

## Memorandum

To: Capital Area MPO Executive Board

From: CAMPO Staff

Date: May 24, 2022

Re: FFY 2024 LAPP Program

The next round of LAPP applications will be open in August 2022 and will be for the FFY 2024 project cycle. Staff has reviewed the issues brought up during the FFY 2023 cycle and provided recommendations to address those issues.

### Issues addressed in this memo:

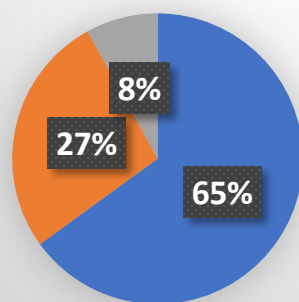
- Target Modal Investment Mix
- Including Equity in LAPP Scoring Criteria
- LAPP Selection Panel Policy Recommendations

### Issue: Target Modal Investment Mix

The Target Modal Investment Mix for the FFY2022 round of LAPP was 65% roadway, 27% bike/ped, and 8% transit and the total programming allowance was \$25 million. Uncertainties in future federal funding, overprogramming, and existing project cost overruns have caused general funding uncertainties for LAPP over the next few years.

**Staff Recommendation:** Keep the same Target Modal Investment Mix and tentative programming allowance as the prior rounds of LAPP. If new funding information is made available, CAMPO Staff or the LAPP Selection Panel may recommend programming less or more than the total programming allowance for the FFY2024 cycle.

## FFY 2024 Recommended Target Modal Investment Mix



- Roadway (\$16,250,000)
- Bicycle Pedestrian (\$6,750,000)
- Transit (\$2,000,000)

### **Issue: Including Equity in LAPP Scoring Criteria**

The topic of including equity as a measure in the LAPP scoring criteria has been discussed through numerous iterations of program development. Nuances on how equity is measured and concerns over how to properly include equity measures in the program have stalled these efforts up to this point. CAMPO is committed to including considerations and support for underserved communities throughout our planning processes, and would like to begin implementing equity scoring in our LAPP process over the next two years.

**Staff Recommendation:** CAMPO Staff recommends continuing to use this year and next to further develop equity in the LAPP scoring criteria. CAMPO recently completed an update to our Strategic Plan and our Public Participation Plan update is scheduled for later this year. During the process of updating these plans, feedback from important stakeholders, including the CAMPO Executive Board, TCC, and public will help provide meaningful guidance on the specific equity priorities of our stakeholders and decision-makers, that can then be used to implement in LAPP. Additionally, CAMPO is engaged in two research projects being conducted by NCDOT and UNC-CH that are exploring how to include equity considerations in project evaluations/prioritization programs that are anticipated to be completed before the FFY 2025 LAPP cycle. We believe seeing the results of this work will provide beneficial information and recommendations that may be very helpful as we continue to evolve the LAPP program.

### **Issue: LAPP Selection Panel Policy Recommendations**

The FFY2023 LAPP Selection Panel provided multiple policy recommendations during their review and recommendation of the FFY2023 projects. The Panel did not reach a consensus on how to address some of the policy issues introduced during their meeting, but all members agreed that this item was worth acknowledging and considering through future iterations of the LAPP Program:

1. **Conscious Development:** The CAMPO region is experiencing new growth and development that, along with many benefits, results in negative impacts to our transportation network. Local jurisdictions faced with these traffic impacts can negotiate with developers beforehand (by way of conditional approvals, etc.) to have developers build or fund solutions for the transportation needs brought on by their developments. In scenarios where this does not occur, or the local jurisdiction may offer to provide transportation incentives for the development to come without addressing other clear impacts, the use of regional public funding to alleviate issues caused by a specific development is viewed as problematic by some of the Selection Panel. While the Selection Panel has mixed opinions on how involved the Locally Administered Projects Program should be in this issue, especially since it is challenging to determine if a single development is causing the transportation issues in a specific location, the Panel would like to stress the

importance of including necessary transportation projects in negotiations with potential development.

**Staff Recommendation:** CAMPO Staff does not recommend including these policy items as requirements in LAPP, but rather to review the policies with Steering Committee and at future LAPP trainings. Additionally, broader regional discussions about how to measure development related transportation impacts are underway throughout the Research Triangle region. Working through the larger discussion of transportation impact analysis would allow for the LAPP program element to be coordinated with that effort, possibly even directly linked to any changes in TIA development.