

Federal Fiscal Year 2022

Annual List of Obligated Projects

October 1, 2021 – September 30, 2022

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Introduction

The U.S. Congress, through adoption of transportation legislation, requires all Metropolitan Planning Organizations (MPOs) to publish an annual listing of projects for which federal funds have been obligated (23 CFR 450.334 and 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 2022 federal fiscal year: October 1, 2021 through September 30, 2022.

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 2022 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 obligation refers to 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

The FAST Act established the **Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Program** to provide competitive grants for the development of model deployment sites for large scale installation and operation of advanced transportation technologies to improve safety, efficiency, and system performance.

FTA Section 5303 Planning Funds are used for transportation planning in metropolitan areas and states. The funding can be used for long-range plans and short-range programs reflecting transportation investment priorities. Funds are apportioned to states by a formula that includes each state's urbanized area population in proportion to the total urbanized area population for the nation, as well as other factors.

FTA 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.

FTA 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 costs of contracting for services. Section 5310 funds are awarded on an annual competitive basis.

FTA 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 **High Risk Rural Roads Program (HRRRP)** was established through a set aside from each State's apportionment of HSIP funds for construction and operational improvements on high risk rural roads. 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 the Bipartisan Infrastructure Law (BIL), and requires a State to obligate a certain amount of funds on HRRRs if the fatality rate on its rural roads increases. FHWA issued HSIP Special Rules Guidance in February, 2022, and a set of High Risk Rural Roads Questions and Answers in December, 2012.

The **Highway Safety Improvement Program (HSIP)** is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.

The freight-focused **Infrastructure for Rebuilding America (INFRA) Grant Program** (known statutorily as the Nationally Significant Multimodal Freight & Highway Projects) awards competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.

The **National Highway Performance Program (NHPP)** provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

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).

Metropolitan Planning Funds (PL) PL funds are used for transportation planning in metropolitan areas. The funding can be used for the full range of MPO planning responsibilities including development of the Regional Transportation Plan (RTP) and Metropolitan Transportation Improvement Program (MTIP). Funds are apportioned to states by a formula that includes each state's urbanized area population in proportion to the total urbanized area population for the nation, as well as other factors.

The **Railroad Crossing Elimination Grant Program** provides funding for highway-rail or pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods. This program was authorized in Section 22305 of the Bipartisan Infrastructure Law. 49 U.S.C. § 22909.

The **Surface Transportation Block Grant Program (STBG)** (previously the Surface Transportation Program) provides flexible funding that may be used by states and localities for projects to preserve and improve the conditions and performance on any federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. STBG funds can also be used for bikeshare, sidewalk improvements and other transit related infrastructure. STBG funds cannot be used for operations. Funds are administered by the Federal Highway Administration (FHWA). A percentage of 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).

Note: projects that use the State Fund Exchange are not included in this report.

