38.25	N
Highway	US 15, US 501	NC 147 (Durham Freeway)	US 70 Business (Hillsborough Road)	Signalize collector-distributor ramp intersections to improve safety.	Durham	37.85	0	0	37.85	N
Transit	Commuter Rail Transit, West Durham to Garner			Construct commuter-rail transit service adjacent to and/or within the existing North Carolina Railroad Corridor extending from West Durham to Greenfield station in Garner via RTP, Cary, and Raleigh. Provide four trains each direction during the morning rush hour, four in the evening rush hour, and one train each direction in the off-peak AM and PM (a total of ten trains each direction). The peak services will operate at one-hour intervals (e.g. leave origin station at 6:00 am, 7:00 am, 8:00 am, etc.).	Durham, Wake	34.63	0	0	34.63	N
Rail	NS/NCRR H Line			Construction of second main track from East Durham Yard (MP 58.5) to Nelson (MP 63.5) in Durham.	Durham	34.22	0	0	34.22	N
Transit	GoTriangle ODX Route bus service expansion FY23			Purchase one additional vehicle in FY23 to support headway reduction on the ODX route.	Hillsborough, Durham	20.56	90	0	34.06	N
Rail	NS/NCRR H Line			Construction of grade separation at Dimmocks Mill Road (Crossing # 735 154S) and closure of Bellvue Street existing at-grade crossing (Crossing # 735 152D) and West Hill Avenue existing at-grade crossing (Crossing # 735 151W). Project includes a pedestrian tunnel at Hill Avenue.	Hillsborough	33.08	0	0	33.08	N
Highway	NC 751	SR 1740 (Lewter Shop Road)	O'Kelly Chapel Road	Widen road to 4 Lanes with bicycle lanes on existing location.	Chatham County	32.77	0	0	32.77	N
Highway	NC 54	Neville Road		Improve intersection	Orange County	32.60	0	0	32.60	N
Rail	NCRR/NS H line			Construction of curve radius improvements from MP H 44.5 to MP H 48 near Hillsborough.	Orange County	31.97	0	0	31.97	N
Highway	NC 54	SR 1118 (Fayetteville Road)	SR 1106 (Barbee Road)	Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations	Durham	31.65	0	0	31.65	N
Transit	Mebane to Selma Commuter Rail Service			Construct infrastructure and service for commuter rail service from Mebane to Selma. Project includes 12 locomotives and 24 coaches.	Alamance, Durham, Wake, Johnston	31.48	0	0	31.48	N
Highway	NC 54	SR 1106 (Barbee Road)	NC 55	Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations	Durham	31.05	0	0	31.05	N

Mode	Route/Project	From	To	Description	Jurisdiction	SPOT Score	DCHC Points Assigned	Division Points Assigned	Final Score	Funded?
Transit	GoTriangle DRX Route bus service expansion FY 19			Purchase 3 additional vehicles in FY 19 to support headway reduction on DRX route.	Durham, Wake	29.63	0	0	29.63	N
Highway	I-540	I-40	US 1	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).	Wake, Durham	26.60	0	0	26.60	N
Highway	NC 751 (Hope Valley Road)	South Roxboro Road	Woodcroft Parkway	Widen to four lanes with bike lanes and sidewalks. Improve the NC 751 & South Roxboro Road intersection.	Durham	25.62	0	0	25.62	N
Highway	NC 751 (Hope Valley Road)	NC 54	Southpoint Auto Park Blvd	Widen to four lanes with a median with bicycle, pedestrian and transit facilities as appropriate.	Durham	25.56	0	0	25.56	N
Highway	US 70 Business	US 15-501 Business (Roxboro Street)	US 15/501 Business (Roxboro Street)	Convert the Downtown Loop from one-way to two-way traffic	Durham	19.51	0	0	19.51	N
Highway	US 15 Business (Roxboro Street)	Pettigrew Street	East Main Street	Improve the crossing at US 15/501 Business (Roxboro Street) in Downtown Durham. Make the bridge higher to reduce truck conflict, make the span wider to facilitate a future two-way of Roxboro Street, and make the bridge wider to be able to accommodate four tracks. Potentially create an intersection at Ramseur and Roxboro.	Durham	19.07	0	0	19.07	N
Rail	NCRR/NS H line			Construction of curve radius improvements from MP H 38 to MP H 40.4 near Efland.	Orange County	18.90	0	0	18.90	N
Highway	US 70	US 70 Connector		Reconstruct interchange to an at-grade intersection.	Orange County	18.43	0	0	18.43	N
Rail	NS/NCRR H Line			Construction of new railroad bridge, or other railroad approved method, over Exchange Park Lane (Crossing #735 158U) to accommodate pedestrian traffic within the structure.	Hillsborough	16.56	0	0	16.56	N
Rail	NS/NCRR H Line			Construction of second main track from Control Point Funston (MP 49.8) to East Durham Yard (MP 56) in Durham.	Durham	8.21	0	0	8.21	N
Rail	I-40 Rail Bridge in Durham County			Construct triple track bridge over I-40 in Durham County.	Durham	4.91	0	0	4.91	N
TOTAL								1800		

DCHC MPO Final Division Needs Points Allocation for SPOT 5

Mode	Route/ Project	From	To	Description	Jurisdiction	SPOT Score	DCHC	Division	Final	Funded?
							Points	Points		
Highway	NC 98 (Holloway Street)	SR 1838 (Junction Road)	SR 1919 (Lynn Road)	Construct safety improvements and widen to add median, bicycle lanes, sidewalks, transit stop improvements, and traffic signals where needed.	Durham	43.16	100	100	93.16	Y
Transit	Fayetteville St Transit Corridor Improvements	N/A	N/A	Construct sidewalks, bus stop improvements (including shelters), and better access to stops along Fayetteville Street in Durham. This corridor includes GoDurham routes 5, 5K, 7, 14 and GoTriangle routes 800, 805.	Durham	41.35	100	100	91.35	N
Highway	US 501 Business (Roxboro Road)	SR 1443 (Horton Road)		Install turn lanes on US 501 Business (Roxboro Road) at Horton Road.	Durham	40.51	100	100	90.51	N
Transit	Chatham Transit additional vehicles	N/A	N/A	Purchase three new ramp-equipped minivans	Chatham County	33.52	9	90	81.02	Y
Highway	Division 5 Non-Municipal Divisionwide Signal System			Add cameras and fiber to signals in division 5 which are outside of municipal systems and upgrade software and add equipment to enable monitoring of signals by Division staff. Division wide project. Will provide the list of signals.	Division 5	40.00	14	100	77.75	N
Highway	US 15, US 501	SR 1919 (Smith Level Rd)	US 64 Pittsboro Bypass	Convert remaining non-synchronized sections of US 15-501 to synchronized between the	Chatham County	25.98	47	100	75.98	Y
Transit	Orange Public Transit additional vehicles	N/A	N/A	Purchase two light transit vehicles	Orange County	24.81	49	100	74.56	N
BikePed	NC 54	James Street	Anderson Park	Construct sidepath on the north side of the road to accommodate two-direction bicycle transportation.	Carrboro	40.44	100	0	65.44	Y
BikePed	American Tobacco Trail	US 70 Business (Ramseur Street)	American Tobacco Trail	Construct tunnel underneath NCR. Extend path to connect American Tobacco Trail to Downtown Durham and future Duke Belt Line Trail.	Durham	40.24	100	0	65.24	N
BikePed	Sandy Creek Trail	Pickett Rd	Al Buehler Trail at Cornwallis Rd	Construct a shared use trail.	Durham	40.08	100	0	65.08	N
BikePed	NC 54	RTP Trail	American Tobacco Trail	Construct a shared use path along one side of the roadway and pedestrian intersection improvements and sidewalk connections to bus stops on both sides of the road.	Durham	39.91	100	0	64.91	N
BikePed	NC 55 (Apex Highway)	American Tobacco Trail Spur	Cornwallis Road	Construct shared use path on one side of roadway and make intersection improvements.	Durham	39.82	100	0	64.82	N

