

June 25, 2024

TO: DCHC MPO Board
FROM : Filmon Fishastion, MPO Staff
SUBJECT: Allocating Initial Local Input Points

Summary

Per the adopted DCHC MPO Methodology for Identifying and Ranking New Transportation Improvement Program Project Requests, DCHC MPO staff has compiled an initial list of projects for consideration for the Regional Impact local points for this round of prioritization. That list is attached. This memo describes the development of that list in addition to highlighting some issues for consideration for deviation from that list in the final selection.

Application of Methodology

The Methodology defines six criteria to be considered for highway projects, and six for non-highway. Staff applied the criteria to every project at the Regional Impact level, including those that could cascade down from the Statewide Mobility level. Projects that received the same score based on the established criteria were then ranked based on their overall SPOT quantitative score to determine whether or not they should be recommended for local points.

Potential Deviations from Methodology

State law allows for deviations from the adopted Methodology as long as those deviations are acknowledged and documented by the MPO Board. Several justifications for deviation are listed in the Methodology. MPO staff has identified several projects for consideration of local points that deviate from the Methodology for the Technical Committee to consider:

- While the funding availability at the regional level is bountiful, there is a negative balance for Division 5 at the division level. This is something to consider since projects at the regional level that are not selected for funding will cascade down to the division level, if eligible.
- The Methodology states that projects should not cascade down that cost more than \$5 million. However, this could eliminate some projects that could be funded, based on their quantitative score, including several rail projects.
- DCHC MPO staff is in the process of consulting with staff from Division 5, 7, or 8 and neighboring MPO's/RPO's to discuss which projects may be assigned points from these agencies. Since half of the local points will come from the respective Division, any project will have a greater chance of securing funding if it receives points from both the MPO and the Division. DCHC MPO staff will continue to engage Division staff during the public review process.
- The previous adoption of this Methodology introduced a criterion that identifies high-crash areas with the intention of utilizing a Regional Safety Plan in order to score all

projects in the DCHC MPO equally. Since then, a comparable source that applies equally to all jurisdictions has not emerged, and for consistency this criterion will not be used to score projects.