Table 1: Summary of FFY2022 Obligations by Fund Type

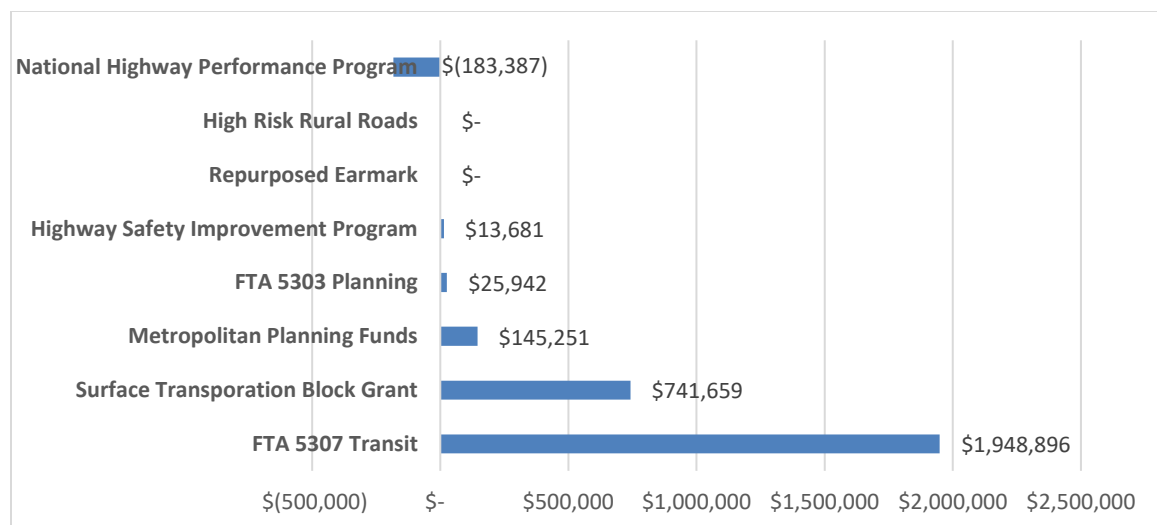


Table 2: FFY2022 Federal Obligation Summary by Fund Type

FFY 2022 Federal Obligation Summary by Fund	FFY2022 Obligated Funds	Percent of Obligations
FTA 5307 Transit	\$1,948,896	72.39%
Bus -Rolling Stock	\$75,000	2.79%
Bus -Station/Stops/Terminals	\$18,881	0.70%
Other Capital Items (Bus)	\$370,000	13.74%
Operating Assistance	\$1,424,215	52.90%
Electrification/Power Dist. (Bus)	\$60,800	2.26%
Surface Transportation Block Grant	\$741,659	27.55%
Albany and Corvallis Signal Improvements	(\$25,382)	-0.94%
OR34: Van Buren Bridge (Corvallis)	\$814,748	30.27%
OR99W: Corvallis stormwater system	(\$47,707)	-1.77%
Metropolitan Planning Funds	\$145,251	5.40%
Corvallis Area MPO Planning SFY21	(\$31,563)	-1.17%
Corvallis Area MPO Planning SFY23	(\$176,814)	6.57%
FTA 5303 Planning	\$25,942	0.96%
Corvallis Area MPO Planning SFY21	(\$0.3)	0.00%
Corvallis Area MPO Planning SFY23	\$25,943	0.96%
Highway Safety Improvement Program	\$13,681	0.51%
Albany and Corvallis Signal Improvements	\$13,681	0.51%
Repurposed Earmark	\$0	0.00%
OR99W: Corvallis stormwater system	\$0	0.00%
High Risk Rural Roads	\$0	0.00%
US20: Safety upgrades (Albany to Corvallis)	\$0	0.00%
National Highway Performance Program	(\$183,387)	-6.81%
Albany and Corvallis Signal Improvements	(\$183,387)	-6.81%
Subtotal Obligated	\$2,980,082	
Subtotal Deobligated	(\$288,039)	
Grand Total	\$2,692,042	100.00%

Note, Advanced Construction amounts not included. Approximately \$10.8 million in Advanced Construction for the US20: Philomath Couplet Project.

Table 3: Summary of FFY2022 Federal Obligation Details

Project Details	Sum of FFY2022 Obligations Amount
20071 –OR99W: Corvallis stormwater system	\$(47,707)
Replace current stormwater system with new drainage to prevent collapses and plugs during the winter.	\$(47,707)
4R - Restoration & Rehabilitation	\$0
Administration	\$0
Construction Engineering	\$0
Preliminary Engineering	\$(47,707)
20221 –Albany and Corvallis Signal Improvements	\$(195,088)
Add signal enhancements at several intersections to improve safety.	\$(195,088)
Administration	\$(20,733)
Construction Engineering	\$149,961

Preliminary Engineering	\$(112,193)
Right of Way	\$0
Safety	\$(212,123)
20602 –Corvallis Area MPO Planning SFY21	\$(31,564)
Corvallis Area MPO Planning SFY21	\$(31,564)
Planning	\$(31,564)
20688 –OR34 Van Buren Bridge (Corvallis)	\$814,748
Replace bridge due to deterioration.	\$814,748
Administration	\$96,908
Other	\$717,840
Preliminary Engineering	\$0
Right of Way	\$0
21191 –US20: Safety upgrades (Albany to Corvallis)	\$0
Add various enhancements at several locations to improve safety.	\$0
Administration	\$0
Construction Engineering	\$0
Preliminary Engineering	\$0
Right of Way	\$0
Safety	\$0
21514 –US20: Philomath Couplet*	\$0
Complete elements of the Philomath Downtown Safety and Streetscape Project to improve livability and accessibility of the City's downtown area. Resurface the roadway to create a smoother driving surface.	\$0
4R - No Added Capacity	\$0
Administration	\$0
Construction Engineering	\$0
Preliminary Engineering	\$0
Right of Way	\$0
21842 –Corvallis Area MPO Planning SFY23	\$202,757
Planning funds for projects identified in state fiscal year 2023 of the UPWP	\$202,757
Planning	\$202,757
22302 –US20: Conifer Blvd to Merloy Ave	\$0
Add a center two way left turn lane to improve traffic flow and increase safety.	\$0
Administration	\$0
Right of Way	\$0
FTA 5307 Transit	\$1,948,896
Bus - Rolling Stock	\$75,000
Bus - Station/Stops/Terminals	\$18,881
Other Capital Items (Bus)	\$370,000
Operating Assistance	\$1,424,215
Electrification/Power Dist (Bus)	\$60,800
Grand Total	\$2,692,042

* Note, Advanced Construction amounts not included. Approximately \$10.8 million in Advanced Construction for the US20: Philomath Couplet Project.

Project Descriptions

The purpose of this section is to provide project descriptions for each of the projects for which federal funds were obligated in FFY2022.

City of Corvallis

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. During FFY2022 CTS obligated funds to purchase new electric buses and charging equipment.

OR99W: Corvallis Stormwater System: Replace current stormwater system with new drainage to prevent collapse and plugs during winter.

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.

Oregon Department of Transportation

Albany to Corvallis Signal Improvements: Preliminary Engineering, Safety, Right of Way acquisition, and Administration –add signal enhancements at several intersections to improve safety.

OR34 Van Buren Bridge (Corvallis): Administration, Preliminary Engineering, and Right of Way acquisition –replace bridge due to deterioration.

US20: Conifer Blvd to Merloy Ave: Administration and Right of Way acquisition –add a center two way left turn lane to improve traffic flow and improve safety.

US20: Safety upgrades (Albany to Corvallis): Right of Way administration, Preliminary Engineering, Construction Engineering and Right of Way acquisition –add various safety enhancements at several locations to improve safety.

City of Philomath

US20: Philomath Couplet: Right of Way acquisition and Administration --Complete elements of the Philomath Downtown Safety and Streetscape Project to improve livability and accessibility of the City's downtown area. Resurface the roadway to create a smoother driving surface. No funds obligated in FFY2022 but approximately \$10.8 million in Advanced Construction for FFY2022.