<u>Mode</u>	<u>Route/ Project</u>	<u>From</u>	<u>To</u>	<u>Description</u>	<u>Jurisdiction</u>	<u>SPOT Score</u>	<u>DCHC Points Assigned</u>	<u>Division Points Assigned</u>	<u>Final Score</u>	<u>Funded?</u>
BikePed	US 15/501 (Fordham Blvd)	Willow Drive	Old Durham Chapel Hill Road	Construct multi-use side paths paralleling US 15/501 (Fordham Blvd) on both sides from Willow Drive to Ephesus Church Road and just the east side from Ephesus Church Road to Old Durham Chapel Hill Road. Construct enhanced pedestrian and bicyclist crossing accommodations at intersections and crossing locations.	Chapel Hill	35.78	100	0	60.78	N
Highway	SR 1321 (Hillandale Road)	SR 1443 (Horton Road)		Construct roundabout	Durham	35.45	100	0	60.45	N
Highway	New Route - Northern Durham Parkway	I-85	SR 1004 (Old Oxford Road)	Construct multi-lane roadway on new location.	Durham	33.85	100	0	58.85	N
Highway	NC 54	SR 1937/SR 1107 Old Fayetteville Road		Improve intersection	Carrboro	31.70	100	0	56.70	N
BikePed	NC 86 (Martin Luther King, Jr. Parkway)	SR 1770 (Estes Drive)	SR 1777 (Homestead Road)	Construct bicycle lanes and upgrade sidewalks along NC 86.	Chapel Hill	31.48	100	0	56.48	N
Highway	NC 147 (Durham Freeway)	Elba Street/Trent Drive		Improve ramps by tying them into a roundabout with Elba Street and Trent Drive.	Durham	31.17	100	0	56.17	N
Transit	Village Neighborhood Transit Center	N/A	N/A	Design and Construction of NTC: Village Neighborhood Transit Center. Serves GoDurham routes 2B, 3, 3B, 3C	Durham	35.10	81	0	55.35	N
BikePed	SR 1843 (Seawell School Road)	SR 1780 (Estes Drive Extension)	SR 1777 (Homestead Road)	Construct a sidepath along the entire corridor from Estes Drive to Homestead Road.	Chapel Hill, Carrboro	29.19	100	0	54.19	N
Highway	NC 86	US 70 Bypass	North of NC 57	Widen to four lanes with a median and improve intersections at US 70 Bypass and NC 57.	Hillsborough	27.42	100	0	52.42	N
Highway	US 501 Business (Roxboro Road)	NC 55 (Avondale Drive)	SR 1004 (Old Oxford Road)	Construct median along section with potential turn lanes at Lavender Avenue, Bon Air Avenue, and Murray Avenue. Fill in sidewalk gaps and provide streetscape amenities.	Durham	42.71	0	0	42.71	N
Highway	I-40	NC 147	Wade Avenue	Construct Managed Lanes.	Durham	42.56	0	0	42.56	N
Highway	US 501 (Roxboro Road)	US 501 Bypass (Duke Street)	Omega Road	Construct median, access management facilities, safety improvements, bicycle and pedestrian facilities, and transit stop improvements.	Durham	40.61	0	0	40.61	N
Highway	I-40	NC 54 (exit 273)	NC 751 (exit 274)	Construct auxiliary lane between ramps	Durham	39.49	0	0	39.49	N
Highway	US 70	SR 1959 (South Miami Blvd) / SR 1811 (Sherron Road)	Page Road Extension / New Leesville Road	Upgrade Roadway to Freeway.	Durham	39.37	0	0	39.37	N
BikePed	SR 1183 (University Drive) and Old Chapel Hill Road	SR 1116 (Garrett Road)	Martin Luther King Jr. Parkway	Construct shared use path along one side of the roadway.	Durham	39.06	0	0	39.06	N
BikePed	Horton Road	US 501 Business (Roxboro Road)	NC 157 (Guess Road)	Construct a sidewalk on one side of the road, sidepath on the other side.	Durham	38.95	0	0	38.95	N

