

December 4, 2018 LAPP Selection Panel Meeting Overview

Attendees:

Dr. Eleni Bardaka, Assistant Professor, NCSU
John Hodges-Copple, Regional Planning Director, TJ COG
Joey Hopkins, Chief Engineer, NC DOT Division 5
Joe Millazzo, Executive Director, RTA
Chris Lukasina, Executive Director, CAMPO
Shelby Powell, Deputy Director, CAMPO
Gretchen Vetter, 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- not recommending funding for a project that scores less than 50 percent of the highest-scoring project in the mode

With these options in mind, the Selection Panel began their review of the roadway projects submitted. After going over each of the projects in more detail, the Panel primarily considered the 50 percent rule when providing their recommendation for roadway funding. There are two roadway projects in the FY2020 round that did not meet the 50 percent rule: Fuquay-Varina's Sunset Lake Road Widening Phase II and Cary's Chapel Hill Road Widening. If the Selection Panel recommended to fund all projects up to the projects below 50 percent, the total recommended funding for roadway would be \$15,828,279. The target modal investment mix for roadway is \$17,000,000. The Selection Panel found it appropriate in this case to institute the 50 percent rule and not recommend funding for the Sunset Lake Road Widening Phase II project; rather, recommend that funding go to projects in a different transportation mode. The funding recommended for roadway fully-funds all 7 projects above the 50 percent cutoff, totaling \$15,828,279.

The Selection Panel then reviewed bicycle and pedestrian projects. The target modal investment mix for the bicycle and pedestrian mode was \$6,000,000. In adhering to the modal investment mix as close as possible, the natural break in projects would be to fully-fund the 5 highest-scoring bike/ped projects. This would total \$6,118,840. Upon further review of each bicycle and pedestrian project, the LAPP Selection Panel recommended to follow the target modal investment mix and fully fund those projects.

The Selection Panel reviewed the transit projects last. The target modal investment mix for transit is \$2,000,000, which is the exact amount requested from each of the two highest-scoring projects. These projects are GoCary's Downtown Cary Multimodal Facility and GoRaleigh's Bus Stop Sites. After discussing these projects further, the Panel had some questions regarding the highest-scoring project, GoCary's Downtown Multimodal Facility. The Downtown Multimodal Facility, which is currently under a feasibility study, received funding for preliminary engineering and right of way in the FFY2019 round of

LAPP. The Selection Panel had concerns that the schedule of the project may not allow Cary to begin construction of the facility in the FY20 federal fiscal year. Given where the feasibility study currently stands, the Selection Panel questioned whether this project would be more suited to apply for construction funding in FY21. The Selection Panel requested that CAMPO Staff follow-up with the Town of Cary on the schedule for this project. If the timeline that Cary submitted seemed suitable for FY20, the Panel recommended funding the Downtown Cary Multimodal Facility, if the timeline did not seem to work for FY20, the Panel would recommend funding the next project in the list, GoRaleigh's Bus Stop Sites. After discussing these scheduling concerns with the Town of Cary, the Town decided to rescind their application for the FY20 round and would reapply in FY21. The LAPP Selection Panel recommended fully-funding the second-highest scoring transit project, GoRaleigh's Bus Stop Sites for \$2,000,000.

The total amount of funding CAMPO is authorized to program for FFY20 is \$25,000,000. The recommended LAPP Investment Mix, as it stood, remained below the \$25,000,000. The Selection Panel had \$1,052,881 of funding remaining that could still be programmed onto projects. The Selection Panel reviewed the next projects in line for funding from each mode. The Selection Panel found it appropriate that the remaining funding go to the bicycle and pedestrian mode, since the scores of the next projects in line were closest to the scores of the projects that received a funding recommendation. The Selection Panel recommended CAMPO Staff reach out to the Town of Apex and offer partial funding of \$1,052,881 to their Beaver Creek Greenway Extension, the next project on the list of bicycle and pedestrian projects. If the Town was unable to accept partial funding for the Greenway Extension, the Panel recommended fully-funding the next project on the list of bicycle and pedestrian projects, Zebulon's Beaverdam Creek Greenway Phase I. The Town of Apex happily accepted partial funding for their Beaver Creek Greenway Extension project.

The Selection Panel ultimately recommended fully-funding seven roadway projects, totaling \$15,828,279. The bicycle and pedestrian mode is recommended to fully-fund 5 projects and partially fund 1 project, totaling \$7,171,721. The transit mode is recommended to fully-fund 1 project, totaling \$2,000,000. The recommended LAPP Investment mix is 63% roadway, 29% bicycle and pedestrian, and 8% transit. The Target Modal Investment Mix was 68% roadway, 24% bicycle and pedestrian, and 8% transit.