



Durham-Chapel Hill-Carrboro

Metropolitan Planning Organization

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## **Regional Impact Local Input Point Report**

### **Prioritization 7.0**

August 2024

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## **Introduction**

The Strategic Transportation Investments (STI) law (GS 136-189.10 and .11), enacted in 2013, directs NCDOT to select and fund major capital improvement projects using a data-driven prioritization process in combination with local input. Under STI, all major capital mobility/expansion and modernization projects across all six modes of transportation (Highway, Aviation, Bicycle/Pedestrian, Public Transportation, Ferry and Rail) compete for funding. Each project is classified into one of three funding categories – Statewide Mobility, Regional Impact, or Division Needs – where it competes for funds with other eligible projects. In the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) only projects in the Highway, Bicycle/Pedestrian, Public Transportation, and Rail modes are available to compete for funding.

Statewide Mobility eligible projects compete against all other projects in this category across the state, and project selection is based 100% on the data-driven quantitative score. Regional Impact projects compete against all other projects in this category within the same funding region (consisting of two NCDOT Transportation Divisions), and selection is based 70% on the quantitative score and 30% on local input (15% Metropolitan Planning Organization (MPO)/Rural Planning Organization (RPO) priority and 15% NCDOT Division Engineer priority). Division Needs projects compete against all other projects within the same NCDOT Transportation Division, and selection is based 50% on quantitative score and 50% on local input (25% MPO/RPO priority and 25% NCDOT Division Engineer priority).

The STI law includes an innovative component known as cascading, where projects not funded in the Statewide Mobility category are eligible for funding in the Regional Impact category. Similarly, projects not funded in the Regional Impact category are eligible for Division Needs funds. Projects that cascade down are then subject to the scoring criteria and local input for the respective funding category.

MPOs/RPOs and Divisions indicate priority by applying local input points to projects. Each organization receives a baseline of 1,000 local input points, with additional points (up to 2,500) based on population. For P7, the DCHC MPO has been allocated 2,000 points to assign to projects in the Regional Impact category as well as a separate allocation of 2,000 points to assign to projects in the Division Needs category. These points are assigned to projects using the DCHC MPO Methodology for Identifying and Ranking New Transportation Improvement Program Project Requests, also known as the Local Input Point Methodology. In addition to points from the MPO, projects may also receive Local Input Points from the Divisions. Division 5 and Division 7 have been allocated 2,500 points each.

In addition to assigning points using the Local Input Point Methodology, the DCHC MPO met with its member organizations, the NC DOT Divisions, and neighboring MPOs/RPOs to ensure the regional coordination of local priorities.

## **Feedback from the Technical Committee Subcommittee**

On June 14 members of the Technical Committee (TC) met to discuss the initial assignment of Regional Impact point, potential deviations from this initial assignment, the overall funding availability, as well as local priorities. At this meeting the group also decided to leverage the ability to flex 300 points from the Division Needs category to the Regional Impact category to bring the total number of points to 2,300. This was done to take advantage of the current funding availability. At the Regional level there is ample funding for the DCHC MO Regions (C & D). At the Division level, Division 7 and Division 8 have funding balances that are in a surplus, but the balance in Division 5 is in a deficit meaning that we can expect less projects in the Divisions Needs category to be selected for funding. Below are the projects that were discussed at this meeting.

<b>SPOT ID</b>	<b>Project Description</b>	<b>Reasoning</b>
T192947	North-South Bus Rapid Transit (BRT) from Chapel Hill to Pittsboro	Identified by Chapel Hill Transit and Orange County as a top priority
T231597	North-South BRT from Hillsborough to Pittsboro	Identified by Orange County as a top priority
H19001-C	Manning Drive Interchange	Points were removed at the request of the Town of Chapel Hill
H129685	Intersection Improvements at Latta Road and Infinity Road	Points were added to this project and removed from project H170126 at the request of the City of Durham
H172171	Converting I-40 from NC 54 to Blue Ridge Road to a Managed Freeway with Ramp Metering	This project was identified to be a priority to the group, but it would not have full regional support and so the group elected not to allocate points
R150318	Construction of Pedestrian Tunnel at West Hill Avenue and Closure of Both the Bellvue Street and the West Hill Avenue Existing At-Grade Crossing	Identified by Orange County as a top priority
R230586	Upgrading Infrastructure from Charlotte to the Virginia Border	Points were removed from this project. After considering the current funding availability the group decided that it was unlikely that this project would be selected
R231693	Construct Road Over Rail Grade Separation and Close At-Grade Crossing at S. Plum Street	Identified by Durham County as a top priority

R231695	Construct Road Over Rail Grade Separation and Close At-Grade Crossing at S. Driver Street	Identified by Durham County as a top priority
R140014	Construction of Grade Separation at W. Ellis Road and Closure of Existing At-Grade Crossing	Identified by Durham County as a top priority

## **Public Comment**

The public comment period was conducted in accordance with the DCHC MPO Public Involvement Policy and the Local Input Point Methodology. The period ran from July 2 to July 23 and was advertised on social media and the DCHC MPO website. The following were included on the DCHC MPO website:

- Link to NC DOT STI Prioritization Resources Web Site
- The Adopted Local Input Point Methodology
- Schedule for Adoption of the Methodology and Local Points
- Preliminary Local Input Point Assignment Sheet

No comments were received from the public during this time.