Mode	Route/ Project	From	To	Description	Jurisdiction	SPOT Score	DCHC	Division	Final	Funded?
							Points	Points		
BikePed	US 15/501 Business (University Drive)	Woodridge Drive	US 15/501 Business Lakewood Avenue	Construct sidewalks along entire length and bicycle lanes where needed.	Durham	38.80	0	0	38.80	N
BikePed	SR 1669 (Club Boulevard)	SR 1332 (Broad Street)	Washington Street/Ellerbe Creek Trail	Construct bicycle lanes on both sides of the street and improve intersections for bicycle and pedestrian crossings.	Durham	38.75	0	0	38.75	N
BikePed	Cook Rd	American Tobacco Trail	Martin Luther king Jr Parkway	Construct buffered bike lanes and sidewalks on both sides of the road.	Durham	38.75	0	0	38.75	N
BikePed	US 501 (Roxboro Road)	SR 1456 (Milton Road)	Fairfield Road	Construct sidewalks on both sides of the road.	Durham	38.42	0	0	38.42	N
BikePed	SR 1959 (Miami Boulevard)	SR 1954 (Ellis Road)	Cornwallis Road	Construct a multi-use pathway along east side of Miami Boulevard.	Durham	38.23	0	0	38.23	N
BikePed	Warren Creek Trail Phase II	Warren Creek Trail/Horton Road	US 501	Construct a shared use trail through and outside the boundary of West Point on the Eno Park.	Durham	38.01	0	0	38.01	N
BikePed	NC 55 (Apex Highway)	NC 54	Carpenter Fletcher Road	Construct pedestrian facilities on both sides of the road.	Durham	37.97	0	0	37.97	N
BikePed	US 15/501 Business (Durham-Chapel Hill Boulevard)	Nation Avenue	US 15/501 Business (University Drive)	Construct sidewalks, improve bicycle lanes, and install intersection improvements.	Durham	37.68	0	0	37.68	N
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	Durham	36.68	0	0	36.68	N
Highway	NC 54	SR 1006 (Orange Grove Rd)	SR 1937 / SR 1107 (Old Fayetteville Rd)	Widen to a four-lane boulevard	Orange County	36.58	0	0	36.58	N
BikePed	NC 98 (Holloway Street)	US-70 Bypass	Ganyard Farm Way	Construct sidewalks on both sides of the road and include intersection improvements.	Durham	35.97	0	0	35.97	N
Highway	NC 54	NC 751	SR 1118 (Fayetteville Road)	Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations	Durham	35.72	0	0	35.72	N
BikePed	Briar Creek Loop Trail & Connector	Briar Creek Parkway/Lumley Rd	Little Briar Creek	Construct 10' multi-use path along Little Briar Creek to connect to the Briarcreek Loop Trail	Raleigh, Durham	35.03	0	0	35.03	N
Rail	NS/NCRR H Line	N/A	N/A	Construction of grade separation at SR 1954 (W. Ellis Road) and closure of existing at-grade crossing (Crossing # 735 236Y) in Durham.	Durham	34.80	0	0	34.80	N
BikePed	NC 751 (Academy Road), Cornwallis Road	Duke University Rd	Chapel Hill Rd	Construct on road bicycle lanes and sidewalks for the entire length of the route.	Durham	34.80	0	0	34.80	N
Highway	NC 54	SR 1106 (Barbee Road)	NC 55	Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations	Durham	34.65	0	0	34.65	N
Highway	US 15, US 501	NC 751	Pickett Road Overpass	Widen section of 15-501 bypass between Tower and NC 751 to 6 lanes	Durham	34.22	0	0	34.22	N
Highway	US 15, US 501	NC 147 (Durham Freeway)	US 70 Business (Hillsborough Road)	Signalize collector-distributor ramp intersections to improve safety.	Durham	34.08	0	0	34.08	N
Highway	SR 1116 (Garrett Road)	NC 751 (Hope Valley Road)	SR 2220 (Old Chapel Hill Road)	Upgrade roadway corridor to increase capacity and construct bicycle and pedestrian facilities and transit stop improvements.	Durham	33.37	0	0	33.37	N

Mode	Route/ Project	From	To	Description	Jurisdiction	SPOT Score	DCHC Points Assigned	Division Points Assigned	Final Score	Funded?
Rail	NS/NCRR H Line	N/A	N/A	Construction of at-grade crossing improvements at Blackwell Street (Crossing # 735 229N), US 15 (Mangum Street) (Crossing # 735 231P), and SR 1118 (Fayetteville Street) (Crossing # 910 605Y) per Durham TSS in Durham.	Durham	32.96	0	0	32.96	N
Transit	Commuter Rail from Durham to Garner	N/A	N/A	Construct commuter rail service and infrastructure. Project includes 4 locomotives and 8 coaches.	Durham, Wake	32.59	0	0	32.59	N
Transit	GoTriangle Rougemont Park & Ride and service	N/A	N/A	Construct park-and-ride and additional vehicle to provide new service between Rougemont and central Durham.	Durham	32.59	0	0	32.59	N
BikePed	Old Durham-Chapel Hill Road	SR 1113 (Pope Road)	Mount Moriah Road	Construct a bicycle and pedestrian bridge along Old Durham-Chapel Hill Road across I-40. Facility may not be required to be the full length of the road segment.	Durham	31.84	0	0	31.84	N
Highway	US 70	Page Road Extension / New Leesville Road in Durham County	Alexander Drive in Wake County	Upgrade Roadway to Freeway	Durham, Wake	31.65	0	0	31.65	N
Highway	SR 1171 (Riddle Road)	SR 2100 (South Alston Avenue)		Construct roundabout	Durham	31.25	0	0	31.25	N
BikePed	US 15-501 (Fordham Boulevard)	Legion Road (future)	Service Road	Construct a bicycle/pedestrian bridge over US 15-501 (Fordham Boulevard) in Chapel Hill from where the future Legion Road extension will be on the east side of Fordham Boulevard to the service road on the west side.	Chapel Hill	31.15	0	0	31.15	N
Highway	I-540	I-40	US 1	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).	Wake, Durham	30.75	0	0	30.75	N
Transit	Durham to Raleigh Commuter Rail Service	N/A	N/A	Construct infrastructure and service for commuter rail service from Durham to Raleigh. Project includes 4 locomotives and 8 coaches.	Wake, Durham	30.74	0	0	30.74	N
BikePed	NC 54, Alston Avenue	Cornwallis Road	RTP Trail	Construct bicycle lanes and sidewalks.	Durham	30.53	0	0	30.53	N
BikePed	Campus to Campus Connector/Tanyard Branch Extension	Broad Street	Village Drive and Tanyard Branch Greenway	Construct an off-road multi-use path providing bicycle and pedestrian safety.	Chapel Hill	30.44	0	0	30.44	N
BikePed	Hardee St/SR 1800 (Cheek Road)	NC 98 (Holloway St)	SR 1800 (Cheek Rd/Sherwood Park)	Construct sidewalks and bike lanes on Hardee Street, construct sidewalks on Cheek Road.	Durham	30.21	0	0	30.21	N
BikePed	SR 1010 (West Franklin Street)	SR 1010 (East Main Street)	Merritt Mill Street/Brewer Lane	Construct pedestrian improvements, such as crosswalks, improved signage, and pedestrian signals, at the West Franklin/East Main/Merritt Mill/Brewer intersection on the border of Chapel Hill and Carrboro.	Chapel Hill, Carrboro	29.47	0	0	29.47	N

