

2021 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)



Cowlitz-Wahkiakum
Council of Governments

TRANSPORTATION

Mailing Address

PO Box 128
Kelso, WA 98626

Street Address

Administration Annex
207 4th Avenue North
Kelso, WA 98626

360-577-3041
FAX 360-214-3425
www.cwcog.org

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Notificación de Título VI al Público

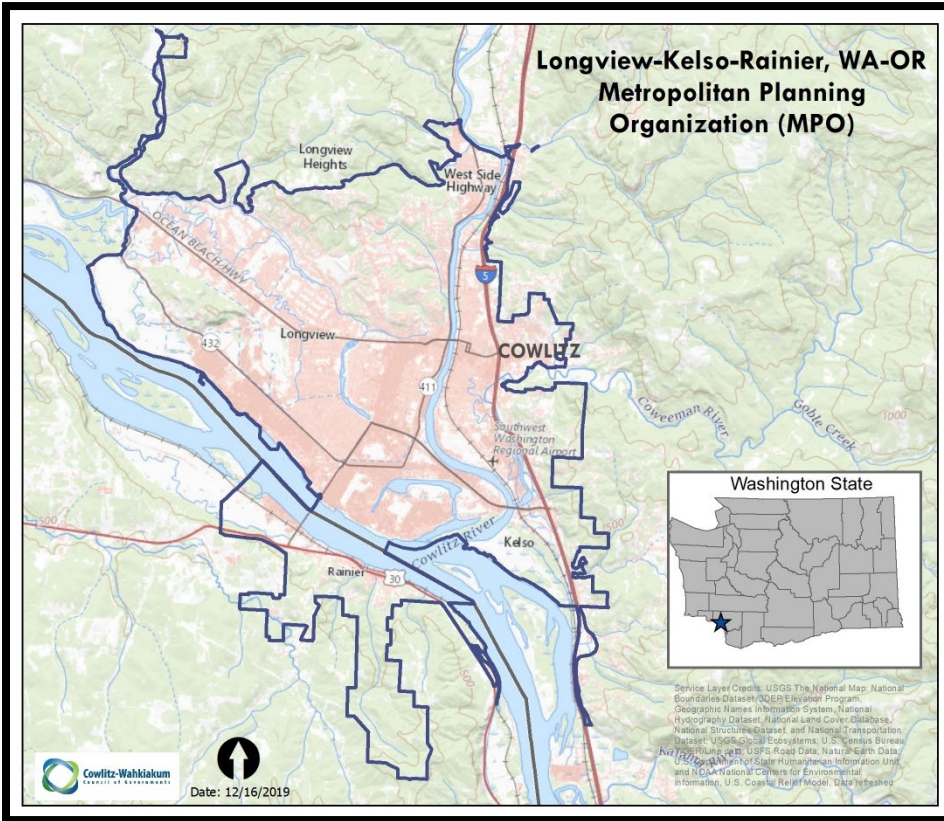
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Agency Overview

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 agency for the 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 current 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) are to advance local transportation priorities within all of Cowlitz County and not only the MPA. In addition, CWCOG also manages Surface Transportation Block Grant Program 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 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 regularly in this report are obligation, de-obligation, and closure. Below are explanations of these terms.

Obligation

Obligation is a promise to pay the Federal share of a project's eligible costs. The obligation of a project phase is the agency's authorization to proceed knowing eligible costs are reimbursable. For Federal Highway Administration (FHWA) projects, obligation happens after an agreement has been signed by the local agency and WSDOT Local Programs. WSDOT's Local Agency Guidelines (LAG) manual provides details on the authorization process. On Federal Transit Administration (FTA) projects, obligation happens when an FTA grant is awarded. There is a similar process in Oregon for obligation of federal funds. Surface Transportation Block Grant funds for the Rainier, Oregon area do not usually follow the federal obligation process as Oregon has a fund exchange allowing federal funds to be swapped for state funds at \$0.90 on the dollar.

De-obligation

A de-obligation removes federal funds from being available to a project. An agency de-obligates federal funds whenever deciding to not proceed with a project, when a project is completed with some available funds unspent, or when funds move between phases. Funds may also be de-obligated when a project switches from one funding source to another.

Closure

The final stage of project delivery is the project close-out process. When 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 obligation tables starting on page six whenever there are final obligations or de-obligations processed as part of the close-out process.

