



ORANGE COUNTY TRANSPORTATION COUNCIL

Annual Federal Aid Obligation Report

FFY 2020

Reporting Period

October 1, 2019 – September 30, 2020

Background

The Orange County Transportation Council (OCTC) is the designated Metropolitan Planning Organization (MPO) for Orange County and is responsible for carrying out a cooperative and comprehensive multimodal transportation planning process. Once a metropolitan area reaches a population of 50,000, an MPO is designated in order to qualify for the receipt of federal transportation funds. Designated as an MPO by the Governor in 1982, the OCTC is responsible for ensuring that federal transportation dollars are committed through a comprehensive planning process.

Fixing America’s Surface Transportation (FAST) Act, the current federal transportation law, requires a listing of all federally funded projects on the Transportation Improvement Program (TIP) for which federal funds have been obligated in the preceding FFY. This report covers federal obligations from the Federal Fiscal Year (FFY) 2020-2024 TIP for FFY 2020 (October 1, 2019 – September 30, 2020).

The Transportation Improvement Program

The OCTC 2020-2024 Transportation Improvement Program (TIP) is a multi-modal, capital program that lists federally funded capital projects and assigns federal funds to highway, bridge, bikeway, pedestrian, transit, and transportation demand management projects to be undertaken over a one to five-year timeframe. Individual project listings identify the proposed schedule, scope, costs, and federal, state and local fund source assignment. Both federally and non-federally funded projects are shown to provide a comprehensive view of the transportation capital and operating projects in the region. Inclusion of a project in the TIP allows environmental study, project development and construction to proceed according to the schedule presented in the detailed project listing.

The TIP is a required product of the transportation planning process and is developed by MPOs in cooperation with State and local officials, regional and local transit operators, and other affected transportation and regional planning and implementing agencies. It prioritizes projects for implementation during the program period and provides realistic project cost estimates versus the anticipated available resources (i.e. show realistic fiscal constraints). The TIP is an important product of the overall transportation planning process, given that the MPO commits to the implementation of transportation projects. The OCTC TIP reflects the goals and objectives of the OCTC Long Range Transportation Plan (LRTP) and the 10 planning factors of the FAST Act. The TIP is updated every two to three years and follows the Federal fiscal year starting October 1st.

OCTC

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The list of obligated projects is organized in a manner consistent with the TIP. For each project identified, the list includes the following:

- PIN: A Project Identification Number (PIN) that NYSDOT uses to track projects.
- Project Description: a narrative description used to define the nature and location of the project.
- Project Sponsor: the lead agency in charge of carrying out the project.
- Total Federal Project Cost: the total amount of federal funds budgeted for the project in its entirety, excluding state and local funds.
- Federal Funds Programmed on TIP: the planned amount of funding programmed for obligation on the TIP that year.
- Source: the federal program from which funding was derived.
- Project Phases Obligated in FFY 2020: the phases for which funding was actually obligated during the federal fiscal year.
- Federal Funds Obligated in FFY 2020: the amount obligated (in millions of dollars).

Federal Aid Obligation

An obligation 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 the 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. Some of the projects or project phases listed in this report may already have been completed.

The obligation amount listed is not generally equal the total cost of the project. This is because an obligation is typically for only one phase of a multi-phased project. The obligation only accounts for federal funds allocated to the project. The figures exclude any matching state and local funds that are likely necessary as well. Once funds have been obligated, the project sponsor/lead agency begins incurring eligible project expenses and then requests reimbursement from the eligible grant recipient. The reimbursement request must demonstrate that the recipient incurred the costs consistent with the project agreement and all federal requirements.

Federal funding for projects can become unobligated for various reasons. Unobligated federal funding does not carry over into the next FFY; rather, it expires at the end of the FFY if unclaimed by the project sponsor. Unobligated federal funds represent an opportunity cost for other projects that may be waiting to receive federal aid for a project. In this sense, projects programmed but not acted upon hold up federal funding that could otherwise be utilized by other project sponsors.

Project Phases

Phases of TIP projects are categorized as seen below. Highway projects generally follow the phases in order, from 'Scoping' to 'Construction Inspection', with the exception that not all projects necessitate additional right-of-way in which case the associated right-of-way phases would be skipped. Transit projects that don't require actual building are listed under the 'Other' phase.