Mode	Route/ Project	From	To	Description	Jurisdiction	SPOT Score	DCHC Points Assigned	Division Points Assigned	Final Score	Funded?
Rail	NS/NCRR H Line	N/A	N/A	Construction of grade separation at SR 1317 (Neal Road) and closure of existing at-grade crossing (Crossing # 735 202E) in Durham.	Durham	29.26	0	0	29.26	N
Highway	NC 751	SR 1740 (Lewter Shop Road)	O'Kelly Chapel Road	Widen road to 4 Lanes with bicycle lanes on existing location.	Chatham County	29.17	0	0	29.17	N
BikePed	Finley Golf Course Road	US 15-501/NC 54	NC 54	Construct sidepath on one side or bicycle lanes.	Chapel Hill	28.62	0	0	28.62	N
Highway	NC 54	SR 1118 (Fayetteville Road)	SR 1106 (Barbee Road)	Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations	Durham	28.51	0	0	28.51	N
Highway	NC 751 (Hope Valley Road)	South Roxboro Road	Woodcroft Parkway	Widen to four lanes with bike lanes and sidewalks. Improve the NC 751 & South Roxboro Road intersection.	Durham	27.47	0	0	27.47	N
Transit	Durham to Wake Forest Commuter Rail	N/A	N/A	Construct infrastructure and service for commuter rail service from Durham to Wake Forest. Project includes 6 locomotives and 12 coaches.	Wake, Durham	27.41	0	0	27.41	N
Transit	Durham to Raleigh to Garner/Wake Forest commuter rail	N/A	N/A	Construct infrastructure and service for 8-2,8-2 service to Raleigh and 4-1,4-1 service to Wake Forest and Garner. Project includes 6 locomotives and 12 coaches.	Wake, Durham	27.04	0	0	27.04	N
Highway	NC 54	I-40	NC 751	Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations	Durham	25.78	0	0	25.78	N
BikePed	American Tobacco Trail	American Tobacco Trail	American Tobacco Trail	Construct a tunnel or bridge across O'Kelly Chapel Road.	Chatham County	25.65	0	0	25.65	N
Transit	Regional Transit Center	N/A	N/A	An improved location to increase the efficiency of the overall regional system. The project includes 10 bus bays and 150 parking spaces in a structured facility.	Durham	25.58	0	0	25.58	N
Highway	NC 54	Neville Road		Improve intersection	Orange County	25.22	0	0	25.22	N
Highway	I-540	I-40	I-87	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).	Wake, Durham	25.14	0	0	25.14	N
BikePed	SR 1669 (Club Boulevard)	Ambridge St	SR 1666 (Dearborn Dr)	Construct on road bicycle lanes and sidewalks for the entire length of the route.	Durham	24.81	0	0	24.81	N
Highway	New Route - Northern Durham Parkway	US 70	SR 1811 (Sherron Road)	Construct roadway on new location.	Durham	24.65	0	0	24.65	N
BikePed	SR 1843 (Seawell School Road)	SR 1780 (Estes Drive Extension)	SR 1777 (Homestead Road)	Improve bicycle and pedestrian facilities along the entire corridor from Estes Drive to Homestead Road. Construct bike lanes and sidewalks to fill-in gaps.	Chapel Hill, Carrboro	24.56	0	0	24.56	N

<u>Mode</u>	<u>Route/ Project</u>	<u>From</u>	<u>To</u>	<u>Description</u>	<u>Jurisdiction</u>	<u>SPOT Score</u>	<u>DCHC Points Assigned</u>	<u>Division Points Assigned</u>	<u>Final Score</u>	<u>Funded?</u>
Transit	Commuter Rail Transit, West Durham to Garner	N/A	N/A	Construct commuter-rail transit service adjacent to and/or within the existing NCRR corridor extending from West Durham to Greenfield station in Garner via RTP, Cary, and Raleigh. Provide 4 trains each direction during the morning rush hour, 4 in the evening rush hour, and 1 train each direction in the off-peak AM and PM (a total of 10 trains each direction). The peak services will operate at one-hour intervals.	Wake, Durham	24.45	0	0	24.45	N
Highway	SR 1978 (Hopson Road)	NC 54	Distribution Drive	Widen to a four lane divided roadway with bicycle and pedestrian facilities.	Durham	24.40	0	0	24.40	N
Highway	SR 1008 (Farrington Point Road), SR 1726 (Old Farrington Point Road), SR 1109 (Farrington Mill Road)	SR 1110 (Farrington Road)	SR 1717 (Lystra Road)	Modernize roadway to current standards.	Chatham County	23.99	0	0	23.99	N
Highway	NC 54 (Raleigh Road)	US 15-501		Improve Interchange	Chapel Hill	23.51	0	0	23.51	N
BikePed	SR 1008 (Mt. Carmel Church Road)	US 15/501	SR 1913 (Bennett Road)	Construct a multi-use path on one side of Mt. Carmel Church Road.	Chapel Hill	23.03	0	0	23.03	N
Highway	US 70 Business (Morgan Street, Ramseur Street), NC 98 (Morgan Street)	US 15-501 Business (Roxboro Street)	US 15/501 Business (Roxboro Street)	Convert the Downtown Loop from one-way to two-way traffic	Durham	22.92	0	0	22.92	N
Rail	NS/NCRH Line	N/A	N/A	Construction of grade separation at Dimmocks Mill Road (Crossing # 735 154S) and closure of Bellvue Street existing at-grade crossing (Crossing # 735 152D) and West Hill Avenue existing at-grade crossing (Crossing # 735 151W). Project includes a pedestrian tunnel at Hill Avenue.	Hillsborough	22.86	0	0	22.86	N
Transit	GoTriangle DRX Route bus service expansion FY 19	N/A	N/A	Purchase 3 additional vehicles in FY 19 to support headway reduction on DRX route.	Durham, Raleigh	22.59	0	0	22.59	N
Highway	SR 1005 (Old Greensboro Road)	SR 1942 (Jones Ferry Rd)	NC 87 in Alamance County	Modernize and add 4-foot Paved Shoulders	Orange County, Alamance County	22.36	0	0	22.36	N
Highway	NC 751 (Hope Valley Road)	NC 54	Southpoint Auto Park Blvd	Widen to four lanes with a median with bicycle, pedestrian and transit facilities as appropriate.	Durham	22.30	0	0	22.30	N
Rail	NCRH/NS H line	N/A	N/A	Construction of curve radius improvements from MP H 44.5 to MP H 48 near Hillsborough.	Orange County	21.97	0	0	21.97	N