Metropolitan and Regional Transportation Improvement Program

The CWCOG Board of Directors adopted the 2021-2024 Metropolitan and Regional Transportation Improvement Program (M/RTIP) on September 24, 2020 (Resolution No. 20-08). The M/RTIP is a four-year program of federally funded and regionally significant transportation projects consistent with the 2045 Regional Transportation Plan. The program is prioritized and fiscally constrained. Once projects are programmed on the M/RTIP, the project's sponsor may obligate funds to start planning, preliminary engineering, right-of-way acquisition, or construction.

Federal Funding Programs

Below are federal funding programs identified in the obligation tables (fund code column) starting on page six.

Fund Code	Description
HIP	Highway Infrastructure Program
HSIP	Highway Safety Improvement Program
IM	Interstate Maintenance
NHPP	National Highway Performance Program
NHFP	National Highway Freight Program
PL/5303	Metropolitan Planning Program (PL is FHWA; 5303 is FTA)
STP	Surface Transportation Block Grant Program
STP(BR)	Surface Transportation Block Grant Program – Bridge
STP(US)	Surface Transportation Block Grant Program – Urban Small
STP(R)	Surface Transportation Block Grant Program – Rural
TAP(US)	Transportation Alternatives Program – Urban Small

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

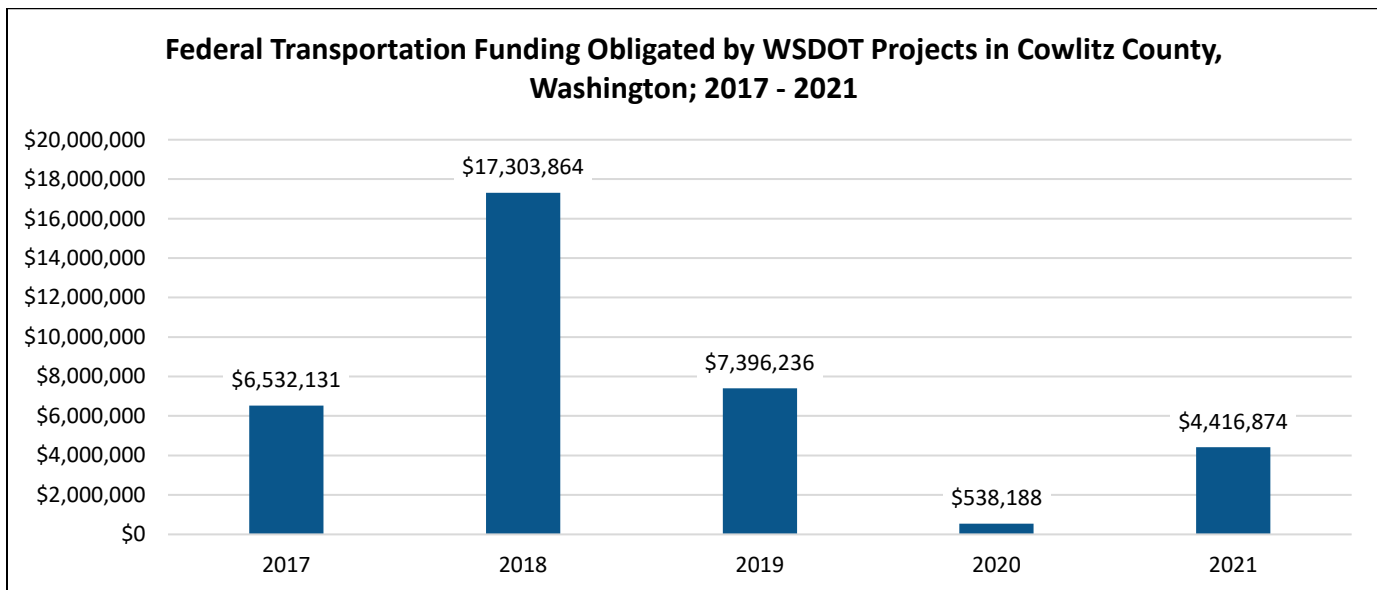
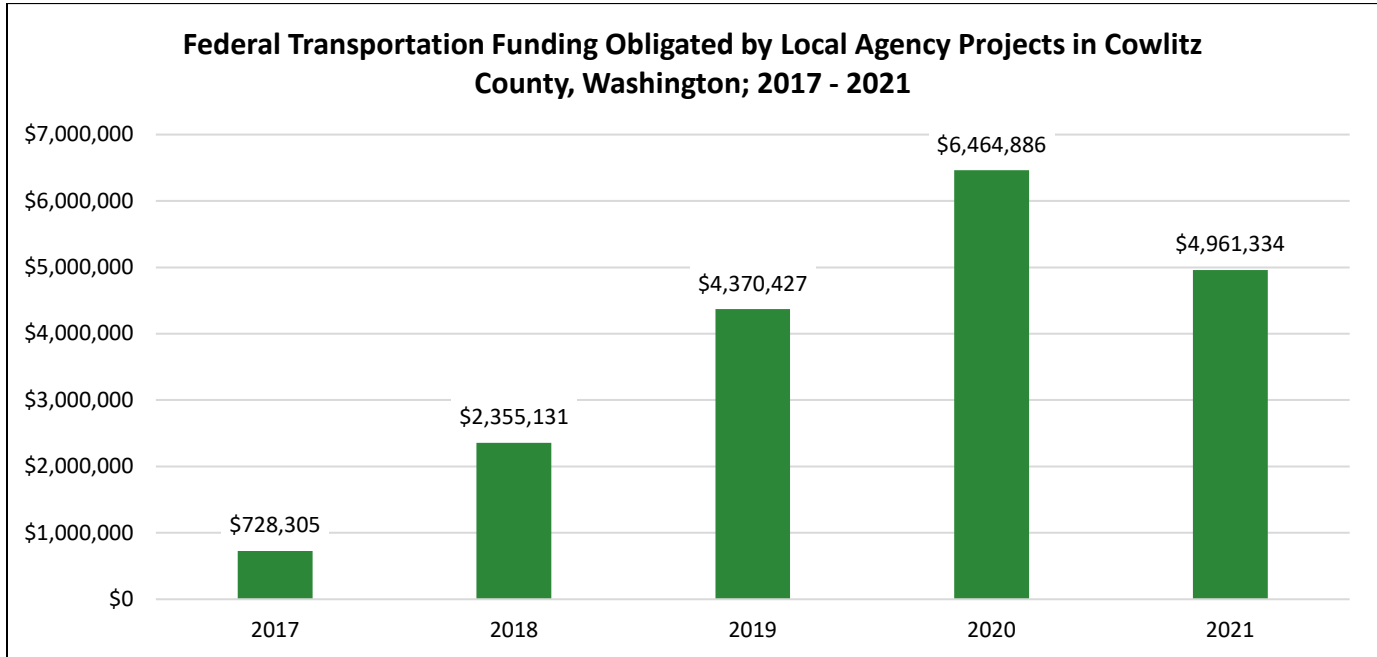
Acronyms