- **Scoping:** Meetings are held with project developers and designers, local government representatives, and other involved parties. Decisions are made about the specific elements that will be included in the project, and the range of design alternatives that will be investigated.
- **Preliminary Design (PRELDES):** This phase includes basic engineering work on each alternative, traffic studies, environmental analyses, and other work specific to the project. Public outreach is used to gain community input into project design. This phase ends with the selection and approval of a project alternative.
- **Final Design (DETLDES):** In this phase, the actual plans and specifications that the construction contractor will work from are created.
- **Right of Way Incidentals (ROWINC):** Preparation work done prior to the acquisition of the right-of-way.
- **Right of Way Acquisition (ROWACQ):** In this phase, right-of-way necessary for the completion of a project is acquired either through purchase or easements.
- **Construction (CONST):** This encompasses all of the work to build the project, whether it is done by a contractor or an agency's own staff.
- **Construction Inspection (CONINSP):** In order to make sure that the work is being done properly and conforms to specifications, there is ongoing inspection. Sometimes this work is done by NYSDOT or the Orange County Department of Public Works, but it is often contracted out.
- **Other (MISC):** This phase is usually associated with public transit projects and may involve the purchase and acquisition of rolling stock and associated equipment; in some cases, it covers the construction of fixed or permanent facilities such as a station, parking, and maintenance/storage facilities.

Federal Aid Obligations for FFY 2020

A total of \$74.450 million in Federal Highway Administration and Federal Transit Administration aid was obligated for various local and state highway, bridge, trail and transit projects in Orange County. This included a little over \$38 million in FHWA funding for highway projects and approximately \$36.4 million in transit funding, with all of the transit obligations coming from the Coronavirus Aid, Relief, and Economic Security (CARES) Act. The Metro-North Railroad also obligated \$9.65 million for projects located in Orange County.

FFY 2020 Federal Obligations
Federal Highway Administration
(\$-MILLIONS)

PIN	PROJECT TITLE	PROJECT SPONSOR	PROJECT PHASE	FEDERAL FUND SOURCE	FEDERAL FUNDS OBLIGATED IN FFY 2020
800531	NY 17K @ VALLEY CENTRAL SCHOOL	NYS DOT	DETAILED DESIGN	STBG FLEX	\$0.120
			RIGHT OF WAY ACQUISITION	STBG FLEX	\$0.018
806253	PMI PAVING: I84 BRIDGE APPROACHES IN ORANGE COUNTY	NYS DOT	CONSTRUCTION	NHPP	\$2.044
			CONSTRUCTION INSPECTION	NHPP	\$0.245
875598	HERITAGE TRAIL EXTENSION: HARTLEY RD TO DOWNTOWN MIDDLETOWN	Orange County	CONSTRUCTION	HPP	\$0.072
				CMAQ	\$4.784
				STBG LG URBAN	\$0.810
			CONSTRUCTION INSPECTION	CMAQ	\$0.478
				STBG LG URBAN	\$0.035
			DETAILED DESIGN	CMAQ	\$0.292
				STBG FLEX	\$0.000
			PRELIMINARY DESIGN	STBG LG URBAN	\$0.155
CMAQ	\$0.086				
875664	EAST MAIN STREET (ROUTE 6) / NEVERSINK RIVER	City of Port Jervis	CONSTRUCTION	NHPP	\$4.426
				STBG LG URBAN	\$2.990
			CONSTRUCTION INSPECTION	NHPP	\$0.570
				STBG LG URBAN	\$0.160
875707	MIDDLETOWN TRAFFIC OPERATIONS STAGE 1	City of Middletown	DETAILED DESIGN	CMAQ	\$0.033
875708	EAST MAIN STREET: CR 15 TO MAPLE AVE	City of Port Jervis	CONSTRUCTION	STBG LG URBAN	\$0.214
876002	WARWICK BIKE ROUTE AND PEDESTRIAN TRAIL	Town of Warwick	CONSTRUCTION	HPP	\$0.660
			STBG LG URBAN	\$0.192	
876140	WALSH ROAD / QUASSAICK CREEK BRIDGE REPLACEMENT	City of Newburgh	DETAILED DESIGN	HPP	\$0.034
876149	ADA ACCESSIBLE SIDEWALKS & RAMPS MIDDLETOWN		RIGHT OF WAY ACQUISITION	STBG OFF SYSTEM BRIDGE	\$0.060
			CONSTRUCTION	STBG LG URBAN	\$1.198
876157	LAKE ST (RTE 32)/QUASSIAC CREEK BRIDGE REHABILITATION	City of Newburgh	CONSTRUCTION INSPECTION	STBG LG URBAN	\$0.116
876179	LAKE STREET AND STAGE ROAD PEDESTRIAN IMPROVEMENTS	City of Newburgh	CONSTRUCTION	NHPP	\$0.950
876179	LAKE STREET AND STAGE ROAD PEDESTRIAN IMPROVEMENTS	City of Newburgh	CONSTRUCTION	TAP URBAN	\$0.240
			CONSTRUCTION INSPECTION	TAP URBAN	\$0.036

**FFY 2020 Federal Obligations
Federal Highway Administration**

(\$-MILLIONS) (continued)