Mode	Route/ Project	From	To	Description	Jurisdiction	SPOT Score	DCHC Points Assigned	Division Points Assigned	Final Score	Funded?
Highway	US 15 Business (Roxboro Street)	Pettigrew Street	East Main Street	Improve the crossing at US 15/501 Business (Roxboro Street) in Downtown Durham. Make the bridge higher to reduce truck conflict, make the span wider to facilitate a future two-way of Roxboro Street, and make the bridge wider to be able to accommodate four tracks. Potentially create an intersection at Ramseur and Roxboro.	Durham	21.88	0	0	21.88	N
Rail	NS/NCRR H Line	N/A	N/A	Construction of second main track from East Durham Yard (MP 58.5) to Nelson (MP 63.5) in Durham.	Durham	21.70	0	0	21.70	N
Highway	SR 1731 (O'Kelly-Chapel Road)	NC 751	Yates Store Road	Widen existing road to four lanes and include bicycle accommodations.	Chatham County	20.88	0	0	20.88	N
Highway	SR 1009 (Old NC 86)	SR 1777 (Homestead Road)	SR 1107 (Old Fayetteville Road)	Upgrade roadway corridor and intersection with Homestead Road to improve the safety of users. Construct two-lane improvements on Old NC 86 with left turn lanes at appropriate locations, such as John's Woods Road, and on-road bicycle facilities and sidewalks. Improve intersection at Calvander (Old NC 86/Homestead/Dairyland) for all modes. Intersection improvement could include a roundabout. Design of roadway and facilities may vary along the corridor.	Orange County, Carrboro	19.99	0	0	19.99	N
Transit	Mebane to Selma Commuter Rail Service	N/A	N/A	Construct infrastructure and service for commuter rail service from Mebane to Selma. Project includes 12 locomotives and 24 coaches.	Alamance, Orange, Durham, Wake, Johnston	19.26	0	0	19.26	N
BikePed	Old NC 86 - Hillsborough Road	SR 1777 (Homestead Road)	Farm House Road	Construct bicycle lanes on both sides of roadway	Orange County, Carrboro	19.22	0	0	19.22	N
Rail	NCRR/NS H line	N/A	N/A	Construction of curve radius improvements from MP H 38 to MP H 40.4 near Efland.	Orange County	17.16	0	0	17.16	N
Transit	GoTriangle ODX Route bus service expansion FY23	N/A	N/A	Purchase one additional vehicle in FY23 to support headway reduction on the ODX route.	Orange County, Durham	15.93	0	0	15.93	N
Highway	Elliott Road	US 15-501 (Fordham Boulevard)	Ephesus Church Road	Construct extension of existing roadway (Elliott Rd) on new location between Ephesus Church Rd and US 15/501.	Chapel Hill	15.44	0	0	15.44	N
Highway	SR 1148 (Eno Mountain Road), SR 1192 (Mayo Street)	SR 1006 (Orange Grove Road)		Construct new section of SR 1192 (Mayo Street) to align with SR 1148 (Eno Mountain Road) and install signal.	Hillsborough	14.36	0	0	14.36	N
Highway	US 70	US 70 Connector		Reconstruct interchange to an at-grade intersection.	Orange County	13.03	0	0	13.03	N
Rail	NS/NCRR H Line	N/A	N/A	Construction of new railroad bridge, or other railroad approved method, over Exchange Park Lane (Crossing #735 158U) to accommodate pedestrian traffic within the structure.	Hillsborough	12.46	0	0	12.46	N

<u>Mode</u>	<u>Route/ Project</u>	<u>From</u>	<u>To</u>	<u>Description</u>	<u>Jurisdiction</u>	<u>SPOT Score</u>	<u>DCHC Points Assigned</u>	<u>Division Points Assigned</u>	<u>Final Score</u>	<u>Funded?</u>	
Rail	NS/NCRR H Line	N/A	N/A	Construction of second main track from Control Point Funston (MP 49.8) to East Durham Yard (MP 56) in Durham.	Durham	10.73	0	0	10.73	N	
Rail	I-40 Rail Bridge in Durham County	N/A	N/A	Construct triple track bridge over I-40 in Durham County.	Durham	7.36	0	0	7.36	N	
							1800				

**DURHAM-CHAPEL HILL-CARRBORO
METROPOLITAN PLANNING ORGANIZATION
METHODOLOGY FOR IDENTIFYING AND RANKING NEW
TRANSPORTATION 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. 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:

Spring 2017	DCHC MPO staff work with local jurisdiction staff to develop potential new projects for Prioritization 5.0; DCHC MPO staff review projects to ensure they meet minimum requirements and are in the MTP
June 2017	DCHC MPO staff and Technical Committee reviews Carryover projects and makes recommendations to the Board to either have those projects scored in Prioritization 5.0 as is, propose changes to projects to then be scored in Prioritization 5.0, or remove projects from consideration; DCHC MPO Board reviews and provides input on potential new projects
July 2017	DCHC MPO staff performs analysis on proposed new projects; a Technical Committee sub-committee narrows the number of projects to a final recommended list for submittal
August 2017	DCHC MPO Board votes on any proposed changes and deletions of existing projects for Prioritization 5.0; DCHC MPO Board reviews proposed list of new projects for Prioritization 5.0; new project list is released for public comment
September 2017	Project submission deadline for Prioritization 5.0.

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

November 2017	DCHC MPO staff updates <i>Methodology for Identifying and Ranking TIP Project Requests</i> document
December 2017	DCHC MPO TC reviews the <i>Methodology for Identifying and Ranking TIP Project Requests</i> and forwards Methodology to the DCHC MPO Board for public release
January 2018	DCHC MPO Board releases the <i>Methodology for Identifying and Ranking TIP Project Requests</i> for public review and comment period; DCHC MPO TC makes final review and recommendation to DCHC MPO Board
February 2018	DCHC MPO holds public hearing on <i>Methodology</i> , forwards for NCDOT Review Committee review
March 2018	DCHC MPO Board approves the <i>Methodology for Identifying and Ranking TIP Project Requests</i>

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

March 2018	DCHC MPO receives results of the NCDOT SPOT scoring process for Statewide, Regional, and Division projects
April 2018	DCHC MPO ranks Regional projects for the assignment of Local Input Points; DCHC MPO Board releases initial assignment of Local Input Points for Regional projects for public comment
May 2018	DCHC MPO Board holds public hearing on initial assignment of Local Input Points for Regional projects
June 2018	DCHC MPO Board approves assignment of Local Input Points to Regional projects
June 2018	DCHC MPO submits Regional projects, with Local Input Points assigned, to NCDOT
July 2018	DCHC MPO ranks Division projects for the assignment of Local Input Points
August 2018	DCHC MPO Board releases initial assignment of Division projects and the assignment of Local Input Points for public comment
September 2018	DCHC MPO Board holds public hearing on initial assignment of Local Input Points for Division projects
October 2018	DCHC MPO Board approves assignment of Local Input Points to Division projects
October 2018	DCHC MPO submits Division projects, with Local Input Points assigned, to NCDOT
January 2019	NCDOT releases Draft STIP

DCHC MPO GOALS FOR THE METHODOLOGY 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 MTP¹. 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) Submission of Local Priority Lists to the MPO

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. If a project exists in more than one jurisdiction, all jurisdictions must be in agreement on the proposed scope and details of the project.

