

Federal Fiscal Year 2023

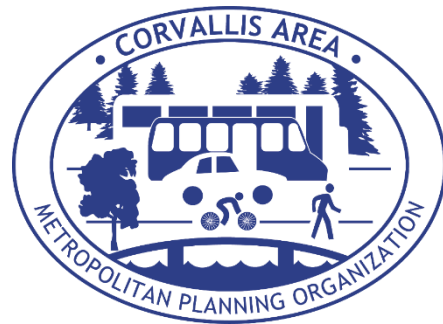
Annual List of Obligated Projects

October 1, 2022 – September 30, 2023

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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, 2022, through 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 FFY 2023 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 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 later.

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 costs consistent with the project agreement and all federal rules.

Deobligation occurs when the promise of funds originally obligated for a specific project must 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

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.

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 **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.

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 **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).

The FAST Act eliminates the MAP-21 **Transportation Alternatives Program (TAP)** and replaces it with a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA). These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

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

Table 1: Summary of FFY2023 Obligations by Fund Type

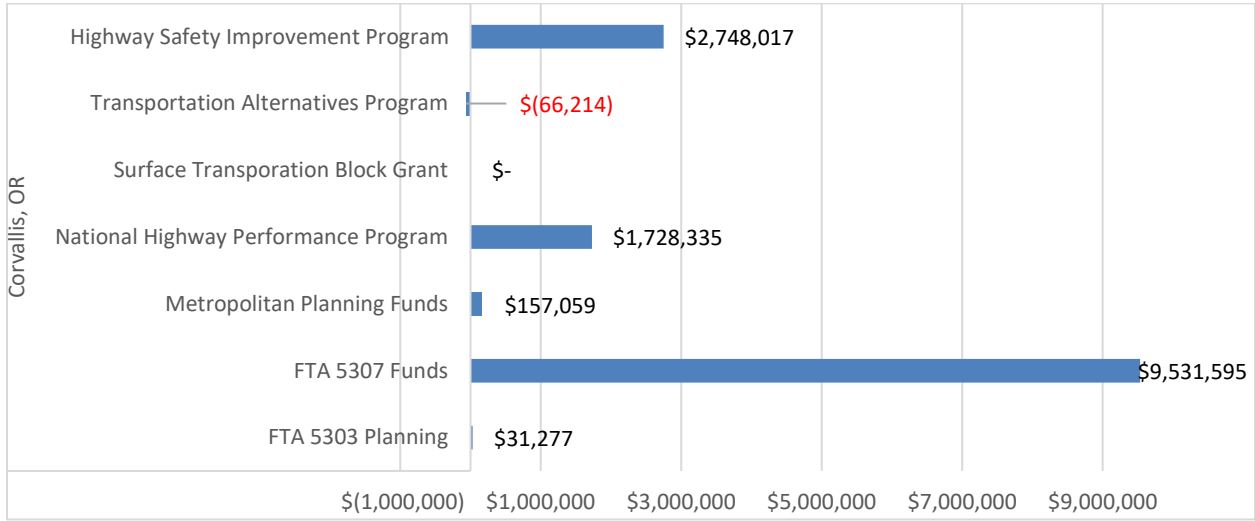


Table 2: FFY2023 Federal Obligation Summary by Fund Type

FFY 2023 Federal Obligation Summary by Fund	Sum of FY Obligations Amount	Percentage of Obligations
FTA 5303 Planning	\$ 31,277.35	0.22%
Corvallis Area MPO Planning SFY22	\$ (2,820.67)	-0.02%
Corvallis Area MPO Planning SFY23	\$ 29,693.73	0.21%
Corvallis Area MPO Planning SFY24	\$ 4,404.29	0.03%
FTA 5307 Funds	\$ 9,531,595.00	67.46%
1% Safety and Security	\$ 53,801.00	0.38%
Electrification/Power Dist. (Bus)	\$ 485,000.00	3.43%
Operating Assistance	\$ 8,019,044.00	56.75%
Other Capital Items	\$ 93,750.00	0.66%
Preventive Maintenance	\$ 880,000.00	6.23%
Metropolitan Planning Funds	\$ 157,059.12	1.11%
Corvallis Area MPO Planning SFY22	\$ (48,736.38)	-0.34%
Corvallis Area MPO Planning SFY23	\$ (1,901.02)	-0.01%
Corvallis Area MPO Planning SFY24	\$ 207,696.52	1.47%
National Highway Performance Program	\$ 1,728,334.82	12.23%
Albany and Corvallis Signal Improvements	\$ -	0.00%
Corvallis Area MPO Planning SFY24	\$ 8,438.30	0.06%
OR34: Van Buren Bridge	\$ -	0.00%
OR99W: Mary's River Br - Kiger Island Rd	\$ 1,129,696.52	7.99%
US20/OR34/OR99W: Harrison Blvd.	\$ 590,200.00	4.18%
US20: Philomath Couplet	\$ -	0.00%
Surface Transportation Block Grant	\$ -	0.00%
Corvallis Area MPO Planning SFY23	\$ -	0.00%
Corvallis Area MPO Planning SFY24	\$ -	0.00%
OR34: Van Buren Bridge	\$ -	0.00%
Transportation Alternatives Program	\$ (66,214.49)	-0.47%
Mary's River - Crystal Lake Multiuse Path	\$ (66,214.49)	-0.47%
Highway Safety Improvement Program	\$ 2,748,017.33	19.45%
Albany and Corvallis Signal Improvements	\$ 35,976.36	0.25%
OR99W: 3rd St at Western Blvd.	\$ 751,389.30	5.32%
OR99W: MP 78.9-79.0 signal replacement (Lewisburg)	\$ 581,620.60	4.12%
US20: Conifer Blvd to Merloy Ave.	\$ 1,379,031.07	9.76%
Subtotal Obligated	\$ 14,249,741.69	
Subtotal Deobligated	\$ (119,672.56)	
Grand Total	\$ 14,130,069.13	100.00%