## **Coordination with NC DOT**

In addition to their participation in the DCHC MPO Technical Committee, the NC DOT Divisions conducted their own public comment period from June 17-July 17. DCHC MPO staff met virtually with both Division 5 and Division 7 individually to discuss any priorities and coordinate where possible. Below are some of the projects that will receive Local Input Points from both the MPO and the Division.

### **Division 5**

<b>SPOT ID</b>	<b>Project Description</b>
H231717	Improving the intersection of NC 55 and Cornwallis Road

### **Division 7**

<b>SPOT ID</b>	<b>Project Description</b>
H231862	An updated signal system with transit signal priority for the Town of Carrboro and Town of Chapel Hill
H231863	An updated signal system with transit signal priority for the Town of Hillsborough
R191321	Realign Mt. Willing Road to line up with Efland Cedar Grove Road at US 70 and close at-grade crossing at MP 37.31 and construct a bridge over this line.
R150318	Construction of Pedestrian Tunnel at West Hill Avenue and Closure of both the Bellvue Street and the West Hill Avenue existing at-grade crossing

## **Coordination with MPOs/RPOs**

Surrounding the DCHC MPO lies the Triangle Area Rural Planning Organization (TARPO), the Burlington-Graham Metropolitan Planning Organization (BG MPO), Kerr-Tarr Rural Planning Organization (KTRPO), and the Capital Area Metropolitan Planning Organization (CAMPO). For projects that lie within multiple jurisdictions, those jurisdictions may place points on a project up to the amount that the project lies in their area. It is for this reason that coordination among the MPOs and RPOs in the region is crucial. Below are some projects that will receive the full amount of Local Input Points through the support of multiple MPOs or RPOs.

### **TARPO & DCHC MPO**

<b>SPOT ID</b>	<b>Project Description</b>
T192947	North-South BRT from Chapel Hill to Pittsboro

### **CAMPO & DCHC MPO**

<b>SPOT ID</b>	<b>Project Description</b>
T171930	RTP to Powhatan BRT
T192907	Durham to North Hills BRT
T192850	Durham-Cary BRT
T171711	GoTriangle DRX Route Expansion



## **Deviations from Methodology**

The Local Input Methodology was created to ensure that projects are consistent with the investment priorities of the Metropolitan Transportation Plan (MTP) that is done jointly with the DCHC MPO and CAMPO. Projects are awarded points based on criteria outlined in the Methodology such as MTP inclusion, local funding, or support for an Environmental Justice Community and the highest scoring projects are allocated Local Input Points. The DCHC MPO may deviate from the Methodology project ranking for the following reasons:

- 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

Below are the projects that have received Local Input Points through one of the reasons listed above.

<b>SPOT ID</b>	<b>Project Description</b>	<b>Reasoning</b>
T192947	North-South Bus Rapid Transit (BRT) from Chapel Hill to Pittsboro	Project was recommended to be a priority by the TC
T231597	North-South BRT from Hillsborough to Pittsboro	Project was recommended to be a priority by the TC
H19001-C	Manning Drive Interchange	Points were removed at the request of the TC
H129685	Intersection Improvements at Latta Road and Infinity Road	Project was recommended to be a priority by the TC

R150318	Construction of Pedestrian Tunnel at West Hill Avenue and Closure of Both the Bellvue Street and the West Hill Avenue Existing At-Grade Crossing	Project was recommended to be a priority by the TC
R230586	Upgrading Infrastructure from Charlotte to the Virginia Border	Under the Methodology this project would normally have points, but the project cost is more than the funding availability in the Regional Impact category

## Funding Availability

### Draft 2026-2035 STIP Funding Availability for Selecting Projects from Prioritization 7.0

STI Funding Category	Funding Availability
Statewide Mobility	\$1,033M
Region A (Divisions 1 & 4)	-\$228M
Region B (Divisions 2 & 3)	-\$32M
Region C (Divisions 5 & 6)	\$992M
Region D (Divisions 7 & 9)	\$458M
Region E (Divisions 8 & 10)	-\$471M
Region F (Divisions 11 & 12)	\$8M
Region G (Divisions 13 & 14)	-\$191M
Division 1	-\$19M
Division 2	-\$85M
Division 3	-\$54M
Division 4	\$24M
Division 5	-\$107M
Division 6	\$126M
Division 7	\$184M
Division 8	\$113M
Division 9	-\$15M
Division 10	-\$108M
Division 11	\$40M
Division 12	-\$72M
Division 13	-\$52M
Division 14	\$51M

As of May 17, 2024

**\*\*\* Values are as of May 17, 2024, and will change due to, but not limited to, updated project cost estimates and schedule changes for committed projects \*\*\***

To meet federal and state fiscal constraint requirements for the Draft 2026-2035 STIP, schedule changes (delays) for committed projects will need to occur in STI Funding Categories with a negative value. Schedule changes for committed projects may also need to occur in STI Funding Categories with a positive value to meet the same federal and state fiscal constraint requirements in the first five years of the Draft 2026-2035 STIP.

# NC DOT Funding Region