PIN	PROJECT TITLE	PROJECT SPONSOR	PROJECT PHASE	FEDERAL FUND SOURCE	FEDERAL FUNDS OBLIGATED IN FFY 2020
876246	TOWN OF CRAWFORD:RTE 52 PEDESTRIAN SAFETY PROJECT	Town of Crawford	DETAILED DESIGN	TAP FLEX	\$0.064
			PRELIMINARY DESIGN	TAP FLEX	\$0.256
			RIGHT OF WAY INCIDENTALS	TAP FLEX	\$0.004
876250	WALLKILL: TWIN TOWERS MIDDLE SCHOOL SIDEWALK PROJECT	Town of Wallkill	DETAILED DESIGN	SAFE ROUTE TO SCHOOL	\$0.120
			PRELIMINARY DESIGN	SAFE ROUTE TO SCHOOL	\$0.096
			RIGHT OF WAY INCIDENTALS	SAFE ROUTE TO SCHOOL	\$0.001
878048	PORT JERVIS SAFE SIDEWALKS PROGRAM	City of Port Jervis	RIGHT OF WAY INCIDENTALS	STP ENHANCEMENT	\$0.003
881290	INTERSTATE 84 BRIDGE REHAB/REPLACE	NYSDOT	CONSTRUCTION	NHS BRIDGE	\$12.120
			CONSTRUCTION INSPECTION	NHS BRIDGE	\$1.922
881355	ROUTE 9W WALL REPAIR	NYSDOT	DETAILED DESIGN	NHPP	\$0.264
881528	CULVERT REPLACEMENTS: VILLAGE OF RHINEBECK AND CITY OF NEWBURGH	NYSDOT	PRELIMINARY DESIGN	NHPP	\$0.080
882331	TOWN OF WALLKILL PARK AND RIDE	NYSDOT	MISCELLANEOUS	FA SPEC APPROP	\$0.028
882366	NEWBURGH-BEACON SHUTTLE INCLUDING STEWART AIRPORT	NYSDOT	MISCELLANEOUS	STBG LG URBAN	\$0.954
893282	GIRARDE RD RR XING SIGNALS & GATES	NYSDOT	CONSTRUCTION RAILROAD FORCE ACCOUNT	RAIL GRADE CROSSING SETASIDE	\$0.217
893283	CRAIGVILLE RD @MNJRR CROSSING IMPROVEMENT	NYSDOT	CONSTRUCTION RAILROAD FORCE ACCOUNT	RAIL GRADE CROSSING SETASIDE	\$0.222
893284	LEONE LN. MNJRR HUDSON SEC BR GATES & LIGHTS	NYSDOT	CONSTRUCTION RAILROAD FORCE ACCOUNT	RAIL GRADE CROSSING SETASIDE	\$0.224
893285	LAKE STA.RD MNJRR HUDSON SEC BR LIGHTS AND GATES REPLACEMENT	NYSDOT	CONSTRUCTION RAILROAD FORCE ACCOUNT	RAIL GRADE CROSSING SETASIDE	\$0.208
TOTAL AMOUNT OBLIGATED FOR FHWA PROJECTS IN ORANGE COUNTY					\$38.026

**FFY 2020 Federal Obligations
Federal Transit Administration**
(\$-MILLIONS)

PIN	PROJECT TITLE	PROJECT SPONSOR	PROJECT PHASE	FEDERAL FUND SOURCE	FEDERAL FUNDS OBLIGATED IN FFY 2020
N/A	FFY 2020 CARES ACT FTA 5311 TRANSFER FUNDS TO FTA 5307 PROGRAM TO SUPPORT OPERATING EXPENSES FOR RURAL AREAS IN ORANGE COUNTY.*	Orange County	N/A	FTA 5307, FTA 5311	\$1.291
N/A	FFY 2020 CARES ACT FTA 5307 FUNDING TO SUPPORT OPERATING EXPENSES.*	Orange County	N/A	FTA 5307	\$35.133
TOTAL AMOUNT OBLIGATED FOR FTA PROJECTS IN ORANGE COUNTY					\$36.424

*As per FTA guidance, CARES Act funding was not programmed on the TIP.

**FFY 2020 Federal Obligations
Metro-North Railroad**
(\$-MILLIONS)

PIN	PROJECT TITLE	PROJECT SPONSOR	PROJECT PHASE	GRANT NUMBER	FEDERAL FUNDS OBLIGATED IN FFY 2020
7030304	MNR Moodna Viaduct Repair	METRO-NORTH	N/A	NY-2020-069	\$9.650
TOTAL AMOUNT OBLIGATED FOR METRO-NORTH RAILROAD PROJECTS SPECIFICALLY IN ORANGE COUNTY					\$9.650