

## **FFY 2020 TARGET MODAL INVESTMENT MIX**

As part of the LAPP program, an annual modal investment mix should be established to guide how available LAPP funding is programmed to meet the variety of needs in our region's multimodal transportation network. Federal legislation provides for the continuation of federal transportation funds directly attributable to CAMPO. Additionally, the MPO also receives an allocation from the Congestion Mitigation and Air Quality Program (CMAQ) which is appropriated to the State of North Carolina. The LAPP Committee reviewed prior year LAPP funding by mode, source and funding agency as well as estimated LAPP funding available for programming in the near future. For FFY 2020, the LAPP Committee and staff recommend revising the percentages for the target modal investment mix. Additionally, based on historical data of funding obligations and de-obligations (after projects close out), staff recommends programming \$25M total in FFY20.

The discussion has been raised during the FFY2018 and FFY2019 LAPP development process on whether or not the Target Modal Investment Mix should be revisited. In previous LAPP cycles, the target modal investment mix has been developed by analyzing the needs in the current 30-year MTP and the 10-year TIP. Wake Transit Tax District Funding has made a drastic increase in available funding for transit projects in Wake County. As discussed prior to the adoption of the FFY2019 LAPP program, the introduction of SPOT has caused a large gap in funding for secondary roadway projects in the region. The LAPP FFY2019 program had a target modal investment mix of 64% roadway, 12% transit, and 24% bicycle and pedestrian funding. This varied slightly from previous years, in which the mix was 65% roadway, 15% transit, and 20% bicycle and pedestrian.

CAMPO staff and the LAPP Committee recommend increasing the target modal investment mix for roadway projects by 4% to bring the total roadway percentage to 68%. This 4% would come from the transit mix, leaving the total transit at 8%. The bicycle and pedestrian modal mix would remain at 24% from FFY2019. This determination comes from the growing need for secondary roadway projects since the creation of SPOT, survey results from the TCC indicating a desire for additional roadway funding, as well as the additional available funding for transit through the Wake Transit plan. As discussed in the LAPP FFY2019 program development, LAPP is witnessing a growing gap between the amount of funding applied for and available in both the roadway and bicycle and pedestrian modes. By altering the modal mixes to provide additional support to roadway projects, the LAPP program could distribute additional funding to where there is a greater need.

## FFY 2020 LAPP Target Modal Investment Mix

