



January 14, 2010

To: Citizen Advisory Committee
From: Stacy Clauson, LCOG
Subject: CAC Agenda Item 10: MTIP Annual Report (Draft)

Action Recommended: None. Information only.

Federal law requires the MPO to publish for public review an annual listing of the projects for which Federal funds have been obligated. The report included with this memo as Attachment 1 fulfills this requirement. As of the issuance of this memo, the report is still in draft form. Staff is working to finalize the report for the CAC meeting. The report will also be posted on the MPO's web site at http://www.thempo.org/prog_proj/tip.cfm

The MPO's current Metropolitan Transportation Improvement Program (MTIP) was effective January 16, 2008 and covers Federal Fiscal Years (FFY) 2008 through 2011. Projects with phases in **FFY09** (October 1, 2008 – Sept 30, 2009) are shown in the report along with any prior and subsequent years funding. The status of each of these projects is listed. Note that projects which are programmed for FFY08, or for FFY10 through FFY11 are not described in this report. Information on these projects can be obtained from the MPO or by downloading the current project list from the MPO's web site at http://www.thempo.org/prog_proj/tip.cfm.

In *FFY09*, a total of \$67.5 million was obligated into projects within the MPO. Of this, over \$29.8 million (44.2%) was for roadway preservation, safety and operations; \$28.9 million (42.7%) was for transit projects; \$5.4 million (8.1%) was for bicycle, pedestrian and rail; \$2.2 million (3.3%) was for roadway modernization; \$795,746 (1.2%) was for planning; and \$340,498 (0.5%) was for transportation demand management projects. Funds for FFY09 include a large amount of federal transportation funds will come into the MPO area under the American Recovery and Reinvestment Act (ARRA). Central Lane MPO received and distributed over \$6.7 million in projects funded by ARRA. These funds are aimed at creating new jobs and maintaining existing jobs while working to preserve and improve the state's highways, transit systems, and bicycle/pedestrian infrastructure. In addition to those projects funded through the MPO, LTD also received over \$12.4 million in ARRA funding, and ODOT allocated over \$2.7 million to local projects within the MPO area.

Many of the construction projects have an ancillary benefit to the community in that the jobs that are produced in the area are subject to LTD payroll tax. These projects thus contribute to LTD's operational budget.

As of December 31, 2009, the total amount of federal funds programmed over the four years of the MTIP, FFY08-11, was \$176.8 million. Local and state funds totaled another \$213.0 million, for a total program cost of \$389.8 million over the four years. Included in these totals is the cost of the ODOT Willamette River Bridge project – the single largest project in the MPO area with \$27.0 million in federal funds and \$137.8 million in state funds. The summary table and chart on pages 4 and 5 of the report shows the distribution of the federal funds across partner agencies by year. A second chart shows how the four years of programmed federal funds are allocated by work activity. Alternative mode projects (transit, bike and pedestrian) are programmed to receive about 21.6% of all federal funds spent over the four years. In addition, many of the roadway projects include bike and pedestrian components (as noted in the description of projects obligated in FFY09) that are not accounted for separate from the road projects within the MTIP, at this time.

As the next Statewide Transportation Improvement Program for FFY10-13 and the corresponding FFY10-13 MTIP are developed in the near future, new projects within the MPO will be programmed. Thus, federal, local and state funding for transportation projects in FFY10 and FFY11, in particular, will increase beyond the levels shown in the table on pages 4 and 5 of the report.

Attachment: FFY09 Annual Listing of Obligated Projects (Draft)

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