The following are descriptions of acronyms used in the obligation tables starting on page six for the different phases of a project.

Acronym	Description
PL	Planning
PE	Preliminary Engineering
RW	Right of Way
CN	Construction

Annual Obligation Summary

In 2021, the total amount of federal transportation funding obligated for projects in Cowlitz County, Washington and Rainier, Oregon was \$10,920,620 million. Of this more than \$10 million, \$4,961,334 was obligated by local agency projects in Cowlitz County, \$4,416,874 by WSDOT projects in Cowlitz County, and \$1,542,412 by local and state projects in Rainier. For local and state projects in Cowlitz County, the charts below show the total obligations over the last five years.



2021 Obligations (Local Agency Projects in Cowlitz County, Washington)

STIP ID	Agency	Project Title	Begin Termini	Ending Termini	Project Length	Fund Code	Phase	21-24 M/RTIP Programmed	Total Obligated	Total De-Obligated	Funds Remaining	Approved Date
WA-01295	Woodland	Exit 21 and Scott Ave Feasibility Study	Lakeshore Drive	CC Street	0.2	STP	PL	Closure		(\$500,703)		3/11/2021
WA-10967	Kelso	Grade Street Vicinity Channelization	13th Avenue	Academy Street	0.69	TAP(US)	PE	Closure		(\$1,374)		3/12/2021
WA-10967	Kelso	Grade Street Vicinity Channelization	13th Avenue	Academy Street	0.69	TAP(US)	CN	Closure	\$1,374			3/12/2021
WA-12280	Woodland	Lakeshore Drive	Goerig Street	City Limits	0.35	STP(US)	PE	\$845,364	\$195,057		\$650,307	4/15/2021
WA-09220	Longview	SR 432/California Way Intersection	California Way	RR Crossing	0.18	NHFP	CN	\$2,720,000	\$2,720,000		\$0	5/5/2021
WA-00426	Castle Rock	Huntington Avenue South Overlay	Front Avenue SW	Bond Road	1.16	STP(R)	PE	Closure		(\$21,454)		5/20/2021
WA-00426	Castle Rock	Huntington Avenue South Overlay	Front Avenue SW	Bond Road	1.16	STP(R)	CN	Closure		(\$205,985)		5/20/2021
KEL 582101	Kelso	Systemic Safety 2020	Citywide	Citywide	N/A	HSIP	PE	\$367,700	\$75,000		\$292,700	7/23/2021
WA-03122	Cowlitz County	Pacific Avenue North Half Bridge	MP 1.50	MP 1.95	0.45	STP(BR)	CN	\$2,016,000	\$2,203,419		(\$187,419)	9/10/2021
WA-09220	Longview	SR 432/California Way Intersection	California Way	RR Crossing	0.18	NHFP	CN	\$2,720,000	\$355,563		(\$355,563)	9/17/2021
WA-09216	Longview	SR 432/SR 411 Intersection	SR 432/SR 411	SR 432/SR 411	0.1	NHFP	CN			(\$355,563)	\$355,563	9/17/2021
WA-12902	Longview	Citywide Traffic Data Collection	Citywide	Citywide		HSIP	PL	\$13,500	\$13,500		\$0	11/19/2021

STIP ID	Agency	Project Title	Begin Termini	Ending Termini	Project Length	Fund Code	Phase	21-24 M/RTIP Programmed	Total Obligated	Total De-Obligated	Funds Remaining	Approved Date
WA-12897	Longview	Downtown Traffic Signal Upgrades	Varies	Varies		HSIP	PE	\$759,900	\$92,300		\$667,600	11/19/2021
WA-12898	Longview	Downtown Rectangular Rapid Flashing Beacons	Various	Various		HSIP	PE	\$1,217,400	\$190,200		\$1,027,200	11/19/2021
WA-13788	Longview	Washington Way	Larch Street	34 th Avenue	1.6	NHPP	PE	\$4,794,000	\$200,000		\$4,594,000	12/2/2021

Total Obligations in 2021 (Local Agency Projects in Cowlitz County, Washington): \$4,961,334

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

2021 Obligations (WSDOT Projects in Cowlitz County, Washington)

PIN	Project Title	Begin Termini	Ending Termini	Project Length	Fund Code	Phase	21-24 M/RTIP Programmed	Funds Obligated	Funds De-Obligated	Funds Remaining	Approved Date
450322C	SR 503 Spur/Tributary to Dog Creek - Replace Culvert	35.5	35.86	0.36	HIP	PE	\$169,050		(\$394,935)	\$563,985	2/1/21
450422C	SR 504/S of Tower Road - Fish Passage	13.3	13.6	0.3	STP	PE	\$2,769,161	\$53,450		\$2,715,711	2/10/21
450423E	SR 504/0.2 Miles West of Hall Road - Fish Passage (Pre-Design)	8.92	9.0	0.08	STP	PE	\$2,329,460		(\$43,000)	\$2,372,460	2/19/21
450423C	SR 504/0.3 Miles West of George Taylor Road - Fish Passage	8.1	8.24	0.14	HIP	PE	\$3,461,752		(\$64,000)	\$3,525,752	2/19/21
400020N	SWR 19-21 Regionwide - Crack Seal	Varies	Varies	N/A	HIP	CN	Programmatic Project	\$78,987			3/15/21
400020N	SWR 19-21 Regionwide - Crack Seal	Varies	Varies	N/A	STP	CN	Programmatic Project	\$230,538			3/15/21
450422C	SR 504/S of Tower Road - Fish Passage	13.3	13.6	0.3	STP	PE	\$2,769,161		(\$53,450)	\$2,769,161	4/7/21
400517D	I-5/SB Toutle River Bridge - Expansion Joint, Deck Repair and Overlay	51.43	52.79	1.36	IM	CN	Closure		(\$78,636)		4/20/21
400517D	I-5/SB Toutle River Bridge - Expansion Joint, Deck Repair and Overlay	51.43	52.79	1.36	NHPP	PE	Closure		(\$38,641)		4/20/21
400412R	SR 4/Oak Point Vicinity - Rockfall Prevention	46.98	47.65	0.67	NHPP	PE	Closure	\$30,321			4/23/21
400420C	SR 4/Skamokawa Vicinity to 0.3 Miles West of SR 432 Chip Seal	Varies	Varies	N/A	NHPP	PE	Programmatic Project	\$75,001			4/23/21

