

FFY 2015

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).

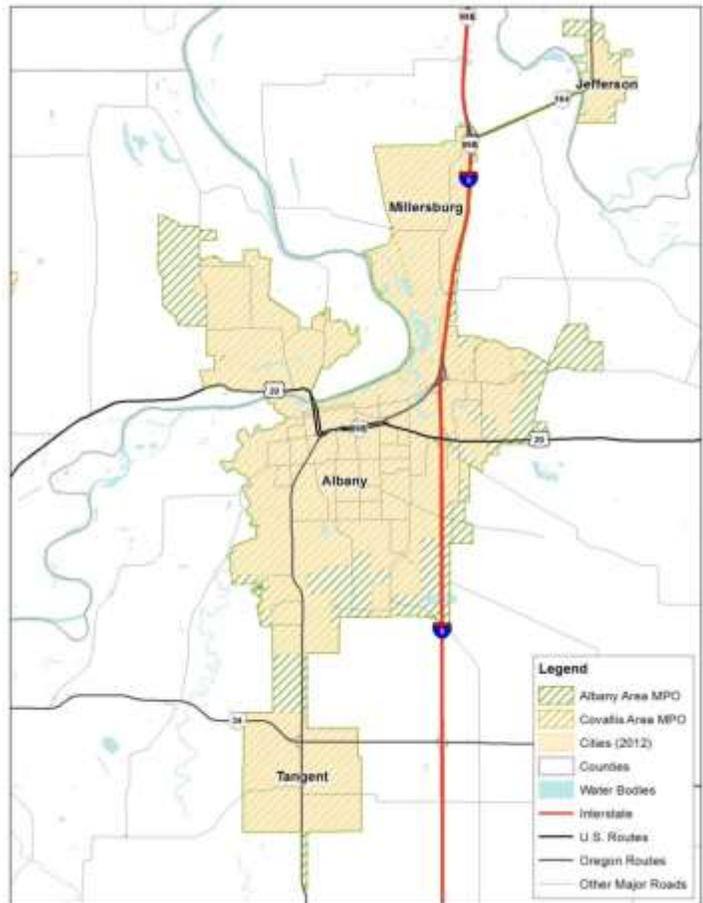
The AAMPO planning area is shown in Figure 1.

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 2015 federal fiscal year, Oct. 1, 2014, through Sept. 30, 2015. Projects within the Interim TIP that did not have funds obligated during FFY15 are not included in this report. In some cases, delayed obligation may occur without impacting a project to move forward on schedule.

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.

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% match when used for transit operations.

Section 5339 funds support capital purchases for public transportation systems. Funds are granted on a project-by-project basis and require a 20% local match.

The Section 5310 program provides funding for transportation services for the elderly and persons with disabilities. The funds may go to private, nonprofit organizations or to public bodies that coordinate service. Funds can continue to be used for capital costs or for capital costs of contracting for services. Section 5310 funds are awarded on an annual competitive basis.

Metropolitan Planning funds (PL and 5303) are available for MPOs to carry out the metropolitan transportation planning process required by 23 U.S.C. 134, including development of metropolitan area transportation plans and transportation improvement programs. Under 23 U.S.C. 134, MPOs are responsible for developing, in cooperation with the State and affected transit operators, a long-range transportation plan and a metropolitan transportation improvement program (MTIP) for the area. Metropolitan Planning funds are provided through the Oregon Department of Transportation to MPOs in order to support metropolitan planning processes.

