

2020 ANNUAL LISTING OF OBLIGATED PROJECTS

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Cowlitz-Wahkiakum Council of Governments
(Metropolitan Planning Organization for the Longview-Kelso-Rainier
Metropolitan Planning Area)



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Title VI Notice to Public

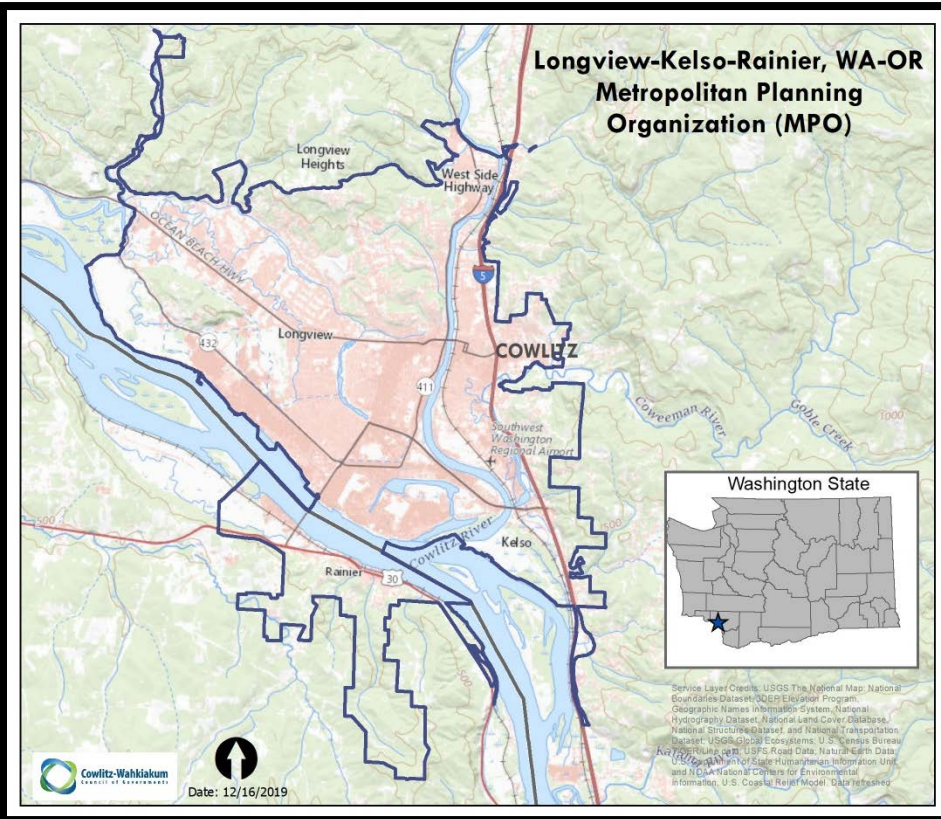
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Agency Overview

The Cowlitz-Wahkiakum Council of Governments (CWCOG) is a regional planning agency comprised of general and special member local governments from within Cowlitz and Wahkiakum Counties. The CWCOG is the Longview-Kelso-Rainier Metropolitan Planning Organization (MPO) and the lead planning agency for a five-county Southwest Washington Regional Transportation Planning Organization (SWRTPO). The SWRTPO is a voluntary association of local governments from Cowlitz, Grays Harbor, Lewis, Pacific, and Wahkiakum Counties. As the Longview-Kelso-Rainier MPO, the planning area boundary includes Longview and Kelso, Washington and (crossing over the Columbia River) Rainier, Oregon. The Longview-Kelso-Rainier Metropolitan Planning Area (MPA) boundary is shown on the map below.



As the Longview-Kelso-Rainier MPO, CWCOG is responsible to administer federal laws and regulations pertaining to metropolitan transportation planning and project programming. Some federal-aid funds allocated to CWCOG (i.e. Surface Transportation Block Grant Program [STBGP]) are to advance local transportation priorities within all of Cowlitz County and not only the MPA. In addition, CWCOG also manages STBGP funds in the Rainier, Oregon area.

Introduction

This Annual Listing of Obligated Projects is simply a performance report for the Metropolitan and Regional Transportation Improvement Program (M/RTIP). The annual listing documents the federal transportation funds obligated in a calendar year and compares the obligation amount with what was programmed in the M/RTIP and shows if there are funds available to a project for a future year(s). This report is also an evaluation and monitoring tool to track the implementation of multimodal transportation projects in the region.

There are also federal rules governing the content and publication of this report. These regulations (23 CFR § 450.334) specifically state the following:

(a) In metropolitan planning areas, on an annual basis, no later than 90 calendar days following the end of the program year, the State, public transportation operator(s), and the MPO shall cooperatively develop a listing of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year.

