

Memorandum

To: Capital Area MPO Executive Board

From: CAMPO Staff

Date: June 19, 2024

Re: FFY 2026 LAPP Program

The next round of LAPP applications will open in August 2024 and will be for the FFY 2026 project cycle. Prior to a new project cycle, staff discuss any issues brought up during previous project cycles to discuss during the LAPP Committee Meeting and review the Target Modal Investment Mix.

Issues addressed in this memo:

- **Accuracy of Project Schedules and Cost Estimates**
- **Equity Component in LAPP Scoring Criteria**
- **Target Modal Investment Mix**

Issue: Accuracy of Project Schedules and Cost Estimates

As of April 2024, there are 39 projects behind schedule, with over \$39 million in exposed funding. After meeting with all the municipalities with active projects to discuss obstacles to timely project delivery, CAMPO staff has determined there may need to be changes in policy to ensure the schedules proposed in project applications are realistic.

Due to an increase in additional funding requests over the past 3 years, CAMPO is recommending a new contingency to improve the initial accuracy of project estimates.

The current LAPP guidelines for contingencies in cost estimates are as follows:

- Applicants who have not completed the PE phase for their project are recommended to apply a 45% contingency.
- Applicants who have completed PE are recommended to apply a 30% contingency.
- Applicants who have completed PE and ROW are required to apply the 25% minimum contingency when applying for Construction funding.

Staff Recommendation:

The proposed changes create new limits and requirements for requesting specific phases.

- Funding can only be requested for one phase unless an exception is approved by the Executive Director.
- If requesting ROW as the first phase, the project must be at 65% design and NEPA must be completed by the application deadline for the FFY award cycle.

- If requesting CON as the first phase, the project must receive ROW Authorization by the application deadline for the FFY award cycle.

Due to an increase in additional cost requests, CAMPO staff will review recent final project costs to evaluate estimates submitted during the application process and may make a recommendation next year to increase the contingency.

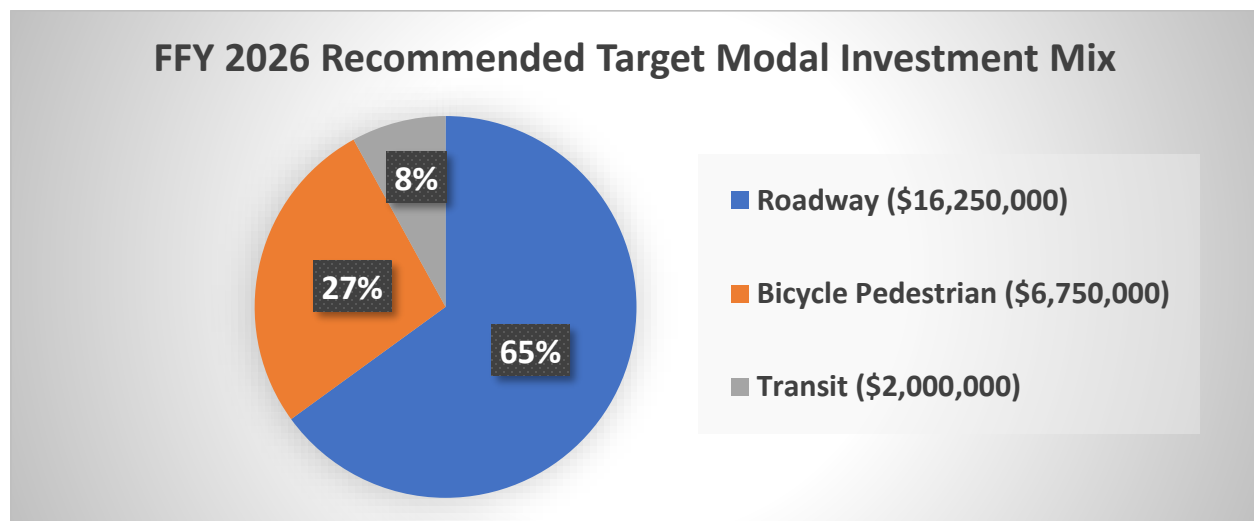
Issue: Equity Component in FFY 25 LAPP Scoring Criteria

CAMPO Staff incorporated an equity metric into the LAPP scoring criteria for the FFY 25 project cycle in a testing capacity only. The final methodology is located at the end of this document. As a result of the proposed methodology, including the equity score resulted in no changes to the final project rankings. This was due to almost every project receiving a similar number of points based on the methodology.

Staff Recommendation:

CAMPO staff will try adjusting the existing methodology by increasing the number of CoCs required to receive the maximum number of points to create more differentiation in scores. The application of a simpler methodology for evaluating equity will also be used. These scores will be used in a testing capacity only for the FFY 26 project cycle and results will be reported back to the LAPP Steering Committee.

