



## Durham – Chapel Hill – Carrboro Metropolitan Planning Organization

Member Organizations: Town of Carrboro, Town of Chapel Hill, Chatham County, City of Durham, Durham County, Town of Hillsborough, NC Department of Transportation, Orange County, Triangle Transit

### MEMORANDUM

April 17, 2018

To: Durham-Chapel Hill-Carrboro MPO Technical Committee  
 From: Aaron Cain, Senior Transportation Planner  
 Re: Initial Allocation of Local Input Points for Regional Impact Projects

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 local points for this round of prioritization. That list is attached. This memo describes the development of that list as well as highlights some issues for consideration for deviation from that list in the final selection.

#### Application of Methodology

The Methodology defines five 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:

- The initial assignment of points to highway projects only assigns points to projects located in Durham. However, the Methodology identifies “Geographical and jurisdictional balance” as a reason to deviate from the standard criteria and assign points to a particular project.
- 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, such as several rail projects.
- The Methodology states that 500 points will be assigned to transit projects (with a maximum of 100 points per project). However, with the removal of several transit projects by the MPO Board in March, and only one commuter rail project that could potentially be constructed, there are not enough transit projects to assign the full complement of points. Therefore, in the initial list those points have been assigned to highway projects.



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- DCHC MPO staff is consulting with CAMPO staff regarding which commuter rail project should receive local points. As a placeholder, the project with the highest quantitative score has been assigned 34 points from DCHC (CAMPO would provide the additional 66 points). However, if another project is deemed more appropriate to receive points, the number of points DCHC assigns could change.
- The Methodology states that 500 points can be assigned to “any mode and project type”. The only modes in which DCHC has projects at the Regional level are highway, transit, and rail. There are not enough transit projects to use any of these points, and not enough rail projects that meet the \$5 million threshold for cascading to use all 500 of these points; therefore, the points that are not assigned to rail projects have been assigned to highway projects.