

## **December 7, 2022: LAPP Selection Panel Meeting Overview**

### **Attendees:**

Matt Day, Regional Planning Director, TJ COG  
Brandon Jones, Chief Engineer, NC DOT Division 5  
Kai Monast, Director, Public Transportation Group, ITRE  
Joe Milazzo, Executive Director, RTA  
Chris Lukasina, Executive Director, CAMPO  
Shelby Powell, Deputy Director, CAMPO  
Chandler Hagen, LAPP Program Manager, 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 and policy items in mind, the Selection Panel began their review of the 8 total roadway projects submitted. The target modal investment for roadway was \$16,250,000. The Selection Panel reviewed the top 3 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 Improvements project was requesting \$14,000,000 for construction. The Selection Panel then reviewed the next two highest-scoring projects in the roadway category. There was a question if either of the two projects included Complete Streets components. As both projects were in rural areas and not near existing bicycle and pedestrian connections, Complete Streets components were not included. The total requested CAMPO funding for the three projects was \$16,082,400, leaving a remainder of \$167,600.

### **Bicycle and Pedestrian Projects:**

The Selection Panel then reviewed the 9 bicycle and pedestrian projects submitted. The target modal investment for the bicycle and pedestrian mode was \$6,750,000. The Selection Panel reviewed the top 5 bicycle and pedestrian projects, the total number of projects that could be fully funded within the confines of the modal investment target. The third highest scoring project, the Town of Apex's Saunders Street and Hinton Street Sidewalks project, was submitted as both a bicycle and pedestrian and transit project. The nature of the project allowed eligibility in both categories and the project had earned scores high enough to be eligible for funding in either category. The Selection Panel recommended

funding this project, but recommended the funding come from the transit category as there was enough funding in the transit mode to fund all the submitted transit projects. This allowed the next highest scoring bicycle and pedestrian project to be fully funded within the confines of the modal investment target. Overall, the Selection Panel recommended fully funding the bicycle and pedestrian projects ranked 1,2, and 4-6, with the number 3 ranked project funded through the transit mode. The total requested CAMPO funding for the five projects was \$6,320,487, leaving a remainder of \$429,513. The Selection Panel noted that the amount was almost enough to fund the next highest scoring project (ranked number 7), Harnett County's Central Bicycle and Pedestrian Path, which was requesting \$440,000 in funding.

#### **Transit Projects:**

The Selection Panel reviewed the transit projects last. The target modal investment for transit was \$2,000,000. The Selection Panel reviewed all four submitted transit projects. As noted in the bicycle and pedestrian section, the Town of Apex's Saunders Street and Hinton Street Sidewalks project was also eligible for funding as a bicycle and pedestrian project. The Selection Panel recommended funding this project through the transit category as there was enough funding to cover all four transit projects. The LAPP Selection Panel recommended funding all four transit projects, totaling \$1,767,840, which left a remainder of \$232,160.

#### **Identifying Additional Projects:**

After identifying the total number of projects that could be fully funded within the confines of each modal investment target there was a discussion on how to spend the remaining \$829,300. The Rolesville/Riley Hill Intersection Realignment was nominated as it was the fourth highest scoring roadway project and the next highest scoring project overall. The Selection Panel also felt the Rolesville/Riley Hill Realignment should receive priority as it had an important safety component. However, the requested funding match was \$880,800, which would not be fully funded by the remainder.

The Harnett Central Bike/Ped Path was also considered a strong connector as it was the next highest scoring bicycle and pedestrian project. The Selection Panel considered this a strong project as it would be the first major bicycle and pedestrian project in Harnett County and provided an important link between two schools and a public park. As this project was only requesting \$440,000 it could be fully funded with the remainder. Ultimately, the Selection Panel recommended funding the top scoring roadway project, the Six Forks Road Improvements at \$13,500,000, instead of the requested \$14,000,000 in order to fund both projects.

CAMPO staff decided to commit an additional \$491,500 to the FFY 24 funding in order to fully fund both projects and award the Six Forks Road Improvements project the requested \$14,000,000 in funding. Additional funding has been awarded in the past and obligation rates have ensured that committed funding has remained below the FFY target. CAMPO is also anticipating additional funding for FFY 24 once funding amounts are authorized using the new Census data.

#### **All Projects:**

The total amount of funding the Selection Panel recommends programming for FFY24 is \$25,491,500. This is \$491,500 over the target investment program established by the CAMPO Executive Board. It was

recommended that four roadway projects be fully funded, totaling \$16,963,200. It was recommended that six bicycle and pedestrian projects be fully funded, totaling \$6,760,487. It was recommended that all four transit projects be fully funded, totaling \$1,767,840. This year, there were 4 unfunded roadway projects totaling \$14,865,600 and 2 unfunded bicycle and pedestrian projects totaling \$1,875,000. The original recommended LAPP Investment mix was 65% roadway, 27% bicycle and pedestrian, and 8% transit. The new recommended Target Modal Investment Mix is 66% roadway, 27% bicycle and pedestrian, and 7% transit.