

FFY 25 LAPP Selection Panel Meeting Overview December 11, 2023

Attendees:

Matt Day, Regional Planning Director, Central Pines Regional Council
Brandon Jones, Chief Engineer, NCDOT Division 5
Kai Monast, Director, Public Transportation Group, ITRE
Joe Milazzo, Executive Director, RTA
Chris Lukasina, Executive Director, CAMPO
Alex Rickard, Deputy Director, CAMPO
Shelby Powell, Deputy Director, CAMPO
Chandler Hagen, LAPP Program Manager, CAMPO

Discussion:

The Selection Panel began by reviewing the LAPP Program: underlying goals, funding restraints, and the target modal investment mix. The Panel then went over how LAPP projects are scored and the criteria used for each mode of transportation. The Panel was reminded of the options they have when providing a recommendation for a LAPP Investment Program. Those options are:

- Recommend projects based on raw scoring
- Recommend projects based on other documented considerations
- Use raw scores until modal target budgets are met
- Recommend modifying modal mix targets and allow for additional budget in a specific mode
- Institute 50 percent of modal top score rule- not recommending funding for a project that scores less than 50 percent of the highest-scoring project in the mode

Roadway Projects:

With these options and policy items in mind, the Selection Panel began their review of the 9 total roadway projects submitted. The target modal investment for roadway was \$16,250,000. The Selection Panel reviewed the 3 recommended roadway projects, the total number of projects that could be fully funded within the confines of the modal investment target for roadway. The top-scoring roadway project, the City of Raleigh's Six Forks Road project requested \$14,000,000 for construction. This left only \$2.25 million remaining for the second highest-scoring project, the Town of Garner's Jones Sausage Road project, which had requested \$10,119,200 in LAPP funds. Since the Town of Garner also had the option to accept \$7,680,000 in FFY 24 LAPP funds, the recommendation was made that they accept the greater award amount and the next two highest-scoring projects (ranked 3 and 4) be funded. The total requested CAMPO funding for the three projects was \$15,811,900.

Alternative A. There was discussion about what to do if Six Forks Road is unable to accept the \$14 million due to changes to the project. The Panel recommended that Raleigh be required to confirm their design and ability to obligate construction funding within FFY 2025 by the end of June 2024. If they were not able to confirm, then the recommendation would be to not award the \$14 million to Six Forks and instead fund the next two roadway projects, Green Level Church Road and North Arendell, which would fund four projects for a total of \$15,651,900.

Bicycle and Pedestrian Projects:

The Selection Panel then reviewed the 5 bicycle and pedestrian projects submitted. The target modal investment for the bicycle and pedestrian mode was \$6,750,000. The Selection Panel reviewed the first three bicycle and pedestrian projects, the total number of projects that could be fully funded within the confines of the modal investment target. They then recommended funding the remaining two bicycle and pedestrian projects even though it went beyond the modal investment target, as the two projects were high scoring, had low budgets, and were unlikely to be funded through other sources. The decision to fund the lowest-scoring project, Vandora Springs Elementary Safe Routes to School sidewalk project, was based on the fact that the reason for the low score was because the project could only commit to design and right-of-way within one fiscal year, and had it been able to commit to obligating construction funding within the same fiscal year, it would have been the third highest scoring project. The total requested CAMPO funding for the five projects was \$7,905,600.

Transit Projects:

The Selection Panel reviewed the transit projects last. The target modal investment for transit is \$2,000,000. The Selection Panel reviewed all five submitted transit projects. The LAPP Selection Panel recommended fully funding the top three transit projects totaling \$2,854,100. Although higher than the recommended modal investment, the Selection Panel felt all three projects warranted being fully funded given their high scores.

All Projects:

The Selection Panel ultimately recommended fully funding three roadway projects, totaling \$15,811,900, five bicycle and pedestrian projects, totaling \$7,905,600 and three transit projects, totaling \$2,854,100. The total amount of funding the Selection Panel recommends programming for FFY25 is \$26,571,600. This is \$1,571,600 over the target investment program established by the CAMPO Executive Board. The LAPP Selection Panel felt comfortable exceeding the \$25,000,000 target due to the overprogramming allowance permitted by NCDOT.

This year, there were five unfunded roadway projects (excluding Jones Sausage Road which will be funded with FFY 24 LAPP funds) totaling \$16,845,600, and two unfunded transit projects totaling \$2,006,709. The recommended LAPP Investment mix is 59% roadway, 30% bicycle and pedestrian, and 11% transit. The Target Modal Investment Mix was 65% roadway, 27% bicycle and pedestrian, and 8% transit.

Additional Discussion

In addition to the FFY2025 funding recommendation, the Selection Panel also discussed and is recommending further consideration of various LAPP policies.

- Ways to allocate more money to the program.
- Consider implementing a maximum funding request per project. Example: 50% of the modal investment target.
- Ways to fund more bicycle and pedestrian projects as LAPP is currently their best opportunity to be funded.
- If, and how, to address projects with escalating right-of-way costs.
- Penalizing projects that are not ready to go to construction.