

FFY 2017

Annual Listing of Obligated Projects

October 1, 2016 – September 30, 2017



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Introduction

The U.S. Congress, through adoption of the transportation act, Fixing America’s Surface Transportation (FAST) Act, requires all Metropolitan Planning Organizations (MPOs) to publish 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 programs and to increase the public’s understanding of how federal funds are being spent.

This report outlines transportation projects and programs within the Albany Area Metropolitan Planning Organization (AAMPO) with funds obligated during the 2017 federal fiscal year: October 1, 2016 through September 30, 2017.

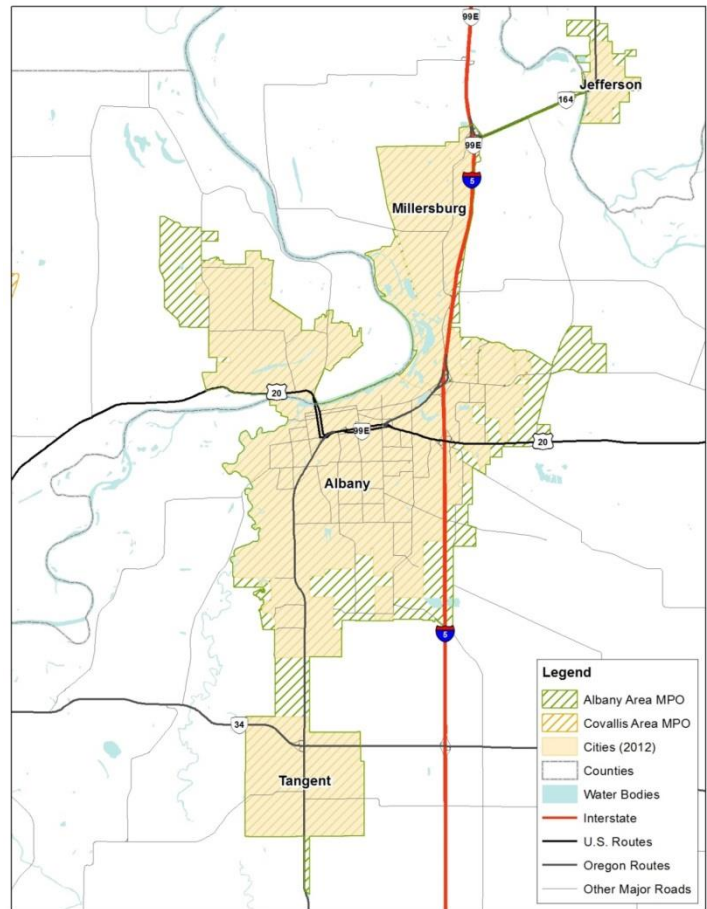
Other federally funded projects that have already been obligated, or those not anticipated to be obligated in the short term may not be included. Additionally, projects that did not have funds obligated during FFY17 may not be included but may still be moving forward on schedule. (In some cases, delayed obligation may occur without affecting a project schedule.) Projects included in this report are consistent with the AAMPO Transportation Improvement Program (TIP).

It is the primary responsibility of the MPO to prepare the Obligation Report, 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: www.AlbanyAreaMPO.org.

About 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.

Figure 1: AAMPO Planning Area



Terminology

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 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) / Surface Transportation Block Grant (STBG) 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 / STBG funds allocated to the state of Oregon is distributed to cities, counties and MPOs on a formula basis by the Oregon Transportation Commission (OTC).

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.

Section 5310 funds support 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.

Note: Projects that use the State Fund Exchange are not included.

Table 1: Projects Obligated in FFY17

Project Number	Recipient Number	Project Title	Preliminary Engineering Date	Construction Date	Urbanized Area	Fiscal Year Obligations Amount	Fiscal Year Total Cost
S001492	19390	I-5: N JEFFERSON – N. ALBANY	1/14/16	3/22/17	Albany, OR	PE: \$921,278 4Rs: (Repair/Resurfacing/ Restoration/ Reconstruction) \$12,224,671 Construction: \$1,143,638	PE: \$999,000 4Rs: Repair/Resurfacing/ Restoration/ Reconstruction) \$13,256,085 Construction: \$1,240,119
PR18204	20748	ALBANY AREA MPO PLANNING SFY18	6/28/17		Albany, OR	\$116,857	\$130,232
S001510	19930	I-5: DELANEY RD – ALBANY	8/14/17		Albany, OR	\$6,141,852	\$6,660,000

Table 2: Status of FFY17 Transit Projects

Project Number	Recipient Number	Project Title	Federal Approval Date	Urbanized Area	Fiscal Year Obligations Amount	Fiscal Year Total Cost
5676-2018-1-P1	5676	City of Albany capital vehicle purchase	May 2016	Albany OR	\$160,000	\$200,000
5676-2017-1	5676	FY17 5307 ADA Paratransit Operations	May 2016	Albany OR	\$189,950	\$237,438
5676-2017-1	5676	FY17 5307 ATS and Loop Operating Assistance	May 2016	Albany OR	\$652,806	\$1,305,612
5676-2017-1-P1	5676	FY17 5307 Ops/Cap/Ada/PM	May 2016	Albany OR	\$87,098	\$108,872
OR-90-X168-01	5676	Albany 13 5307 Op, Cap, ADA, PM	July 2013	Albany OR	\$1,010,546	\$1,641,933
OR-2017-003-00	5676	ADA Paratransit Operations 2016	May 2016	Albany OR	\$185,589	\$231,986
OR-2017-003-00	5676	Operating Assistance - ATS and Loop	May 2016	Albany OR	\$493,378	\$986,756
OR-2017-003-00	5676	Capital / PM	May 2016	Albany OR	\$384,879	\$481,099
OR-90-X175-02	5676	5307 Op, Cap, ADA, PM	July 2015	Albany OR	\$2,075,091	\$3,610,939

OR-90- X175-01	5676	5307 Op, Cap, ADA, PM	July 2015	Albany OR	\$1,728,121	\$2,948,234
OR-90- X175-00 <i>Close Out</i>	5676	5307 Op, Cap, ADA, PM	July 2014	Albany OR	\$1,036,664	\$1,694,005
OR-90- X168-00 <i>Close Out</i>	5676	5307 Op, Cap, ADA, PM	July 2013	Albany OR	\$1,010,546	\$1,641,933
OR-04- 0024-01 <i>Close Out</i>	5676	5309B P&R & Rehab Facility	January 2008	Albany OR	\$2,065,334	\$2,581,667
OR-04- 0024-00 <i>Close Out</i>	5676	5309 N. P&R & Rehab Trans Center	January 2008	Albany OR	\$1,506,409	\$1,883,011
OR-03- 0111-00 <i>Close Out</i>	5676	5309B for bus purchase	February 2014	Albany OR	\$216,409	\$260,734