

FFY 26 LAPP Selection Panel Meeting Overview

December 3, 2024

Attendees:

Matt Day, Regional Planning Director, Central Pines Regional Council
Tracy Parrot, Deputy Division Engineer, NCDOT Division 5
Kai Monast, Director, Public Transportation Group, ITRE
Joe Milazzo, Executive Director, RTA
Leta Huntsinger, Associate Director, ITRE
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- for projects that score 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 six total roadway projects submitted. The target modal investment for roadway was \$16,250,000. The Selection Panel reviewed the six recommended roadway projects, the total number of projects that could be fully funded within the confines of the modal investment target for roadway. The total to fund all six projects is \$6,286,710. The top-scoring roadway project, NCDOT Division 5's roundabout at NC 98 and Moores Pond Road scored 66 points.

This meant that the bottom two projects, Olive Chapel Road at Apex Barbecue (28 points) and Holly Springs Road – West (24 points) scored less than 50 percent of the highest scoring project. The Selection Panel considered not funding these projects, but the decision to fund them was ultimately made based on two factors:

- There were no other projects from other modes that could be funded, as all the bicycle/pedestrian and transit projects were already recommended to receive funding.
- The projects scored low because they weren't applying for construction funding which significantly reduces a project highway effectiveness score, resulting in effective projects receiving lower scores if they only are applying for PE and ROW.

Bicycle and Pedestrian Projects:

The Selection Panel then reviewed the three bicycle and pedestrian projects submitted. The target modal investment for the bicycle and pedestrian mode was \$6,750,000. The Selection Panel reviewed all three bicycle and pedestrian projects, and agreed with the recommendation to fund the top scoring project, the Town of Cary's Jenks Carpenter Road & Green Level Church Road street-side trails and the project that scored third, the Town of Fuquay-Varina's Bridge Street pedestrian improvements. The project that scored second highest, Town of Apex's Tunstall Avenue and Center Street sidewalks, was also submitted as a transit project where it scored higher, so the decision was made to fund the project under transit. The total for the two recommended projects was \$4,845,796.

Transit Projects:

The target modal investment for transit is \$2,000,000. Only one project was submitted as a transit project. The LAPP Selection Panel recommended funding the transit project for the requested \$429,200.

All Projects:

The Selection Panel ultimately recommended fully funding six roadway projects, totaling \$6,286,710, two bicycle and pedestrian projects, totaling \$4,845,796 and one transit project, totaling \$429,200. The total amount of funding the Selection Panel recommends programming for FFY26 is \$11,561,700. This is \$13,438,300 under the target investment program established by the CAMPO Executive Board.

The discussion focused on how to allocate the remaining funds. CAMPO staff presented an overview of the annual LAPP programming, highlighting the current overprogramming issues. These arose from low obligation rates during the 2020 freeze and early 2021, as well as the accumulation of additional funding requests. Given the high total of programmed commitments and additional funding requests, it was recommended that the \$13,438,300 be used to reduce the balance.