

Memorandum

To: Capital Area MPO Technical Coordinating Committee

From: MPO Staff

Date: May 22, 2026

Re: FFY 2028 LAPP Program

The next round of LAPP applications will open in August 2026 for the FFY 2028 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:

- **LAPP Guidebook Improvements**
- **Influences on LAPP Scoring**
- **Rolling stock as eligible projects**
- **Target Modal Investment Mix and total programming allowance increase**

Issue: LAPP Guidebook Improvements

While the LAPP Guidebook is put forth on an annual basis, committee recommends clarification on scoring criteria details and how interpreted for project applications. Specifically, requested were, more formal criteria and guidance for Design-Build projects, terminology for defining “Obstacle Explanation”, “Local Match Cost” details for scoring, and updates to clarify specifics around defining bodies of water.

Staff Recommendation: CAMPO staff and the LAPP committee recommend updates to the FFY 28 cycle guidebook to remedy concerns and provide clarifications. Design-Build pilot in FFY 27 will be examined to inform best practices and ways to improve the Design-Build project framework. Staff will continue to monitor submitted projects, more robustly use Pre-Submittal meetings to evaluate applications, and evaluate projects that maintain highly effective solutions to projects awarded.

Issue: Influences on LAPP Scoring

With the completion of the Blueprint for Safety, recommendations suggested to include and integrate Blueprint results into future LAPP project scoring. Incorporation of Blueprint findings is a long-range goal of CAMPO staff and is encouraged with continued investigation for best practice for integration.

Given not all members have uniformly developed local high injury network data sets robust enough to be widely considered across the region, current LAPP guidelines will continue to be the standard for application submissions. Current standards are as follows:

- Highway Effectiveness applicants are required to submit current volume/capacity on projects, FHWA crash reduction factors associated, and EPDO scores from TEAAS Report.
- Bike/Ped Effectiveness applicants are required to submit the major obstacle, safety concern history, and proposed commuter pattern improvement related to existing facility design deficiency.
- Transit Effectiveness applicants are required to submit the safety or security concern or policy.

Committee and staff also discussed considerations of the local match criteria on LAPP scoring. Concern for fairness across projects was examined based on the amount local match has in project scoring. Historically, LAPP scoring is a tiered scoring process where scores may be higher in one area than another to ensure emphasis on all aspects of a project are considered to best address total investment benefit/cost, severity, and then, effectiveness of proposed project solution.

Staff Recommendation: Given the newness of the Blueprint findings, it was determined that understanding the long-range impact of this request was crucial to cost/benefit effectiveness. CAMPO staff to explore consistent framework to guide the application of evaluating and incorporating safety findings in scoring (beyond the regional high injury network and TEAAS reported data) uniformly.

It was, also, encouraged that the local community, itself, prioritize project selection consideration to target more high injury network considerations for LAPP submission. CAMPO staff will continue endeavor to create a reliable matrix to directly integrate the Blueprint for future LAPP projects.

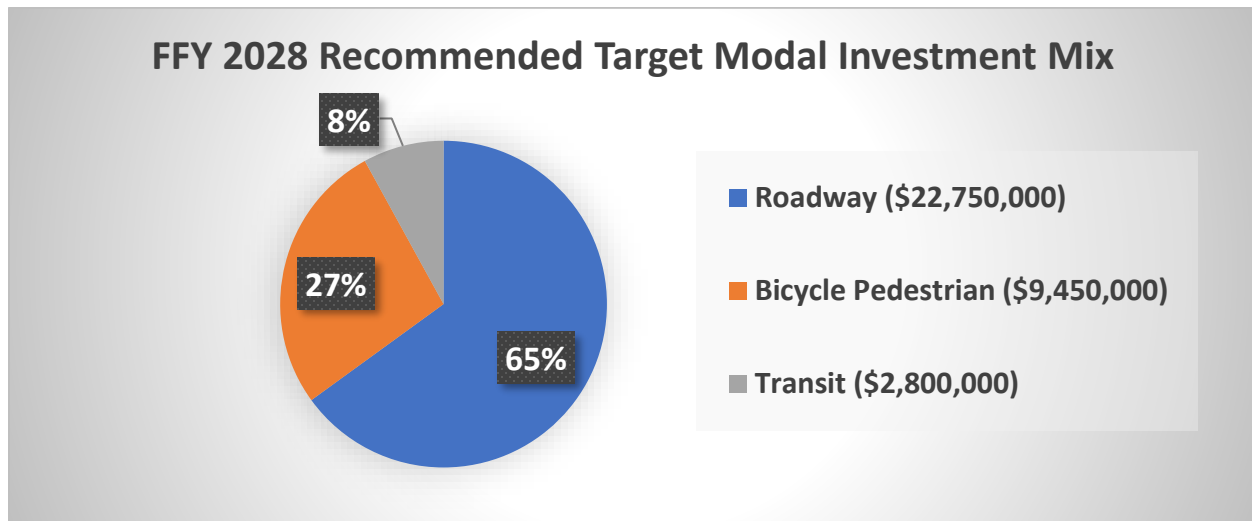
Consensus, also, to more thoroughly advise applicants of scoring processes during Pre-Submittal meetings.

Issue: Rolling stock as eligible projects

A request was, again, made to reconsider allowing transit agencies to submit projects for rolling stock. It was suggested that allowing rolling stock requests would help protect funds from recession because rolling stock projects could be obligated immediately. Historically the LAPP program does not allow applicants to submit projects for public transit vehicles. However, the LAPP program does allow for any unobligated funds to be flexed over to public transit agencies as a last resort to protect those funds from recession. When this decision has been made in the past it does allow for those funds to be used to purchase vehicles.

Staff Recommendation: CAMPO staff and the LAPP committee recommend no changes to the LAPP program related to rolling stock for FFY28.

Issue: Target Modal Investment Mix and total programming allowance increase



The Target Modal Investment Mix for the FFY 2027 round of LAPP was 65% Roadway, 27% Bike/Ped, and 8% Transit and the total programming allowance was \$25 million.

CAMPO Staff and committee recommend the increase of total programming allowance from current \$25 million to \$35 million for LAPP FFY28 investments with the Total Target Modal Investment Mix to remain at 65% Roadway, 27% Bike/Ped, and 8% Transit.

There was discussion about the transit funding increase amount and the frequency of transit project submissions. Shared concerns for other members that may want to apply for future funding as well as the overall amount that transit projects can submit for was discussed. CAMPO staff and committee agreed that amounts can be monitored and revisited as need arises.

Discussion on the possibility of bolstering Design-Build projects was proposed, however, it was deemed that more evaluation and information is needed on projects received and project performance over time before this can be explored.

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 with the additional total programming allowances to adjust within those parameters. CAMPO staff directed to further investigate impact and cost-effectiveness for integrating findings of the Blueprint for Safety with future LAPP programming.