

2018 ANNUAL LISTING OF OBLIGATED PROJECTS

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Longview-Kelso-Rainier Metropolitan Planning Organization



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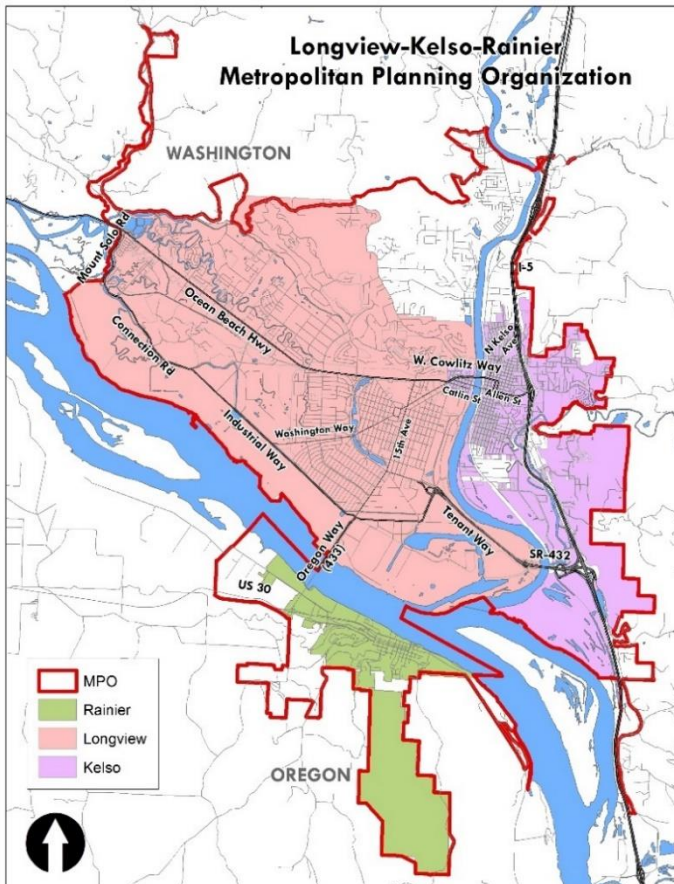
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Agency Overview

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 (RTPO). The RTPO 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 in 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 Regional Transportation Improvement Program (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 RTIP and shows if there are funds available to a project in a future year(s). This report is also an evaluation and monitoring tool to track the implementation of multi-modal transportation projects in the region. For 2018, the report focuses only on projects in Washington State that had obligations since ODOT did not provide any information on their obligations in 2018 on the Oregon side of the MPA.

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 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(s). On Federal Transit Administration (FTA) projects, obligation occurs when an FTA grant is awarded.

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 Table 1 when there are final obligations or de-obligations that are processed. Any projects that closed in 2018 without any final obligation or de-obligation are listed in Table 2.

Regional Transportation Improvement Program

The 2018-2021 Regional Transportation Improvement Program (RTIP) was approved by the CWCOG Board September 28, 2017 by Resolution No. 17-07. The 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 an approved RTIP, the project's sponsor(s) can work on obligation of funds to start preliminary engineering, right-of-way acquisition, or construction.

Federal Funding Sources

Below is a list of federal funding sources used in the tables on pages six and seven.

Fund Code	Description
HSIP	Highway Safety Improvement Program
NHPP	National Highway Performance Program
NHFP	National Highway Freight Program
STP	Surface Transportation Block Grant Program
STP(US)	Surface Transportation Block Grant Program – Urban Small Areas
STP(R)	Surface Transportation Block Grant Program - Rural
TAP	Surface Transportation Block Grant Program Set Aside (formerly Transportation Alternatives Program)
Rail/Highway Crossing	WSDOT-Managed Rail/Highway Crossing Program

