

FFY 2014

Annual Listing of Obligated Projects

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Introduction

The Albany Area Metropolitan Planning Organization (AAMPO) has been designated by the Oregon Governor as the metropolitan planning organization (MPO) for the Albany Urbanized Area. Federal regulations require that MPOs be formed for all Urbanized Areas with a population of 50,000 or more in order to provide for continuing, cooperative and comprehensive planning for the region.

AAMPO includes the cities of Albany, Jefferson, Millersburg, and Tangent as well Linn County, Benton County and the Oregon Department of Transportation. Elected officials from each of these jurisdictions compose the governing body of the MPO, along with ODOT regional planning staff. A Technical Advisory Committee (TAC) composed of staff from each member jurisdiction serves in an advisory capacity to MPO's governing body. Staffing, including fiscal and administrative support, is provided by the Oregon Cascades West Council of Governments (OCWCOG).

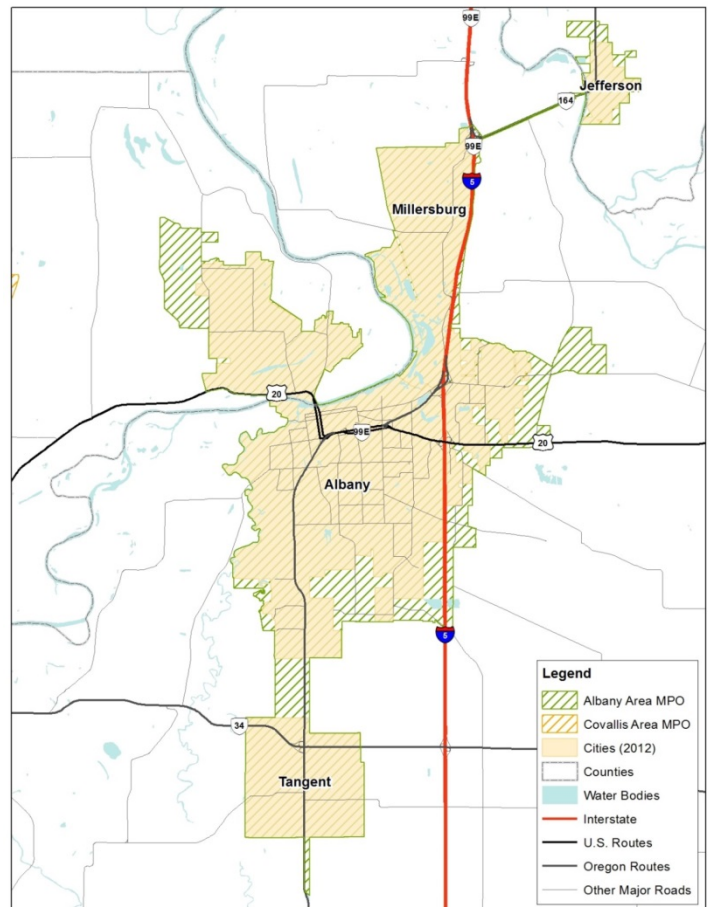
The AAMPO planning area is shown in Figure 1. Greater context of where AAMPO is located in relation to other Oregon MPOs is shown in Figure 2.

Annual List of Obligated Projects

The U.S. Congress, through adoption of the transportation act, Moving Ahead for Progress in the 21st Century (MAP-21), requires all MPOs to publish for public review an annual listing of projects for which federal funds have been obligated (49 USC Chapter 53, Section 5303). This provision is intended to increase the transparency of government spending on transportation projects and strategies in the MPO area to state and local officials, and to the public at large. It also helps to ensure that the public will have an accurate understanding of how federal funds are actually being spent on transportation projects.

The Obligated Projects included in this report are consistent with the funding categories identified in the AAMPO Interim Transportation Improvement Program (TIP). This report lists transportation projects within the AAMPO planning area obligated to receive federal funds in the 2014 federal fiscal year, Oct. 1, 2013, through Sept. 30, 2014. Projects within the Interim TIP that did not have funds obligated during FFY14 are not included in this report.