Issue: Target Modal Investment Mix



The Target Modal Investment Mix for the FFY 2025 round of LAPP was 65% roadway, 27% bike/ped, and 8% transit and the total programming allowance was \$25 million. During the FFY 25 LAPP Selection Panel Meeting, panel members requested CAMPO staff consider additional ways to support more bicycle and pedestrian projects as LAPP is currently their best opportunity to be funded. Three options were proposed:

- Option 1. Keep the traditional split, 65% Roadway, 27% Bicycle/Pedestrian, and 8% Transit
- Option 2. Adjust to match the MTP: 50% Roadway, 25% Bicycle/Pedestrian, 25% Transit.
- Option 3. Change the modal split to 50% Roadway, 42% Bicycle/Pedestrian, and 8% Transit.

	Traditional	MTP	MTP Modified
Roadway	65%	50%	50%
Bicycle/Pedestrian	27%	25%	42%
Transit	8%	25%	8%

There was discussion about the bicycle and pedestrian elements that are being included with many of the roadway projects that are not captured in the current funding breakdown. There were also recommendations to create a separate funding amount for “Safe Streets for All” projects or to combine the Bicycle/Pedestrian funding with the Transit funding to create an “Active Transportation” category.

Staff Recommendation: Following the discussion, the Committee decided to keep the modal split the same as previous years, 65% Roadway, 27% Bicycle/Pedestrian, and 8% Transit.

DRAFT – LAPP EQUITY SCORECARD

Access to Opportunities	2	Provides three or more CoCs with safe and affordable access to destinations.
	1	Provides a CoC with safe and affordable access to destinations.
	0	Will not provide CoCs with safe and affordable access to any destinations.
	-1	May adversely impact CoCs access to destinations.
Access to Health	2	Provides three or more CoCs with safe and affordable access to health resources.
	1	Provides a CoC with safe and affordable access to health resources.
	0	Will not provide CoCs with safe and affordable access to any health resources.
	-1	May adversely impact CoC access to health resources.
Transit Services	2	Improves transit service from a CoC to a key activity center(s).
	1	Improves transit service within a CoC.
	0	Will not provide new transit service within a CoC.
	-1	May degrade transit service within a CoC.
Travel Time Savings	2	May improve travel time between a CoC and key activity center(s).
	1	May improve travel times within a CoC.
	0	Has no impact on travel times within a CoC.
	-1	Project may degrade travel times within a CoC.
Multimodal Safety	2	May improve safety in a location with documented safety concerns in a CoC.
	1	May improve safety through improvements in a CoC.
	0	Has no impact on safety within a CoC.
	-1	May introduce factors (higher speeds, higher volumes, etc.) that could adversely impact safety within a CoC.
Community Impacts	0	No disproportionate impacts (physical and/or economic) on existing residences or businesses.
	-1	May have disproportionate impacts on existing residences or businesses.
	-2	May have disproportionate impacts on existing residences or businesses in a CoC.

PROPOSED METHODOLOGY

Addressing equity in transportation requires historically underserved communities to benefit from access to a generational investment in infrastructure through direct, hands-on technical support for transportation projects with local impact. For the purpose of LAPP, it is proposed that underserved communities will be identified using [CAMPO's Communities of Concern](#) which classify protected classes using block group census data. These include:

1. Age 70+
2. Hispanic/Latino
3. Limited English Proficiency
4. Low Income
5. Minority (Non-white)
6. Zero Car Household

1. Access to Opportunities

Access to Opportunities	2	Provides three or more CoCs with safe and affordable access to destinations.
	1	Provides at least one CoC with safe and affordable access to destinations.
	0	Will not provide CoCs with safe and affordable access to any destinations.
	-1	May adversely impact CoCs access to opportunity destinations.

Methodology

- Define safe and affordable access as the ability to safely walk or bike to a destination.
- Create a quarter-mile radius buffer around the project.
- Identify areas with low- to high-concentrations of CoCs (origins) and identify the locations of educational facilities and community services (destinations) within the project buffer.
- Use GIS or other mapping tools to determine if the project connects or improves connections for cyclists and/or pedestrians between these origins and destinations.
- Answer the following application questions:
 - Does your project provide one or more CoCs with safe and affordable access to opportunity destinations? If **YES** -
 - How many CoCs does it connect?
 - List the opportunity destination(s).

2. Access to Health Resources

Access to Health Resources	2	Provides three or more CoCs with safe and affordable access to health resources.
	1	Provides at least one CoC with safe and affordable access to health resources.
	0	Will not provide CoCs with safe and affordable access to any health resources.
	-1	May adversely impact CoC access to health resources.