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

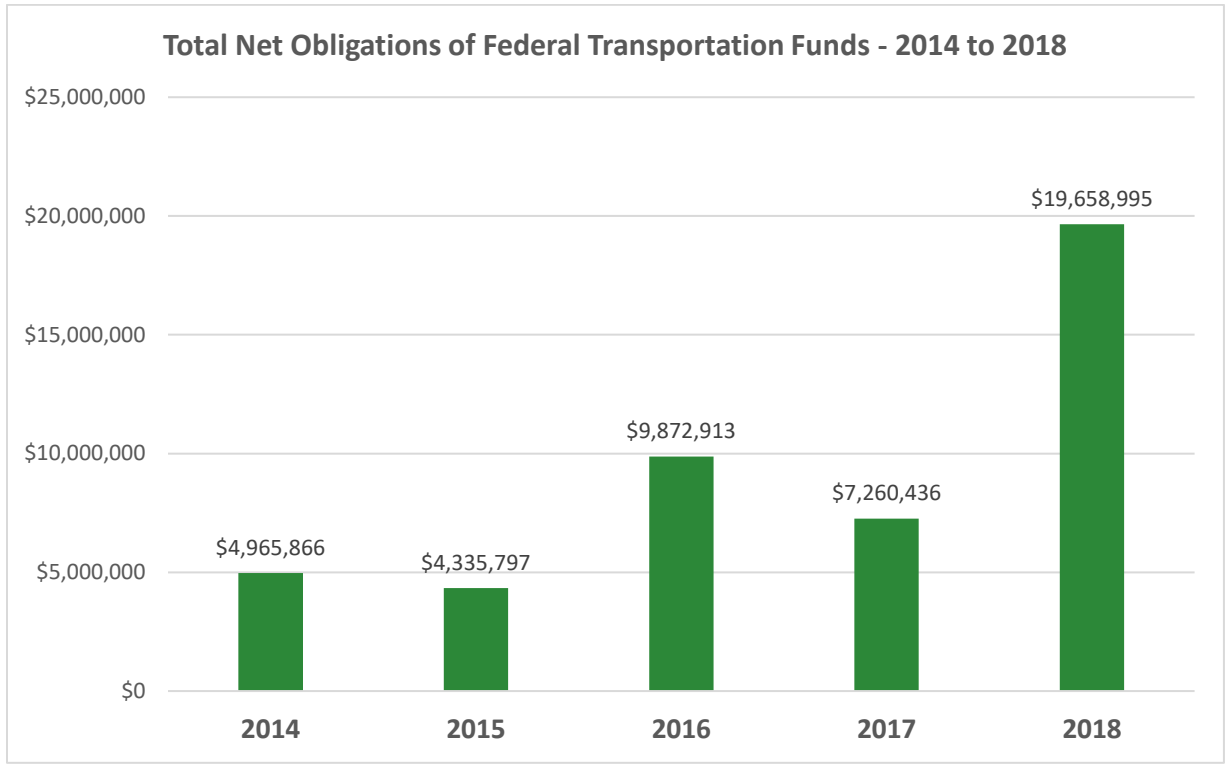
Acronyms

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

Acronym	Description
PE	Preliminary Engineering
RW	Right of Way
CN	Construction
RTIP	Regional Transportation Improvement Program
WSDOT	Washington State Department of Transportation
CWCOG	Cowlitz-Wahkiakum Council of Governments

Annual Obligation Summary

In 2018, the total net obligations of federal transportation funds in Cowlitz County was a little under \$20 million. This was a significant increase from 2017, but this increase was skewed by two WSDOT paving projects (one on Interstate 5 and the other on SR 503). The chart below shows the total net obligations over the past five years.