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?

¹ The 2040 MTP was in effect at the time of submission to Prioritization 5.0 and the drafting of this *Methodology*; the 2045 MTP is scheduled to be adopted in February 2018.

- 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 staff, the TC and its subcommittee will review local priority lists for adherence to the initial screening criteria and apply the NCDOT scoring criteria listed in Section 2 of this Methodology, before recommending the submission of these projects to Prioritization 5.0.

2) Submission of Projects to the STI Process

For the 2020-2029 TIP, the DCHC MPO will submit projects to NCDOT’s SPOT office by September 2017 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. 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 work with a TC subcommittee to select projects based the NCDOT scoring criteria for each mode. For Prioritization 5.0 there were no ferry or aviation projects submitted within the DCHC MPO area. 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 are eligible to be scored and funded in any of the three funding categories (Statewide, Regional, or Division), depending on the characteristics of the project. The P5.0 Workgroup 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 projects that MPOs may submit. In the event that more new project requests are received than the MPO can submit, the DCHC MPO will follow the criteria developed by the SPOT 5.0 Workgroup that were submitted to the NCDOT Board of Transportation in June 2017. This will provide a set of preliminary scores that can be used to rank projects.

For Prioritization 5.0, Divisions 5, 7, and 8 each adopted a set of alternate criteria for highway projects (alternate criteria was not an option for non-highway projects). Those alternate criteria are shown below.

NCDOT and DCHC MPO Scoring Criteria for Highway Projects

Funding Category	Quantitative Data	Local Input	
		Division Input	MPO/RPO Input
Statewide Mobility	<p>Benefit/Cost = 25%</p> <ul style="list-style-type: none"> 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. <p>Congestion = 30%</p> <ul style="list-style-type: none"> 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. 60% Existing Volume/Capacity Ratio 40 Existing Volume <p>Economic Competitiveness = 10%</p> <ul style="list-style-type: none"> 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. <p>Safety = 10%</p> <ul style="list-style-type: none"> Measurement of the number, severity, and density of crashes along the roadway and calculate future safety benefits. <p>Freight = 25%</p> <ul style="list-style-type: none"> Measurement of existing truck volume and whether or not the roadway is part of a future interstate highway. <p>Total = 100%</p>	--	--
Regional Impact	<p>Benefit/Cost = 20%</p> <ul style="list-style-type: none"> 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. <p>Congestion = 20%</p> <ul style="list-style-type: none"> 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. 80% Existing Volume/Capacity Ratio 20% Existing Volume <p>Safety = 10%</p> <ul style="list-style-type: none"> Measurement of the number, severity, and density of crashes along the roadway and calculate future safety benefits. <p>Accessibility/Connectivity = 10%</p> <ul style="list-style-type: none"> 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. <p>Freight = 10%</p> <ul style="list-style-type: none"> Measurement of existing truck volume and whether or not the roadway is part of a future interstate highway. <p>Total = 70% (Division Engineer and Local Input Points account for remaining 30%)</p>	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 – Division 5	<p>Benefit/Cost = 20%</p> <ul style="list-style-type: none"> 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. <p>Congestion = 15%</p> <ul style="list-style-type: none"> Measurement of the Peak ADT traffic volume on the roadway compared to the existing capacity of the roadway. 100% of this indicator at the Division <p>Safety = 15%</p> <ul style="list-style-type: none"> Measurement of the number, severity, and frequency of crashes along the roadway. <p>Total = 50% (Division Engineer and Local Input Points account for remaining 50%)</p>	25%	25%
Division Needs – Divisions 7 & 8	<p>Benefit/Cost = 15%</p> <ul style="list-style-type: none"> 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. <p>Congestion = 15%</p> <ul style="list-style-type: none"> Measurement of the Peak ADT traffic volume on the roadway compared to the existing capacity of the roadway. 100% of this indicator at the Division <p>Safety = 15%</p> <ul style="list-style-type: none"> Measurement of the number, severity, and frequency of crashes along the roadway. <p>Accessibility/Connectivity = 5%</p> <ul style="list-style-type: none"> 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. <p>Total = 50% (Division Engineer and Local Input Points account for remaining 50%)</p>	25%	25%

Public Transportation Projects

Public Transportation projects may be scored and funded within 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 Division categories.

Four transit operators within DCHC submitted projects through DCHC MPO for Prioritization 5.0. Though DCHC MPO was allotted 23 submittal projects for Prioritization 5.0, only 20 were projects were submitted by the local transit agencies for scoring (GoTriangle 10, Chapel Hill Transit 5, GoDurham 4, and Orange Public Transit 1).

NCDOT and DCHC MPO Scoring Criteria for Public Transportation Projects

Public Transit Scoring (Demand Response)

Funding Category	Quantitative Data	Local Input	
		Division Input	MPO/RPO Input
Regional Impact	<p>Cost Effectiveness = 25%</p> <ul style="list-style-type: none"> Measurement of the total projected passenger trips compared to the cost of the project to the state and lifespan of the project. <p>Demand/Density = 20%</p> <ul style="list-style-type: none"> Measurement of the number of service hours devoted to the project compared to the service population. <p>Efficiency = 15%</p> <ul style="list-style-type: none"> Measurement of the vehicle utilization ratio. <p>Impact = 10%</p> <ul style="list-style-type: none"> Measurement of the number trips affected by the project. <p>Total = 70% (Division Engineer and Local Input Points account for remaining 30%)</p>	15%	15%
Division Needs	<p>Cost Effectiveness = 15%</p> <ul style="list-style-type: none"> Measurement of the total projected passenger trips compared to the cost of the project to the state and lifespan of the project. <p>Demand/Density = 15%</p> <ul style="list-style-type: none"> Measurement of the number of service hours devoted to the project compared to the service population. <p>Efficiency = 10%</p> <ul style="list-style-type: none"> Measurement of the vehicle utilization ratio. <p>Impact = 10%</p> <ul style="list-style-type: none"> Measurement of the number trips affected by the project. <p>Total = 50% (Division Engineer and Local Input Points account for remaining 50%)</p>	25%	25%

Public Transit Scoring (Facilities)

