

ROADWAY

Project Name	Sponsoring Agency	Total Cost	Local Match %	CAMPO Cost	Amount Funded	Total Score	Rank (Roadway) Total 14	Rank (Overall) Total 30
14 Airport Boulevard Extension	Morrisville	\$7,074,358	40%	\$ 4,244,615	\$ 4,244,615	58.38	1	3
8 Add left turn lanes at SR-2233 (South Smithfield Road) a	Division5	\$2,102,500	24%	\$ 1,597,500	\$ 1,597,500	55.38	2	7
1 Sunset Lake Road Widening Phase II	Fuquay-Varina	\$1,640,259	20%	\$ 1,312,207	\$ 1,312,207	47.92	3	14
13 West Street Extension	Raleigh	\$2,387,000	30%	\$ 1,670,900	\$ 1,670,900	46.69	4	15
9 Carpenter Fire Station Rd Widening - Construction	Cary	\$14,830,000	55%	\$ 3,645,000	\$ 3,645,000	46.46	5	16
5 Holly Springs Road/Main Street Intersection Improveme	HollySprings	\$1,200,000	35%	\$ 780,000	\$ 780,000	44.38	6	17
12 Lake Boone Trail Safety Improvements	Raleigh	\$1,272,000	20%	\$ 1,017,600	\$ 1,017,600	42.54	7	19
7 Jones Sausage Road - Phase 1 (North)	Garner	\$4,895,909	70%	\$ 300,300		41.62	8	20
2 Highway 401/Mill Creek Rd Intersection Operational Im	Fuquay-Varina	\$1,536,438	20%	\$ 1,229,151	\$ 1,229,151	39.08	9	21
4 NC 55 Widening	HollySprings	\$1,500,000	50%	\$ 750,000	\$ 508,305	38.92	10	22
10 US 1 & Wake Union Church Road Superstreet	Division5	\$2,585,000	20%	\$ 2,068,000		38.23	11	23
6 Dillard Drive Turn lanes	Division5	\$1,272,500	37%	\$ 802,500		32.62	12	24
3 Johnson Pond/Whitted Road Round-about	Fuquay-Varina	\$638,530	20%	\$ 510,824		28.69	13	26
11 Northern Connector	Clayton	\$37,500,000	20%	\$ 3,200,000		18.42	14	29
Total		\$80,434,494		\$ 23,128,597	\$ 16,005,278			
Target Modal Investment					\$ 16,250,000			

Bike/Ped

Project Name	Sponsoring Agency	Requested Phase (Design, ROW, Const)	Total Cost	Local Match %	CAMPO Cost		Recommend ed Funding	Total Score	Rank (Bike/Ped) Total 11	Rank (Overall) Total 30
11 Crabtree Creek Greenway Trail Gap	Raleigh	No/No/Yes	\$1,689,000	47%	\$ 895,170	\$ 895,170	Y	61.83	1	1
7 Old Apex Road Sidewalk Gap	Cary	No/No/Yes	\$1,950,000	45%	\$ 1,014,000	\$ 1,014,000	N	60.00	2	2
5 Holly Ridge Schools Pedestrian Safety	HollySprings	No/No/Yes	\$1,115,000	50%	\$ 557,500	\$ 557,500	Y	57.00	3	5
1 Downtown Varina Pedestrian Improvements	Fuquay-Varina	Yes/Yes/Yes	\$1,457,490	20%	\$ 1,165,992	\$ 1,165,992	Y	56.00	4	6
9 Louis Stephens Dr./O'Kelly Chapel Rd. Trail Connection	RTP	Yes/No/Yes	\$1,461,644	30%	\$ 1,176,661	\$ 1,176,661	Y	54.00	5	9
8 Connecting Sidewalks for Bus Stop Improvements: Rona Go	Raleigh	Yes/No/Yes	\$1,489,000	20%	\$ 1,191,200	\$ 1,191,200	Y	52.00	6	11
6 NW Cary Parkway Sidewalk	Cary	No/Yes/Yes	\$4,965,000	55%	\$ 2,482,500	\$ 2,482,500	Y	43.00	7	18
2 Alston Ridge/Bass Lake Greenway Trail	Fuquay-Varina	Yes/Yes/Yes	\$1,368,294	20%	\$ 1,094,635		N	30.00	8	25
4 "Rails to Trails"	FranklinCounty	Yes/No/No	\$2,278,000	20%	\$ 560,800		N	28.60	9	27
10 NC 42 E MTS Greenway Extension	Clayton	Yes/No/No	\$2,250,000	20%	\$ 1,800,000		N	23.10	10	28
3 Hidden Valley Greenway	Fuquay-Varina	Yes/Yes/Yes	\$2,087,944	20%	\$ 1,670,355		N	16.00	11	30
Total			\$22,111,372		\$ 13,608,813	\$ 7,469,023				
Target Modal Investment						\$ 6,750,000				