(b) The listing shall be prepared in accordance with §450.314(a) and shall include all federally funded projects authorized or revised to increase obligations in the preceding program year, and shall at a minimum include the TIP information under §450.326(g)(1) and (4) and identify, for each project, the amount of Federal funds requested in the TIP, the Federal funding that was obligated during the preceding year, and the Federal funding remaining and available for subsequent years.

(c) The listing shall be published or otherwise made available in accordance with the MPO's public participation criteria for the TIP.

Three terms used frequently in this report are obligation, de-obligation, and closure. Below are explanations of these terms.

Obligation

In simple terms, obligation is a promise to pay the Federal share of a project's eligible costs. The obligation of the planning, preliminary engineering, right-of-way, and/or construction phase is an authorization for the local agency to proceed knowing that eligible costs are reimbursable. For Federal Highway Administration (FHWA) projects, obligation occurs after a project agreement between WSDOT Local Programs and a local agency has been signed by all parties and a request is made that the funds be obligated. WSDOT's Local Agency Guidelines (LAG) manual provides all the details on the process and required submittals needed to request obligation of a project phase. On Federal Transit Administration (FTA) projects, obligation occurs when an FTA grant is awarded. There is a similar process with ODOT in Oregon for obligation of federal funds. STBGP funds in Rainier, Oregon do not usually have to follow the regular obligation process due to a federal fund exchange that allows federal funds to be swapped for state funds at \$0.94 on the dollar (changing to \$0.90 on the dollar on January 1, 2022).

De-obligation

An agency may request that funds be de-obligated from a project if the agency has decided not to proceed with the project, if the agency has completed the project without using all obligated funds, or if funds are moved between phases within a single project. Funds may also be de-obligated when a project that was previously obligated moves from one funding source to another.

Closure

The final stage of project delivery is the project close-out process. After a project has been completed, the close-out process wraps up any final reimbursements and officially closes the project. Project closures are listed in the table starting on page seven when there are final obligations or de-obligations that are processed.

Metropolitan and Regional Transportation Improvement Program

The 2020-2023 Metropolitan and Regional Transportation Improvement Program (M/RTIP) was approved by the CWCOG Board of Directors on September 26, 2019 by Resolution No. 19-16. The M/RTIP is a four-year, fiscally constrained, prioritized program of transportation projects compiled from local Transportation Improvement Programs (TIPs) that is consistent with the Regional Transportation Plan. Once a project has been programmed in the M/RTIP, the project's sponsor(s) may work on obligation of funds to start planning, preliminary engineering, right-of-way acquisition, or construction.

Federal Funding Programs

Below is a list of federal funding programs identified in the tables (fund code column) starting on pages seven and nine.

Fund Code Column Identification	Description
Bridge	Federal Bridge program
Safety	Highway Safety Improvement Program
NHPP	National Highway Performance Program
NHFP	National Highway Freight Program
STBGP	Surface Transportation Block Grant Program
TAP	Surface Transportation Block Grant Program Set Aside (also known as Transportation Alternatives Program)

More information regarding FHWA federal-aid programs may be found at: www.fhwa.dot.gov/federalaid/projects.cfm

