

FFY 2023

Annual Listing of Obligated Projects

October 1, 2022 – September 30, 2023



Prepared By:
Billy McGregor, Transportation Planner
bmcgregor@ocwcog.org

Albany Area Metropolitan Planning Organization
1400 Queen Ave SE, Suite 205, Albany, OR 97322
www.ocwcog.org/aampo

This report was prepared by the Albany Area Metropolitan Planning Organization and was financed in part through the United States Department of Transportation Federal Highway Administration PL and Federal Transit Administration Section 5303 funds and in part through local matching funds provided by the Oregon Department of Transportation. The contents of this document are solely the responsibility of AAMPO. The United States Department of Transportation and its agencies and the Oregon Department of Transportation assume no liability for the content of this document or for the use of its contents.

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 2023 federal fiscal year (FFY23): October 1, 2022 – September 30, 2023.

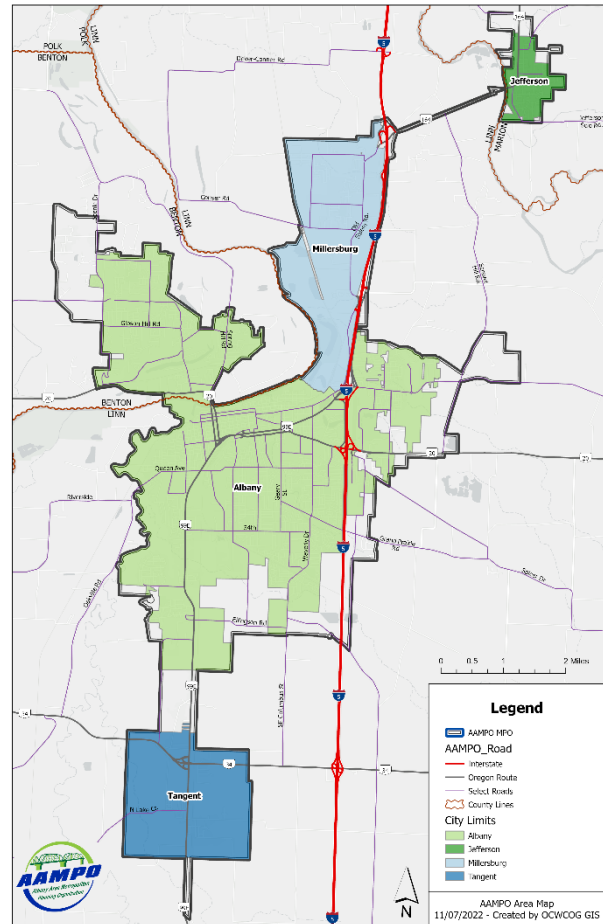
Other federally funded projects that have already been obligated, or those not anticipated to be obligated in the short term may not be included. Additionally, projects that did not have funds obligated during FFY23 may not be included but may still be moving forward on schedule. (In some cases, delayed 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 have 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/STBG 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).

National Highway Performance Program (NHPP) projects must be on an eligible facility and support progress toward achievement of national performance goals for improving infrastructure condition, safety, mobility, or freight movement on the NHS, and be consistent with metropolitan and statewide planning requirements.

Federal National Highway Freight Program (NHFP) funds are allocated to the Oregon Department of Transportation (ODOT) annually through a formula methodology, to be used to improve the efficient movement of freight on the National Highway Freight Network (NHFN).

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: Summary of FFY 2023 Obligations by Fund Type