PIN	Project Title	Begin Termini	Ending Termini	Project Length	Fund Code	Phase	21-24 M/RTIP Programmed	Funds Obligated	Funds De-Obligated	Funds Remaining	Approved Date
400420C	SR 4/Skamokawa Vicinity to 0.3 Miles West of SR 432 Chip Seal	Varies	Varies	N/A	NHPP	CN	Programmatic Project	\$2,154,616			4/23/21
400020N	SWR 19-21 Regionwide - Crack Seal	Varies	Varies	N/A	STP	CN	Programmatic Project		(\$66,582)		5/11/21
441120B	SR 411/Cowlitz River Bridge - Replace Bridge Deck	12.34	12.51	0.17	STP	PE	\$5,265,795	\$341,076 \$375,000		\$4,549,719	5/11/21 12/17/21
443211S	SR 432/Washington Way Signal Replacement	4.34	4.49	0.15	NHPP	PE	\$1,108,887	\$208,318		\$900,569	6/14/21
400525D	I-5/SB Lewis River Bridge - Deck Overlay and Expansion Joint Replacement	19.87	20.07	0.20	NHFP	PE	\$4,161,093	\$260,640 \$126,250		\$3,774,203	6/16/21
400021T	SWR Breakaway Cable Terminal Replacement - Freeways 21-23	Varies	Varies	N/A	HSIP	PE	\$301,870	\$33,333 \$42,362		\$226,175	6/17/21 12/27/21
400420C	SR 4/Skamokawa Vicinity to 0.3 Miles West of SR 432 Chip Seal	Varies	Varies	N/A	NHPP	CN	Programmatic Project		(\$236,835)		6/28/21
400525B	I-5/SB Lewis River Bridge - Deck Overlay and Expansion Joint Replacement	19.83	20.07	0.24	NHFP	PE	\$5,170,254	\$130,000		\$5,040,254	8/18/21
400416S	SR 4/0.2 Miles West of Germany Creek Bridge - Slope Stabilization	50.0	50.13	0.13	NHPP	PE	\$943,340	\$232,540		\$710,800	9/15/21
400521P	I-5/NB & SB Toutle River Bridge - Painting	51.71	51.77	0.06	NHPP	PE	\$4,039,459	\$318,900		\$3,720,559	9/23/21
400521R	I-5/NB & SB Toutle River Bridge - Painting	51.71	51.77	0.06	NHPP	PE	\$4,050,357	\$318,900		\$3,731,457	9/23/21
443321B	SR 433/Lewis and Clark Bridge - Expansion Joint Replacement	0	0.54	0.54	NHPP	PE	\$497,134	\$210,000		\$287,134	11/15/21

PIN	Project Title	Begin Termini	Ending Termini	Project Length	Fund Code	Phase	21-24 M/RTIP Programmed	Funds Obligated	Funds De-Obligated	Funds Remaining	Approved Date
400423S	SR 4/1.8 Miles West of Mill Creek Rd - Slope Stabilization	45.8	45.85	0.05	NHPP	PE	\$598,962	\$172,720		\$426,242	11/22/21

Total Obligations in 2021 (WSDOT Projects in Cowlitz County, Washington): \$4,416,874

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

(2) 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.

2021 Obligations (Local & State Projects in Rainier, Oregon)

Key Number	Agency	Project Title	Begin Termini	Ending Termini	Project Length	Fund Code	Phase	21-24 M/RTIP Programmed	Total Obligated	Total De-Obligated	Funds Remaining	Approved Date
22318	ODOT	Region 2 Signal Improvements Area 1 and 3	MP 19.76	MP 99.29	79.53	HSIP	CN	\$1,594,300	\$1,535,412		\$58,888	6/25/2021
20621	CWCOG	MPO Planning SFY22	N/A	N/A	N/A	PL & 5303	PL	\$7,000	\$7,000		\$0	6/28/2021

Total Obligations in 2021 (Local & State Projects in Rainier, Oregon): \$1,542,412

Note: (1) The ODOT project listed is a regionwide project and the termini are for entire portion on US 30. Only a small portion of work on US 30 was in the Longview-Kelso-Rainier MPO.



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