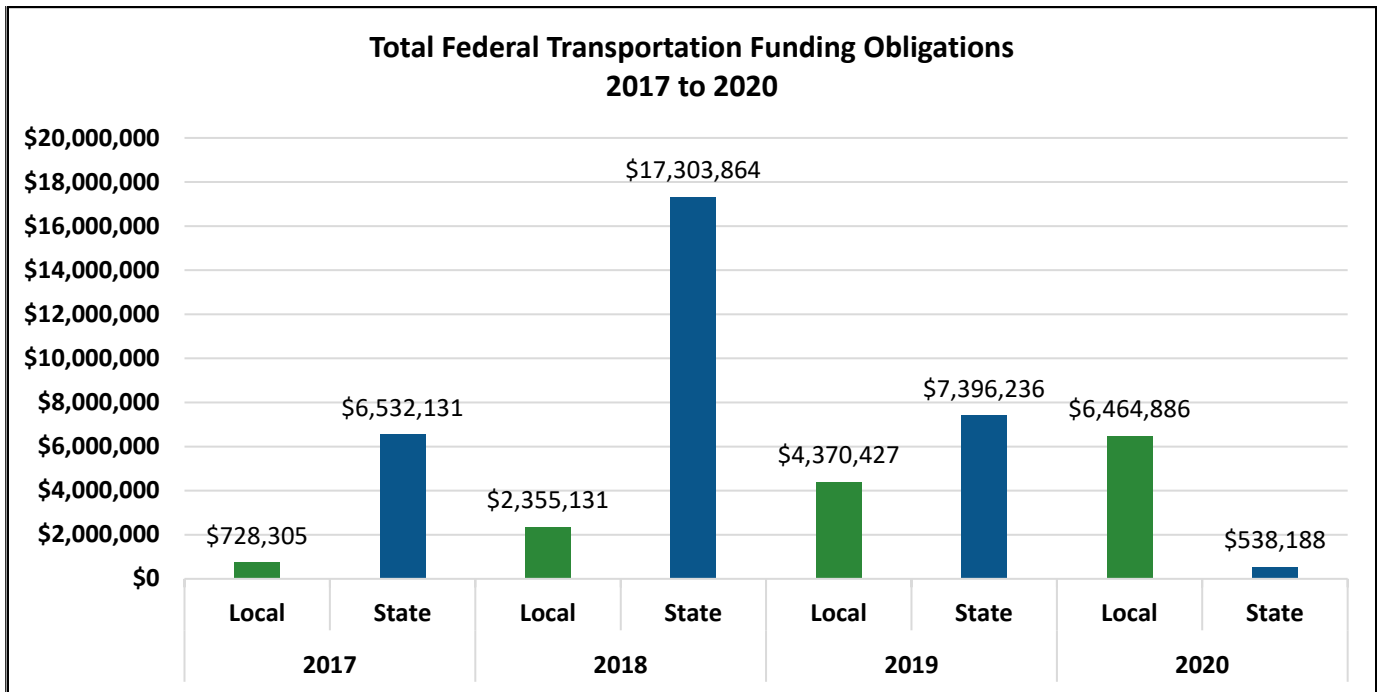
Acronyms

The following is an explanation of acronyms used in the tables starting on pages seven and nine.

Acronym	Description
PL	Planning
PE	Preliminary Engineering
RW	Right of Way
CN	Construction
M/RTIP	Metropolitan and Regional Transportation Improvement Program
WSDOT	Washington State Department of Transportation

Annual Obligation Summary

In 2020, total obligations of federal transportation funds in Cowlitz County and Rainier, Oregon was more than \$7 million. The chart below shows the total obligations over the past four years.



2020 Obligations and Closures (Local Agency Projects)

STIP ID	Agency	Project Title	Begin Termini	Ending Termini	Project Length	Fund Code	Phase	20-23 M/RTIP Programmed	Total Obligated	Total De-Obligated	Funds Remaining	Approval Date (Unless Noted)
WA-09220	Longview	SR 432 / California Way Intersection	California Way	RR Crossing	0.18	NHFP	RW	\$2,830,000	\$110,000		\$2,720,000	2/18/20
WA-09216	Longview	SR 432/SR 411 Intersection	SR 432 / SR 411	SR 432 / SR 411	0.10	NHFP	CN	\$1,550,000	\$1,550,000		\$0	4/16/20
WA-09994	Woodland	Hoffman Street Pedestrian Facility	Vicinity of Loves Ave	Buckeye St	0.13	TAP	CN	Closure		(\$11,913)		5/11/20 (Closed 6/2/20)
WA-07316	Longview	SR 4 Ocean Beach Hwy - Traffic Signals	9th Ave	32nd Ave	1.85	STBGP	CN	\$811,823	\$811,823		\$0	6/18/20
WA-12605	Cowlitz County	Clear Zone Inventory	Countywide	Countywide		Safety	PL	\$157,500	\$175,000		(\$17,500)	9/9/20
WA-12606	Cowlitz County	Countywide Roadside Delineation	Countywide	Countywide		Safety	PE	\$183,500	\$15,000		\$168,500	9/9/20
WA-10868	Cowlitz County	Countywide Guardrail	Countywide	Countywide		Safety	PE	\$529,700	\$75,000		\$454,700	9/9/20
WA-12609	Cowlitz County	Abernathy Creek Bridge Painter	MP 4.34	MP 4.36	0.02	Bridge	PE	\$272,500	\$69,400		\$203,100	9/9/20
WA-11891	Cowlitz County	Allender Road Bridge	MP 0.73	MP 0.75	0.02	Bridge	PE	\$1,867,000	\$500,000		\$1,367,000	9/9/20
WA-11256	Castle Rock	Six Rivers Trail - Phase 1	Cowlitz View Drive	Daugherty Drive	0.35	TAP	CN	\$209,750	\$209,741		\$9	9/16/20
WA-10833	Kelso	West Main Street Realignment Phase 2	Catlin / 4th Ave Intersection	700' West of Cowlitz Way	0.18	STBGP	CN	\$3,000,000	\$3,000,000		\$0	9/16/20