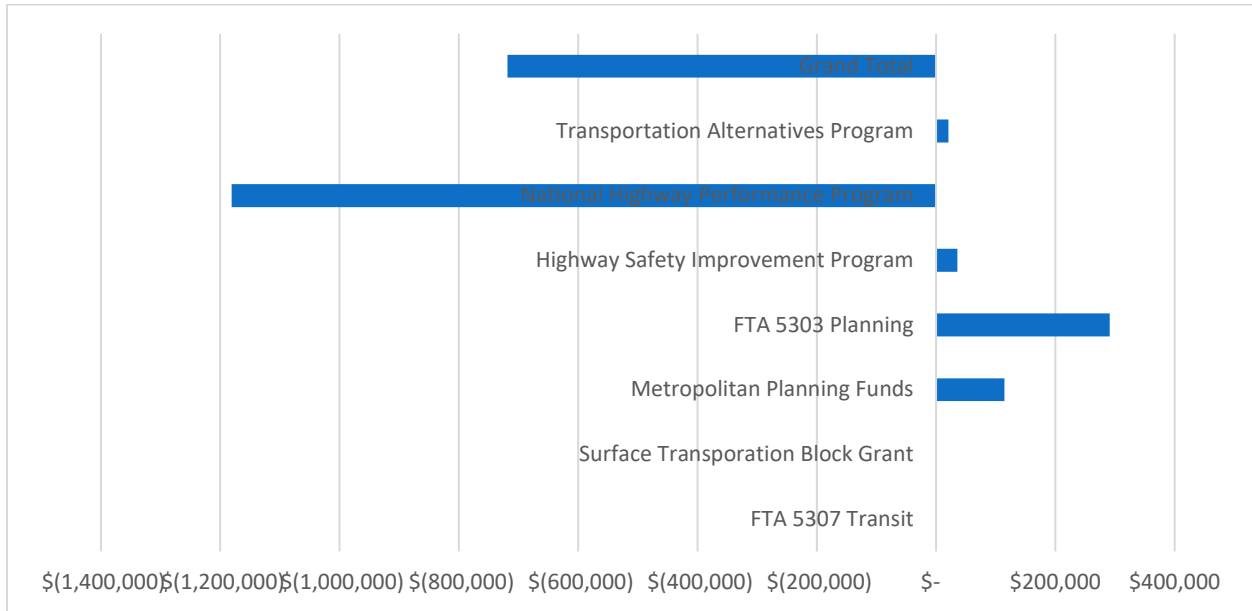


Table 2: FFY 2023 Federal Obligation Summary by Fund Type

2023 FEDERAL OBLIGATION SUMMARY BY FUND TYPE	TOTAL FEDERAL FUNDS OBLIGATED (FFY2023)	PERCENT OF FEDERAL FUNDS OBLIGATED (FFY2023)
FTA 5307 Transit Funds	\$0	0.00%
Albany Transit System (ATS) did not obligate any small urban transit (5307) funds in FFY 2022.	\$0	0.00%
Surface Transportation Block Grant	\$0	0.00%
ALBANY AREA MPO PLANNING SFY22	\$0	0.00%
ALBANY AREA MPO PLANNING SFY2023	\$0	0.00%
ALBANY AND CORVALLIS SIGNAL IMPROVEMENTS	\$0	0.00%
US20: WILLAMETTE R (ELLSWORTH ST) BRIDGE	\$0	0.00%
Metropolitan Planning Funds	\$114,766	-15.97%
ALBANY AREA MPO PLANNING SFY22	(\$14,803)	2.06%
ALBANY AREA MPO PLANNING SFY2023	(\$48,200)	6.71%
ALBANY AREA MPO SFY 24	\$177,769	-24.74%
FTA 5303 Planning Funds	\$291,055	-40.51%
ALBANY AREA MPO PLANNING SFY22	\$0	0.00%
ALBANY AREA MPO PLANNING SFY2023	\$55,149	-7.68%
ALBANY AREA MPO SFY 24	\$235,906	-32.83%
Highway Safety Improvement Program	\$35,976	-5.01%
ALBANY AND CORVALLIS SIGNAL IMPROVEMENTS	\$35,976	-5.01%
National Highway Performance Program	(\$1,180,806)	164.35%
ALBANY AND CORVALLIS SIGNAL IMPROVEMENTS	\$0	0.00%
I-5: N. ALBANY - HALSEY	(\$1,180,806)	164.35%
Transportation Alternatives Program	\$20,524	-2.86%
Corvallis to Albany Trail: Scenic Dr. - Springhill	\$20,524	-2.86%

Subtotal Obligated	\$525,324	
Subtotal Deobligated	(\$1,243,810)	
FFY 2023 TOTAL	(\$718,485)	100.00%

Table 1: Summary of FFY2023 Federal Obligation Details

Project Details	Sum of FFY2023 Obligations Amount
18709 - I-5: N. ALBANY - HALSEY	(\$1,180,806)
4R - Restoration & Rehabilitation	(\$485,624)
Construction Engineering	(\$578,165)
Administration	(\$117,017)
Preliminary Engineering	\$0
18850 - Corvallis to Albany Trail: Scenic Dr. - Springhill	\$20,524
Preliminary Engineering	\$20,524
Right of Way	\$0
20221 - ALBANY AND CORVALLIS SIGNAL IMPROVEMENTS	\$35,976
Preliminary Engineering	\$0
Right of Way	\$0
Construction Engineering	\$14,164
Safety	\$17,533
Administration	\$4,279
20428 - US20: WILLAMETTE R (ELLSWORTH ST) BRIDGE	\$0
Bridge Rehabilitation - No Added Capacity	\$0
Construction Engineering	\$0
Administration	\$0
Preliminary Engineering	\$0
20600 - ALBANY AREA MPO PLANNING SFY22	(\$14,803)
Planning	(\$14,803)
21841 - ALBANY AREA MPO PLANNING SFY2023	\$187,706
Planning	\$187,706
21851 - ALBANY AREA MPO SFY 24	\$232,918
Planning	\$232,918
FFY 2023 TOTAL	(\$718,485)

Project Descriptions

The following provides project descriptions as included in the MTIP for each of the projects for which federal funds were obligated in FFY23 with the Albany Area MPO.

Albany Area Metropolitan Planning Organization (AAMPO)

Albany Area MPO funds come from the Federal Highway Administration and the Federal Transit Administration. The MPO sets an annual work plan (*Unified Planning Work Program*) to describe use of these funds. The MPO work plan can be found on AAMPO's website, <https://www.ocwcog.org/transportation/aampo>

Albany Transit System (ATS) and Linn Benton Loop (LBL)

The Albany Transit System (ATS) operates both the local transit system for the City of Albany and also the Linn Benton Loop, a bus service that runs between the two counties. ATS did not obligate any small

urban transit (5307) funds in FFY 2023. Instead, ATS relied on funds from the CARES Act, as well as local dollars.

Benton County

Corvallis to Albany Trail: Scenic Dr. – Springhill [KN 18850]: Complete NEPA and right of way purchase, construct off-highway multiuse path.

Oregon Department of Transportation

I-5: N. Albany – Halsey [KN 18709]: Repair damaged concrete pavement and diamond grind to improve driving surface.

Albany and Corvallis Signal Improvements [KN 20221]: Add signal enhancements at several intersections to improve safety.

US20: Ellsworth Street (Willamette River) Bridge [KN 20428]: Increase bridge clearance to lessen collision risk allowing more efficient movement of freight.