

December 9 & 16, 2019 LAPP Selection Panel Meeting Overview

Attendees:

John Hodges-Copple, Regional Planning Director, TJ COG
Joey Hopkins, Chief Engineer, NC DOT Division 5
Terry Karlson, Research Assistant, NCSU
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

Roadway Projects:

With these options in mind, the Selection Panel began their review of the roadway projects submitted. After going over the top projects in more detail, the Panel expressed an interest in recommending funding for the top four scoring projects. The total funding for the top four roadway projects is \$17,223,248, while the modal investment mix for roadway is \$16,250,000. In an effort to reduce the increase above the target, the Selection Panel requested CAMPO Staff reach out to the City of Raleigh and see if they had the ability to increase their local match for their Old Wake Forest Road Improvements project, which would ultimately allow more funding to be available for the bicycle and pedestrian mode and their Crabtree Creek Greenway Connector project. The City of Raleigh was unable to increase their local match due to funding constraints. After learning this information, the Selection Panel opted to still recommend fully funding the top four roadway projects on the grounds that the projects exhibited merit and most projects included a significant bicycle and pedestrian benefit.

The funding recommended for roadway fully-funds the top four projects, totaling \$ \$17,223,248.

Bicycle and Pedestrian Projects:

The Selection Panel then reviewed bicycle and pedestrian projects. The target modal investment mix for the bicycle and pedestrian mode was \$6,750,000. The Selection Panel reviewed the top projects and recommended fully funding the top four projects. The fifth-scoring project, Holly Springs Road Sidewalk, is on the same location as the Town of Holly Spring's roadway project that was recommended for funding and therefore would be included as a part of the roadway project. The Selection Panel recommended skipping over this project and offering the remaining funding as partial funding to the City of Raleigh's Crabtree Creek Greenway Connector project in the amount of \$787,737. This dollar amount is a combination of the remaining funding after the recommended roadway and transit projects

were determined. The City of Raleigh was unable to accept the local match at this rate and the funding was offered to the Town of Knightdale's Mingo Creek Greenway. The Mingo Creek Greenway is an existing LAPP project that is behind schedule. The project was submitted to protect their funding in case the project is recommended to be deprogrammed by the Executive Board. Upon learning of the partial funding offer, the Town of Knightdale opted to pass of the partial funding offer, hoping to receive an extension for their existing, fully-funded LAPP project. Rather than offering partial funding to the next scoring project, the LAPP Selection Panel recommended offering the remaining \$787,737 to the transit mode.

The funding recommended for bicycle and pedestrian fully funds the top four projects, totaling \$5,159,401.

Transit Projects:

The Selection Panel reviewed the transit projects last. The target modal investment mix for transit is \$2,000,000. The Selection Panel reviewed the top scoring transit projects. CAMPO Staff addressed an issue in scoring two of the submitted transit projects: the quantitative number for average daily ridership was not completed for two of the projects. While CAMPO has a precedence for not altering submitted data for subjective scoring criteria, such as local input points, CAMPO does adjust scoring data for verifiable criteria for accuracy. The Selection Panel recommended CAMPO Staff input the ridership figures for the two incomplete submittals, since there is verifiable data for this criterion. The top four scoring projects for the transit mode totaled \$1,829,614. The Selection Panel recommended fully funding the top four projects and including the remaining \$170,386 as a partial funding offer for the bicycle and pedestrian projects. Since the two partial funding offers in the bicycle and pedestrian mode were declined, the Selection Panel recommended partially funding the GoRaleigh Enhanced Transfer points project at \$787,737.

The LAPP Selection Panel recommended fully-funding the top four transit projects and partially fund GoRaleigh's Enhanced Transfer Points, totaling \$2,617,351.

All Projects:

The total amount of funding CAMPO is authorized to program for FFY21 is \$25,000,000. The Selection Panel ultimately recommended fully-funding four roadway projects, totaling \$17,223,248. The bicycle and pedestrian mode is recommended to fully-fund four projects, totaling \$5,159,401. The transit mode is recommended to fully-fund four projects and one partial project, totaling \$2,617,351. The recommended LAPP Investment mix is 69% roadway, 21% bicycle and pedestrian, and 10% transit. The Target Modal Investment Mix was 65% roadway, 27% bicycle and pedestrian, and 8% transit.