2018 Obligated and/or Closed Projects (Local Agencies)

STIP ID	Agency	Project Name	Begin Termini	Ending Termini	Project Length	Fund Code	Phase	2018-2021 RTIP Program med	2018 Funds Obligated	2018 Funds De-obligated	Funds Remaining	Approved	Closed
WA-06761	Castle Rock	Exit 49 Pedestrian Improvements, Phase 2	Dougherty Drive	400' NE of Boyd Avenue	0.17	TAP(R)	PE	\$43,250	\$22,490		\$20,760	1/4/2018	
WA-06761	Castle Rock	Exit 49 Pedestrian Improvements, Phase 2	Dougherty Drive	400' NE of Boyd Avenue	0.17	TAP(R)	CN	\$182,688	\$203,448		\$(20,760)	7/6/2018	
WA-00426	Castle Rock	Huntington Avenue South Overlay	Front Avenue SW	Bond Road	1.16	STP(R)	PE	Closure			\$(20,587)	\$20,587	7/20/2018
WA-00426	Castle Rock	Huntington Avenue South Overlay	Front Avenue SW	Bond Road	1.16	STP(R)	CN	\$728,416	\$749,003		\$(20,587)	7/20/2018	
WA-07480	Cowlitz County	South Pekin Road Guardrail	MP 2.35	MP 2.89	0.54	HSIP	PE	Closure	\$891			4/20/2018	5/11/2018
WA-07480	Cowlitz County	South Pekin Road Guardrail	MP 2.35	MP 2.89	0.54	HSIP	CN	Closure			\$(47,138)	4/20/2018	5/11/2018
WA-10868	Cowlitz County	2017 Safety - Guardrail	Countywide	Countywide	N/A	HSIP	PE	\$27,000	\$27,000		\$0	5/10/2018	
WA-10869	Cowlitz County	2017 Safety – Warning Signs	Countywide	Countywide	N/A	HSIP	PE	\$27,000	\$27,000		\$0	5/10/2018	
WA-10866	Cowlitz County	2017 Safety – Curve Data Collection	Countywide	Countywide	N/A	HSIP	PL	\$99,000	\$99,000		\$0	5/10/18	
WA-07309	Kalama	Meeker Drive Slide Stabilization	Nectarine Street	Approx. 3,000' North	0.6	STP(R)	PL	\$79,542	\$61,847		\$17,695	6/6/18	

		Feasibility Determination			of Nectarine Street						
WA-10967	Kelso	Grade Street Road Diet	13 th Avenue	Academy Street	0.69	TAP(US)	PE	\$56,380	\$56,380	\$0	3/27/2018, 10/18/2018
WA-10967	Kelso	Grade Street Road Diet	13 th Avenue	Academy Street	0.69	TAP(US)	CN	\$352,620	\$352,620	\$0	7/23/2018, 10/18/2018
WA-07316	Longview	SR 4/Ocean Beach Highway Traffic Signal Project	9 th Avenue	32 nd Avenue	1.85	STP(US)	PE	\$50,000	\$98,177	\$(48,177)	6/14/18
WA-09220	Longview	SR 432 / California Way Intersection	MP 7.04	MP 7.10	0.06	NHFP	PE	\$920,000	\$725,000	\$195,000	7/6/18

TOTAL NET OBLIGATIONS IN 2018 (Local Agencies): \$2,355,131

Note: (1) Closure means ongoing expenditures for a project since initial authorization under a previous RTIP or the close-out process of a phase/project.

2018 Obligated Projects (WSDOT Southwest)

PIN	Project Name	Begin Termini	Ending Termini	Project Length	Fund Code	Phase	2018-2021 RTIP Programmed	2018 Funds Obligated	2018 Funds De-obligated	Funds Remaining	Approved
400016R	SWR Regionwide Safety - Shoulder Rumble Strips Phase 1	N/A	N/A	N/A	HSIP	CN	Closure		\$(15,063)		11/13/2018
400017I	SR 432/Kelso Longview Area - Replace Lighting Circuits	0.80	8.7	7.9	NHPP	CN	Closure		\$(22,809)		3/14/2018
400018B	SWR Breakaway Cable Terminal Replacement - Interstate	N/A	N/A	N/A	HSIP	PE	\$20,796	\$21,959		\$(1,163)	9/24/2018
400018R	SWR Regionwide Safety - Shoulder Rumble Strips 17-19	N/A	N/A	N/A	HSIP	CN	\$340,000	\$59,559		\$280,441	4/23/2018, 6/26/2018
400018R	SWR Regionwide Safety - Shoulder Rumble Strips 17-19	N/A	N/A	N/A	HSIP	PE	Closure		\$(393)		6/26/2018
400517B	I-5/SB North Fork Lewis River Bridge - Resurfacing	N/A	N/A	N/A	NHPP	CN	Closure	\$198,971			7/26/2018