Figure 1: AAMPO Planning Area



It is the primary responsibility of the MPO to prepare the Obligation Report. This report was developed in coordination with MPO member jurisdictions, the Oregon Department of Transportation (ODOT) and the operator of Albany Transit service (the City of Albany).

This document is also available on the AAMPO website: <http://www.ocwcog.org/AAMPO>.

Terminology

Obligation

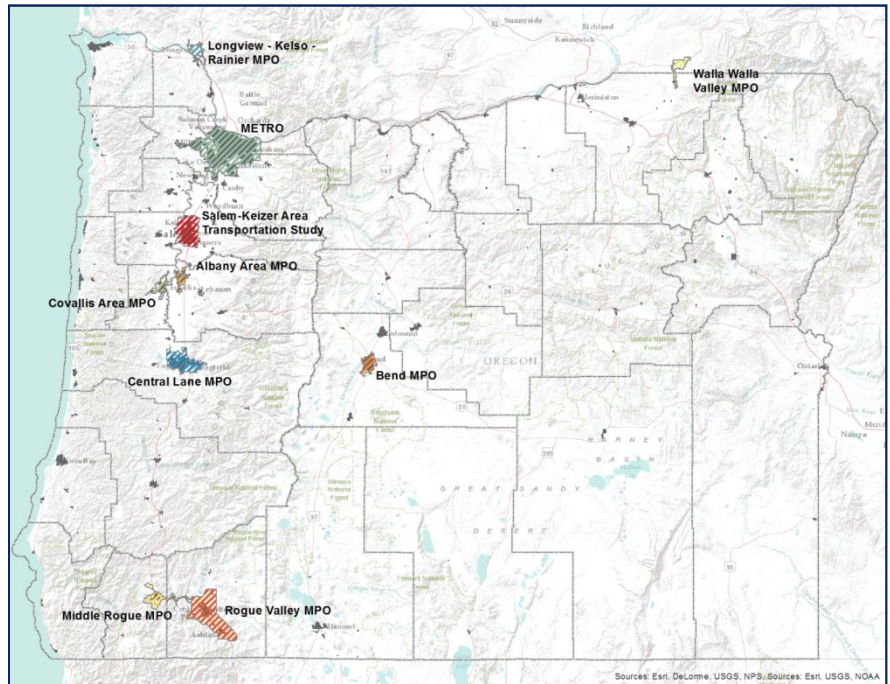
Obligation in the context of this report is the Federal government's legal commitment to pay the Federal share of a project's cost. An obligated project is one that has been authorized by a Federal agency as meeting eligibility requirements for federal funds. Projects for which funds have been obligated are not necessarily initiated or completed in the program year. For obligations on a construction project, typically the project needs to complete a competitive bid process and begin construction if an acceptable bid is received. Alternatively, projects may have obtained permission to proceed to construction using local funds, with the ability to be obligated and reimbursed with federal funds at a later date.

The amount of the obligation usually does not equal the total cost of the project. An obligation may be for only one phase of a multi-phased project, and the obligation amount listed does not account for local funding spent on a project.

For Federal Transit Administration (FTA) projects, obligation occurs when the FTA grant is awarded. For Federal Highway Administration (FHWA) projects, obligation occurs when a project agreement is executed and the recipient agency requests that the funds be obligated. A project agreement defines specific project elements that are eligible for funding; how financing will occur; and agency roles, responsibilities and liabilities.

Once funds have been obligated, the eligible recipient begins incurring eligible project expenses and then requests reimbursement from the obligated funds. The reimbursement request must demonstrate that the recipient incurred the costs consistent with the project agreement and all federal rules.

Figure 2: Oregon Metropolitan Planning Organizations



Deobligation

Deobligation (also called Release) occurs when funds that have been originally obligated for a specific project has to return that promise of funds to the federal government. This generally occurs when money that has been set aside for a project has not been fully spent. Thus the promise of funds is returned to the federal government.