Table 1: FFY2015 Federal Obligated Funds

| Project Name | Project Description and Phase | Key Number | Obligation Date | Federal Total | State Total | Local Total | Total Cost |
|---|---|------------|-----------------|---------------|-------------|-------------|-------------|
| AAMPO PLANNING | PL and 5303 funds to support AAMPO planning and programming activities for state fiscal year 2015. | 17625 | FFY15 | \$149,777 | \$12,950 | 0 | \$162,727 |
| ALBANY AREA REGIONAL TRANSPORTATION PLAN AND TRANSIT DEVELOPMENT PLAN | ODOT SPR funds to support development of AAMPO's first Regional Transportation Plan and the Albany Transit Development Plan. Work will occur over several years. | 17625 | FFY15 | \$552,714 | \$138,178 | 0 | \$690,892 |
| ALBANY AREA REGIONAL TRANSPORTATION PLAN AND TRANSIT DEVELOPMENT PLAN | ODOT SPR funds to augment MPO staff capacity for development of AAMPO's first Regional Transportation Plan and the Albany Transit Development Plan. Work will occur over several years. | 17625 | FFY15 | \$38,575 | \$9,644 | 0 | \$48,219 |
| TDM PROGRAM 2014 (CASCADES WEST COG) | 2014 OCWCOG Transportation Demand Management (TDM) activities. Portions of the project will be implemented in the MPO area. | 17784 | 12/12/2014 | \$63,708 | \$7,292 | 0 | \$71000 |
| NORTH AVE BIKE-PED ENHANCEMENT (CITY OF JEFFERSON) | 450 ft ADA compliant sidewalk on north side and bike lanes on the north and south sides of North Ave from Hwy 99E/2nd St to 3rd St. PE, ROW, CONST Phase | 19128 | 3/23/2015 | 0 | \$67,280 | 0 | \$67,280 |
| GIBSON HILL RD: SCENIC DR - N ALBANY RD (ALBANY) | Construction of 11,500 ft of sidewalk and construct ADA compliant bus stops | 18115 | 4/24/2015 | \$1,308,283 | \$149,739 | 0 | \$1,458,021 |
| I-5: SOUTH JEFFERSON I/C - SANTIAM HWY I/C | Improvements at the I-5 and Santiam Highway interchange. Complete PE and begin ROW purchase. MP 30.40 - 31.40. Funds were obligated for PE Phase. | 18849 | 9/17/2015 | \$1,977,232 | \$251,677 | \$400,000 | \$2,628,909 |
| HILL AND WATER AVE: AT GRADE CROSSING SIGNALIZATION | Railroad crossing improvements | 19198 | | \$615,000 | 0 | 0 | \$615,000 |
| ALBANY MULTIMODAL TRANSI STATION PATH | Added to list. Construction of multiuse path PE Phase obligated (282,380 total) on 10/17/2014. Construction obligated 04/09/2014 (\$567,000 total) #14536 | 14536 | 10/17/2014 | | | | \$282,380 |
| CITY OF ALBANY BUS & BUS FACILITIES PROG (5339)-2014 | | 19532 | 9/24/2015 | \$336,000 | 0 | \$84,000 | \$420,000 |
| LINN CO - 5310 FTA ENHANCED MOBILITY PROGRAM (2015) | Mobility Management and Purchase Service. Split from Sm Urban Pool key 18937 to Linn Co. Match is 50/50 Local/State | 19635 | 9/24/2015 | \$110,130 | \$13,766 | \$13,766 | \$137,663 |
| ATS CAPITAL - VIDEO SYS FOR BUSES (FY15) | | 18463 | FFY2015 | \$18,400 | 0 | \$4,600 | \$23,000 |
| OPERATIONS 2014 (CAMPO 5307 FUNDS) (LINN BENTON LOOP) | CAMPO 5307 funds designated to City of Albany as Sub-Recipient | 19154 | FFY2015 | \$128,500 | 0 | \$128,500 | \$257,000 |

| | | | | | | | |
|---|--|-------|---------|--------------------|------------------|--------------------|--------------------|
| FY15 LOOP OPERATIONS (CAMPO 5307) | | 19516 | FFY2015 | \$132,000 | 0 | \$132,000 | \$26,4000 |
| FY15 LOOP PM (AAMPO 5307) | | 19519 | FFY2015 | \$30,600 | 0 | \$7,650 | \$3,8250 |
| FY15 ATS OPERATIONS | | 19521 | FFY2015 | \$447,756 | 0 | \$447,756 | \$895,512 |
| FY15 ATS PREVENTATIVE MAINTENANCE | | 19522 | FFY2015 | \$41,600 | 0 | \$10,400 | \$52,000 |
| FY15 ATS 1% FOR SAFETY IMPROVEMENTS | | 19523 | FFY2015 | \$6,034 | 0 | \$1,508 | \$7,542 |
| FY15 ATS ADA PARATRANSIT | | 19524 | FFY2015 | \$116,678 | 0 | \$11,6678 | \$233,356 |
| FY15 FIRST 10% ATS ADA PARATRANSIT OPERATING FUNDS | | 19525 | FFY2015 | \$90,518 | 0 | \$22,630 | \$113,148 |
| FY15 ATS PARATRANSIT CAPITAL | | 19526 | FFY2015 | \$40,000 | 0 | \$10,000 | \$50,000 |
| ALBANY TRANSIT STATION SECURITY UPGRADES (2014) | | 19152 | FFY2015 | \$10,364 | 0 | \$2,591 | \$12,955 |
| ALBANY TRANSIT BUS PURCHASE (2014) | | 19153 | FFY2015 | \$352,000 | 0 | \$88,000 | \$440,000 |
| ALBANY TRANSIT SYSTEM OPERATIONS (2014) | | 19156 | FFY2015 | \$200,800 | 0 | \$200,800 | \$401,600 |
| ALBANY TRANSIT SYSTEM PREVENTATIVE MAINTENANCE (2014) | | 19157 | FFY2015 | \$25,600 | 0 | \$6,400 | \$3,2000 |
| LINN BENTON LOOP TRANSIT OPERATIONS (2014) | | 19158 | FFY2015 | \$123,100 | 0 | \$123,100 | \$246,200 |
| LINN BENTON LOOP PREVENTATIVE MAINTENANCE (2014) | | 19159 | FFY2015 | \$27,000 | 0 | \$6,750 | \$33,750 |
| CITY OF ALBANY PARATRANSIT OPERATIONS (2014) | | 19160 | FFY2015 | \$78,500 | 0 | \$78,500 | \$15,7000 |
| ALBANY TRANSIT E&D PARATRANSIT OPERATIONS (2014) | | 19161 | FFY2015 | \$90,800 | 0 | \$22,700 | \$113,500 |
| FFY15 Obligated Project Totals | | | | \$7,111,669 | \$650,526 | \$1,908,329 | \$9,952,904 |