Funding Category	Quantitative Data	Local Input	
		Division Input	MPO/RPO Input
Regional Impact	<p>Cost Effectiveness = 25%</p> <ul style="list-style-type: none"> Measurement of the total projected passenger trips compared to the cost of the project to the state and lifespan of the project. <p>Impact = 20%</p> <ul style="list-style-type: none"> Measurement of the number trips affected by the project. <p>Efficiency = 15%</p> <ul style="list-style-type: none"> Measurement of efficiency of the project. <p>Demand/Density = 10%</p> <ul style="list-style-type: none"> Measurement of the ridership growth trend for the previous five years. <p>Total = 70% (Division Engineer and Local Input Points account for remaining 30%)</p>	15%	15%
Division Needs	<p>Cost Effectiveness = 15%</p> <ul style="list-style-type: none"> Measurement of the total projected passenger trips compared to the cost of the project to the state and lifespan of the project. <p>Impact = 15%</p> <ul style="list-style-type: none"> Measurement of the number trips affected by the project. <p>Demand/Density = 10%</p> <ul style="list-style-type: none"> Measurement of the ridership growth trend for the previous five years. <p>Efficiency = 10%</p> <ul style="list-style-type: none"> Measurement of efficiency of the project. <p>Total = 50% (Division Engineer and Local Input Points account for remaining 50%)</p>	25%	25%

Public Transit Scoring (Mobility)

Funding Category	Quantitative Data	Local Input	
		Division Input	MPO/RPO Input
Regional Impact	<p>Cost Effectiveness = 25%</p> <ul style="list-style-type: none"> Measurement of the total projected passenger trips compared to the cost of the project to the state and lifespan of the project. <p>Demand/Density = 20%</p> <ul style="list-style-type: none"> Measurement of the number of total trips as a percentage of the service population. <p>Impact = 15%</p> <ul style="list-style-type: none"> Number of trips affected by the project. <p>Efficiency = 10%</p> <ul style="list-style-type: none"> Total number of trips as a ratio of the total revenue seat hours. <p>Total = 70% (Division Engineer and Local Input Points account for remaining 30%)</p>	15%	15%
Division Needs	<p>Cost Effectiveness = 20%</p> <ul style="list-style-type: none"> Measurement of the total projected passenger trips compared to the cost of the project to the state and lifespan of the project. <p>Demand/Density = 10%</p> <ul style="list-style-type: none"> Measurement of the number of total trips as a percentage of the service population. <p>Impact = 10%</p> <ul style="list-style-type: none"> Number of trips affected by the project. <p>Efficiency = 10%</p> <ul style="list-style-type: none"> Total number of trips as a ratio of the total revenue seat hours. <p>Total = 50% (Division Engineer and Local Input Points account for remaining 50%)</p>	25%	25%

Bicycle and Pedestrian Projects

Bicycle and pedestrian projects are scored and funded within the Division Needs funding category; therefore NCDOT utilizes only one scoring process for bicycle and pedestrian projects. DCHC MPO will utilize the scoring processes developed by the P5.0 Workgroup to preliminarily rank projects to be submitted to NCDOT SPOT for evaluation.

The NCDOT SPOT process limits the number of projects that MPOs may submit. In the event that more new project requests are received than the MPO can submit, the DCHC MPO will follow the criteria developed by the SPOT 5.0 Workgroup that were submitted to the NCDOT Board of Transportation in June 2017. This will provide a set of preliminary scores that can be used to rank projects.

NCDOT and DCHC MPO Scoring Criteria for Bicycle and Pedestrian Projects

Funding Category	Quantitative Data	Local Input	
		Division Input	MPO/RPO Input
Division Needs	<p>Safety = 15%</p> <ul style="list-style-type: none"> Measurement of number of bicycle and/or pedestrian crashes, speed limit, and safety benefits to determine adequacy of safety for users of the project. <p>Access = 10%</p> <ul style="list-style-type: none"> Measurement of the quantity and significance of destinations associated with the project as well as the distance to the primary destination. <p>Demand = 10%</p> <ul style="list-style-type: none"> Measurement of the density of population and employment within a walkable or bike-able distance of the project. <p>Connectivity = 10%</p> <ul style="list-style-type: none"> Measurement of the degree of bike/ped separation from the roadway, whether or not the project is part of or a connection to a national, state, or regional bike route, and connectivity to a similar or better project type. <p>Cost Effectiveness = 5%</p> <ul style="list-style-type: none"> Measurement of combined user benefits of Safety, Access, Demand, and Connectivity criteria compared to the cost of the project to NCDOT. <p>Total = 50% (Division Engineer and Local Input Points account for remaining 50%)</p>	25%	25%

Rail Projects

Rail projects may be scored and funded within any of the three funding categories (Statewide, Regional, or Division). The MPO will coordinate closely with the NCDOT Rail Division on the identification, prioritization, and submission of rail projects. DCHC MPO will follow the criteria developed by the SPOT 5.0 Workgroup that were submitted to the NCDOT Board of Transportation in June 2017.

NCDOT and DCHC MPO Scoring Criteria for Rail Projects

Funding Category	Quantitative Data	Local Input	
		Division Input	MPO/RPO Input
<p>Statewide Mobility (Class I Freight Only)</p>	<p>Benefit-Cost = 35%</p> <ul style="list-style-type: none"> • Measurement of monetized benefits compared to the project cost to NCDOT. <p>Safety = 30%</p> <ul style="list-style-type: none"> • Measurement of potentially hazardous rail crossings and other safety benefits. <p>System Opportunities = 15%</p> <ul style="list-style-type: none"> • Measurement of accessibility and connectivity provided by the project, and connections to multimodal opportunities. <p>Capacity and Diversion = 10%</p> <ul style="list-style-type: none"> • Volume/Capacity = 75% • Highway Diversion = 25% <p>Economic Competitiveness = 10%</p> <ul style="list-style-type: none"> • Measurement of economic benefits of the project. <p>Total = 100%</p>	--	--
<p>Regional Impact</p>	<p>Benefit-Cost = 25%</p> <ul style="list-style-type: none"> • Measurement of monetized benefits compared to the project cost to NCDOT. <p>Safety = 15%</p> <ul style="list-style-type: none"> • Measurement of potentially hazardous rail crossings and other safety benefits. <p>System Opportunities = 10%</p> <ul style="list-style-type: none"> • Measurement of accessibility and connectivity provided by the project, and connections to multimodal opportunities. <p>Capacity and Diversion = 10%</p> <ul style="list-style-type: none"> • Volume/Capacity = 75% • Highway Diversion = 25% <p>Economic Competitiveness = 10%</p> <ul style="list-style-type: none"> • Measurement of economic benefits of the project. <p>Total = 70% (Division Engineer and Local Input Points account for remaining 30%)</p> <p>Total = 100%</p>	15%	15%

