

DURHAM • CHAPEL HILL • CARRBORO

DCHC

METROPOLITAN PLANNING ORGANIZATION

PLANNING TOMORROW'S TRANSPORTATION

Division Needs Local Point Allocation

Filmon Fishastion, 10/8/2024

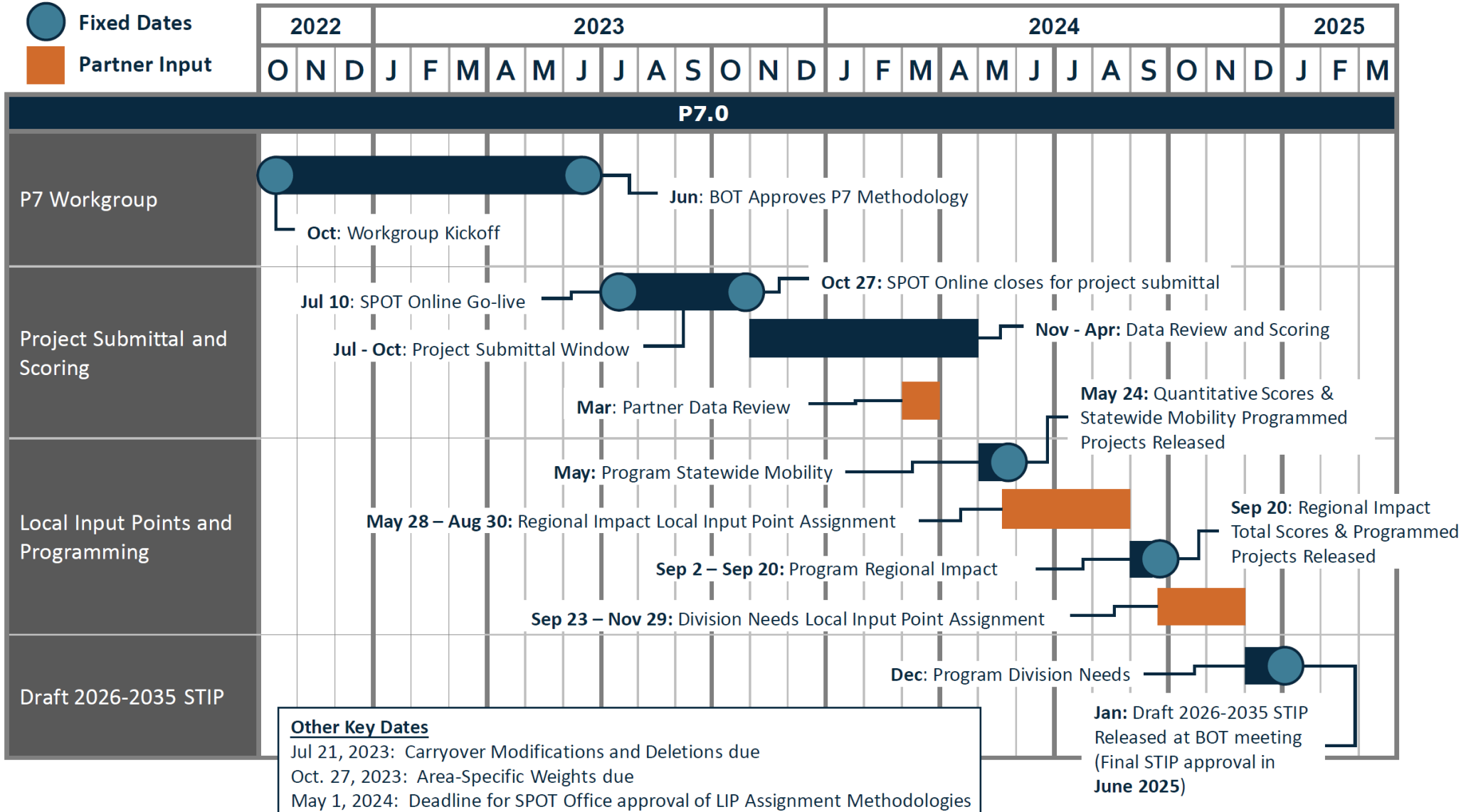
P7 Schedule

Revised – March 2024

Dates set per P7 Workgroup in October 2022



- Fixed Dates
- Partner Input



Regional Impact Results for Highway & Rail

Highway

- Chapel Hill Citywide Signal System
- Improve the intersection of NC 55 (Apex Highway) and Cornwallis Road

Rail

- Realign SR 1120 (Mt. Willing Road) to line up with Efland Cedar Grove Road at US 70 and close at-grade crossing (Crossing # 735 145T) at MP 37.31 and construct a bridge over this line.

Regional Impact Results for Transit

BRT

- Durham to Carrboro
- Durham to North Hills
- RTP to Powhatan

Route 800 Headway Reduction

- Purchase three vehicles to decrease headways to 15 minutes and improvements to bus stops

DRX Route Expansion

- Purchase two electric vehicles and charging infrastructure to decrease headways to 15 minutes

Division Local Input Point Allocation

- The MPO has 1,700 points to distribute towards Division Needs projects
- 300 points were flexed to the Regional Impact category
- Below are the targets outlined in the LIP Methodology
 - 300 points to Highway
 - 500 points to Public Transit
 - 500 points to Bicycle and Pedestrian
 - 400 points to any mode
- With the success of funding in the Regional tier, there is less of a need for projects in the Transit category



- 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 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.
- 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 do not receive points from both the MPO and a Division Engineer.

- LIP Methodology Score
 - Totaled using criteria outlined in the methodology that aligns with goals of the MTP
- SPOT Score
 - Projects are given a score each tier of funding that it is eligible for

- Deviations from the methodology
 - Funding availability
 - Coordination with neighboring MPO/RPO/Division
 - Priorities by members of the TC
 - Overall competitiveness
 - › Division 7 “red line” score: 39.7
 - › Division 5 “red line” score: Not calculated due to the negative funding balance

Identified Priorities from the TC Subcommittee Meeting

T192652 – NS BRT

B231220 - Orange
High School
Road/Harold Latta
Road Sidewalk
Improvements

B231151 – American
Tobacco
Trail/Durham Rail
Trail Connector

B192919 – East
Franklin Street
Sidepath

B230693 – Raleigh
Road Sidepath

B231473 – Durham-
to-Roxboro Rail Trail

B231270 – Old NC
86 Bike Lanes &
Sidewalk

H171433 – Northern
Durham Parkway

H230685 – NC 86
Connector

H185154 – Orange
Grove Road
Modernization

H185154 – Orange Grove Road Modernization

- DCHC: 44%
- CPRPO: 64%

B231473 – Durham-to-Roxboro Rail Trail


- DCHC: 56%
- KTRPO: 44%

B231159 – Triangle Bikeway (Full Extent)

- DCHC: 56%
- CAMPO: 44%

Next Steps

Recommend for the Board to release this list for public comment



In November, recommend for the Board to adopt the local input point allocation