

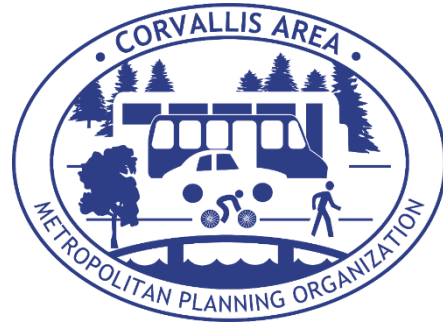
Federal Fiscal Year 2020 Annual List of Obligated Projects

October 1, 2019 – September 30, 2020

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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 (49USC 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 Corvallis Area Metropolitan Planning Organization (CAMPO) planning area with funds obligated during the 2020 federal fiscal year: October 1, 2019 through September 30, 2020.

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 FFY 2020 may not be included but may still be moving forward on schedule. (In some cases, delayed obligation may occur without affecting a project schedule.

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 Corvallis Transit Service (the City of Corvallis). This document is also available on the CAMPO website:

www.corvallisareampo.org.

About the Corvallis Area Metropolitan Planning Organization

The Corvallis Area Metropolitan Planning Organization, CAMPO, is the federally designated MPO for the cities of Adair Village, Corvallis, Philomath, and Benton County. 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 transportation planning for the region.

CAMPO is governed by a five-member Policy Board consisting of elected representatives from each city or county, as well as a staff person from the Oregon Department of Transportation (ODOT). The Policy Board operates according to the adopted Operating Guidelines. CAMPO's Technical Advisory Committee (TAC) is made up of professional staff of the above entities, the ODOT Regional Planner, a representative from Oregon State University, and a representative from the Linn-Benton Loop (occupied by staff from Albany Transit System). The representatives of relevant federal and other state agencies have ex-officio status on the TAC. The TAC reviews technical material and provides recommendations to the Policy Board.

The City of Corvallis is the owner of the Corvallis Transit System and their representation on the MPO Policy Board also represents the interests of the transit system.

The Oregon Cascades West Council of Governments, under a contract with the Policy Board, provides fiscal and administrative services, and staffing to CAMPO.

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 the promise of funds originally obligated for a specific project have to be returned 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. 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.

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 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.

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.

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 Regional Transportation Plan (RTP) 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.

High Risk Rural Roads (HRRR) Special Rule FAST High Risk Rural Roads are defined in 23 USC 148(a)(1) as "any roadway functionally classified as a rural major or minor collector or a rural local road with significant safety risks, as defined by a State in accordance with an updated State strategic highway safety plan." While the Moving Ahead for Progress in the 21st Century Act (MAP-21) eliminated the \$90 million set-aside for the HRRR program, it also established a Special Rule for high risk rural road safety under 23 USC 148(g). This rule was continued with the Fixing America's Surface Transportation Act (FAST Act) and requires a State to obligate a certain amount of funds on HRRRs if the fatality rate on its rural roads increases.

Transportation Alternatives Program (TAP) The TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways. While CAMPO does not have access to TAP funds, ODOT could utilize TAP to directly fund projects in the CAMPO service area.