STIP ID	Agency	Project Title	Begin Termini	Ending Termini	Project Length	Fund Code	Phase	20-23 M/RTIP Programmed	Total Obligated	Total De-Obligated	Funds Remaining	Approval Date (Unless Noted)
WA-07309	Kalama	Meeker Dr Slide Stabilization / Feasibility Determination	Nectarine St	About 3,000' North of Nectarine	0.60	STBGP	PL	Closure		(\$75,065)		10/8/20 (Closed 10/20/20)
WA-12586	Longview	28th & 30th Ave ADA Ramps	Dover St	Harding St	0.37	TAP	CN	\$43,250	\$43,250		\$0	11/6/20
WA-09805	Longview	Washington Way & 15th Ave. Corridor Traffic Signal Improvements	Various Intersections	Various Intersections	1.50	Safety	PE	Closure		(\$73,485)		11/17/20
WA-09805	Longview	Washington Way & 15th Ave. Corridor Traffic Signal Improvements	Various Intersections	Various Intersections	1.50	Safety	CN	Closure	\$66,137			11/17/20
WA-09805	Longview	Washington Way & 15th Ave. Corridor Traffic Signal Improvements	Various Intersections	Various Intersections	1.50	STBGP	PE	Closure	\$26,915			11/17/20
WA-09805	Longview	Washington Way & 15th Ave. Corridor Traffic Signal Improvements	Various Intersections	Various Intersections	1.50	STBGP	CN	Closure		(\$26,916)		11/17/20

Total Obligations in 2020 (Local Agency Projects): \$6,464,886

Note: (1) Closure means project/phase closeout process.

2020 Obligations (WSDOT Projects)

PIN	Project Title	Begin Termini	Ending Termini	Project Length	Fund Code	Phase	20-23 M/RTIP Programmed	Funds Obligated	Funds De-Obligated	Funds Remaining	Approval Date (Unless Noted)
400420C	SR 4/Skamokawa Vicinity to 0.3 Miles West of SR 432 Chip Seal	MP 29.77	MP 54.98	25.21	NHPP	PE	WSDOT Programmatic Project	\$13,221			1/6/20
450318P	SR 503/Rock Creek Rd Vicinity to Williams Rd Vicinity - Paving	MP 13.71	MP 29.96	16.25	STBGP	CN	WSDOT Programmatic Project		(\$11,177)		1/14/20
450318P	SR 503/Rock Creek Rd Vicinity to Williams Rd Vicinity - Paving	MP 13.71	MP 29.96	16.25	STBGP	CN	WSDOT Programmatic Project		(\$3,728)		1/14/20
443318N	SR 433/Lewis and Clark Bridge - Replace Navigation Lights	MP 0.0	MP 0.63	0.63	STBGP	PE	Closure		(\$5,409)		2/19/20
441116P	SR 411/First Avenue SW to I-5 - Paving	First Avenue SW (Kelso)	Interstate 5 (Castle Rock)	12	STBGP	PE	WSDOT Programmatic Project		(\$311)		2/24/20
450423E	SR 504/0.2 Miles West of Hall Rd - Fish Passage - Pre-Design	MP 8.92	MP 9.00	0.08	STBGP	PE	\$2,590,016	\$8,600		\$2,581,416	2/24/20
443219P	SR 432/Cowlitz River Bridge - Painting					Bridge PE	Closure		(\$8,360)		2/27/20
450423C	SR 504/0.3 Miles West of George Taylor Rd - Fish Passage	MP 8.10	MP 8.24	0.14	STBGP	PE	\$3,823,584	\$12,800		\$3,810,784	3/18/20
400412R	SR 4/Oak Point Vicinity - Rockfall Prevention	MP 46.98	MP 47.65	0.67	NHPP	PE	\$834,725	\$12,652		\$822,073	3/30/20
400412R	SR 4/Oak Point Vicinity - Rockfall Prevention	MP 46.98	MP 47.65	0.67	NHPP	PE	\$834,725	\$13,848		\$808,225	3/30/20
400412R	SR 4/Oak Point Vicinity - Rockfall Prevention	MP 46.98	MP 47.65	0.67	NHPP	CN	\$834,725	\$155,306		\$652,919	5/18/20
400412R	SR 4/Oak Point Vicinity - Rockfall Prevention	MP 46.98	MP 47.65	0.67	NHPP	CN	\$834,725		(\$821)	\$653,740	10/7/20
400519Q	I-5/BNRR Overcrossing Bridge - Painting	MP 26.01	MP 26.08	0.07	NHPP	PE	\$2,194,045	\$291,270		\$1,902,775	10/28/20
400519R	I-5/Dike Access Rd and BNRR Overcrossing Bridge - Painting	MP 22.69	MP 22.81	0.12	NHPP	PE	\$3,989,492	\$60,298		\$3,929,194	11/4/20

Total Obligations in 2020 (WSDOT Projects): \$538,188

Notes: (1) Closure means the project/phase closeout process or ongoing expenditures since initial phase authorization.

(2) WSDOT Programmatic Project means a project programmed on the M/RTIP as a group ("bucket") thus making it difficult to track the amount of funds remaining.



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