Transit

Project Name	Sponsoring Agency	Total Cost	Local Match %	CAMPO Cost		Total Score	Rank (Transit) Total 5	Rank (Overall) Total 30
3 Downtown Apex Transfer Point Improvements	GoTriangle	\$333,000	50%	\$	166,500	\$ 166,500	58.00	1 4
4 Improvements at Existing Bus Stops (Amenities)	GoTriangle	\$671,000	50%	\$	335,500	\$ 335,500	54.50	2 8
2 Bundled Enhanced Transfer Points (ETPs)	GoRaleigh	\$984,000	20%	\$	787,200	\$ 787,200	53.50	3 10
5 Improvements at Existing Bus Stops (Accessibility)	GoTriangle	\$473,000	50%	\$	236,500	\$ 236,500	52.00	4 11
1 Bus Stop Improvements for Current and Existing Stops v GoRaleigh		\$2,500,000	20%	\$	2,000,000		48.00	5 13
Total		\$4,961,000		\$	3,525,700	\$ 1,525,700		
Target Modal Investment						\$ 2,000,000		
Total Programming				\$	25,000,000			
Target Programming Amount				\$	25,000,000			
Over/Underprogramming				\$	(0)			

December 9 & 14, 2020 LAPP Selection Panel Meeting Overview

Attendees:

John Hodges-Copple, Regional Planning Director, TJ COG
Joey Hopkins, Chief Engineer, NC DOT Division 5
Kai Monast, Director, Public Transportation Group, ITRE
Leta Huntsinger, Director of Research, Systems Planning and Analysis, ITRE
Joe Milazzo, Executive Director, RTA
Chris Lukasina, Executive Director, CAMPO
Shelby Powell, Deputy Director, CAMPO
Gretchen Vetter, LAPP Program Manager, CAMPO
Alex Rickard, Deputy Director, CAMPO
Mike Bruff, Transportation Modeling Engineer, 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 in mind, the Selection Panel began their review of the roadway projects submitted. The target modal investment for roadway was \$16,250,000. The Selection Panel reviewed the top nine roadway projects, the total number of projects that could be fully funded within the confines of the modal investment target for roadway. After receiving some clarification from two of the projects, the Panel agreed that these projects were valuable and should be recommended for funding. The Panel noted that the tenth and eleventh scoring projects, the NC 55 widening and Dillard Drive Turn Lanes, were strong projects and within one point of the ninth ranked project; however, after comparing projects amongst the other competing modes, the Panel did not recommend offering partial funding to these projects or exceeding the target modal investment for roadway. A few weeks after the finalized recommendation of projects from the Selection Panel, the Town of Garner indicated to CAMPO that the Town wished to complete their Jones Sausage Road submitted project 100% locally, as to expedite the project; thus returning the \$300,300 recommended for funding. CAMPO offered this returned funding, along with the remaining funding in the FFY2022 programming allotment of \$25m as partial funding to the Town of Holly Springs for their NC 55 bypass widening project. The Town accepted partial funding in the amount of \$508,305.

The funding recommended for roadway fully-funds the top ten projects, minus the rescinded eight project, totaling \$16,005,278.

Bicycle and Pedestrian Projects:

The Selection Panel then reviewed bicycle and pedestrian projects. The target modal investment for the bicycle and pedestrian mode was \$6,750,000. The Selection Panel reviewed the top six projects and noted concern about the timing of the second-highest scoring project. This project, Cary's Old Apex Road sidewalk includes a railroad crossing, and the Selection Panel was unsure if the project would be able to meet the timing requirements of LAPP with the added complexities of negotiating with the railroad. The Selection Panel then reviewed the seventh-scoring project in the mode, which could not be fully funded if adhering to the target modal investment for bike/ped. This project, the NW Cary Parkway Sidewalk was noted to be an important project due to safety concerns, but very expensive because of significant utility relocation and bridge components. The Selection Panel, after being comfortable with the roadway and transit recommendations, reached out to the Town of Cary to consider three options. 1) if the Town feels comfortable with the timeline of the Old Apex Sidewalk project, submit justification that the Town can reach the required deadlines, 2) would the Town be able to accept partial funding for NW Cary Parkway Sidewalk, or 3) if the Town does not feel comfortable with the timeline for Old Apex Sidewalk or the Town would prefer to prioritize NW Cary Parkway, the Town could rescind their request for Old Apex Sidewalk and fully-fund NW Cary Parkway Sidewalk. The Town of Cary ultimately decided to choose option three and rescinded their application for Old Apex Sidewalk to fully-fund NW Cary Parkway. The Selection Panel accepted this choice and recommended fully funding the top seven bike/ped projects, minus the Cary Old Apex Sidewalk Project, which would exceed the target modal investment by \$719,023. This recommendation was justified by the acknowledgement that there is a significant gap in bike/ped funding through other funding avenues at the state and federal level. Also, one project, the GoRaleigh Connecting Sidewalks for Bus Stop Improvements, has a positive impact to the transit network in addition to a bike/ped benefit.

The funding recommended for bicycle and pedestrian fully funds the top seven projects, minus the rescinded Old Apex Sidewalk Project, totaling \$7,469,023.

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, noting some challenges in comparing projects that are bundled without locations specified. Regardless, the Selection Panel acknowledged that bundled projects can significantly impact many transit riders and supported all the transit projects submitted. The top four projects in the mode totaled \$1,525,700, while the final project in the mode totaled \$2,000,000. The Selection Panel recommended fully funding the top four projects in the mode and offering the remaining funding from the target modal investment to the bike/ped mode. This decision was based on the fact that the final project in the mode was too large to be fully funded, the aforementioned gap in bike/ped funding, and that a recommended bike/ped project submitted by GoRaleigh will have a direct impact to transit as well.

The LAPP Selection Panel recommended fully funding the top four transit projects totaling \$1,525,700.

All Projects:

The total amount of funding the Selection Panel recommends programming for FFY22 is \$25,000,000. The Selection Panel ultimately recommended fully funding nine roadway projects, totaling \$16,005,278. The bicycle and pedestrian mode is recommended to fully-fund six projects, totaling \$7,469,023. The transit mode is recommended to fully-fund four projects and one partial project, totaling \$1,525,700.

The recommended LAPP Investment mix is 64% roadway, 30% bicycle and pedestrian, and 6% transit. The Target Modal Investment Mix was 65% roadway, 27% bicycle and pedestrian, and 8% transit.

Policy Items for Consideration

In addition to the FFY2022 funding recommendation, the Selection Panel also discussed and is recommending further consideration of multiple policy items that came up during discussions of this year's program. The Selection Panel requests these subjects be discussed during the next LAPP development process to improve the existing Locally Administered Projects Program.

- **Logical Termini:** There have been occasions when a project submitted to LAPP is associated with or a part of a larger project to address the transportation needs of an impacted area. In reviewing these types of projects, concerns remain on whether the intended transportation benefit could be achieved without completing *all* phases of a project. The Selection Panel suggests this issue could be mitigated by greater scrutiny in determining if a stand-alone project submitted to LAPP produces an independent utility and is a justified logical terminus to produce a transportation benefit.
- **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 and 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.
- **Accessibility and Environmental Justice in Transit Scoring:** The current criteria used to score transit projects does not have a specific measure that accounts for accessibility or providing transit access to underserved areas. The Selection Panel recommends considering adding components of these items to future scoring criteria, to incentivize or give advantage to projects that can serve those areas.
- **Inclusion of Dedicated Access to Transit Funds in Wake County Transit Plan:** currently, there is not a line-item in the Wake County Transit Plan that designates specific funds to transit access improvement projects, specifically sidewalks; however, there have been discussions of adding them in the past. The LAPP Selection Panel has indicated support of this inclusion, since access improvements are a major component of transit ridership, safety, and equity.
- **Location Requirement in Transit Bundling Projects:** Historically, transit agencies have submitted bundled projects that include bus stop improvements at multiple locations. The locations of the bus stops have not been required as part of the application process. While bundling projects has been shown as an effective method to complete improvements in a cost-effective manner that impacts many people/locations, it is challenging to measure the value and track these

projects when locations are not submitted. The Selection Panel recommends requiring location requirements in future LAPP applications, so projects can be further evaluated and tracked if funded.

LAPP FY-2022 Funded Projects