NCDOT and DCHC MPO Scoring Criteria for Rail Projects - continued

Funding Category	Quantitative Data	Local Input	
<p>Division Needs</p>	<p>System Opportunities = 15%</p> <ul style="list-style-type: none"> • Measurement of accessibility and connectivity provided by the project, and connections to multimodal opportunities. <p>Benefit-Cost = 10%</p> <ul style="list-style-type: none"> • Measurement of monetized benefits compared to the project cost to NCDOT. <p>Safety = 10%</p> <ul style="list-style-type: none"> • Measurement of potentially hazardous rail crossings and other safety benefits. <p>Capacity and Diversion = 10%</p> <ul style="list-style-type: none"> • Volume/Capacity = 75% • Highway Diversion = 25% <p>Economic Competitiveness = 5%</p> <p>Measurement of economic benefits of the project</p> <p>Total = 50% (Division Engineer and Local Input Points account for remaining 50%)</p>	<p>25%</p>	<p>25%</p>

RECOMMENDED ALLOCATION OF THE MPO'S LOCAL INPUT POINTS

Overview

As previously explained in this *Methodology*, DCHC MPO will utilize the NCDOT Prioritization 5.0 scoring criteria to preliminarily rank MPO projects for submission to NCDOT for quantitative evaluation. Upon submission to NCDOT, projects within the MPO will be evaluated according to NCDOT's quantitative ranking methodology.

DCHC MPO will receive the results of the NCDOT quantitative evaluation scoring process and the project data used by NCDOT to develop the scores. NCDOT's scaled quantitative scores will be reviewed by the DCHC MPO and staff of MPO member jurisdictions and agencies. The quantitative scores will inform DCHC 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 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 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 DCHC MPO as part of the process for allocation of Local Input Points. Projects that cascade down from the Statewide Mobility category are eligible for local input points and will be incorporated into the process described below. DCHC MPO will prioritize and allocate Local Input Points to eligible projects in the Regional Impact and Division Needs funding categories.

Description of Criteria and Weights

Per the guidance that was provided by the NCDOT SPOT Office, DCHC will utilize at least two qualitative criteria for the purpose of allocation of local points. The table below shows the criteria to be used to rank projects for assignment of local points. Projects will be ranked based on a six-point scale.

Criteria	Maximum Points (Highway)	Maximum Points (Non-Highway)
MTP Prioritization ²		
Project planned for near-term (by MTP 2025 Threshold)	2	
Project planned for mid-term (by MTP 2035 Threshold)	1	
Project planned for long-term (by MTP 2045 Threshold)	0	
Consistent with Adopted Regional or Local Plan		2
Preliminary Engineering or Engineering Study Completed or Underway		1
Allocation of local tax revenues through a DCHC-member jurisdiction voter supported referendum	1	1
DCHC-member jurisdiction demonstrates local funding towards progress in project	1	
Project complements non-highway transportation facility	1	1
Project supports Environmental Justice Community of Concern ³	1	1
TOTAL MAXIMUM	6	6

Total Score and Project Ranking Approach

All projects will be ranked based on their score using the rubric above. The rankings will be used to inform TC and Board members regarding allocation points using the method described in the next section.

Point Assignment Process

Projects deemed to be of top priority to the MPO will be assigned the requisite amount of points necessary in order to maximize the project's chances of receiving funding through the SPOT process. NCDOT assigns the number of local prioritization points for each MPO, RPO, and Division based on the area's population. DCHC MPO has been allocated 1,800 points for both the Regional Impacts (Regional) and Division Needs (Division) categories for Prioritization 5.0. 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 Impact Local Input Points, DCHC MPO will assign points to Regional projects 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. Statewide projects that cascade down to the Regional category will generally not be assigned Regional Local Input Points unless the project cost is less than \$5 million. The MPO Board and TC may deviate from this policy on a case-by-case basis.

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

For the MPO's 1,800 Division Needs Local Input Points, 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. Statewide and Regional projects that cascade down to the Division category will generally

² Use designations in 2045 MTP as it will be adopted by the time local allocation points are assigned.

³ For the purposes of this Methodology, an Environmental Justice Community of Concern is an Overlapping Community of Concern as identified in the 2014 DCHC MPO Environmental Justice Report.

not be assigned Division Local Input Points unless the project cost is less than \$5 million. The MPO Board and TC may deviate from this policy on a case-by-case basis.

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

Deviations from this methodology may be made for various reasons, including but not limited to:

- A project costs more than the funding available in that category
- A project will not be competitive within its Region or Division even with the application of Local Input Points
- Coordination with the Division Engineer or a neighboring MPO or RPO deems a project should not receive points, or will receive points from another MPO, RPO, or Division
- The DCHC MPO Board, based on a recommendation from the Technical Committee (TC), determines that a lower ranking project is of greater priority and therefore should be assigned points (or more points than assigned through application of the Methodology)
- The DCHC MPO Board determines that a higher ranking project is of lesser priority and therefore should be assigned fewer, or no, points than assigned through application of the Methodology
- The DCHC MPO Board determines that projects in another mode are of higher priority
- The DCHC MPO Board determines that points should be awarded to a particular project to support geographic equity
- Based on public input, the DCHC MPO Board decides to deviate from the project rankings

Should a project receive Local Input Points through a deviation, the Board will note the reason for the deviation and that reason shall be published after final adoption.

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 an MPO Board meeting. The initial list of projects proposed to receive Local Input Points will be based on the process described above. 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 final score and list of initial projects using the process described above;
- 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 and neighboring MPOs and RPOs 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 Prioritization 5.0.

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.dchcmo.org.

The DCHC MPO Public Involvement Policy sets a minimum 21-day public comment period for this process and requires a public hearing at an MPO Board meeting. This public comment period and public hearing will be advertised 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.

The DCHC MPO web site will include the following on its Local Methodology tab for the FY2020-2029 TIP web page:

- Link to the NCDOT STI Prioritization Resources web site
- Updated drafts of the Methodology as they are available
- Schedule for adoption of the Methodology and Local Points
- Schedule of milestones in the Methodology and Local Input Points adoption process
- Preliminary and final local input point assignment sheets

DCHC MPO will follow the schedule below for public comment and adoption of this Methodology:

December 2017 – Draft Methodology reviewed by the DCHC MPO TC (materials published online for public review); TC recommends that DCHC MPO Board release *Draft Methodology* for public comment

January 2018 – DCHC MPO Board reviews Draft Methodology and releases for 21-day public comment period; TC has second review and makes recommendation to the Board

February 2018 – Board holds public hearing, reviews public comments, and adopts Methodology (including any changes based on public comment); DCHC MPO staff submits the Methodology to NCDOT Review Committee; TC reviews comments from NCDOT Review Committee and recommends changes to Methodology, if necessary

March 2018 – Board adopts revised Methodology, if necessary

Material Sharing

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.dchcmo.org.

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