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

Table 1: Summary of FFY 2020 Federal Funded Projects by Fund Type

2020 Federal Obligation Summary by Fund Type	Total Federal Funds Obligated (FFY2020)	Percent of Region's Funds Obligated by Fund Type (FFY2020)
FTA 5307 Funds	\$0	0%
No projects ¹	\$0	
Coronavirus Aid, Relief, and Economic Security (CARES) Act Funds	\$7,354,971	55.27%
Buy Replacement Paratransit Vans	\$200,000	
CTS Operating Assistance	\$7,154,971	
Metropolitan Planning	\$210,429.27	1.58%
CAMPO Planning SFY21 (FHWA PL)	\$131,875.00	
CAMPO Planning SFY21 (FTA 5303)	\$78,554.27	
National Highway Performance Program	\$747,581.92	5.62%
OR99W: ADA Curb Ramps (SE Chapman Pl to SW McKenzie Ave)	\$204,760.29	
OR34: Van Buren Bridge (Corvallis)	\$542,821.63	
HRRR Special Rule FAST	\$33,914.30	0.25%
US20: Safety upgrades (Albany to Corvallis)	\$33,914.30	
Highway Safety Improvement Program	\$2,854,496.32	21.45%
US20: Safety upgrades (Albany to Corvallis)	\$2,854,496.32	
Transportation Alternatives Program	\$597,332.20	4.49%
Marys River-Crystal Lake Multiuse Path (Corvallis)	\$597,332.20	
Surface Transportation Block Grant-Flex	\$1,509,342.33	11.34%
OR99W: ADA Curb Ramps (SE Chapman Pl to SW McKenzie Ave)	\$1,509,342.33	
FFY 2020 TOTAL	\$13,308,067.34	100%

¹ CTS is currently using CARES Act funds for operations, CTS' 5307 allocation for this year will be utilized in future federal fiscal years

Table 2: Summary of FFY 2020 Federal Funded Projects by Organization

2020 Federal Obligation Summary by Fund Type	Total Federal Funds Obligated (FFY2020)	Percent of Region's Funds Obligated by Organization (FFY2020)
Corvallis Area MPO	\$210,429.27	1.58%
CAMPO Planning SFY21 (FHWA PL)	\$131,875.00	
CAMPO Planning SFY21 (FTA 5303)	\$78,554	
Corvallis Transit System	\$7,354,971	55.27%
Buy Replacement Paratransit Vans	\$200,000	
CTS Operating Assistance	\$7,154,971	
City of Corvallis	\$597,332	4.49%
Marys River-Crystal Lake Multiuse Path (Corvallis)	\$597,332	
Oregon Department of Transportation	\$5,145,334.87	38.66%
US20: Safety upgrades (Albany to Corvallis)	\$2,888,410.62	
OR34: Van Buren Bridge (Corvallis)	\$542,821.63	
OR99W: ADA Curb Ramps (SE Chapman Pl to SW McKenzie Ave)	\$1,714,102.62	
FFY 2020 TOTAL	\$13,308,067.34	100%

Project Descriptions

The purpose of this section is to provide project descriptions for each of the projects for which federal funds were obligated in FFY2020.

Corvallis Area Metropolitan Planning Organization

Corvallis 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. Visit www.corvallisareampo.org for more information.

Corvallis Transit System (CTS)

The Corvallis Transit System operates the local transit system for the City of Corvallis as well as Philomath Connection on behalf of the City of Philomath. The projects listed in the tables above describe operations and capital funds available for these services. CTS is currently using CARES Act funds for operations, CTS' 5307 allocation will obligate in FFY2021 and therefore does not show up in this report.

City of Corvallis

Marys River-Crystal Lake Multiuse Path (Corvallis): The City of Corvallis utilized Transportation Alternatives Program (TAP) funds to acquire Right of Way, conduct Preliminary Engineering activities,

and construct a new multiuse path in South Corvallis. The Marys River-Crystal Lake Path (recently renamed the Eric E. Austin Memorial Bypass) was completed during the fall of 2021.

Oregon Department of Transportation

US20: Safety upgrades (Albany to Corvallis): Right of Way acquisition, Preliminary Engineering and Administration --Various improvements at different locations including: two-way turn lane, left-turn acceleration lane, curve warning signs upgrades, and signal upgrades.

OR34: Van Buren Bridge (Corvallis): Right of Way acquisition and Administration --Design shelf ready plans to replace bridge.

OR99W: ADA Curb Ramps (SE Chapman Pl to SW McKenzie Ave): Right of Way acquisition, Administration, and construction of curb ramps along Highway 99W in South Corvallis to meet compliance with the American with Disabilities ACT (ADA) standards.