Table 3: Summary of FFY2023 Federal Obligation Details

Project Details	Sum of FY2023 Obligations	Amount
1% Safety and Security	\$	53,801
Other	\$	53,801
Albany and Corvallis Signal Improvements	\$	35,976
Administration	\$	4,279
Construction Engineering	\$	14,164
Preliminary Engineering	\$	-
Right of Way	\$	-
Safety	\$	17,533
Corvallis Area MPO Planning SFY22	\$	(51,557)
Planning	\$	(51,557)
Corvallis Area MPO Planning SFY23	\$	27,793
Planning	\$	27,793
Corvallis Area MPO Planning SFY24	\$	220,539
Planning	\$	220,539
Electrification/Power Dist. (Bus)	\$	485,000
Construction Engineering	\$	275,000
Other	\$	140,000
Preliminary Engineering	\$	70,000
Mary's River - Crystal Lake Multiuse Path	\$	(66,214)
Construction Engineering	\$	244,283
Facilities for Pedestrians and Bicycles	\$	(310,498)
Preliminary Engineering	\$	-
Right of Way	\$	-
Operating Assistance	\$	8,019,044
Other	\$	8,019,044
OR34: Van Buren Bridge*	\$	-
Administration	\$	-
Bridge Replacement - No Added Capacity	\$	-
Construction Engineering	\$	-
Other	\$	-
Preliminary Engineering	\$	-
Right of Way	\$	-
OR99W: 3rd St at Western Blvd.	\$	751,389
Administration	\$	89,372
Preliminary Engineering	\$	662,017
OR99W: Mary's River Br - Kiger Island Rd	\$	1,129,697
Administration	\$	134,369
Preliminary Engineering	\$	995,327
OR99W: MP 78.9-79.0 signal replacement (Lewisburg)	\$	581,621
Administration	\$	70,061
Preliminary Engineering	\$	511,560
Other Capital Items	\$	93,750
Other	\$	93,750
Preventive Maintenance	\$	880,000
Other	\$	880,000

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US20/OR34/OR99W: Harrison Blvd.	\$	590,200
Administration	\$	70,200
Preliminary Engineering	\$	-
Right of Way	\$	520,000
US20: Conifer Blvd to Merloy Ave.	\$	1,379,031
Administration	\$	164,026
Construction Engineering	\$	896,409
Right of Way	\$	-
Safety	\$	318,597
US20: Philomath Couplet*	\$	-
4R - No Added Capacity	\$	-
Administration	\$	-
Construction Engineering	\$	-
Preliminary Engineering	\$	-
Right of Way	\$	-
Grand Total	\$	14,130,069

*Advanced construction dollars obligate FFY2024

Project Descriptions

The purpose of this section is to provide project descriptions for each of the projects for which federal funds were obligated in FFY2023.

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.

Mary's River - Crystal Lake Multiuse Path: Design and construct a shared use path.

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.

OR99W: 3rd St at Western Blvd: Complete design to rebuild signal and repair of curb ramps across the state to meet compliance with the Americans with Disabilities Act (ADA) standards.

OR99W: Mary's River Br - Kiger Island Rd: Complete design to repave the road and the surface on one bridge to repair deterioration, improve smoothness and reduce maintenance costs.

OR99W: MP 78.9-79.0 signal replacement (Lewisburg): Complete design to upgrade the signal at this location. Will replace and upgrade traffic signal and pole as well as upgrade the system to new technology for efficiency and install left turn lanes at intersection.

US20/OR34/OR99W: Harrison Blvd: Replace failing signals to improve driver safety and improve bicycle and pedestrian facilities to improve safety.

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.