400517D	I-5/SB Toutle River Bridge - Expansion Joint, Deck Repair and Overlay	51.48	51.98	0.13	NHPP	PE	\$352,920	\$352,920	\$0	4/20/2018
400517W	I-5/Woodland Vicinity at Horseshoe Lake - Upgrade Pump System	N/A	N/A	N/A	STP	PE	Closure	\$215,562		5/8/2018, 8/3/2018
400518A	I-5 NB/1 Mi S of Todd Rd Vicinity to Weigh Station Vicinity - Paving	26.44	43.92	17.48	NHPP	CN	WSDOT Programmatic Project	\$12,136,703	\$(424,519)	1/26/2018, 4/6/2018, 9/24/2018, 12/18/2018
400518B	I-5/SB 1 Mi S of Todd Rd Vicinity to N Kelso Ave Vicinity - Paving	26.30	40.71	14.42	NHPP	PE	WSDOT Programmatic Project		\$(24,857)	12/18/2018
400518D	I-5/1.7 miles S of Todd Road to Kalama River Rd - Deck Repair	18.21	31.91	5.81	NHPP	PE	Closure		\$(27,801)	12/18/2018
443214B	SR 432/Cowlitz River Bridge - Deck Repair and Overlay	9.58	9.89	0.31	NHPP	PE	Closure		\$(0.38)	11/13/2018
443214B	SR 432/Cowlitz River Bridge - Deck Repair and Overlay	9.58	9.89	0.31	NHPP	CN	Closure		\$(18,335)	11/13/2018
443216P	SR 432 / SR 4 to Industrial Way Vicinity - Paving	0	7.19	7.19	NHPP	CN	WSDOT Programmatic Project	\$78,718		1/4/2018, 5/8/2018
443216P	SR 432 / SR 4 to Industrial Way Vicinity - Paving	0	7.19	7.19	STP	CN	WSDOT Programmatic Project	\$164,605		1/4/2018, 5/8/2018
443218R	SR 432/Tennant Way Railroad Crossing - Bus and Truck Pullout Lanes	8.36	8.72	0.36	HSIP	CN	\$50,000	\$49,000	\$1,000	3/27/2018
443218R	SR 432/Tennant Way Railroad Crossing - Bus and Truck Pullout Lanes	8.36	8.72	0.36	Rail / Highway Crossing	CN	Closure	\$51,000		8/27/2018, 9/24/2018
443318N	SR 433/Lewis and Clark Bridge - Replace Navigation Lights (50% of Project Cost Paid by ODOT)	0	0.63	0.63	NHPP	PE	\$234,829	\$117,414	\$117,415	8/14/2018
450318P	SR 503/Rock Creek Rd Vicinity to Williams Rd Vicinity - Paving	13.71	29.96	16.25	STP	PE	WSDOT Programmatic Project	\$49,710	\$(10,527)	1/17/2018, 5/2/2018, 10/12/2018
450318P	SR 503/Rock Creek Rd Vicinity to Williams Rd Vicinity - Paving	13.71	29.96	16.25	STP	CN	WSDOT Programmatic Project	\$4,376,202	\$(350,401)	2/21/2018, 5/2/2018, 10/12/2018
450410A	SR 504/Kid Valley Road Vicinity to Johnston Ridge, with Exceptions - Chip Seal	17.86	51.81	33.95	STP	PE	WSDOT Programmatic Project		\$(10,048)	3/16/2018
450410A	SR 504/Kid Valley Road Vicinity to Johnston Ridge, with Exceptions - Chip Seal	17.86	51.81	33.95	STP	CN	WSDOT Programmatic Project	\$71,486		3/16/2018
450416C	SR 504 / Wooster Creek - Culvert Replacement Chronic Environmental Deficiency	16.99	17.01	0.02	STP	CN	Closure	\$264,808		8/27/2018, 12/19/2018

450426B	SR 504/N Fork Toutle River Kid Valley Bridge - Repair girders	N/A	N/A	N/A	STP	PE	Closure	\$450,000	\$(450,000)	3/7/2018, 4/18/2018, 10/10/2018
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TOTAL NET OBLIGATIONS IN 2018 (WSDOT Southwest): \$17,303,864

Notes: (1) Closure means ongoing expenditures for a project since initial authorization under a previous RTIP or the close-out process of a phase/project.

(2) WSDOT Programmatic Project means a project programmed on the RTIP, but grouped with many other projects into a “bucket” thus making it nearly impossible to track how many funds are remaining for future years.



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