Methodology

- Define safe and affordable access as the ability to safely walk or bike to a destination.
- Create a quarter-mile radius buffer around the project.
- Identify areas with low- to high-concentrations of COCs (origins) and identify the locations of health resources (destinations) within the project buffer.
- Use the project description and GIS or other mapping tools to determine if the project connects or improves connections for cyclists and/or pedestrians between these origins and destinations.
- Answer the following application questions:
 - Does your project provide one or more CoCs with safe and affordable access to health resources? If **YES** –
 - How many CoCs does it connect?
 - List the health resource destination(s).

3. Transit Services within CoCs

Transit Services	2	Improves transit service from a CoC to a key activity center(s).
	1	Improves transit service within a CoC.
	0	Will not improve transit service within a CoC.
	-1	May degrade transit service within a CoC.

Methodology

- Create a quarter-mile radius buffer around the project (transit stops).
- Identify areas with low- to high-concentrations of COCs (origins) and identify the locations of key activity centers (destinations) within the project buffer. Key activity centers were defined for the MTP as part of a regional effort and the data set is managed by TJCOG. Municipalities can submit new key activity centers to TJCOG to be added.
- Use the project description and GIS or other mapping tools to determine if the project improves transit stops within these origins and destinations or within a CoC.
- Answer the following application questions:
 - Does your project buffer intersect with a CoC? If **YES** –
 - Does your project buffer intersect with a key activity center?

4. Travel Time Savings within CoCs

Travel Time Savings	2	May improve travel time between a CoC and key activity center(s).
	1	May improve travel times within a CoC.
	0	Has no impact on travel times within a CoC.
	-1	Project may degrade travel times within a CoC.

Methodology

- Create a quarter-mile radius buffer around the project.
- Identify areas with low- to high-concentrations of COCs (origins) and identify the locations of key activity centers (destinations) within the project buffer.
- Use the project description and GIS or other mapping tools to **predict** if the project will improve travel time savings within these origins and destinations or within a CoC.
- Answer the following application questions:
 - Do you anticipate travel time savings as the result of your project? If YES -
 - Does your project buffer intersect with a CoC? If YES –
 - Does your project buffer intersect with a key activity center?
- Staff will confirm travel time savings using the regional travel demand model.

5. Multimodal Safety in CoCs

Multimodal Safety	2	May improve safety with documented safety concerns in a CoC.
	1	May improve safety in a CoC.
	0	Has no impact on safety within a CoC.
	-1	May introduce factors (higher speeds, higher volumes, etc.) that could adversely impact safety within a CoC.

Methodology

- Create a quarter-mile radius buffer around the project.
- Answer the following questions:
 - Does your project include safety improvements within a CoC? If YES –
 - Describe the safety improvements or countermeasures included in your project.
 - Does your project address documented safety concerns within a CoC? If YES –
 - Has documentation of the safety concerns been uploaded?
- Provide documentation for safety concerns. A ten-year history TEAAS report is recommended as documentation of a safety concern, but local police reports may also be used.
- Describe the safety improvements or countermeasures included in your project. These include protected bike lanes, pedestrian refuge islands, signalized midblock crossing treatments, traffic calming, etc.
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6. Community Impacts

Community Impacts	0	No negative impacts (physical and/or economic) on existing residences or businesses.
	-1	May have negative impacts on existing residences or businesses.
	-2	May have negative impacts on existing residences or businesses in a CoC.

Select the predicted impacts of your project:

IMPACT	Outside of a CoC	Within a CoC	No Impact
Increases traffic through neighborhoods,			
Increases vehicle speeds,			
Requires land acquisition for necessary right-of-way,			
Requires relocations of homes and businesses,			
Results in changes to neighborhood character and land uses,			
Creates a barrier to walking and cycling.			

1. Increases vehicular traffic through neighborhoods,
 - A roadway project that adds capacity to a neighborhood street, referred to by Federal Highway Administration functional classification as “urban local”, “urban collector”, or “local”.
2. Increases vehicle speeds,
 - Designs a new roadway or modifies an existing street for higher speeds: absence or opposite of traffic-calming measures.
3. Requires land acquisition for necessary right-of-way,
 - Determine a threshold for total land acquisition out of total area of parcels impacted.
4. Requires relocations of homes and businesses,
 - Identify if homes or businesses are located within the right-of-way.
5. Results in changes to neighborhood character and land uses,
 - Determine if your project supports walking and biking. Automobile-oriented transport planning tends to cause more dispersed, automobile-oriented development (sprawl) by increasing the amount of land required for development (particularly roads and parking facilities), by improving accessibility to urban-fringe locations, and by degrading urban environments. Walking and transit improvements tend to have opposite effects, encouraging more compact, mixed, multi-modal development.
6. Creates a barrier to walking and cycling.
 - Constructs a new road or widens an existing road without providing safe and accessible crossing accommodations for pedestrians and cyclists.