Phase Descriptions

Cap: Transit Capital

CN: Construction

Ops: Transit Operations

PE: Preliminary Engineering

PM: Preventative Maintenance

ROW: Right of Way or Land Acquisition

TDM: Transportation Demand Management

UR: Utility Relocation

Funding Sources

Surface Transportation Program (STP) funds are a flexible multi-modal block grant-type program. STP funds provide for a broad range of transportation uses and may be used for projects on the Federal-aid highway system (including the NHS), bridge projects on any public road, transit capital projects, and intracity or intercity bus terminals and facilities. A percentage of STP funds allocated to the state of Oregon is distributed to cities, counties and MPOs on a formula basis by the Oregon Transportation Commission.

Section 5307 funds are distributed on a statutory formula basis to support capital, operating, and planning expenditures for publicly owned transit systems. 5307 funds have a 20% local match when used for capital or planning projects and a 50% local match when used for transit operations.

Table 1: FFY2014 Federal Obligated Funds

Lead Agency	STIP Key #	Project Description		State FY	Obligated Status	Phase	Federal Funding		Required Match		Total All Sources	Project Total
		Project Name	Description				Source	Amount	Source	Amount		
ODOT	17058	Rail Crossing Safety Project: Main St (Albany)	Rail Crossing Safety Project. Project Complete.	2013	Obligated 5/2014	PE	STP-RR	\$25,482			\$25,482	\$175,000
							STP-RR	\$149,518		\$149,518		
Linn County	18698	Old Salem Rd: Truax Creek Bridge Replacement	Replace bridge #22C08, MP 3.18-3.20	2014	Obligated 9/2014	PE	STP-FLX	\$383,147			\$427,000	\$2,059,000
				2016			ROW	\$99,600		\$111,000		
				2016			UR	\$5,384		\$6,000		
				2017			CN	\$1,359,410		\$1,515,000		
Albany	19152	ATS Capital - Security upgrades	Transit - Upgrades at Albany Transit Station	2015	Obligated 7/2014	Cap	5307	\$10,364	Albany 20%	\$2,591	\$12,955	\$12,955
Albany	19153	ATS Capital - Purchase Transit Bus	Transit - Bus replacement	2015	Obligated 7/2014	Cap	5307	\$352,000	Albany 20%	\$88,000	\$440,000	\$440,000
Albany	19154	Operations (CAMPO5307 Funds)(Linn Benton Loop)	Transit - CAMPO 5307 funds designated to City of Albany as Sub-Recipient	2015	Obligated 7/2014	Ops	5307	\$128,500	Albany 50%	\$128,500	\$257,000	\$257,000
Albany	19156	Operations (Albany Transit System)	Transit Operations	2015	Obligated 7/2014	Ops	5307	\$200,800	Albany 50%	\$200,800	\$401,600	\$401,600
Albany	19157	Preventative Maintenance (Albany Transit System)	Transit PM	2015	Obligated 7/2014	PM	5307	\$25,600	Albany 20%	\$6,400	\$32,000	\$32,000
Albany	19158	Operations (Linn Benton Loop)	Transit Operations	2015	Obligated 7/2014	Ops	5307	\$123,100	Albany 50%	\$123,100	\$246,200	\$246,200
Albany	19159	Preventative Maintenance (Linn Benton Loop)	Transit PM	2015	Obligated 7/2014	PM	5307	\$27,000	Albany 20%	\$6,750	\$33,750	\$33,750
Albany	19160	Operations (Paratransit)	Transit Operations	2015	Obligated 7/2014	Ops	5307	\$78,500	Albany 50%	\$78,500	\$157,000	\$157,000
Albany	19161	E&D Operations (Paratransit)	Transit Operations	2015	Obligated 7/2014	Ops	5307	\$90,800	Albany 20%	\$22,700	\$113,500	\$113,500
											Project Total	\$3,928,005
											Obligated Total	\$1,445,293